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# The Glassworks, Barnsley.

Framework Travel Plan

Barnsley Metropolitan Borough Council

Project number: 60428357

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### Quality information

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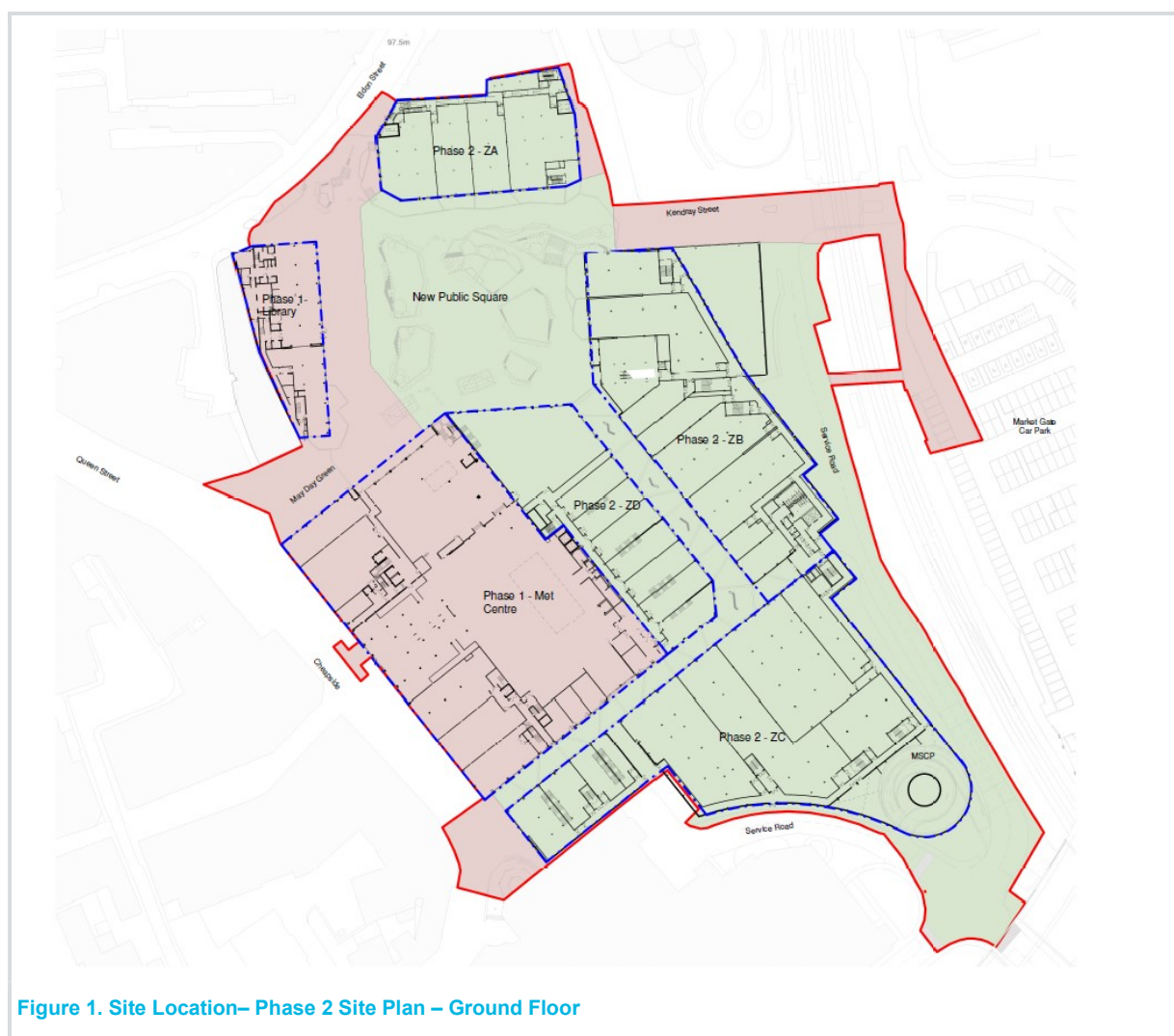
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## 1. Introduction

### 1.1 Background

AECOM have been commissioned by Barnsley Metropolitan Borough Council (Barnsley MBC) to prepare a Framework Travel Plan (FTP) to satisfy a planning condition for a mixed use development known as the Glassworks in Barnsley town centre. The proposals are briefly the demolition of the existing market area and multi storey car park and the construction of new retail units and a new market area along with a cinema and a library.

A site layout plan, as taken from the TA Report Intelligence Building Infrastructure (IBI) drawing BGW2-IBI-XX-GF-SP-A-G700-0009 is shown in Figure 1 below. The full plan is shown in Appendix 1



Due to the current stage of development and without identifying an end user, a full travel plan for this development cannot be implemented before its initial occupation. However, a copy of the approved Travel Plan Framework will be issued to the appointed Travel Plan Co-ordinator at an early stage to ensure he/she is aware of the targets, objectives and responsibilities entailed in providing a highly robust, successful travel plan.

A travel plan is a package of site-specific measures tailored to meet the needs of an individual site and aimed at promoting greener, cleaner travel choices by reducing reliance on the private car. A travel plan can bring a number of benefits including the following:

- Staff and visitors can enjoy improved health, cost and time savings and a greater travel choice;

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- Reduced traffic congestion at peak times;
- Improved air quality and a reduced impact of wider environmental problems such as climate change.

The implementation of measures contained within the Framework Travel Plan will be the responsibility of the Travel Plan Co-ordinator who will undertake monitoring of the effectiveness of the Travel Plan as well as conducting promotional activities.

A monitoring report will be produced on a yearly basis following the annual travel survey to identify whether targets are being achieved. If targets are not being achieved, then suggestions as to action required in order to make an improvement will be identified in partnership with the Travel Plan Officer at Barnsley MBC.

This report should be read in conjunction with the submitted Transport Assessment Report for the development.

### 1.2 Report Structure

Following this introductory chapter, this report includes the following:

- Section 2 outlines the aims and objectives of the FTP;
- Section 3 details the accessibility of the development site, identifying sustainable transport modes;
- Section 4 outlines the roles and responsibility for delivery of the final Travel Plans;
- Section 5 sets out the proposed Travel Plan Measures;
- Section 6 outlines the process for setting targets, monitoring and review;
- Section 7 provides a summary and conclusion.

The following appendices are included:

- Appendix A – Masterplan Layout.
- Appendix B – Barnsley Bus Route Map

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## 2. Travel Plan Aims and Objectives

### 2.1 Introduction

The purpose of the FTP is to promote sustainable travel and to minimise congestion on the highway network associated with the proposed development. The FTP will be specifically aimed at staff / visitors for the proposed redevelopment.

Guidance states that there is no standard format or content for travel plans. Each one needs to be tailored to the delivery of sustainable transport objectives for the specific site in question and evolve over time through a process of monitoring.

### 2.2 Travel Plan Objectives

The overall objectives of this FTP are as follows:

- Encourage sustainable travel choices for employees and visitors;
- Reduce car usage (particularly single occupancy car journeys) by promoting alternative travel modes to the car;
- Maximise accessibility for walking, cycling and public transport as sustainable transport modes; and
- Increase awareness around the environmental and health benefits of walking and cycling.

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**3. Site Location and Accessibility**

**3.1 Introduction**

This section provides a review of the site location, the proposed development and the sustainability of the site. Sustainability is essential to new development in terms of providing connectivity to surrounding areas including local amenities, transport interchanges and residential areas. The access by alternative modes of travel and the ease with which these can be used is set out by mode in the following sections.

**3.2 Site Location**

Barnsley Markets is located approximately 400m to the South of Barnsley Interchange, broadly bound by Kendray Street to the north, Cheapside to the west, the Alhambra Centre to the south and the Wakefield – Barnsley – Sheffield railway line to the east (see Figure 2 below)

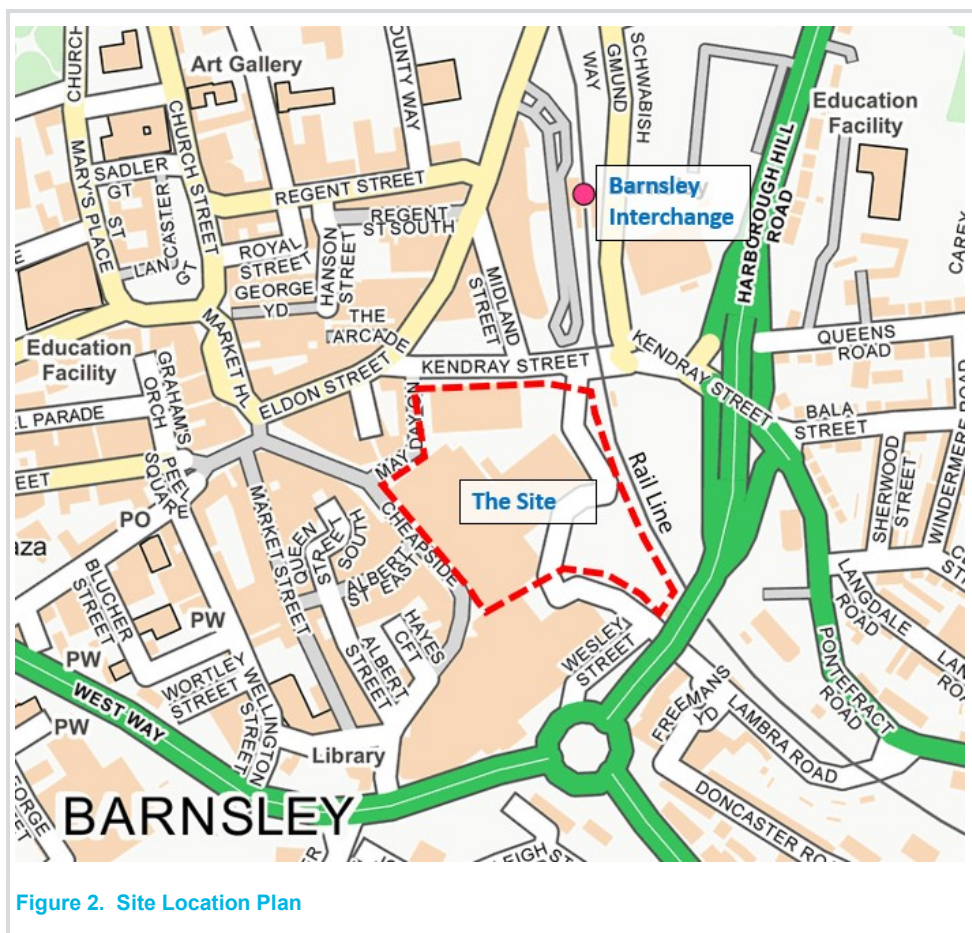


Figure 2. Site Location Plan

The development will include provision of a new MSCP with capacity for 500 spaces, which will replace the demolished Markets MSCP. The new MSCP will take access from the Lambra Road / Wesley Street junction via an additional northern access arm, with egress taken via an on-slip linking to the Lambra Road Western arm.

**3.3 Pedestrian Accessibility**

Walking is the most sustainable form of travel due to the positive environmental effects, including zero harmful emissions, associated with it. It also provides distinct health benefits and is the lowest cost form of travel. Walking is often required for the secondary part of a journey made using public transport.

Therefore, pedestrian facilities are an essential part of a development proposal providing connectivity to existing facilities. Adequate footways will ensure that journeys on foot will be a viable option.

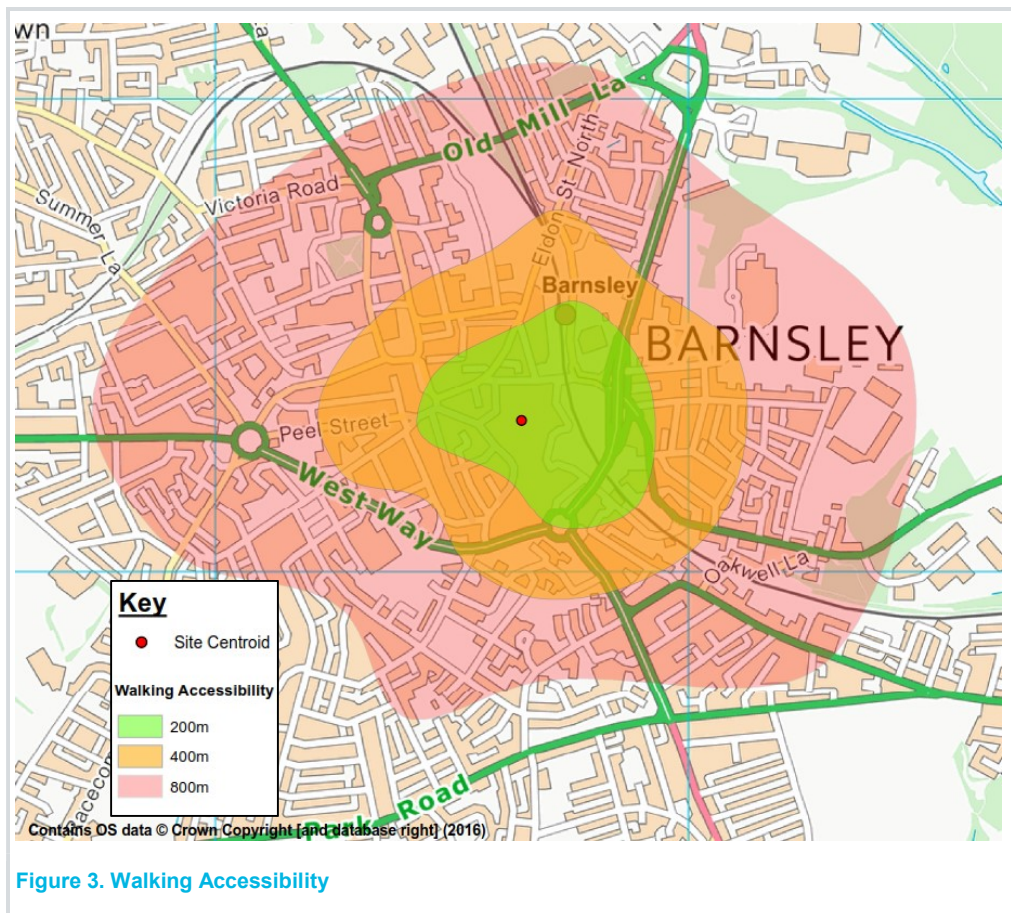
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Table 3 provides an extract from ‘Guidelines for Providing for Journeys on Foot’ by the Chartered Institute of Highways and Transportation (CIHT), which suggests acceptable walking distances for different types of journeys.

**Table 1: Suggested Acceptable Walking Distance**

	Town Centres (m)	Commuting (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

Using the CIHT guideline walking distances for a Town Centre, a plan illustrating 200m, 400m and 800m catchment areas from the site has been produced using GIS software and as shown in **Figure 3**.



As shown in Figure 1, the surrounding residential areas and the commercial units around the site are easily accessible on foot from the proposed development, with a walking distance of 800m covering a large proportion of the Barnsley Town Centre.

Pedestrian links to and from the proposed development site are to an excellent standard and link to existing retail developments and transport hubs within the Town Centre.

The site itself will include an open Public Realm area which will be an attraction for all pedestrians in the town centre and an artist’s impression is shown below in Figure 4.

The Alhambra roundabout to the south of the proposed development site has both pedestrian crossings and an underpass, with further pedestrian facilities at the New Street / Upper New Street traffic signal controlled junction.

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To the north, pedestrian crossings are provided across both Shambles Street and Eldon Street, with the areas to the west also being pedestrianised.



Figure 4. Artists impression of the Public Realm area of the proposed Development  
[Source : The Glassworks Website]

The proposed new Market Gate Bridge over the rail line (part funded by Network Rail) will provide a good pedestrian link between The Glass Works development and public transport and the Market Gate car park. The bridge will be fully accessible with lifts at either end of the bridge deck.

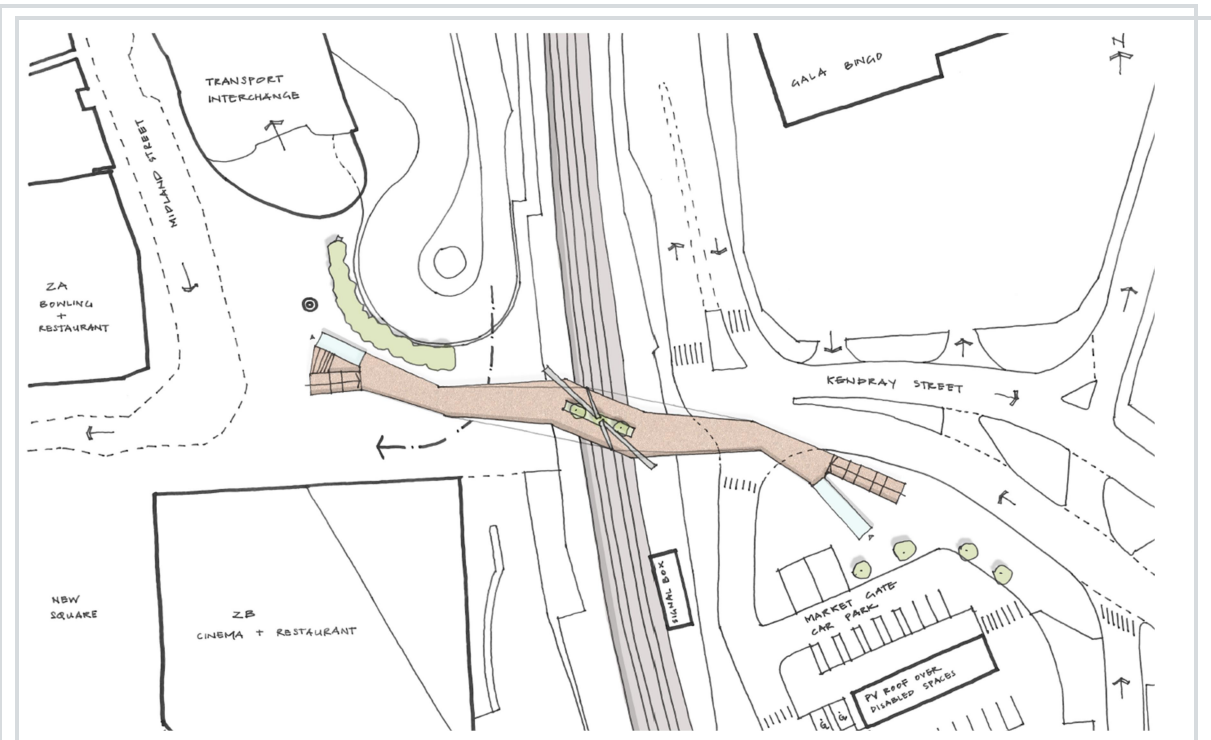


Figure 5. Proposed Market Gate Bridge (source: IBI Group and Benedetti Architects Brochure (Jan 18))

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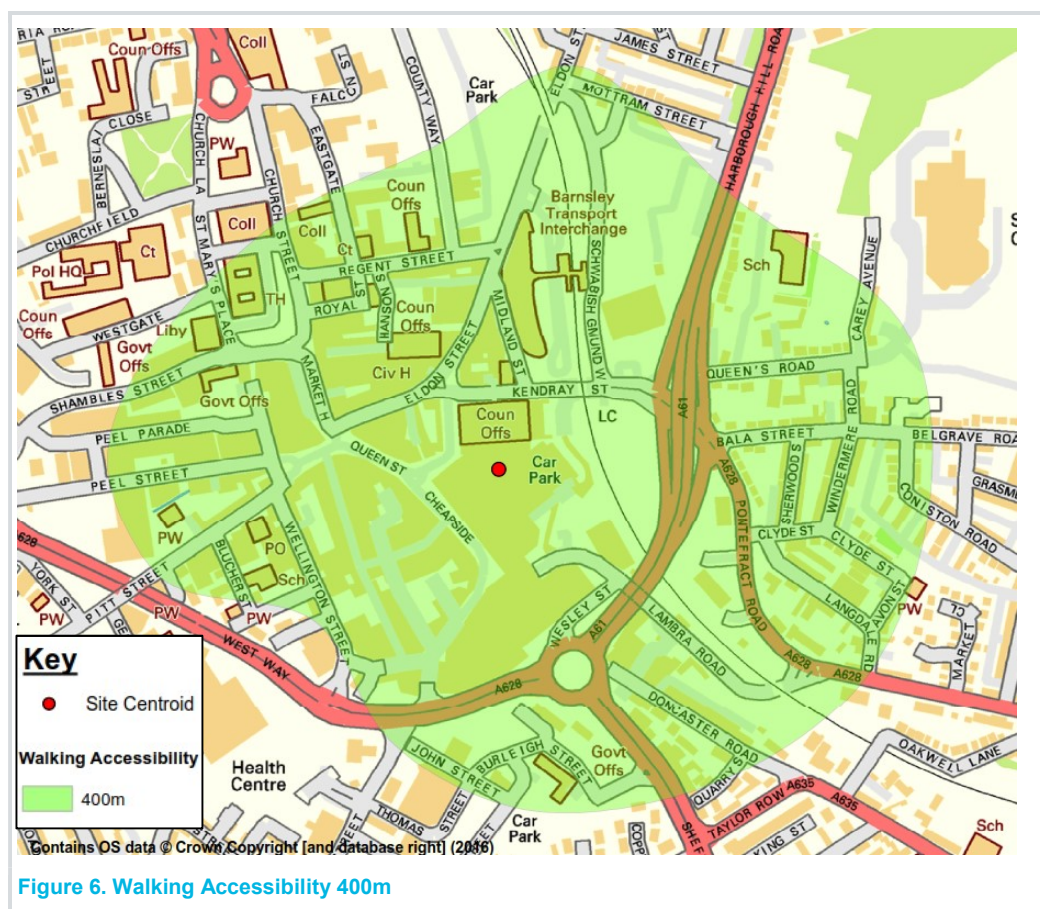
The CIHT also recommends a walking distance of up to 400m to bus waiting facilities from new developments, which is equivalent to a five-minute walk based on approximately 1.4m/s walking speed. This distance is generally accepted as a reasonable walking distance to bus stops from a site.

In addition to the above, 400m is also the suggested acceptable walking distance within a Town Centre, as detailed in Table 1. Considering this, a more detailed assessment of accessibility for pedestrians within 400m has been undertaken and shown in **Figure 6**.

As shown in **Figure 6**, a distance of 400m from the site centroid encompasses a large proportion of the Town Centre, which is characterised by well-lit footpaths with dropped kerbs and pedestrian crossing facilities, linking to a high number of amenities, which include:

- Barnsley Transport Interchange;
- Barnsley Town Centre
- John Street Car Park – South;
- The Courthouse Car Park – North;
- CEAG Car Park – East;
- ATM;
- Bank; and
- Additional shopping and retail units.

It is therefore considered, that existing pedestrian facilities within Barnsley Town Centre are excellent and the site is highly accessible by sustainable modes of transport, providing a viable alternative to staff and visitors other than private car use.



**Figure 6. Walking Accessibility 400m**

### 3.4 Cycling Accessibility

As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle-only infrastructure.

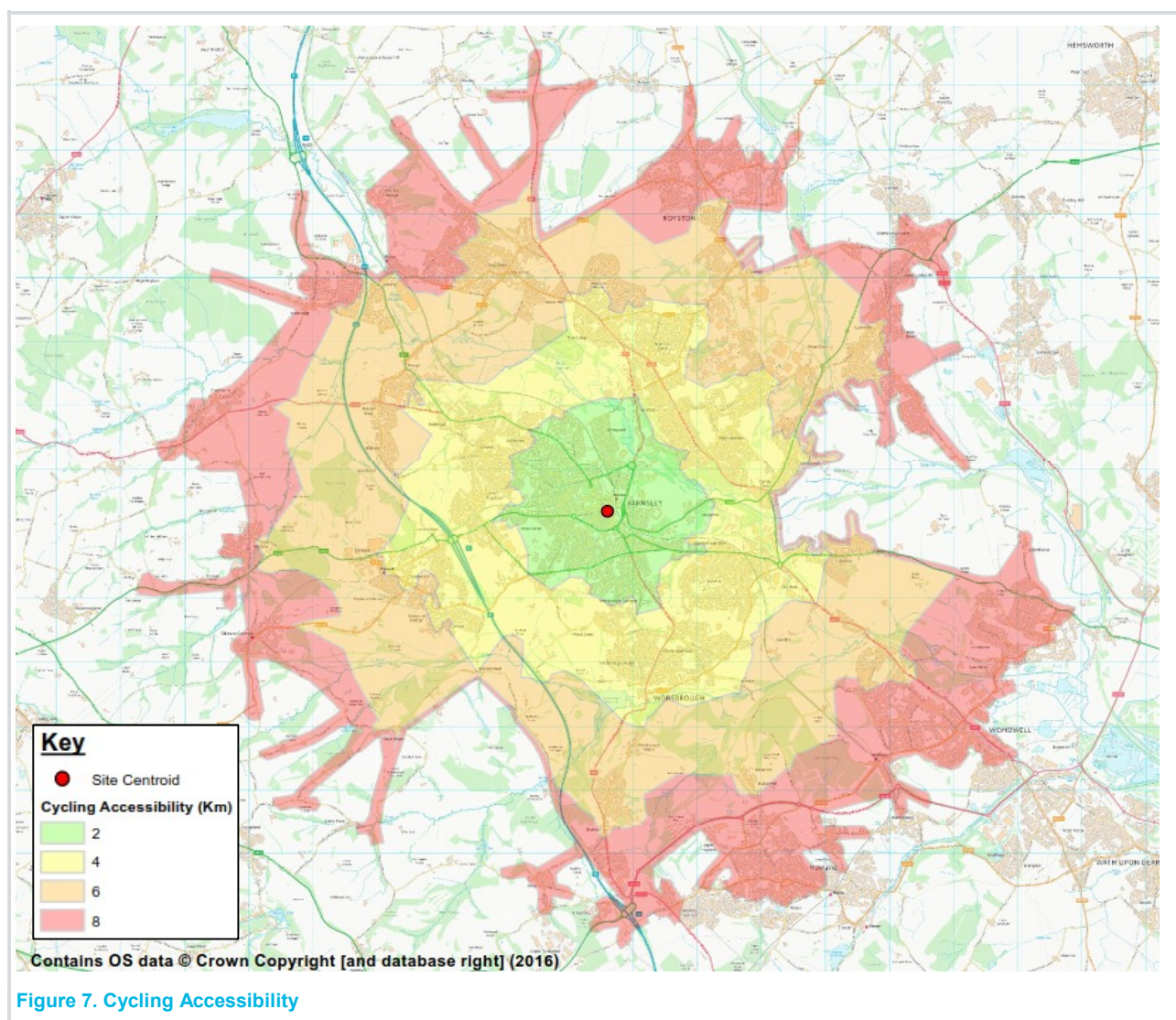
In respect of acceptable cycle distances, "Local Transport Note 2/08: Cycling Infrastructure Design", published by DfT, states that many utility cycle trips are less than three miles (approximately five kilometres), but for commuter journeys a distance of over five miles (approximately eight kilometres) is not uncommon.

In light of the DfT Local Transport Note, a plan illustrating a 2, 4, 6 and 8km catchment from the site has been produced using ArcOnline GIS software, as shown in Figure 7.

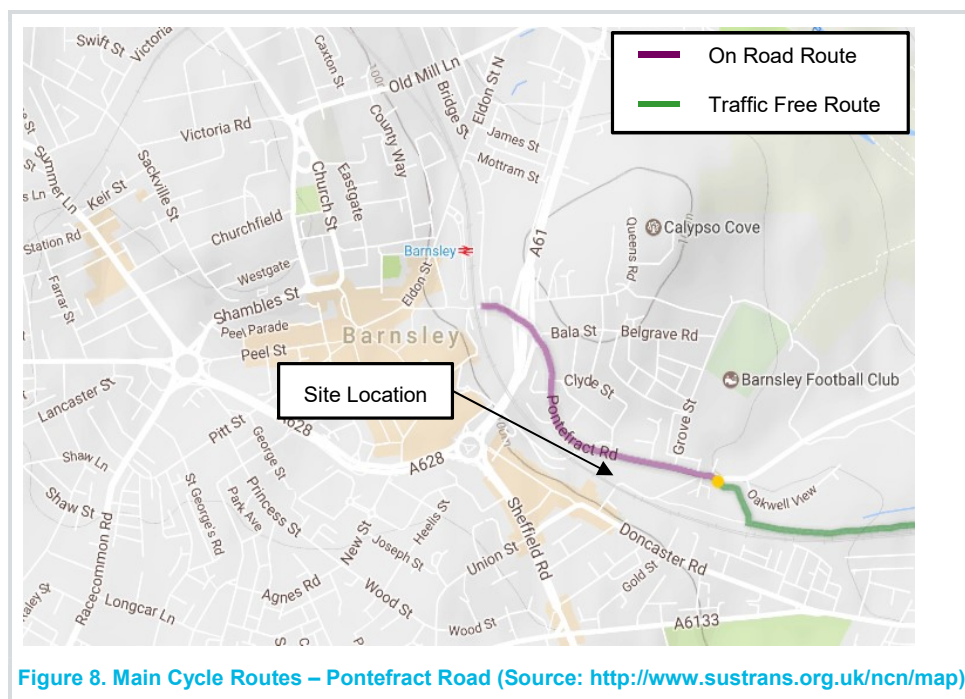
Cycling is widely recognised as a sustainable alternative to car journeys and in particular those of distances less than 5km.

As can be seen from Figure 7, the site location enables a high level of access to / from all areas of Barnsley Town Centre within a 2km cycling distance, with surrounding Towns and Villages also accessible within a 4 to 8km journey. These include areas such as Royston to the north, Cudworth to the east, Worsbrough to the south and Silkstone to the west.

Cycle routes within the vicinity of the site are shown in Figure 8. The cycle routes shown on the figure have been obtained from Sustrans online cycling map (link: <http://www.sustrans.org.uk/ncn/map>).



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As shown in **Figure 8** above, Pontefract Road to the east of the development site provides an on-road route, leading to an off-road route, which then links to National Cycle Route 67 approximately 4km to the east of the site.

National Cycle Route 67 connects to the periphery of Wakefield to the north and Sheffield to the south. Within a 8km distance of the site it connects to Royston to the north and Wombwell to the east and is accessed via a local route along Pontefract Road, just to the east of the Kendray Street level crossing.

National Cycle Network Route 62 is also located approximately 4km to the south of the site and can be accessed via the A61 towards Worsbrough. It forms the west and central sections of The Trans Pennine Trail and connects to Wombwell to the east and Penistone to the west.

In addition to the above, it is considered that road speeds, carriageway widths and proximity to the surrounding transport interchanges within Barnsley Town Centre would serve to encourage cycling as a feasible alternative to undertaking journeys by car.

### 3.5 Public Transport Accessibility

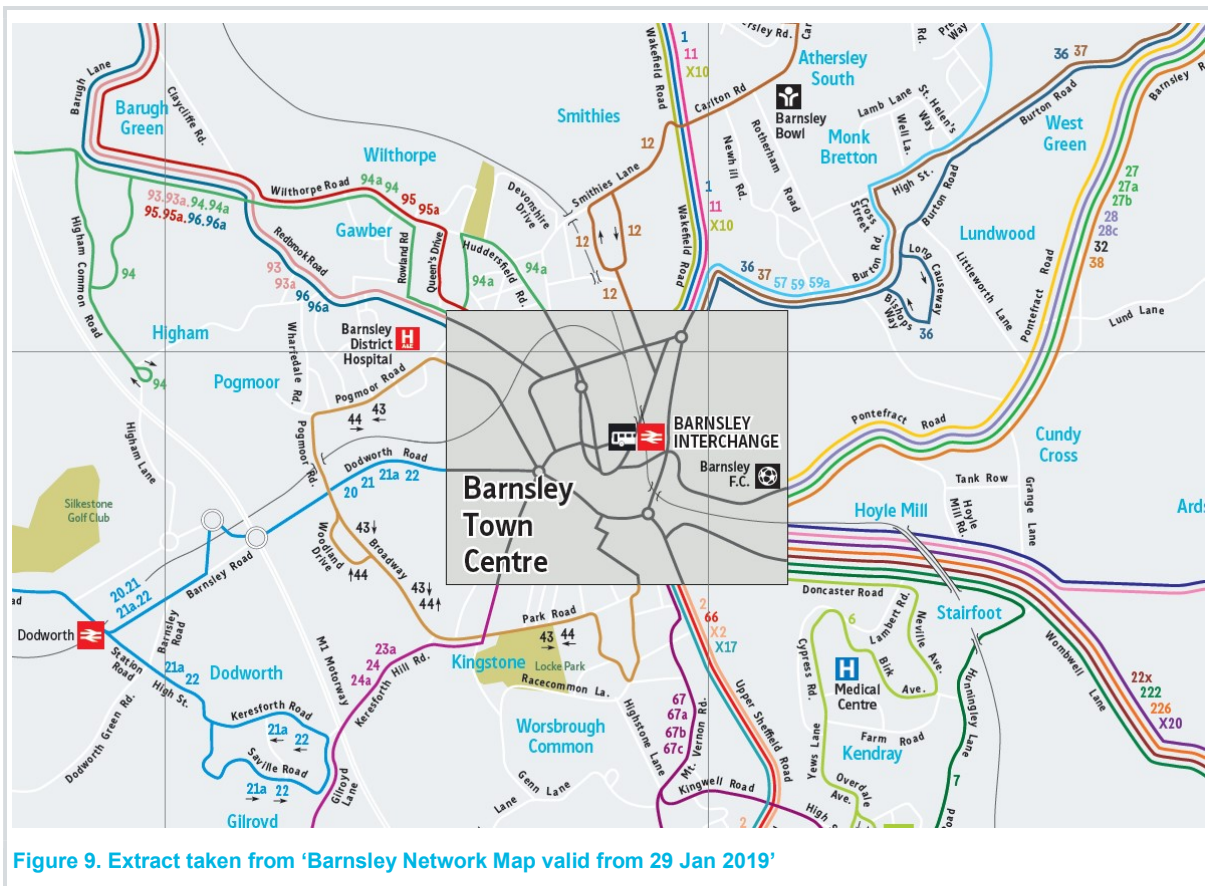
#### 3.5.1 Bus

Barnsley Interchange is located to the immediate north of the site and combines both the bus and rail station, thus providing an excellent facility to encourage alternative modes of travel. Although it is acknowledged that employees at some of the Food and Beverage units, which have longer opening hours, may have a more restrictive timetable available to them.

The CIHT recommends a walking distance of up to 400m to bus waiting facilities from new developments, which is equivalent to a five-minute walk based on approximately 1.4m/s walking speed. This distance is generally accepted as a reasonable walking distance to bus stops from a site.

As can be seen from **Figure 3** above, the site is within a 400 walking distance from Barnsley Bus and Rail the Interchange, which therefore within the generally accepted walking distance outlined by the CIHT and considered highly accessible.

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The bus station features the latest in technology such as the SYPT scheme of "Your Next Bus", tracking buses with GPS to check what time they are due to arrive and depart, thus providing a greater level of certainty for users.

Bus services departing Barnsley Interchange can be found in **Appendix A**, but as would be expected this provides a number of high frequency services to all areas of Barnsley as well as the surrounding areas, as shown in the extract taken from the 'Barnsley's Frequent Bus Services Map' shown in **Figure 9** above.

Based on the above, bus services in relation to the site are considered frequent and highly accessible, giving a realistic alternative to private car use.

### 3.5.1 Trains

With reference to Paragraph 6.16 of the CIHT document Planning for Public Transport in Developments it is stated that,

*"People have been found to be willing to walk about twice as far to or from a station than a bus stop; up to about 800m for rail compared to about 400m for a bus".*

As discussed within the previous section, the site is within a 400m walking distance from Barnsley Bus and Rail the Interchange, and as such, accessibility to public transport is considered excellent. Although it is acknowledged that employees at some of the Food and Beverage units, which have longer opening hours, may have a more restrictive timetable available to them.

The station benefits from a manned ticket office, which is open to the public between 06:00 – 19:30 Monday – Saturday and 08:45 – 19:00 on Sunday, and the station provides a direct link to services from Leeds, Wakefield Kirkgate and Sheffield as well as other services as highlighted in Table 8.

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**Table 2 – Barnsley Rail Services**

Station	Route (Main Stations)	Mon - Fri	Sat	Sun
	Wakefield Kirkgate - Leeds	30 mins	30 mins	60 mins
	Wakefield Kirkgate – Castleford - Leeds	60 – 120 mins	60 – 120 mins	120 mins
Barnsley Interchange	Meadowhall - Sheffield	30 mins	30 mins	60 mins
	Sheffield – Chesterfield - Nottingham	60 mins	60 mins	60 mins
	Denby Dale – Honley Huddersfield	60 mins	60 mins	60 mins

The above services combine to provide up to seven trains per hour between Monday and Saturday and up to five trains per hour on Sunday.

Therefore, it is considered that the site is highly accessible by rail and this provides a realistic alternative to the use of the private car.

**3.6 Summary**

The proposed development site is located within Barnsley Town Centre, which benefits from existing pedestrian infrastructure which links to bus and rail interchanges within the preferred maximum walking distances.

The site is also positioned centrally within Barnsley Town Centre, which offers a high number of amenities, it is therefore expected that site permeability for journeys on foot will also be high.

There are a limited number of cycle routes within Barnsley Town Centre, however it should be noted that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.

In respect to DfT acceptable cycling distances, many of the Towns and Villages surrounding Barnsley are located within an 8km cycle distance, with National Cycle Routes 67 and 62 also accessible within a 4km cycle distance from the Town Centre, therefore making cycling a realistic alternative to private vehicle use.

There are a number of Food and Beverage units planned in the development which may stay open well into the night. Access to public transport for staff and customers during these hours may be more restricted due to much fewer public transport services running during these hours. The individual Travel Plans for these F&B units will allow for this and detail what services are available and where the nearest taxi ranks are.

Based on the above, this section of the report has shown that the proposed development site is situated in an excellent location to benefit from sustainable travel.

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### 4. Roles and Responsibilities

#### 4.1 Introduction

The management and implementation of the FTP forms an integral part of the development process. It is proposed that a series of individual Travel Plans will be developed as new occupiers move into the development, to include:

- Staff Travel Plan; and
- Customer Travel Plan.

The applicant will appoint an Overall Travel Plan Co-ordinator who will be responsible for all aspects of travel planning at the proposed development and for ensuring that individual Travel Plans are prepared, implemented, managed and monitored. Direct responsibility for the implementation of each individual travel plan will be the responsibility of the occupiers appointed Travel Plan Co-ordinator.

#### 4.2 Overall Travel Plan Co-ordinator

The Overall Travel Plan Co-ordinator will be a member of the Centre Management Team and will be appointed no less than 3 months prior to first occupation of the proposed development. It is envisaged that this will be a full-time role until all individual Travel Plans are implemented.

The main responsibilities would be as follows:

- Being the main point of contact with Barnsley Metropolitan Borough Council (BMBC);
- Establishing a sustainable transport website for the proposed development;
- Liaison with public transport operators and cycle retailers to secure discounts on tickets and equipment for occupiers of the development;
- Support for individual Travel Plan Co-ordinators in developing their individual Travel Plans;
- Ensuring that monitoring takes place and that provision of data is provided to BMBC;
- Keeping an up-to-date list of occupiers and Travel Plan Co-ordinator contact details;
- Organisation and promotion of sustainable transport events (i.e. National Bike to Work Week, National Walk to Work Week, Clean Air Day etc.); and
- Lead / chair a steering group that includes representatives from BMBC, businesses and public transport providers which should meet on an annual basis to review travel plan progress.

#### 4.3 Individual Travel Plan Co-ordinators

Each occupier will nominate a Travel Plan Co-ordinator prior to occupation. The main responsibilities will include the following, and it would be envisaged that this could be undertaken alongside any normal working requirements:

- Sign up to and support the FTP;
- To develop and implement their individual Travel Plan with assistance from the Overall Travel Plan Co-ordinator;
- Compile Staff Induction Packs;
- Offer and provide personalised journey planning to staff;
- Assisting the Overall Travel Plan Co-ordinator in organising events and campaigns;
- Being the first point of contact for all staff / visitors regarding travel matters;
- Introduce travel planning initiatives for their organisation;
- Update noticeboards, websites etc. with travel information; and
- Assisting the Overall Travel Plan Co-ordinator in the annual monitoring of the development.

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### 5. Travel Plan Measures

The success of the Travel Plan will lie in its ability to influence the travel patterns of staff to The Glassworks and to encourage sustainable transport choices.

A number of measures outlined below will be provided as part of the scheme and the developer is committed to their provision.

#### 5.1 Travel Plan Information Board and Travel Plan Website

Poor or lack of information can be a major barrier to public transport use. Making people aware of travel alternatives and ease of access to information will form a key element of the Travel Plan and encourage access to the development by bus and other non-car modes.

It will be the responsibility of the Travel Plan Co-ordinator to ensure that staff are provided with sufficient information to allow them to use the public transport network with relative ease.

Travel Plan Information Boards will be provided within the staff communal areas providing key information to staff. A Travel Plan section on The Glassworks website will also be provided, which will contain key information on sustainable travel not only for staff, but visitors as well. Examples of the information that are to be provided are included in the sections below.

#### 5.2 Staff Travel Information Pack

Each employee will be made aware of sustainable travel measures being implemented as part of the detailed Travel Plan. This information will be provided through an information pack that will be provided by each individual travel plan coordinator in liaison with the overall travel plan coordinator for the Glassworks and handed out to all new employees during their staff induction.

The information pack will include the following information:

- Brief description of what a Travel Plan is and the overall aims and objectives;
- Contact details of the Travel Plan Co-ordinator;
- Bus and Train Timetables;
- Barnsley Council Cycling Map;
- Carshare South Yorkshire Details; and
- Other Useful Travel Websites.

Information will also be provided to staff via posters in the staff communal area promoting national travel planning events including:

- Walk to Work Week;
- National Bike Week; and
- National Liftshare Week.

#### 5.3 Walking

The location of the site provides excellent access for pedestrians and is within walking distance of the nearby Bus and Rail Interchange. The following initiatives will be implemented as part of the Travel Plan:

- Information will be provided to raise awareness and emphasise the health benefits of walking to staff. Promotional material will be displayed on the Travel Plan Information Boards.
- Production of a map showing pedestrian routes serving the site.

#### 5.4 Cycling

Cycling, whether for leisure, sport or commuting to work, is a healthy form of transport. For short journeys in urban environments, cycling can be a lot quicker and often less stressful.

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The following measures will be provided to encourage cycling:

- Install secure, covered, lit and conveniently located cycle parking spaces.
- Provide showers, changing rooms, drying room/facilities and lockers for cyclists and other building users.
- Consider sharing resources with other buildings in the town to reduce duplication and encourage neighbourliness.

### 5.5 Car Sharing

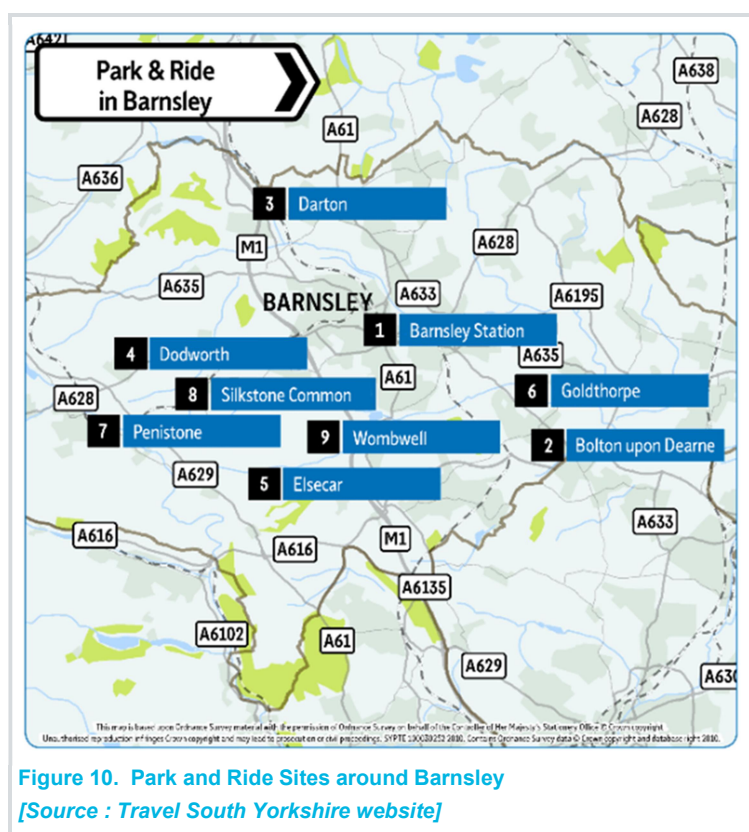
Car-sharing can offer a convenient way for commuters to retain the flexibility and comfort associated with the car. There are obvious advantages to staff in sharing the costs of commuting. The Travel Plan Co-ordinator will encourage and support informal staff car sharing as part of the Travel Plan.

In emergencies, the Travel Plan Co-ordinator will provide a guaranteed lift home for car sharers. The provision will be extended for emergency situations for staff that cycle or walk to work.

### 5.6 Park and Ride

There are a number of Rail Park and Ride sites in operation around Barnsley and many of them provide direct access to Barnsley town centre via the rail network. Parking is offered free at many of them. Further details can be found here :- <https://www.travelsouthyorkshire.com/parkandridebarnsley/>

Figure 10 below shows the location of nine Park and Ride Sites



This service will be promoted by the Travel Plan Co-ordinator to staff and visitors through posters displayed in staff communal areas, the staff travel information pack and the Travel Plan section of the Glassworks website.

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### 5.7 Delivery and Servicing Planning Toolkit

In order to discourage and reduce the number of high emission vehicles servicing the site, the developer will produce a Delivery and Servicing Planning Toolkit (DSPT) and will be encouraged to adopt lower emission technologies (see next Measure).

The aims and objectives for the DSPT will be to primarily reduce the impact of delivery and servicing activity generated by the Glassworks site on the human and physical environment. This will be pursued through seeking to influence delivery and servicing activities to achieve the following objectives:

- A reduction in the volume of delivery and servicing trips;
- Optimising the pattern of delivery and servicing trips to avoid peak hours;
- Identifying opportunities for shifting mode from road to rail and other more sustainable modes; and
- Promoting improvements to delivery and servicing vehicles, equipment and technology.

A Servicing and Delivery Manager will be appointed from the Centre Management Team before first opening of The Glassworks development. The responsibilities of the service and delivery manager will be:

- To be involved in the management, implementation and monitoring of the DSPT;
- Marketing the DSPT amongst site users;
- Active management of the service yard to ensure the required number of delivery bays are available for use and to implement a noise abatement strategy;
- Developing additional measures to meet the targets if they are not being met;
- Implementing measures and on-going promotion of the DSPT;
- Monitoring and evaluating the DSPT on an annual basis to allow measures to be amended, revised and fine-tuned in response to recorded user behaviour.

### 5.8 Use of Lower Emission Technologies

The developer will be encouraged to adopt an accreditation scheme such as <https://www.ecostars-uk.com/south-yorkshire/introduction/>.

### 5.9 Possible Future Initiatives

In addition to the measures outlined above as part of the FTP, a number of other measures will also be investigated and considered by the Travel Plan Co-ordinator and each individual Final Travel Plan.

- **Cycle to Work Scheme** – This scheme would allow full-time staff to purchase a bike through an interest free loan. The loan would subsequently be repaid through salary deductions over a specific time period.
- **Public Transport Season Ticket** – This scheme could allow staff to purchase annual public transport season tickets through an interest free loan. The loan would be repaid through salary deductions over a 12-month period.

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## 6. Targets and Monitoring

### 6.1 Targets and Monitoring

It is essential that Travel Plans are closely monitored and reviewed regularly throughout the early stages of occupation and at subsequent intervals. This will be the responsibility of the individual Travel Plan Co-ordinators under the guidance of the Overall Travel Plan Co-ordinator to ensure that the plans are still relevant and up-to-date.

In order to ensure regular monitoring, an Annual Monitoring Report incorporating an Action Plan will be prepared by the individual Travel Plan Co-ordinators for agreement with BMBC. This document will include details of existing travel patterns, future measures to encourage modal shift and monitoring performance against the previous plan targets.

The first step for the individual Travel Plan Co-ordinators will be to implement the initial measures set out in this FTP and carrying out the initial travel surveys. Following this, it will then be necessary to determine whether the suggested measures set out in this document are appropriate for inclusion in the Travel Plan and if not, consider what alternative or additional measures could be undertaken.

### 6.2 Setting Targets

After the initial travel surveys have been undertaken, targets for modal shift will be set out and agreed with BMBC within 3 months of the surveys. The agreed targets will be reviewed at the time of the first travel survey.

A travel survey will be conducted annually for a period of five years with the results from these surveys helping to identify whether measures have been effective. The individual Travel Plan Co-ordinators will ensure that the survey response rate is as high as possible and the use of a prize draw is one way of encouraging a higher response rate. A minimum response rate of 50% is deemed acceptable.

### 6.3 Action Plan

As an initial guide to the first action plan Table 3 below sets out possible tasks for the action plan :-

**Table 3: Travel Plan – Initial Action Plan**

Task	Responsibility	Time
Appoint a travel plan co-ordinator	HR / Management	No less than 3 months prior to the new development being brought into use
Sign up to 'Cycle to Work' scheme	HR / Management	As soon as practicable
Collate public transport route, timetable information for access by staff and guest and keep up to date	Travel plan co-ordinator	As soon as practicable / On-going
Promote local car clubs and car share schemes	Travel plan co-ordinator	Prior to the new development being brought in to use
Review and update website travel information as appropriate	Travel plan co-ordinator / Management	Prior to the new development being brought into use
Commission baseline travel surveys	Travel plan co-ordinator	Within 3 months of Opening
Commission subsequent travel surveys	Travel plan co-ordinator	12 months after Travel Plan Approval
Liaise with local authority and public transport operatives to improve public transport service reliability and frequency	Travel plan co-ordinator	Following subsequent travel surveys

## DRAFT

Following the submission and agreement of the individual Travel Plans, a monitoring report will be prepared annually by the individual Travel Plan Co-ordinators, which will contain the more detailed Action Plan for the following twelve months. These individual monitoring reports will feed into an overarching Annual Monitoring Report prepared by the Overall Travel Plan Co-ordinator to be submitted to the steering group annually for review. The report will contain the results of the annual travel to work survey, with an assessment of whether the targets are being met. If the targets are being met, the Annual Monitoring Report will contain actions aimed at maintaining the target modal shift. If the targets have not been met, additional measures to be provided by the occupier will be discussed and agreed with BMBC and included within the Annual Monitoring Report.

A costed and justified budget will be put in place in each individual Travel Plan as reserved matters applications come forward. This will enable measures to be implemented and to ensure travel plan targets are met.

## DRAFT

### 7. Summary

AECOM have been commissioned by Barnsley Metropolitan Borough Council (Barnsley MBC) to prepare a Framework Travel Plan (FTP) to satisfy a planning condition for a mixed use development known as the Glassworks in Barnsley centre. The proposals are briefly the demolition of the existing market area and multi storey car park and the construction of new retail units and a new market area along with a cinema and a library.

Pedestrian access and facilities within and around the site in Barnsley Town Centre are excellent and the site is highly accessible by sustainable modes of transport, providing a viable alternative to staff and visitors other than private car use. The main Barnsley Bus and Rail Interchange is located within a 400m walk of the site.

In terms of cycling, the site location enables a high level of access to / from all areas of Barnsley Town Centre within a 2km cycling distance, with surrounding Towns and Villages also accessible within a 4 to 8km journey. These include areas such as Royston to the north, Cudworth to the east, Worsbrough to the south and Silkstone to the west.

Barnsley Rail Interchange can be easily accessed within 400m just north of the site which provides frequent services to a number of different destinations further afield. The baseline of sustainable transport to / from the development site is therefore considered to be excellent.

The overall objectives of this FTP are as follows:

- Encourage sustainable travel choices for employees and visitors;
- Reduce car usage (particularly single occupancy car journeys) by promoting alternative travel modes to the car;
- Maximise accessibility for walking, cycling and public transport as sustainable transport modes; and

Increase awareness around the environmental and health benefits of walking and cycling.

The management and implementation of the FTP forms an integral part of the development process. It is proposed that a series of individual Travel Plans will be developed as new occupiers move into the development.

The success of the Travel Plans will lie in their ability to influence the travel patterns of staff and to encourage sustainable transport choices. In order to understand whether the Travel Plans are successful in meeting objectives, it is important that they can be measured by setting targets.

In order to encourage more sustainable travel modes, measures would be introduced. These would be focused on the following:

- Appointment of a Travel Plan Co-ordinator;
- Develop a marketing and communication strategy;
- Walking measures;
- Cycling measures;
- Encouragement of public transport use; and
- Car sharing.

It is essential that Travel Plans are closely monitored and reviewed regularly throughout the early stages of occupation and at subsequent intervals. This will be the responsibility of the individual Travel Plan Co-ordinators under the guidance of the Overall Travel Plan Co-ordinator to ensure that the plans are still relevant and up-to-date.

## Appendix A – Masterplan Layout

