

Strata Sterling Barnsley West Ltd  
Proposed MU1 Site, Barnsley

## Framework Residential Travel Plan

7 June 2024  
Version 3.0  
Issue





## Contents

<b>1</b>	<b>Introduction</b>	<b>1</b>
1.1	Commission	1
1.2	Development Proposals	1
1.3	Purpose of this Document	1
1.4	Structure of this Document	3
<b>2</b>	<b>Travel Plan Management</b>	<b>4</b>
2.1	Transport Vision and Objective	4
2.2	Travel Plan Coordinator Roles	4
2.3	Funding	6
2.4	Liaison with Barnsley Metropolitan Borough Council (BMBC)	6
2.5	Initial Mode Share Targets	7
2.6	Monitoring Framework	9
<b>3</b>	<b>Existing Situation</b>	<b>11</b>
3.1	Site Location	11
3.2	Cycling	12
3.3	Public Transport	14
<b>4</b>	<b>The Development</b>	<b>16</b>
4.1	Communications Strategy	16
4.2	Walking and Cycling	17
4.3	Arrival by Public Transport	19
4.4	Arrival by Car	20
<b>5</b>	<b>Summary of Travel Plan Actions and Measures</b>	<b>23</b>

## Figures

Figure 1: Site Location

Figure 2: Walking Catchment and Local Land Use

Figure 3: Cycle Catchment

Figure 4: Public Transport Network

Figure 5: Phase 1a - Walking Catchment

## Appendices

Appendix A: Proposed Indicative Site Plan

# 1 Introduction

## 1.1 Commission

Fore Consulting Limited (Fore) has been commissioned by Strata Sterling Barnsley West Ltd (“The Applicant”) to provide transport advice in relation to two hybrid planning applications at a site to the south of Barugh Green Road, Barnsley.

The two respective applications cover the majority of the allocated site (MU1) as identified in the Barnsley Local Plan, which was adopted in January 2019. Site MU1 is defined as a strategic development site which is intended to accommodate a significant proportion of the new housing, employment and education within the district.

The MU1 site is subject to two hybrid planning applications. This Framework Residential Travel Plan (referred hereafter as the Framework Travel Plan) has been prepared to cover the residential hybrid planning application (Planning Reference: 2021/1090). A Framework Workplace Travel Plan has been prepared to support the employment hybrid planning application (Planning Reference: 2021/1089) and is submitted under separate cover.

## 1.2 Development Proposals

The residential hybrid planning application consists of the following:

*a) Full planning permission for earthworks to create development platforms, strategic drainage ponds/dry detention basins and associated drainage infrastructure, construction of a new link road, location of strategic landscaping and ecological areas, demolition of existing buildings, works to Hermit Lane and erection of Phase 1(a) residential development comprising 216 dwellings.*

*b) Outline planning permission for residential development comprising up to 1,344 dwellings, new primary school, small shops and community facilities and associated infrastructure works.*

The development proposals are demonstrated on the proposed indicative site plan which is provided at Appendix A.

## 1.3 Purpose of this Document

This Framework Travel Plan sets out the aspiration of the developer to encourage residents to use alternatives to single-occupancy car journeys, as one of the ways to reduce the environmental impact of the proposed development, whilst also generating a number of other benefits for residents and the wider community as a whole.

This document forms the Framework Travel Plan for the development, as follows:

- This document is the Framework Travel Plan for the residential element of the development. The preparation of Full Travel Plans, based on the framework set out in this document, will be required for subsequent applications on the site seeking full planning approval. Each housebuilder, if required, will appoint their own Residential Travel Plan Coordinator to implement the Full Travel Plan.
- This document sets out a framework for the primary school within which they can form their own School Travel Plan, if required.
- The proposed convenience store (418 sqm) does not exceed BMBC thresholds for requiring a Travel Plan (over 800 sqm for Food Retail), as set out in Appendix A of Barnsley Metropolitan Borough Council's (BMBC) adopted 'Sustainable Travel' Supplementary Planning Document (SPD)<sup>1</sup>.

This Framework Travel Plan has been prepared in accordance with the guidance set out in BMBC's adopted 'Sustainable Travel' SPD.

This Framework Travel Plan has also been prepared in accordance with the requirements of DfT Circular 01/2022<sup>2</sup>. Paragraph 44 of the Circular states the following with regard to Travel Plans:

*“Travel plans are an effective means of incentivising the use of sustainable modes of transport. Where these are required, development promoters must put forward clear targets and commitments to manage down the traffic impact of development and maximise the accessibility of and within sites by walking, wheeling, cycling, public transport and shared travel. Targets for achieving a modal shift to sustainable transport will need to be subject to sustained monitoring and management by an appointed travel plan coordinator. Advice on preparing and monitoring travel plans is contained in the planning practice guidance.”*

Given the potential length of site build out, this Framework Travel Plan will provide a framework for the initial 5 years of the site lifespan and will require updating no later than 5 years following any approval of the document.

---

<sup>1</sup> Sustainable Travel Supplementary Planning Document, Barnsley Metropolitan Borough Council, 2022.

<sup>2</sup> DfT Circular 01/2022: Strategic road network and the delivery of sustainable development, Department for Transport, 2022.

## 1.4 Structure of this Document

This document continues as follows:

- Section 2: Management and development of the Framework Travel Plan over time, including the overarching objectives of the Framework Travel Plan and details of monitoring and review.
- Section 3: Description of the existing transport networks within the vicinity of the site.
- Section 4: On-site facilities and measures to aid travel by sustainable modes, as well as details of vehicle access.
- Section 5: Summary tables of actions and measures.

## 2 Travel Plan Management

This Section sets out the management and development of the Framework Travel Plan over time, including the overarching objectives of the Framework Travel Plan and details of monitoring and review.

The actions required to ensure the Framework Travel Plan is managed appropriately are summarised in Table 8.

### 2.1 Transport Vision and Objective

The transport vision for the development is to encourage and maximise active, healthy, and sustainable travel choices to encourage modal shift to active modes and public transport, to assist in delivering transport decarbonisation.

The primary objective of this Framework Travel Plan is to ensure that all residents can choose from a range of options for travelling by non-car modes. This will be achieved by providing the measures and incentives required to make sustainable travel practical and attractive, and communicating these options to residents. This will assist in achieving the transport vision for the development.

This Framework Travel Plan has been prepared in accordance with the guidance set out in BMBC's adopted '*Sustainable Travel*' SPD.

### 2.2 Travel Plan Coordinator Roles

Key roles in delivering the Travel Plans are that of the Travel Plan Coordinators. The roles of the Framework Travel Plan Coordinator, Residential Travel Plan Coordinators and School Travel Plan Coordinators are detailed in Sections 2.2.1, 2.2.2 and 0, respectively.

#### 2.2.1 Framework Travel Plan Coordinator Role (FTPC)

Strata Sterling Barnsley West will appoint a Framework Travel Plan Coordinator (FTPC) prior to marketing of the development.

On appointment, the FTPC will contact BMBC to advise that work has commenced on delivering the Framework Travel Plan. In the meantime, Fore can be contacted to discuss the Framework Travel Plan at [travelplanning@hydrock.com](mailto:travelplanning@hydrock.com).

The FTPC will have the responsibility of ensuring that the pre-occupation actions and measures are delivered and will communicate the requirement to prepare Full Travel Plans:

- The FTPC will liaise with the housebuilder(s) at the signing of leases/sale to ensure that they are aware of potential obligations associated with the Framework Travel Plan from the offset.
- For the primary school, the FTPC will communicate with them the potential requirement to prepare a School Travel Plan if required.

The FTPC role will cease once all pre-occupation actions and measures assigned to the FTPC have been delivered. This includes the requirement to liaise with the housebuilder(s) at the signing of leases/sale to ensure that they are aware of potential obligations associated with the Framework Travel Plan. As such, a FTPC will be in place until all leases are signed for the individual phases of development.

### 2.2.2 Residential Travel Plan Coordinator (RTPC)

It is the responsibility of each housebuilder to appoint a Residential Travel Plan Coordinator (RTPC) if their phase of development exceeds the 80-dwelling threshold for requiring a Full Travel Plan.

The Residential Travel Plan Coordinator will have the following responsibilities:

- Implement the Travel Plan by delivering the actions in Table 8 and measures in Table 9 which have “RTPC” in the responsibility column, including communicating the Travel Plan and travel options to residents at the development.
- Being a point of contact for residents at the development to discuss travel options.
- Liaising with BMBC, in consultation with National Highways, to discuss the Travel Plan, including the results of monitoring via the submission of progress reports.

The contact details of the RTPC will be provided to BMBC 3 months prior to occupation. This is to ensure that the pre-occupation measures are implemented within the required timescales. If a new RTPC is appointed, their contact details will be provided within two weeks of the change. The contact details of the RTPC will also be provided to National Highways.

It is anticipated that a Travel Plan Liaison Group will be established with BMBC for the residential development to ensure that the RTPCs across the development can work collaboratively to achieve the aims and objectives set out in this Framework Travel Plan and in their subsequent Full Travel Plans. The liaison group will be set up within 3 months of occupation of the first dwelling, with subsequent housebuilders coming on board following first occupation of their respective residential development.

### 2.2.3 School Travel Plan Coordinator (STPC)

This Framework Travel Plan will be issued to the primary school once they enter a contractual arrangement to ensure that they are aware of potential obligations of the Framework Travel Plan from the offset.

Where required, the primary school will appoint a School Travel Plan Coordinator (STPC) at the signing of lease who will produce a School Travel Plan which will include:

- Details of an appointed STPC and a refined list of their responsibilities.
- Updated descriptions of the transport network in the vicinity and on-site facilities.
- Details of how the School Travel Plan will be managed and monitored.
- A list of measures to encourage trips to be undertaken by modes other than by car. Suggested measures are detailed in Section 4 of this Travel Plan.

## 2.3 Funding

The Framework Travel Plan will be funded by the Applicant, which will cover the FTPC role and the specific actions and measures in Tables 8 and 9 with “Applicant” as the responsible party.

Ongoing measures associated with the Full Travel Plans will be funded by each housebuilder/the school, including the cost of the Residential/School Travel Plan Coordinators and the cost of monitoring and reporting.

As part of the monitoring and reporting process (see Section 2.6), any additional sustainable transport measures required if Travel Plan targets are not met will be identified, including any necessary funding requirements.

## 2.4 Liaison with Barnsley Metropolitan Borough Council (BMBC)

The content of this Framework Travel Plan will be agreed with BMBC as part of the planning process.

Thereafter the Residential/School Travel Plan Coordinator(s) will communicate with BMBC to discuss their Full Travel Plans (where required), the findings of monitoring and reporting, and to agree future targets/measures.

As set out in Section 2.2.2, it is anticipated that a Travel Plan Liaison Group will be established with BMBC for the residential development to ensure that the RTPCs across the

development can work collaboratively to achieve the aims and objectives set out in this Framework Travel Plan and in their subsequent Full Travel Plans.

## 2.5 Initial Mode Share Targets

This Framework Travel Plan sets initial mode share targets for the residential element of the development.

As stated in Section 1.3, the primary school may require a School Travel Plan. When this is established, initial mode share targets for the school will be set. It will be the responsibility of the STPC to agree an initial mode share target for their respective element of the development prior to occupation.

### 2.5.1 Baseline Mode Share

2011 Census data<sup>3</sup> has been used to derive the baseline mode share for the residential element of the proposed development. The mode share for the Barnsley 012 Middle Layer Super Output Area (MSOA) has been used. As this is the MSOA within which the site is located, the mode share represents a reasonable proxy for the likely travel characteristics of the proposed development, with regard to the existing accessibility of the site by public transport and the configuration of the local highway network.

By applying the baseline mode share to the agreed vehicle trip generation for the full proposed development, the predicted person trip generation by mode has been estimated. This is set out in Table 1.

---

<sup>3</sup> Dataset reference 'QS701EW - Method of travel to work'. The categories 'Not in employment', 'Underground, metro, light rail, tram', 'Work mainly at or from home' and 'Other method of travel to work' have been excluded for the purposes of this assessment.

**Table 1: Baseline Mode Share**

Mode	Baseline Mode Share (%)	Weekday AM Peak Hour (08:00-09:00)			Weekday PM Peak Hour (17:00-18:00)		
		Arr.	Dep.	Total	Arr.	Dep.	Total
Train	2.1%	4	13	17	14	8	22
Bus, minibus or coach	4.1%	7	26	33	27	15	42
Taxi	0.5%	1	3	4	3	2	5
Motorcycle, scooter or moped	0.5%	1	3	4	3	2	5
Driving a car or van	74.7%	129	468	597	487	281	768
Passenger in a car or van	6.3%	11	39	50	41	24	64
Bicycle	0.6%	1	4	5	4	2	7
On Foot	11.2%	19	70	89	73	42	115
<b>Total</b>	<b>100%</b>	<b>173</b>	<b>627</b>	<b>800</b>	<b>652</b>	<b>376</b>	<b>1,028</b>

## 2.5.2 Travel Plan Targets

The transport vision for the development is to encourage and maximise active, healthy, and sustainable travel choices to encourage modal shift to active modes and public transport, to assist in delivering transport decarbonisation.

In order to achieve this vision, targets are set to reduce the proportion of residents travelling alone by car. The initial mode share targets are set based on a 10% reduction to the number of trips undertaken by car or van drivers, as shown in Table 2. The number of trips undertaken by bus, bicycle, on foot and as a passenger in a car or van, have been increased accordingly. The intention is to achieve the targeted mode share at each residential development over a 5-year period.

**Table 2: Mode Share Targets**

Mode	Target Mode Share (%)	Weekday AM Peak Hour (08:00-09:00)			Weekday PM Peak Hour (17:00-18:00)		
		Arr.	Dep.	Total	Arr.	Dep.	Total
Train	2.1%	4	13	17	14	8	22
Bus, minibus or coach	6.0%	10	37	48	39	22	61
Taxi	0.5%	1	3	4	3	2	5
Motorcycle, scooter or moped	0.5%	1	3	4	3	2	5
Driving a car or van	67.2%	117	421	538	438	253	691
Passenger in a car or van	8.1%	14	51	65	53	31	84

Bicycle	2.5%	4	16	20	16	9	26
On Foot	13.0%	23	82	104	85	49	134
<b>Total</b>	<b>100%</b>	<b>173</b>	<b>627</b>	<b>800</b>	<b>652</b>	<b>376</b>	<b>1,028</b>

### 2.5.3 Tavel Plan Target Review

Whilst the dataset used to establish the baseline mode share and Travel Plan targets for the development are likely to represent a reasonable proxy for the development, the actual baseline position will be determined through undertaking initial travel surveys at each phase of the development.

Therefore, following the findings of the initial surveys (see Section 2.6), each RTPC will liaise with BMBC to review the targets to consider whether these targets are appropriate.

If revised, the mode share target will be agreed, and will not change, without prior consultation with BMBC.

## 2.6 Monitoring Framework

The monitoring framework for the proposed development will involve undertaking annual travel surveys at each phase of the development to record how development users are travelling, noting that each phase will have their own Travel Plan. Monitoring will assist in refining Travel Plan measures and establishing new targets, as appropriate.

The monitoring period is also an opportunity for each RTPC to communicate the Travel Plan to residents, to ensure individuals know about the sustainable travel options available and to gather feedback, e.g. the desire for more information about alternative modes of travel, incentives or cycle parking. The Monitoring Framework for the development is detailed in the following sections.

### 2.6.1 Residential Travel Surveys

It will be the responsibility of each RTPC to carry out the travel surveys at their respective residential development.

The first travel survey will be undertaken on the first anniversary of first occupation of the relevant residential development/phase. If occupation levels are low on this date, the RTPC will liaise with BMBC to agree an appropriate survey date (e.g. upon 30% occupation of the phase).

On the agreed survey date, residents will be sent a letter and emailed with a link to an online travel survey to discover how they are travelling.

The travel surveys will determine:

- Mode of travel to main activity and postcode of main activity.
- How often they make the journey to their main activity.
- What other modes they would consider and barriers to making this shift.

They will also be provided with the contact details of the RTPC if they wish to complete the survey over the phone. A prize will be available for one respondent to encourage resident participation, and two reminder emails will be sent out during the survey period.

The surveys will be repeated annually for 5 years (at each residential development/phase), after which the responsibility to carry out annual monitoring and reporting will cease.

## 2.6.2 School Travel Surveys

As stated in Section 1.3, the primary school may require a School Travel Plan. When this is established, an appropriate survey methodology will be agreed by the STPC in liaison with the BMBC through the development of the School Travel Plan.

## 2.6.3 Reporting

Within two months of the respective travel surveys, each RTPC/STPC will prepare a Monitoring Report which will contain the following:

- Survey methodology and results, including qualitative feedback.
- An analysis on the effectiveness of their Travel Plan.
- Proposals for future measures if targets are not met, including any necessary funding requirements, based on the findings of the annual travel surveys.

This will be submitted to BMBC for discussion and agreement. National Highways will also be consulted on the Monitoring Report.

## 3 Existing Situation

This Section provides a description of the existing transport networks within the vicinity of the site.

### 3.1 Site Location

The site is allocated as site MU1 in BMBC's adopted Local Plan, is located on the western edge of Barnsley and consists of an undeveloped strip of land between the neighbourhoods of Barugh Green and Gawber, with A635 Barugh Green Road and the M1 motorway forming the northern and southern boundaries of the site, respectively. The location of the site is shown on Figure 1.

#### 3.1.1 Walking Catchment

Walking routes can be planned using [www.google.co.uk/maps](http://www.google.co.uk/maps) which gives step by step instructions along your chosen route. There is also a Google Maps app.

Figure 2 presents an isochrone of a 2.0km walking catchment<sup>4</sup>, measured (as the crow flies) from an indicative central point within the development site. As can be seen, a number of amenities are located within walking distance of the development, including:

- Claycliffe Business Park is located to the north of the development on Cannon Way.
- An Aldi supermarket is located to the north east of the development along the A647 Claycliffe Road. A public house / restaurant is also located adjacent to this.
- To the west in Higham and Barugh Green there are a number of local shops, restaurants and churches, as well as Barugh Green Primary School on Higham Common Road. There is also a pharmacy, medical practice and recreation ground.
- Gawber Primary School is located to the east of the development on Church Street. A Sainsbury's Local is also located on Redbrook Road.
- Horizon Community College is located south east of the development on Dodworth Road.

Bus stops also lie in these catchments, as discussed later in this Section.

---

<sup>4</sup> The Chartered Institution of Highways & Transportation's (CIHT's) 'Guidelines for Providing for Journeys on Foot' (2000) suggests acceptable walking distances for commuting as Desirable (500m), Acceptable (1.0km) and Preferred Maximum (2.0km).

### 3.1.2 Pedestrian Network

The key pedestrian routes and facilities within the vicinity of the site are outlined below:

- Good quality footways are provided along both sides of most local roads, connecting the site to Barnsley town centre and the wider area. Street lighting is present on all of the main pedestrian routes.
- Signal-controlled pedestrian crossing facilities are provided at the Barugh Green crossroads and at locations close to Barnsley Hospital. Elsewhere, uncontrolled crossing points are typically present at junctions and other locations on the local road network where there is an adjacent footpath.

## 3.2 Cycling

### 3.2.1 Cycle Catchment

Figure 3 shows an 8km cycle catchment from the site, which is taken to be the preferred maximum for a commute to work or study<sup>5</sup>, showing that residents at the development can cycle to areas including Barnsley town centre, Worsborough, Dodworth, Silkstone Common, Cawthorne, Kexborough, Darton, Woolley Grange, Staincross and Ardsley.

The Barnsley cycle map is available at <https://www.barnsley.gov.uk/barnsley-maps/national-cycle-network/> and shows cycle routes in the borough of Barnsley. The key cycle routes and facilities within the vicinity of the site are outlined below:

- National Cycle Route 62 passes to the south of Dodworth, approximately 3km to the south of the site, and connects Fleetwood on the Fylde region of Lancashire with Selby in North Yorkshire. It forms the west and central sections of the Trans Pennine Trail which is a long-distance path running from coast to coast across northern England. The section of National Cycle Route 62 within the vicinity of the site is almost entirely traffic-free between Hadfield and Doncaster.
- The western section of the Trans Pennine Trail travels between Southport and Penistone via Liverpool and Stockport and passes through the Peak District National Park. The central section of the Trans Pennine Trail covers a whole network of routes, linking the major urban centres of the region including Sheffield, Rotherham, Wakefield and Barnsley.
- Starting from close to Barnsley Interchange, a local cycle route heads east out of Barnsley town centre, connecting to National Cycle Route 67 in Stairfoot, approximately 5.5km to the east of the site. National Cycle Route 67 runs from Long

<sup>5</sup> Integrating Cycling into Development Proposals, Cycling England, 2009, p4.

Whatton near Loughborough to join National Cycle Route 71 near Northallerton in North Yorkshire.

- The ‘Active Travel Hub’ is located in Barnsley Interchange and offers a range of cycle support services to Barnsley residents and businesses. Amongst other things, the hub features free secure indoor cycle parking, toilet and shower facilities, and bike servicing and repairs. Further information on the Active Travel Hub is available at <https://www.barnsley.gov.uk/services/sport-and-leisure/cycling/hire-a-bike/>

Cycle routes can be planned using [www.cyclestreets.net](http://www.cyclestreets.net) which gives step by step instructions and allows you to choose between more direct and quieter routes. There is also a CycleStreets app.

### 3.2.2 Barnsley Cycling Initiatives

The following initiatives exist in Barnsley to encourage and support people to cycle:

- Bikeability Barnsley offers children and adults cycle training to gain the knowledge to ride safely and well. More information is available at <http://www.activebarnsley.com/bikeability.asp>
- There are a number of active cycle clubs in Barnsley. More information is available at <https://www.barnsley.gov.uk/services/sport-and-leisure/cycling/cycle-clubs-and-events/>
- The Ride Social website, provided by British Cycling, lets you organise bike rides or join other peoples’ for free <https://www.letsride.co.uk/social>
- The cycling charity Cycling UK can offer a variety of training and mentoring opportunities to help less experienced cyclists build their confidence to travel on the road network <http://www.cyclinguk.org/courses-and-training>

### 3.3 Public Transport

Public transport journeys can be planned at <https://journeyplanner.travelsouthyorkshire.com/>

#### 3.3.1 Bus Network

The development is located close to the residential areas of Higham, Barugh Green and Gawber, and as such is served by a number of bus services. The closest bus stops in relation to the site are on A635 Barugh Green Road, Longley Street, Lawrence Close, Higham Common Road and Pogmoor Road, providing access to services to Barnsley, Kexborough, Crawthorne, Mapplewell and Wakefield. The locations of these bus stops are shown at Figure 4.

Figure 4 provides a summary of the services available from the bus stops outlined above, including details of the typical frequencies and destinations served.

Table 3: Bus Services, Destinations and Frequencies

Service Number	Route Summary	Approximate Daytime Service Frequency in Each Direction		
		Mon-Fri.	Saturday	Sunday
22/22a	Barnsley - Pogmoor - Dodworth - Gilroyd - Kingstone - Worsbrough Common	30 minutes	30 minutes	120 minutes
93/ 95 /95a	Barnsley - Gawber - Wilthorpe - Barugh Green - Darton - Kexborough - Bloomhouse Green	15 minutes	20 minutes	60 minutes
94/94a	Barnsley - Gawber - Wilthorpe - Barugh Green - Higham Cawthorne	60 minutes	60 minutes	120 minutes
96/96b/96c	Barnsley - Gawber - Kexborough - West Bretton - Crigglestone - Sandal -Wakefield	60 minutes	60 minutes	60 minutes
353	Barnsley - Cawthorne - Denby Dale - Holmfirth	3 per day (Mon, Wed and Fri)	No service	No service
412	Barnsley - Silkstone - Hoylandswaine - Penistone Grammar School	1 AM and 1 PM service	No service	No service
416	Barnsley - Dodworth Green - Silkstone Common - Penistone Grammar School	1 AM and 1 PM service	No service	No service

Note: Services correct as of June 2024.

Full timetables can be accessed at <https://travelsouthyorkshire.com/en-gb/journeyplanning/timetable-search>

### 3.3.2 Rail Network

Whilst the site is not directly served by rail, rail stations are located in the surrounding areas as follows:

- Dodworth Rail Station is located approximately 2.5km south west of the development. The station lies on the Penistone Line between Huddersfield and Sheffield. Monday to Sunday, trains operate hourly towards Huddersfield westbound and to Barnsley and Sheffield eastbound. On a Sunday, several services are extended to Lincoln central.
- Barnsley Interchange is located approximately 3.7km south east of the development. The station lies on both the Hallam and Penistone Lines and offers the following service frequency:
  - **Hallam Line:** Monday to Saturday, there are three trains per hour northbound bound to Leeds. On Sundays, this service reduces to two services per hour.
  - **Penistone Line:** there is an hourly service northbound to Huddersfield Monday- Sunday. Southbound there are four trains per, with two of these services terminating at Sheffield. One service carries onto Nottingham and the other fast service runs through to Lincoln Central. On Sundays, this service drops to three per hour.

Rail journeys can be planned at <http://www.nationalrail.co.uk/> or using the National Rail Enquiries app.

## 4 The Development

This Section provides details of the on-site facilities and initiatives to provide access to the site by all available modes and to promote sustainable transport choices.

It also provides details of measures to be implemented by the RTPCs and suggested measures that could be adopted by the STPC. This list of measures is not exhaustive, and additional measures should also be considered through the development of the Full Travel Plans. These are all summarised in Table 9.

### 4.1 Communications Strategy

As described in Section 3, there are practical options for accessing the development by sustainable travel modes. This Framework Travel Plan and subsequent Travel Plans will be available for all residents to read if they choose. However, to make sure that residents know there is a Travel Plan which aims to promote and facilitate sustainable transport choice, the RTPC will actively communicate with residents, as detailed below in Table 4.

Table 4: Measures to Communicate the Travel Plan

Measures to Communicate the Travel Plan		For
1	The RTPC will produce a Travel Leaflet which will be distributed to future residents as they move into the development (printed or electronic). The guide will emphasise the options of travelling to the development without a car. Hard copies will be displayed in the marketing suite for prospective residents to browse.	R
2	Travel information will be summarised on the development’s marketing website. This may include a link to an electronic version of the Travel Leaflet produced by the RTPC.	R
3	There will be additional communication every year to highlight aspects of the Travel Plan. This could include the promotion of local deals, incentives, national campaigns and competitions.	R
4	Residents will be asked to opt-in to receiving travel plan communication via email. This will enable the RTPC to promote ongoing sustainable travel events and invite residents to participate in annual surveys.	R
5	Details of the RTPC will be included on every piece of travel communication to make residents aware that the RTPC is available to provide advice to residents.	R
Suggested Additional Measures for School Travel Plan		
6	Preparation of a Travel Information Pack to be provided to development users on induction.	S
7	If promotion of the Travel Plan is likely to be communicated in emails, letters and on noticeboards in communal areas, up-to date information on walking, cycling, public transport and car sharing (including maps, ticketing options, journey planning tools) should be made available.	S

R = Residents S = School

## 4.2 Walking and Cycling

It is intended that the number of access points into the site for pedestrians and cyclists is maximised to ensure convenient links to the existing walking and cycle networks, and thereby, encouraging journeys to be undertaken on foot or by cycle to the existing community facilities within the surrounding areas.

### Link Road

New pedestrian and cyclist infrastructure will be provided throughout the site. The proposed new link road to be provided through the site has appropriate pedestrian and cycle facilities, and continuous routes through the development will be accommodated by means of the proposed internal street network.

3.0m wide footways/cycleways are proposed along both sides of the link road along its full length, segregated from the carriageway by a 2.0m wide grass verge and a 1.0m wide maintenance strip. Further, the proposed site masterplan layout includes paths running adjacent to the link road but set back and shielded from the link road by trees and shrub planting.

Crossing facilities are proposed across the link road as follows:

- Uncontrolled crossing points will be provided across all arms of the proposed site access roundabouts onto the A635 Barugh Green Road and Higham Common Road, and the two proposed internal roundabouts.
- Two uncontrolled pedestrian crossing points (with dropped kerbs, tactile paving and a refuge island) are proposed across the link road between the proposed A635 Barugh Green Road site access roundabout and the northernmost proposed internal roundabout.
- A signal-controlled pedestrian crossing is proposed across the link road between the proposed internal roundabouts.
- A signal-controlled pedestrian crossing and a pegasus crossing are proposed between the southernmost proposed internal roundabout and the proposed Higham Common Road site access roundabout. 4.0m wide shared use ramps are to be provided on both sides of the crossings, providing pedestrian, cyclist and equestrian access to Hermit Lane. A Traffic Regulation Order (TRO) will be sought to prohibit vehicular movements along Hermit Lane along part of its length from the proposed link road to the east, thus enhancing connectivity for non-motorised users. In terms of its future status, this section of Hermit Lane will therefore become a bridleway and be suitable for use by pedestrians, cyclists and horse riders.

## Phase 1a

Phase 1a of the residential development, applied for in full, is located to the north west of the site. Phase 1a will have pedestrian and cycle connections to Barugh Green Road, Longley Street and Avon Close ensuring it is highly permeable with the surrounding neighbourhood. The location of the pedestrian access points ensure existing bus stops on Barugh Green Road, Longley Street, Lawrence Close and Higham Common Road are all located within convenient walking distance of the site. The walking catchment for Phase 1a is shown on Figure 5.

## Development Plots

New pedestrian infrastructure will be provided through each development plot which tie in with the proposed link road infrastructure.

Within each development plot, covered and secure cycle parking will be provided in accordance with BMBC adopted parking standards<sup>6</sup>.

Measures to promote and support commuting on foot or by cycle are outlined below.

**Table 5: Measures to Encourage and Promote Walking and Cycling**

Measures to Encourage and Promote Walking and Cycling		For
1	Walking and cycling routes will be provided throughout the development to increase permeability and minimise walking distances to external destinations.	R / S
2	Emphasising the health benefits of active travel may encourage more people to walk and cycle. Relevant promotional material is to be included within the Travel Leaflet.	R / S
3	A map showing pedestrian routes and cycling routes within proximity of the development will be included within the Travel Leaflet and promoted as part of the ongoing communication.	R / S
4	The housebuilder(s) will explore the possibility of providing residents with a voucher for discounted cycle equipment.	R
5	Provision of adequate cycle parking as per BMBC Parking SPD.	R / S
Suggested Additional Measures for School Travel Plan		
6	Organise walking/cycling buddies for employees and pupils.	S
7	Provision of shower and changing rooms.	S
8	Implement a cycle to work scheme. This is a government initiative which allows employees to spread the cost of a bike and equipment over 12 months. There are associated savings on tax and national insurance payments for the employer and employees. There are a number of schemes to choose from and further information is	S

<sup>6</sup> Barnsley Parking SPD (Adopted 2019)

Measures to Encourage and Promote Walking and Cycling		For
	available at: <a href="https://www.gov.uk/government/publications/cycle-to-workschemeimplementation-guidance">https://www.gov.uk/government/publications/cycle-to-workschemeimplementation-guidance</a>	
9	Provision of pool umbrellas and free attack alarms for staff that regularly walk to work.	S

R = Residents S = School

### 4.3 Arrival by Public Transport

As stated in Section 3 there are options for arriving to the development by public transport.

The Phase 1a development (applied for in full), will initially be served by the existing bus stops located along the A635 Barugh Green Road and Longley Street/Lawrence Close.

Following the build out of subsequent phases of the proposed development (applied for in outline), Phase 1a will also be served by diverted and/or new services that will utilise the proposed link road through the development. The proposed link road and associated junctions have been designed to ensure buses can divert through the development. Kerbside bus stops will be provided on the link road.

The future bus service provision will be confirmed in consultation with the Barnsley Bus Partnership stakeholders. Specific details of this will be provided prior to submission of any reserved matters planning applications.

Measures to encourage and promote public transport use are presented below in Table 6.

Table 6: Public Transport Measures

Measures to Encourage and Promote Public Transport Use		For
1	The proposed link road will be constructed to ensure that buses can divert through the development. Kerbside bus stops will be provided along the link road.	R/S
2	The future bus service provision will be confirmed in consultation with the Barnsley Bus Partnership stakeholders. Specific details of this will be provided prior to submission of any reserved matters planning applications.	R/S
3	The housebuilder(s) will explore the opportunities available for meeting the cost of introductory public transport tickets.	R
4	Provision of passenger information within the Travel Information Packs. Such information would detail all public transport connections to the site, ticketing options and journey planning tools (including the South Yorkshire journey planner at <a href="https://journeyplanner.travelsouthyorkshire.com/">https://journeyplanner.travelsouthyorkshire.com/</a> )	R / S

Measures to Encourage and Promote Public Transport Use		For
Suggested Additional Measures for School Travel Plan		
5	Sign up to corporate travel deals, allowing employees to access discounted tickets. Travel vouchers for employees are available from Stagecoach Yorkshire. For more information and the relevant contact details visit <a href="https://www.stagecoachbus.com/promos-and-offers/national/corporate-travel-scheme">https://www.stagecoachbus.com/promos-and-offers/national/corporate-travel-scheme</a>	S
6	Offer annual season ticket loans to staff, allowing them to pay the ticket back through salary sacrifice (where feasible).	S
7	Allow employees to adjust working hours to better align with public transport provision (where feasible).	S

R = Residents S = School

## 4.4 Arrival by Car

### 4.4.1 Vehicular Access

#### Phase 1a

Phase 1a of the development will take access from the new roundabout on the A635 Barugh Green Road which was granted planning permission in November 2020<sup>7</sup>. The Phase 1a development will comprise construction of the first part of the link road between the A635 Barugh Green Road and the northernmost internal roundabout.

#### Claycliffe Link Road

A key feature and major benefit of the development of MU1 is that it will help facilitate the delivery of the Claycliffe Link Road, a strategic link road that is a long-held transport aspiration for BMBC and is supported by the Sheffield City Region Combined Authority. Delivery of the link road will provide a connection between A635 Barugh Green Road to the north and A628 Whinby Road to the south, adjacent to M1 Junction 37. As a result, the link road will reduce the need for travel on parts of the existing local highway network and, importantly, it will provide access to, and unlock development on, the site.

The link road will form a single-carriageway route between the two site access roundabouts. Almost all the traffic generated by the development of MU1 would access the highway network from these roundabouts.

<sup>7</sup> Application 2020/0027

## Farm House Lane

One parcel of the site will be linked to the external highway network via a separate access off Farm House Lane. This land parcel comprises the vacant area roughly bordered by Colster Close and Farm House Lane.

To the west of Pogmoor Lane, the carriageway of Farm House Lane abruptly deteriorates into a track. A new roadway from this point of differentiation will serve the proposed dwellings. There will be no through-road route to the rest of the site, which will be physically separated by an area of green space.

### 4.4.2 Car Parking

Parking at the development will be provided in with BMBC standards. 1 electric vehicle charging point will be provided per residential unit (dwelling with dedicated parking), or 1 charging point per 10 spaces (unallocated parking).

The precise layout and quantity of parking for the phases of the development being applied for in outline will be addressed as a reserved matter.

Measures to manage car use are presented below in Table 7.

Table 7: Measures to Manage Car Use

Measures to Manage Car Use		For
1	Promotion of alternative modes of travel within the wider Travel Plan Communication to help reduce reliance on car travel.	R / S
2	Provision of appropriate levels of resident and visitor parking in line with BMBC standards.	R / S
3	Provision of electric vehicle charging points.	R / S
4	Details of types of electric vehicles and local charging infrastructure be included within the Travel Leaflet and communication materials. This may include advice on types of electric vehicles and the promotion of websites such as <a href="http://www.chargeyourcar.org.uk">www.chargeyourcar.org.uk</a> and <a href="http://www.zap-map.com">www.zap-map.com</a> which enable drivers to locate and update EV charge points in UK & Ireland.	R / S
5	Promotion of a national car share platform, such as <a href="http://www.liftshare.com">www.liftshare.com</a> within the Travel Leaflet and communication materials.	R / S
6	Efficient driving will be encouraged through promotion of <a href="http://www.energysavingtrust.org.uk/advice/efficient-driving">www.energysavingtrust.org.uk/advice/efficient-driving</a> within the Travel Leaflet and communication materials.	R / S
Suggested Additional Measures for School Travel Plan		
7	Allow employees to adjust working hours in order to find a car share match.	S

---

8	Allocate a proportion of parking spaces as priority spaces for car sharers.	S
9	Where possible, recruit from the local area (where feasible).	S

R = Residents S = School

## 5 Summary of Travel Plan Actions and Measures

Table 8 summarises the actions required to deliver the Travel Plan.

**Table 8: Actions Summary Table**

	Action	Responsibility	Implementation
A	Appoint a Framework Travel Plan Coordinator and submit contact details to BMBC	The Applicant	Prior to marketing of the development
B	Issue the Framework Travel Plan to housebuilders/the primary school to communicate requirement to implement a Full Travel Plan, where required.	FTPC	At marketing of development
C	Contact BMBC to advise that work has commenced on delivering the Framework Travel Plan.	FTPC	On appointment
D	Liaise with the housebuilder(s) to ensure they are aware of potential obligations associated with the Framework Travel Plan from the offset.	FTPC	At the signing of leases/sale
E	Appoint a Residential Travel Plan Coordinator to implement a Full Travel Plan	Housebuilder	As detailed in Section 2.2.2
F	Appoint a School Travel Plan Coordinator if required	Primary School	As detailed in Section 2.2.3
G	Produce a School Travel Plan if required with details of how the School Travel Plan will be managed and monitored, a list of measures, and an update of on and off-site transport facilities. Agree with BMBC.	STPC	As detailed in Section 2.2.3
H	Fund and implement Travel Plan measures	As per Table 9	As per Table 9
I	Carry out annual travel surveys	RTPC / STPC	As detailed in Section 2.6
J	Prepare and submit monitoring reports to include surveys and feedback, details of the effectiveness of the Travel Plan, success of existing measures and proposals for future measures.	RTPC / STPC	As detailed in Section 2.6.3
K	Produce ongoing sustainable travel promotional material	RTPC / STPC	Ongoing

FTPC = Framework Travel Plan Coordinator

RTPC = Residential Travel Plan Coordinator

STPC = School Travel Plan Coordinator

Table 9 gives a summary of the Travel Plan Measures which will be in place to encourage travel to the development by sustainable modes at the residential element of the development. The measures only apply for the lifetime of the Travel Plan.

Suggested measures for the School Travel Plan, highlighted in **Grey** throughout Section 4, are not included in the Table below.

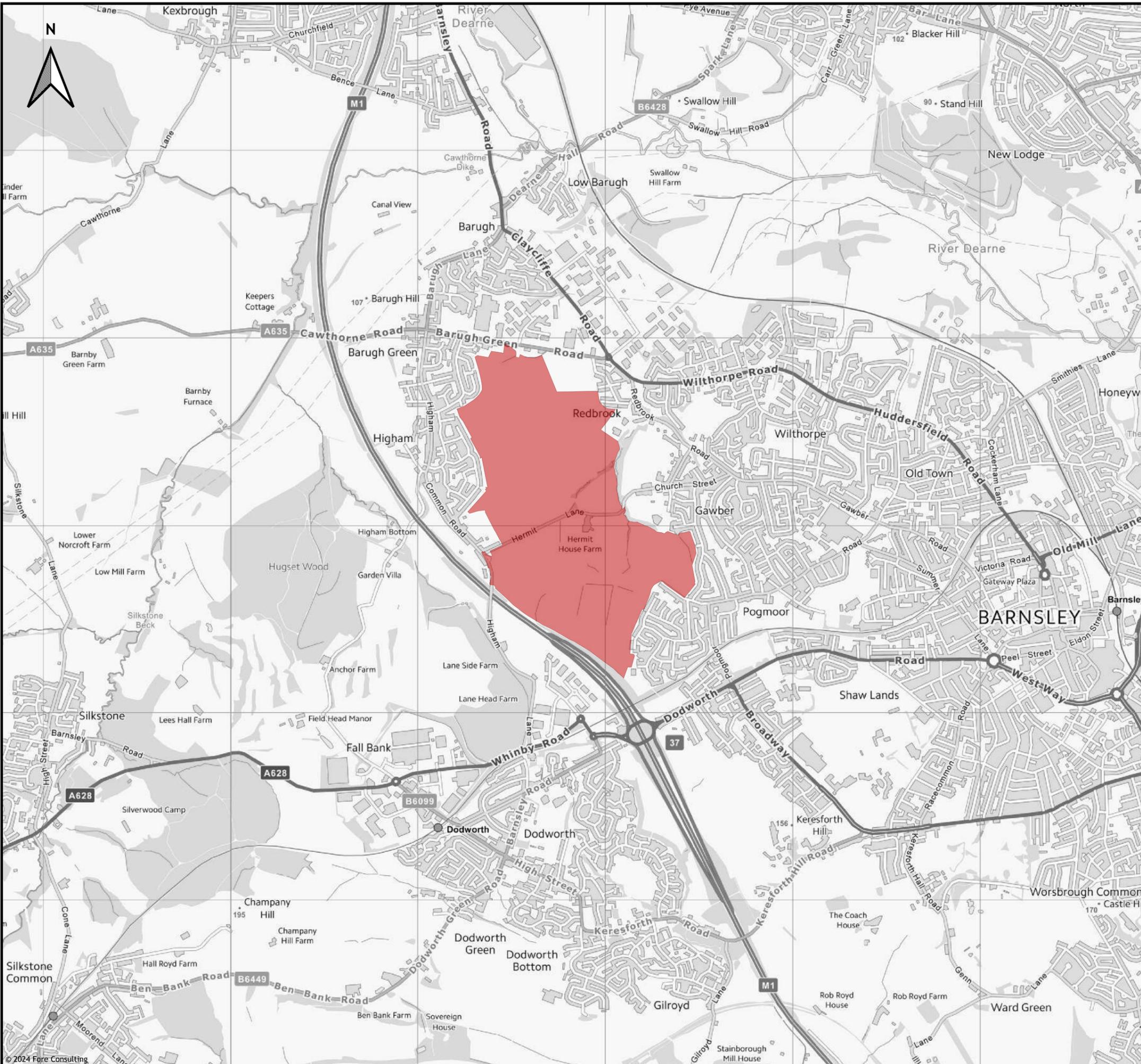
**Table 9: Travel Plan Measures Summary Table**

To Support	Measure	Responsibility	Implementation
<b>Sustainable Travel</b>	Travel Leaflet to be produced and distributed to residents detailing all available modes of transport, maps, health benefits and timetables.	RTPC	Prior to marketing and ongoing until final occupation
	Travel information will also be summarised on the developments marketing website.	RTPC/ Housebuilder	Prior to marketing
	There will be additional communication every year to highlight aspects of the Travel Plan to residents.	RTPC	Ongoing
	Residents will be asked to opt-in to receiving travel plan communication via email.	Housebuilder	Following purchase of properties
	Details of the Travel RTPC will be included on every piece of travel communication.	RTPC	Ongoing
<b>Walking and Cycling</b>	Walking and cycling routes will be provided throughout the development to increase permeability and minimise walking distances to external destinations.	The Applicant / Housebuilder	Construction
	Explore the possibility of providing residents with a voucher for discounted cycle equipment.	Housebuilder	Following purchase of properties
	Provision of adequate cycle parking as per BMBC Parking SPD.	Housebuilder	Construction
<b>Public Transport</b>	The proposed link road will be constructed to ensure that buses can divert through the development. Kerbside bus stops will be provided along the link road.	The Applicant	Construction

To Support	Measure	Responsibility	Implementation
	The future bus service provision will be confirmed in consultation with the Barnsley Bus Partnership stakeholders.	The Applicant	Specific details provided prior to submission of any reserved matters planning applications.
	Explore the opportunities available for meeting the cost of introductory public transport tickets.	Housebuilder	Ongoing
<b>Manage Car Use</b>	Provision of appropriate levels of resident and visitor parking in line with BMBC standards.	Housebuilder	Construction
	Provision of Electric Vehicle Charging Points.	Housebuilder	Ongoing
	Promotion of Electric Vehicle use, <a href="http://www.chargeyourcar.org.uk">www.chargeyourcar.org.uk</a> and <a href="http://www.zap-map.com">www.zap-map.com</a>	RTPC	Ongoing
	Promotion of <a href="http://www.liftshare.com">www.liftshare.com</a>	RTPC	Ongoing
	Promotion of <a href="http://www.energysavingtrust.org.uk/advice/efficient-driving">www.energysavingtrust.org.uk/advice/efficient-driving</a>	RTPC	Ongoing

## Figures

---



Key:  
 Indicative Site Boundary

Contains OS data © Crown copyright and database rights (2024)

Fore Consulting Limited  
 Suite 18, City Quadrant  
 11 Waterloo Square  
 Newcastle upon Tyne  
 NE1 4DP

0191 255 7778  
 www.foreconsulting.co.uk



Client:  
**Strata Sterling Barnsley West Ltd**

Project:  
**Proposed MU1 Site, Barnsley**

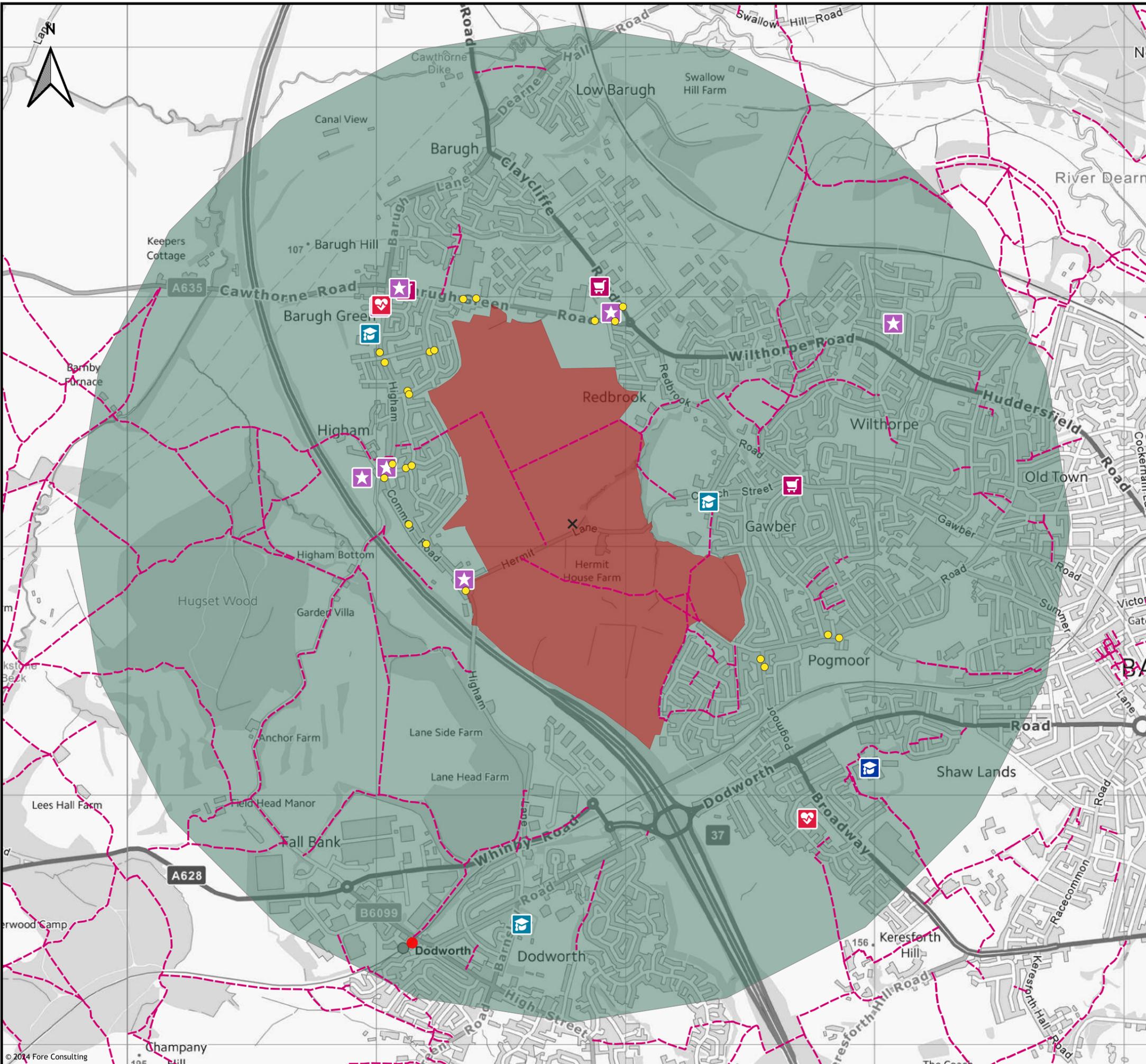
Figure Title:  
**Site Location**

Scale:  
 1:20,000

Figure Status:  
 Issue

Job Number:  
 3062

Figure Number:  
 Figure 1



- Key:**
- Indicative Site Boundary
  - ✕ Walking Catchment Centre Point
  - 2.0km Walking Catchment (as the crow flies)
  - Public Right of Way (PRoW)

- Local Land Use**
- Health
  - Leisure
  - Retail
  - Primary Education
  - Secondary Education
  - Rail Station
  - Bus Stop

Contains OS data © Crown copyright and database rights (2024)

Fore Consulting Limited  
 Suite 18, City Quadrant  
 11 Waterloo Square  
 Newcastle upon Tyne  
 NE1 4DP

0191 255 7778  
 www.foreconsulting.co.uk

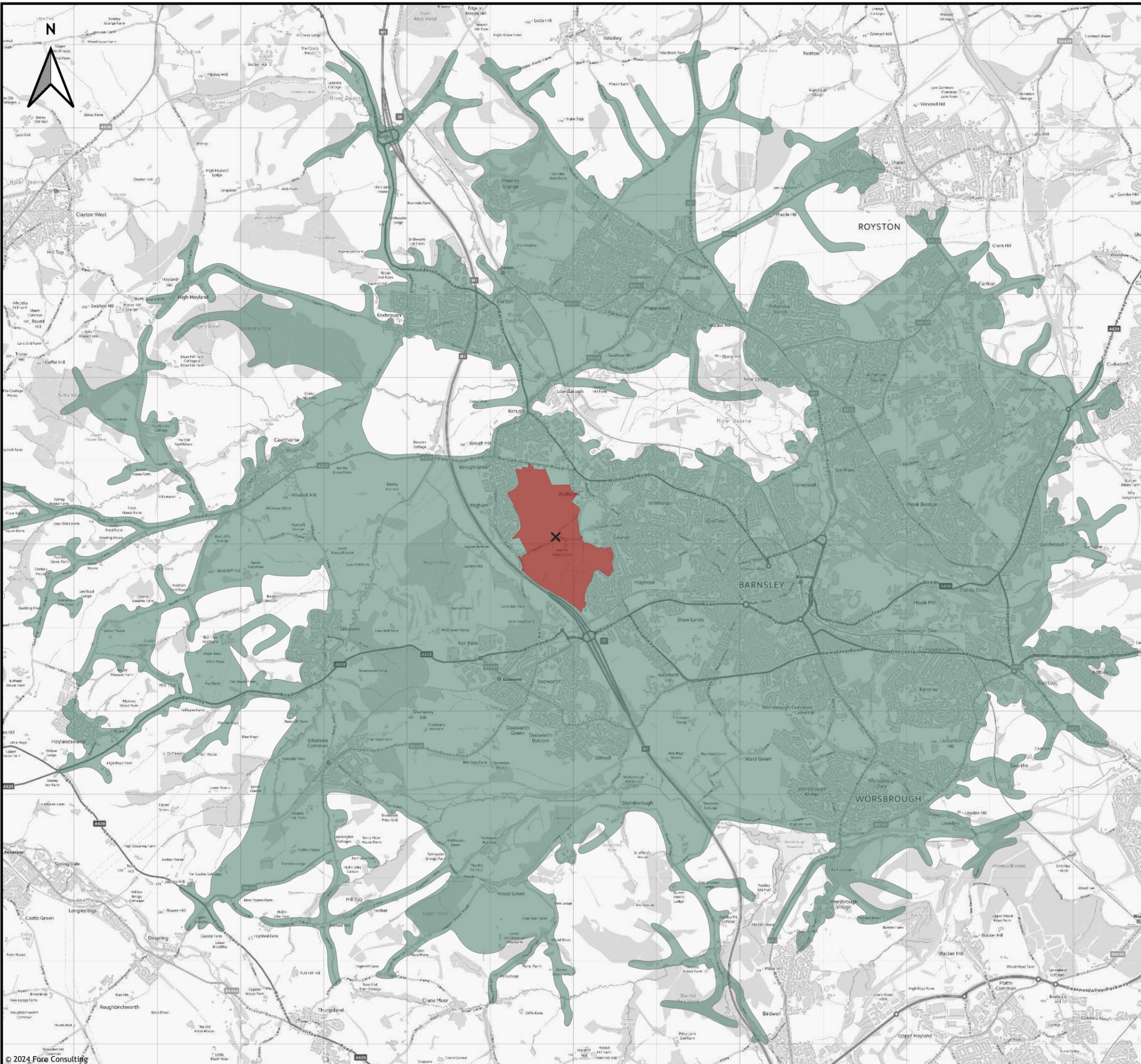


Client:  
**Strata Sterling Barnsley West Ltd**

Project:  
**Proposed MU1 Site, Barnsley**

Figure Title:  
**Walking Catchment and Local Land Use**

Scale: 1:15,000	Figure Status: Issue
Job Number: 3062	Figure Number: Figure 2



**Key:**

- Indicative Site Boundary
- Cycle Catchment Centre Point
- 8.0km Cycle Catchment

Contains OS data © Crown copyright and database rights (2024)

Fore Consulting Limited  
 Suite 18, City Quadrant  
 11 Waterloo Square  
 Newcastle upon Tyne  
 NE1 4DP

0191 255 7778  
[www.foreconsulting.co.uk](http://www.foreconsulting.co.uk)



Client:  
 Strata Sterling Barnsley West Ltd

Project:  
 Proposed MU1 Site, Barnsley

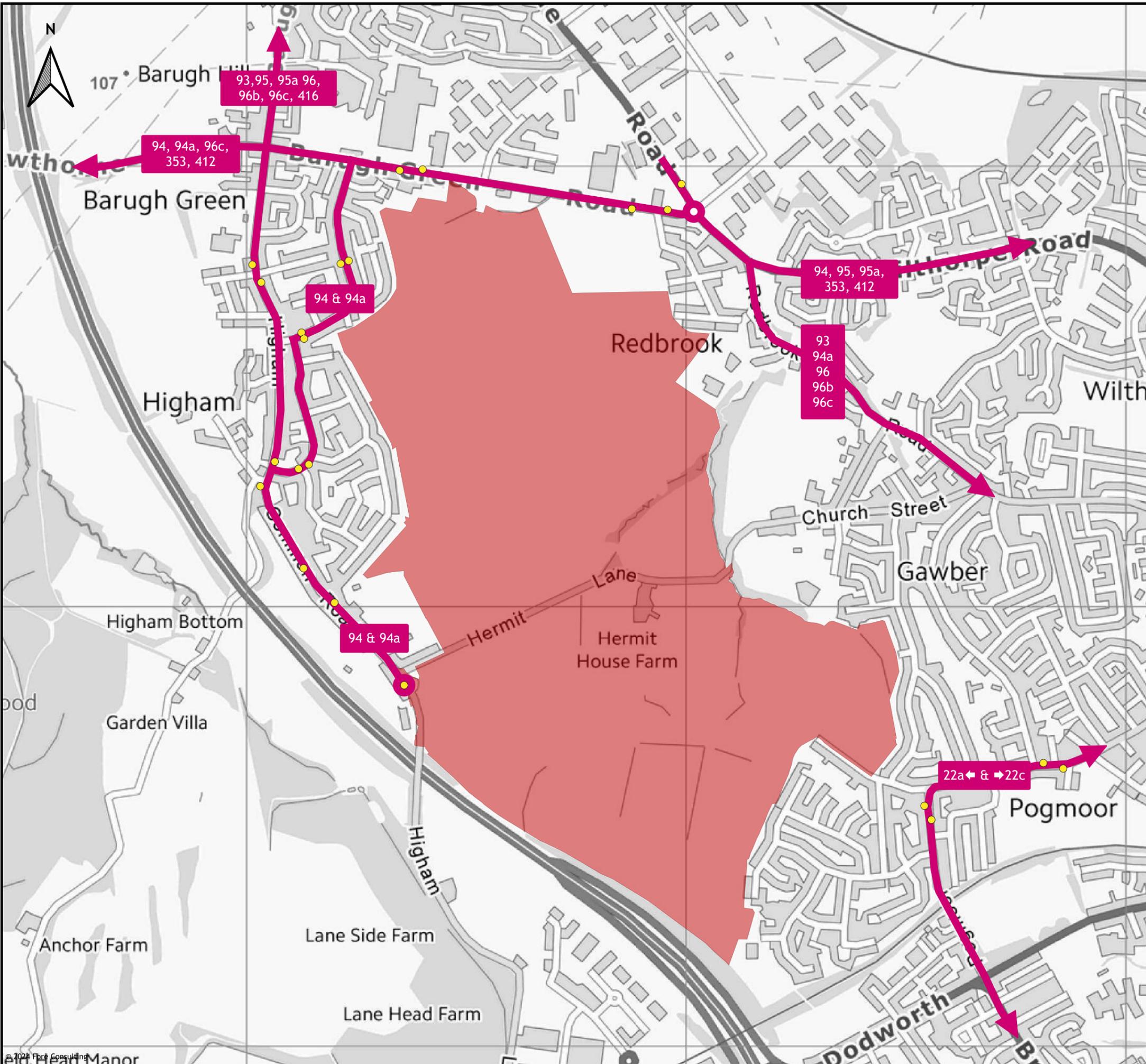
Figure Title:  
 Cycle Catchment

Scale:  
 1:45000

Figure Status:  
 Issue

Job Number:  
 3062

Figure Number:  
 Figure 3



**Key:**

- Indicative Site Boundary
- Bus Stop
- Bus Route

Contains OS data © Crown copyright and database rights (2024)

Fore Consulting Limited  
 Suite 18, City Quadrant  
 11 Waterloo Square  
 Newcastle upon Tyne  
 NE1 4DP



0191 255 7778  
 www.foreconsulting.co.uk

Client:  
 Strata Sterling Barnsley West Ltd

Project:  
 Proposed MU1 Site, Barnsley

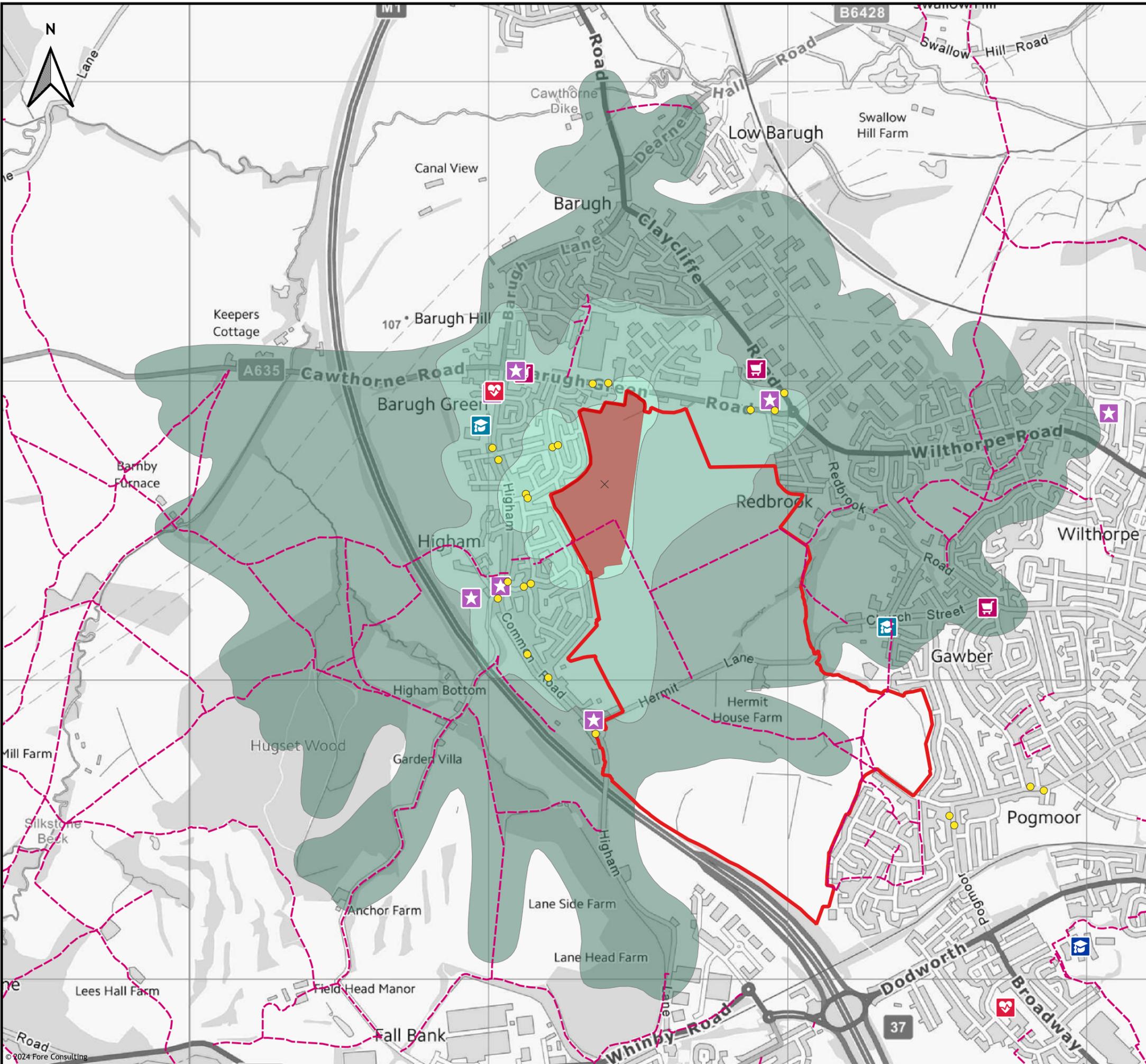
Figure Title:  
 Public Transport Network

Scale:  
 1:8500

Figure Status:  
 Issue

Job Number:  
 3062

Figure Number:  
 Figure 4



- Key:**
- Indicative Site Boundary
  - Phase 1
  - × Walking Catchment Centre Point
  - Public Right of Way (PRoW)

- Local Land Use**
- ♥ Health
  - ★ Leisure
  - 🛒 Retail
  - 🎓 Primary Education
  - 🎓 Secondary Education
  - Rail Station
  - Bus Stop

Contains OS data © Crown copyright and database rights (2024)

Fore Consulting Limited  
 Suite 18, City Quadrant  
 11 Waterloo Square  
 Newcastle upon Tyne  
 NE1 4DP

0191 255 7778  
 www.foreconsulting.co.uk



Client:  
**Strata Sterling Barnsley West Ltd**

Project:  
**Proposed MU1 Site, Barnsley**

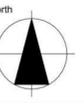
Figure Title:  
**Phase 1 - Walking Catchment**

Scale: 1:12,500	Figure Status: Issue
Job Number: 3062	Figure Number: Figure 5

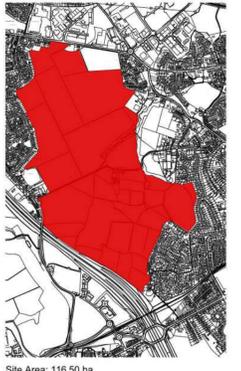
## Appendix A

---

Proposed Indicative Site Plan



Key Plan



Site Area: 116.50 ha

Key

- Application Boundary
- Approved Northern Roundabout
- Approved Southern Roundabout
- Private Garden
- Public Landscape
- Highway - Roads & Side Walk
- Homezone
- Formal Play
- Informal Play
- Existing Pedestrian Access
- Proposed Pedestrian Access
- 1 Commercial
- 2 School
- 3 Employment Zone



Note: The drawing is based upon survey information provided by others, no guarantee of its accuracy can be given.

P16	Revised layout according to new landscape plan	CD	AM	13/10/23
P15	Revised layout according to new landscape plan	CD	AM	12/10/23

P14	Revised layout for review	CD	AM	09/10/23
P13	Revised layout for review	CD	AM	05/10/23
P12	Revised layout for review	CD	AM	20/09/23
P11	Revised layout for review	CD	AM	20/09/23
P10	Revised layout for review	CD	AM	15/09/23
P09	Revised layout for review	CD	AM	10/04/23
P08	Revised layout for review	CD	AM	05/04/23
P07	Revised layout for review	BS	TR	24/11/22
P06	Updated to revised landscape information.	AS	TR	25/05/21
P05	Consultation issue.	AS	TR	12/05/21
P04	Consultation issue.	VF	TR	11/05/21
P03	Revised layout to suit proposed levels	AG	TR	11/05/19
P02	Consultation issue	AG	TR	12/08/19
P01	First issue	AM	TR	02/08/19

rev	description	drawn	checked	date
-----	-------------	-------	---------	------



**BOND BRYAN**  
 Rockingham Court, 152 Rockingham Street  
 Sheffield S1 4EB  
 t 0114 266 2040  
 e info@bondbryan.co.uk  
 w www.bondbryan.co.uk

**Strata Sterling Barnsley West Ltd**

**Barnsley West Masterplan**

**Proposed Indicative Site Plan**

Originator project ref	Purpose of Issue
19028	PLANNING
Scale(s)	Status
1:2500	S2 SUITABLE FOR INFORMATION
Paper size	Revision
A1	P16 PRELIMINARY

project	originator	volume	level	type	role	number	status
BWM	BBA	ZZ	XX	DR	A	1004	S2 P16



Fore Consulting Limited  
Suite 18, City Quadrant  
11 Waterloo Square  
Newcastle upon Tyne  
NE1 4DP

0191 255 7778  
[enquiries@foreconsulting.co.uk](mailto:enquiries@foreconsulting.co.uk)  
[www.foreconsulting.co.uk](http://www.foreconsulting.co.uk)



Fore Consulting Limited. Registered in England and Wales No. 7291952.  
Registered Address: Over Court Barns, Over Lane, Almondsbury, Bristol, England, BS32 4DF  
VAT Registration No. 105 0341 75