



# PARKSIDE SPORTS AND COMMUNITY CENTRE

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TRAVEL PLAN

AUGUST 2023

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## TRAVEL PLAN

Barnsley Metropolitan Borough Council

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# 1 INTRODUCTION

## 1.1 OVERVIEW

- 1.1.1 Andrew Moseley Associates (AMA) have been commissioned by Barnsley Metropolitan Borough Council (BMBC) to produce this Travel Plan (TP) in connection with the development of a sports and community centre, including archery range, football pitches and a community building comprising approximately 730sqm of floor space on land to the east of Sheffield Road, Barnsley.
- 1.1.2 The site is located approximately 6.6km south of Barnsley, within the town of Hoyland and currently comprises open fields. The site is bound by residential dwellings to the north, beyond which is Parkside Road, a track off Stead Lane and residential dwellings to the east, open agricultural land to the south and Sheffield Road to the west. The site location is shown indicatively at **Figure 1**.
- 1.1.3 The Local Planning Authority (LPA) and Local Highway Authority (LHA) is BMBC.
- 1.1.4 A Transport Statement (TS) has been prepared for the proposals and will also be submitted under separate cover in support of the planning application. The TS concludes that the site can be appropriately accessed, there are no significant highway impacts and that the site is located in a sustainable location, with opportunities to access the site by foot, cycle or public transport.
- 1.1.5 This TP summarises the accessibility of the site and outlines a range of measures to encourage sustainable travel patterns at the site.
- 1.1.6 This report sets out the following;
- ▶ **Section 2** – Sets out the objectives and benefits of the Travel Plan;
  - ▶ **Section 3** – Sets out the development proposals;
  - ▶ **Section 4** – Details the accessibility of the site;
  - ▶ **Section 5** - Details the roles and responsibilities including the role of the Travel Plan Co-ordinator;
  - ▶ **Section 6** – Details the Travel Plan measures to be implemented by the Travel Plan Co-ordinator;
  - ▶ **Section 7** – Outlines the Travel Plan targets;
  - ▶ **Section 8** - Outlines the proposed Travel Plan monitoring process; and
  - ▶ **Section 9** – Provides a summary of the Travel Plan measures, monitoring programme and timescales for its implementation.

## 2 TRAVEL PLAN OBJECTIVES AND BENEFITS

### 2.1 INTRODUCTION

2.1.1 This section sets out the vision and objectives that will guide the implementation of this TP. This TP seeks to outline a range of potential measures which encourage sustainable travel patterns at the site and achieves the objectives and subsequent benefits outlined below.

### 2.2 OBJECTIVES

2.2.1 This TP is based upon the achievement of the following key objectives:

- ▶ To reduce the impact and frequency of car travel especially single occupancy vehicle use;
- ▶ To reduce the impact of the development on the local road network;
- ▶ To enable staff / visitors of the development to have informed choices about their travel options;
- ▶ To improve the health and well-being of the staff / visitors of the development;
- ▶ To ensure transport arrangements of the development have minimum environmental impact; and
- ▶ To ensure that the development is accessible to the widest possible range of services.

2.2.2 This TP will therefore broadly seek to:

- ▶ Develop an awareness of locally available non-car modes of transport among staff / visitors;
- ▶ Promote sustainable travel and continue to engage directly with staff / visitors on sustainable travel choices to achieve a long-term commitment to changing travel habits; and
- ▶ Promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and to highlight the health and environmental benefits of adopting sustainable travel patterns.

### 2.3 TRAVEL PLAN BENEFITS

2.3.1 There are a large number of benefits that will be derived from the successful implementation of a Travel Plan at the development for staff, visitors as well as the wider community.

2.3.2 Staff and visitors of the proposed development could expect to benefit from:

- ▶ Improved health and fitness through increased levels of walking and cycling;
- ▶ Increased flexibility offered through wider travel choices;
- ▶ The social aspects of sharing transport with others; and
- ▶ A better environment within the site and its immediate environs as vehicular movements are minimised.

2.3.3 In terms of the wider community, the successful implementation of a Travel Plan will lead to reduced traffic impact as a result of the reduction in car use.

2.3.4 The overall Travel Plan strategy includes physical measures designed to enhance the sustainable transport linkages at the site, travel awareness initiatives and other 'soft' measures to assist in the achievement of the objectives of the TP.

2.3.5 The proposed monitoring strategy that will be adopted for the site to determine how the Travel Plan is performing against these objectives is set out later in this report.

## 3 DEVELOPMENT PROPOSALS

### 3.1 DEVELOPMENT PROPOSALS AND SITE LAYOUT

3.1.1 The development proposals comprise the relocation of the existing facilities at Rockingham Sports Centre to the proposed site, enabling the Hoyland West Masterplan to come forward. The development site will accommodate football pitches, an archery range and a sports / community centre with a floor area of 730sqm. The proposed site layout is included at **Appendix A**.

3.1.2 It should be noted that The Rockingham Centre currently comprises of a function hall with stage, a fully licensed bar and lounge, a kitchen equipped for catering and 4 changing rooms. The centre currently caters for a wide variety of functions and events including conferences, wedding receptions, disco's, birthday parties, concerts, pantomime, gymnastics, aerobics and martial arts classes. It is anticipated that the majority of these functions and events will continue to be catered for by the proposed sports / community centre, which comprises the following elements:

- ▶ 2 x activity spaces;
- ▶ 2 x studios;
- ▶ 2 x changing rooms and 2 x unisex changing rooms;
- ▶ A locker area including 3 toilets; and
- ▶ A reception / café area and kitchen (a licenced bar will not be provided on site).

3.1.3 The proposals are unlikely to generate new car-based trips. Instead, the proposals aim to provide replacement facilities for the benefit of the surrounding local community. The opening hours are anticipated to be as follows:

- ▶ Monday to Friday 06:30-22:00 (06:30-17:00 Off Peak); and
- ▶ Saturday to Sunday 06:30-22:00.

3.1.4 It is anticipated that 5 members of staff will be employed at the site

3.1.5 Given the proposed uses on site, it should be noted that the majority of trips will take place outside the critical weekday AM and PM peak hours.

### 3.2 ACCESS AND SERVICING ARRANGEMENTS

3.2.1 Vehicular access to the site will be achieved from a simple priority-controlled T-junction connecting with Sheffield Road to the south west boundary of the site. This junction has been partially constructed and will be modified to accommodate the proposals through the reconfiguration of the existing fences and gates. This access has been permitted through the previous application at the site.

3.2.2 Pedestrian / cycle access will also be gained from the vehicular access to the site, with 2m footways provided either side of the access road linking to existing infrastructure along Parkside Road.

### 3.3 PARKING PROVISION

3.3.1 The current development proposals cater for 64 car parking spaces, with an additional 30 spaces provided in an overspill car park for occasional use. This includes 6 accessible car parking bays, 4 Electric Vehicle Charging Points (EVCPs) and space for 2 motorcycles. Additionally, infrastructure for future EVCPs will be provided to allow for growth in the use of Electric / Hybrid vehicles. 2 secure, sheltered cycle storage spaces will be provided for staff members in addition to 8 covered Sheffield Stands catering for 16 cycles for visitors.

Additional cycle parking is located adjacent the football pitches for use by visitors to the football pitches and archery range, as shown on the site layout plan provided at **Appendix A**.

## 4 EXISTING SUSTAINABLE TRANSPORT PROVISION

### 4.1 INTRODUCTION

- 4.1.1 The Government's objectives set out in the NPPF are to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised.
- 4.1.2 This section outlines the existing walking, cycling and public transport facilities within the vicinity of the development site and describes the accessibility of the site in terms of its proximity to key services and destinations.

### 4.2 WALKING ACCESSIBILITY

- 4.2.1 Whilst superseded by the NPPF, the transport policies set out in the former PPG13 set out specific guidance related to walking:

*“Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres” (Para 74)*

- 4.2.2 This walking catchment has been used in the consideration of the accessibility of the site. A plan showing the 2km walking catchment from the centre of the site is attached in Figure 2.
- 4.2.3 A significant residential development can be accessed within an appropriate walking distance of the site, meaning that staff and visitors will have the opportunity to travel to the site on foot.
- 4.2.4 The roads within proximity to the site are provided with footways and adequate street lighting. Immediately west of the site Sheffield Road is provided with a footway on its northern side, tying into existing provision along Parkside Road (north). An uncontrolled pedestrian crossing comprising dropped kerbs and tactile paving is provided some 25m west of the proposed access, facilitating convenient pedestrian movements across Sheffield Road. Here, a footway commences on the southern side of Sheffield Road which ties into the provision along Parkside Road (south).
- 4.2.5 Three arms of the Sheffield Road / Parkside Road mini roundabout junction are provided with dropped kerb crossings with tactile paving. Additionally, a dropped kerb crossing with tactile paving is provided over Parkside Road at its T-junction with Olympus Way. A pedestrian refuge island is provided on Olympus Way, with dropped kerbs and tactile paving, facilitating pedestrian movements to the southern side of the carriageway.
- 4.2.6 A number of Public Rights of Way (PROW) also operate within close proximity of the site. Footpath 30 runs along the northern boundary of the site and connects Sheffield Road with Stead Lane. Footpath 33 routes to the north of the site connecting Skiers View Road to Footpath 28 and Clough Fields Road. Footpath 26 can be accessed from Sheffield Road to the south, which connects with Burying Lane via Skier's Spring Wood to the north and a wider network of PROWs to the south.

### 4.3 CYCLING ACCESSIBILITY

- 4.3.1 Whilst superseded by the NPPF, the transport policies set out in the former PPG13 set out specific guidance related to cycling:

*“Cycling also has potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport” (Para 77)*

- 4.3.2 The cycling catchment is shown in Figure 3 and demonstrates that the entirety of Hoyland can be accessed, as well as neighbouring settlements such as Chapeltown, Thorpe Hesley, Wentworth, Tankersley and Hemingfield.
- 4.3.3 Parkside Road (south) is provided with a shared footway/cycleway on both sides of the carriageway which continues along Olympus Way in both directions. This provides a traffic-free connection to National Cycle Network (NCN) Route 67 at Tankersley Lane. NCN Route 67 runs to the south of the site and can be accessed via the Sheffield Road / Lidgett Grange junction. The route provides a mixture of traffic-free and on-road routes north towards Barnsley and south towards Sheffield and Rotherham. The route forms part of the Trans Pennine Trail. Local cycle infrastructure can be viewed on Figure 4.
- 4.3.4 The local road network is considered conducive to on carriageway cycling, particularly given that Sheffield Road has been downgraded within the vicinity of the site.
- 4.3.5 In addition, the A6135 Hoyland Common to Elsecar Park & Ride route runs adjacent to the northern boundary of the site, providing a cycle route between Parkside Road and Elsecar Railway Station.

## 4.4 PUBLIC TRANSPORT

### Bus

- 4.4.1 The nearest bus stops are located on Sheffield Road and Parkside Road, which can be accessed within a short walking distance of the site via existing pedestrian infrastructure. The stops accessible within a 400m walk of the site are demonstrated at **Figure 5**, and the services calling at these stops are summarised below in **Table 3-1**.

Table 4-1 Local Bus Services

No.	Route	Approximate Frequency per Hour		
		Mon-Fri	Saturday	Sunday
2a	Sheffield – Barnsley – Walton – Green Farm Circular	6 per day	6 per day	6 per day
67/67a/67c	Barnsley Interchange - Wombwell	30 mins	30 mins	Hourly
72/72a	Chapelton - Manvers	Hourly	Hourly	-

- 4.4.2 As can be seen, future staff and visitors will benefit from a frequency of 3 buses per hour during weekdays and Saturdays, reducing to an hourly service on Sundays, in addition to the Sheffield – Green Farm circular bus which provides 6 services per day.

### Rail

- 4.4.3 Elsecar Railway Station is located approximately 2.3km northeast of the site, and can be accessed via a 35-minute walk, 29-minute bus ride or an 11-minute cycle. From here, regular services depart to destinations including Sheffield, Barnsley, Leeds and Huddersfield. The station comprises a ticket office, ticket machines, 9 sheltered cycle stands with space for 18 cycles and waiting shelters on both platforms.

## 4.5 SUMMARY

- 4.5.1 It has been demonstrated that the site is well connected to the surrounding pedestrian, cycling and public transport networks and through its location provides ample opportunities for encouraging the take up of sustainable modes of travel for journeys to and from the site.

## 5 ROLES AND RESPONSIBILITIES

### 5.1 INTRODUCTION

5.1.1 This section of the report sets out the roles of those people who will be responsible for implementing the Travel Plan and its measures.

5.1.2 An important aspect of a successful Travel Plan is the allocation of sufficient time and resources to enable it to happen. This can in part be achieved by the recognition from the outset of the roles and responsibilities of those who will be involved. This will ensure the appropriate allocation of time and resources to those charged with managing the process.

### 5.2 TRAVEL PLAN CO-ORDINATOR

5.2.1 Three months prior to occupation of the development, BMBC will appoint a Travel Plan Coordinator (TPC) who will be responsible for the implementation of the Travel Plan. The Travel Plan Coordinator will be in post for a period of three years from first occupation of the development.

5.2.2 Until a TPC is appointed, the provisional TPC is Sophie Dunhill, Senior Transport Planner at AMA.

5.2.3 The TPC will be provided with any appropriate training and time to fulfil the role. The TPC role does not need to be full time, and with appropriate support, the role could also be fulfilled by a member of staff.

5.2.4 The duties of the TPC will include:

- ▶ Oversee the implementation of the measures listed within this Travel Plan, including fulfilment of any Travel Plan obligations;
- ▶ Prepare, distribute, and update the Travel Plan materials, as appropriate;
- ▶ Engagement with staff and visitors including actively encouraging and promoting sustainable modes of travel to and from the site, where possible;
- ▶ Liaison with BMBC with respect to the development of the plan, and the evaluation, monitoring and review of targets;
- ▶ Engagement with the site management team where necessary; and
- ▶ Preparation of an annual monitoring report.

5.2.5 A dedicated budget will be made available by the end operator for the TPC to implement the measures outlined within this TP. This budget will cover the full cost associated with delivering the TP and will increase if required to cover the cost associated with the provision of travel incentives and free trials to encourage staff to travel sustainably. Likewise, the budget will cover the implementation of additional measures should the targets set out in **Section 7** not be met.

## 6 TRAVEL PLAN MEASURES

### 6.1 INTRODUCTION

- 6.1.1 This section outlines the measures to be implemented at the site to achieve the objectives and benefits outlined in **Section 2**.
- 6.1.2 The implementation of practical and realistic measures are crucial to the success of any Travel Plan. A range of measures are therefore proposed for both staff and visitors of the site to adopt, in order to facilitate, promote and encourage sustainable travel.

### 6.2 PHYSICAL MEASURES

- 6.2.1 As described in **Section 3**, the site has been designed to maximise opportunities for travel by walking and cycling, as follows:
- ▶ 2 secure, sheltered cycle storage spaces will be provided for staff members in addition to 8 covered Sheffield Stands catering for 16 cycles for visitors. Additional cycle parking is located adjacent the football pitches for use by visitors to the football pitches and archery range, as shown on the site layout plan provided at **Appendix A**;
  - ▶ Showers and changing rooms will be available for use by staff and visitors as shown on the site layout plan attached at **Appendix A**;
  - ▶ Continuation of existing footways from Sheffield Road into the site, and connections from the car park to the proposed facilities; and
  - ▶ 4 EVCP's will be provided including infrastructure for future EVCPs to facilitate future growth.

### 6.3 MEASURES TO ENCOURAGE SUSTAINABLE TRAVEL

#### Staff

##### **Sustainable Travel Information Pack**

- 6.3.1 A sustainable travel information pack will be prepared and distributed to all staff during their induction, or similar. This pack will summarise the key travel choices available to staff and will include a map of local walking and cycling routes as well as local bus stops and the location of Elsecar Railway Station in relation to the site. Scannable QR Codes will be included throughout in order to direct staff to further sources of information, including but not limited to <https://www.stagecoachbus.com/> and <https://www.northernrailway.co.uk/stations/elsecar>.
- 6.3.2 The contents of the pack will be reviewed during each monitoring period, and will be reprinted to highlight any changes to travel in the local area, if required. The TPC will also provide this information online via the community centre website in order to facilitate sustainable journey planning to and from the site.

#### Site Visitors

##### **How to Find us Guide**

- 6.3.3 The TPC will develop a 'how to find us' guide detailing how visitors can access the site by sustainable modes of travel. The most sustainable forms of travel will be included in the guide first to show preference of how the site would like visitors to travel. The guide will follow a similar format to the sustainable travel information

pack as detailed above, summarising travel options in the local area and including a map highlighting local walking and cycling routes as well as key public transport infrastructure.

- 6.3.4 The guide will be available in the reception area of the development for visitors to browse or take home with them. The TPC will also provide this information online via the community centre website in order to facilitate sustainable journey planning to and from the site.

## 6.4 MEASURES TO REDUCE THE NEED TO TRAVEL

- 6.4.1 Reducing the need to travel is growing in importance as we seek to reduce carbon emissions from transport, switch from the private car to other modes of transport, encourage more active travel to improve health and wellbeing, and improve the quality, and the prosperity, of our towns and cities. As stated in Reducing the Need to Travel, Campaign for Better Transport (2011), an essential purpose of reducing the need to travel or reducing journey length should be to allow more journeys to be made on foot or by bicycle. The TPC, with support from BMBC, will therefore aim to:

- ▶ Adopt policies to encourage the employment of local workforces;
- ▶ Support local shops and neighbourhood centres when catering for functions / events; and
- ▶ Coordinate travel with local sports teams accessing the football pitches / archery range to reduce single occupancy car journeys and increase car sharing.

## 6.5 PEDESTRIAN MEASURES

- 6.5.1 The following measures are proposed to encourage walking to and from the site:

- ▶ Provide information to staff and visitors indicating pedestrian routes and walking times from the surrounding residential areas to the site, including from key services and amenities where trips may be linked (i.e. local schools);
- ▶ Promote the benefits of walking / active travel in terms of health and wellbeing, cost saving, and socialisation;
- ▶ Promote local and national walking campaigns and events including Walk to Work Day; and
- ▶ Publicise links to walking resources on websites such as <https://www.barnsley.gov.uk/services/sport-and-leisure/walking-in-barnsley/> and <https://www.nhs.uk/live-well/exercise/running-and-aerobic-exercises/walking-for-health/>.

## 6.6 CYCLE MEASURES

- 6.6.1 The following measures are proposed to increase the proportion of cycling as a means of accessing the site:

- ▶ Sign up to and promote the Cycle to Work scheme to all members of staff via [www.gov.uk/government/publications/cycle-to-work-scheme-implementation-guidance/](http://www.gov.uk/government/publications/cycle-to-work-scheme-implementation-guidance/) / <https://www.cycle2work.info/>;
- ▶ Consider offering free cycle training for staff and visitors at the site via <http://www.activebarnsley.com/bikeability.asp>;
- ▶ Publicise local cycle information available free of charge from BMBC's website <https://www.barnsley.gov.uk/services/sport-and-leisure/cycling/>;
- ▶ Publicise [www.sustrans.org.uk](http://www.sustrans.org.uk) and <https://www.cyclinguk.org/> for access to cycle maps and advice; and
- ▶ Promote local and national cycling campaigns and events such as Bike to Work Day and Bike Week.

## 6.7 PUBLIC TRANSPORT

6.7.1 The location of the site in relation to local public transport infrastructure should encourage a number of trips to the site to be made by bus and rail. The following measures will be implemented to encourage the use of public transport:

- ▶ Supply up-to-date public transport information available on BMBC's website <https://www.barnsley.gov.uk/services/#/services/roads-travel-and-parking/;/services/roads-travel-and-parking/public-transport/>;
- ▶ Publicise the Travel South Yorkshire journey planner via <https://journeyplanner.travelsouthyorkshire.com/>; and
- ▶ Publicise links to further sources of information such as <https://www.stagecoachbus.com/> and <https://www.northernrailway.co.uk/stations/elsecar>.

## 6.8 CAR SHARING

- ▶ The website <https://liftshare.com/uk/community/golocal> will be promoted as a database for potential car sharers amongst staff. This website contains details of people who live and work in Barnsley (as well as nationally) and therefore maximises the opportunity for potential matches to be made.

## 7 TRAVEL PLAN TARGETS

### 7.1 INTRODUCTION

7.1.1 This TP aims to promote travel choice for future members of staff and visitors of the development, and hence to increase the use of sustainable transport modes. Overarching targets for the site are to be set once baseline travel surveys have been carried out.

7.1.2 However, any targets will need to be 'SMART' i.e., they must be:

- ▶ **S**ite-specific;
- ▶ **M**easurable;
- ▶ **A**chievable;
- ▶ **R**ealistic; and
- ▶ **T**ime related.

7.1.3 Without detailed travel survey information for the proposed development, it is not possible to set robust mode split targets. However, indicative targets for both staff and visitors of the development have been proposed to assist in monitoring the progress of the Travel Plan in achieving the overall objectives.

The targets for the Travel Plan are summarised as follows:

- ▶ Target a 10% reduction in single occupancy car drivers amongst members of staff; and
- ▶ Target a 10% increase in sustainable modes of travel amongst visitors.

7.1.4 Specific targets relating to modal shift will be established once detailed travel surveys have been undertaken. Information relating to the implementation of measures and their uptake would also be obtained through the proposed monitoring programme.

7.1.5 Further details of monitoring and measures should the targets not be reached within these timescales are provided in **Section 8** of the report.

### 7.2 STAFF TARGETS

7.2.1 The most recent Census Method of Travel to Work data was collected following the impact of the COVID-19 pandemic, which led to some major behavioural changes in the ways in which people travel to work. Since the 2021 Census, attitudes towards traveling to work have continued to adapt, with many workers adopting a hybrid way of working between their home and their place of work, suggesting that the 2021 Census is not the most representative dataset in showing current modal splits for the region.

7.2.2 Therefore, both 2011 and 2021 Census Method of Travel to Work Data for an average of the Barnsley 028 and 030 MSOAs, in which the site is located, have been considered. The mode split data is summarised in **Table 7-1**.

Table 7-1 – Census Mode Split Data for Barnsley 028 and 030 MSOA

<b>Method of Travel</b>	<b>2011 Census Data</b> <i>Subject to rounding error</i>	<b>2021 Census Data</b>
Driving a car or van	63%	75%
Passenger in a car or van	9%	8%
Taxi	1%	1%
Motorcycle	1%	0%
On Foot	19%	9%
Public Transport	7%	6%
Bicycle	1%	1%
<b>Total</b>	<b>100%</b>	<b>100%</b>

- 7.2.3 It is anticipated that the actual modal split of the development would be a combination of both datasets, however, for the purpose of this TP, it is assumed that the baseline car driver mode share is an average of the two, which equates to 69%.
- 7.2.4 It is proposed, as a minimum, that a 10% reduction target in single occupancy car trips amongst members of staff is achieved over the three-year TP monitoring period. The target will, therefore, be considered to be met if the percentage of journeys to work made by car drivers is 62% or less. The appropriateness of the targets will be assessed following the baseline travel survey, and if necessary, amended targets will be discussed with BMBC.

### 7.3 VISITOR TARGETS

- 7.3.1 It is proposed, as a minimum, that an increase of 10 percentage points in travel by sustainable modes is targeted amongst visitors to the site. The first (baseline) survey will be conducted within six months of first occupation of the site. The results will then be used to establish the 10 percentage points target increase across all sustainable modes of travel. For example, if the baseline survey finds that the combined mode split of visitors travelling to site on foot, by bicycle and by public transport is 30%, the target would be set at 40%, to be achieved within the proposed three-year monitoring period.

## 8 TRAVEL PLAN MONITORING AND REVIEW

### 8.1 INTRODUCTION

8.1.1 The TPC, whose role has been outlined in earlier sections, is critical to the monitoring process and they will oversee the implementation of the Travel Plan and its subsequent monitoring. Further details are set out below along with details on timescales for the implementation of the Plan.

### 8.2 MONITORING

8.2.1 A successful TP must have an appropriate monitoring programme that measures success (and areas for improvement) and reinvigorates the process where necessary. The following sets out a process for monitoring the TP over a three-year period.

8.2.2 The first (baseline) survey will be conducted within six months of first occupation of the site. The survey will be live for a period of 2 weeks and will be administered online. Paper copies will be available should staff / visitors request one. The results will be shared with Travel Plan officers at BMBC via a short monitoring note within two months of the survey being carried out. Should the survey results vary significantly when compared with the staff targets, the TPC will discuss and agree appropriate amendments with BMBC. In a similar way, the TPC will discuss with BMBC whether the visitors target (ten percentage points increase in sustainable modes of travel amongst visitors) is appropriate based on the results of the baseline travel survey.

8.2.3 Travel surveys will then be carried out on an annual basis (year on year from the month of the baseline surveys). This will be undertaken for the lifetime of the Travel Plan (three years). An annual monitoring note will be prepared and submitted to BMBC, via the TPC, within two months of completion of the surveys.

8.2.4 The travel survey should include the following elements, which should be agreed with BMBC prior to issue:

- ▶ How staff / visitors currently travel to / from the site;
- ▶ How staff / visitors prefer to travel to / from the site; and
- ▶ Measures that would encourage the use of sustainable modes.

8.2.5 The process of administering the travel surveys will be reviewed annually to ensure it is the most effective way in gathering travel behaviour and modal split information.

8.2.6 In the event the TP targets are not met, the TP will be extended for a further year, which allows the TPC to implement mitigation measures. Examples of mitigation measures that could be included are:

- ▶ Increase the marketing and promotion of the TP;
- ▶ Provide additional TP promotional literature for distribution / display for staff and visitors;
- ▶ Provide sustainable travel related discounts such as bus / rail taster tickets so staff can trial their commute; and
- ▶ Encouraging staff and visitors to participate in sustainable travel promotional events in collaboration with BMBC (i.e. electric bike trials or bike marking events).

## 8.3 SUMMARY

8.3.1 **Table 8-1** below summarises the proposed timescales for the implementation and monitoring of the Travel Plan.

Table 8-1 – Travel Plan Implementation and Monitoring Timescales

Measures / Action	Target Date	Responsibility
Appoint TPC	3 months prior to occupation	End Operator
Conduct baseline travel survey	Within 6 months post first occupation	TPC
Discuss revised targets with BMBC (if required)	Within 2 months post results of baseline travel survey	TPC / End Operator
Prepare monitoring note summarising results of baseline travel survey	Within 2 months post results of baseline travel survey	TPC
Undertake annual travel surveys	Annually from baseline survey until the end of the three-year period	TPC
Review process of administering travel surveys	Annually	TPC

## 9 SUMMARY AND CONCLUSION

### 9.1 SUMMARY

9.1.1 **Table 9-1** summarises the measures included at **Section 6**, including timescales associated with the implementation of the measures and monitoring of the Travel Plan and the person / organisation responsible for the funding and implementation are also presented. **Table 8-1**, above, summarises the proposed timescales for the implementation and monitoring of the Travel Plan.

Table 9-1 – Travel Plan Action Plan and Timescales

Measures / Action	Target Date	Responsibility
Provide cycle parking	Delivered as part of site construction	Developer
Provide showers and changing rooms	Delivered as part of site construction	Developer
Provide EVCPs	Delivered as part of site construction	Developer
Appoint TPC	3 months prior to occupation	End Operator
Prepare and distribute travel information pack	Upon first occupation	TPC
Prepare and distribute how to find us guide	Upon first occupation	TPC
Adopt policies to encourage the employment of local workforces	From occupation	TPC with support from end operator
Support local shops and neighbourhood centres when catering for functions / events	From occupation	TPC
Coordinate travel with local sports teams accessing the football pitches / archery range to reduce single occupancy car journeys and increase car sharing	From occupation	TPC
Promote and encourage active travel	Ongoing throughout lifetime of Travel Plan	TPC
Promote and encourage public transport use	Ongoing throughout lifetime of Travel Plan	TPC
Promote and encourage car sharing	Ongoing throughout lifetime of Travel Plan	TPC

## 9.2 CONCLUSION

- 9.2.1 Andrew Moseley Associates (AMA) has been commissioned by Barnsley Metropolitan Borough Council to prepare this Travel Plan (TP) in connection with the development of a sports and community centre, including archery range, football pitches and a community building comprising approximately 730sqm of floor space on land to the east of Sheffield Road, Barnsley.
- 9.2.2 The Travel Plan appraises the current accessibility of the development site, describing the opportunities for sustainable travel for future staff and visitors. Consideration is then given to how these options can be best promoted to staff and visitors in order to encourage and facilitate sustainable travel behaviour, thereby reducing any potential detrimental impact from the development on the local transport network in terms of congestion, air pollution or road safety.
- 9.2.3 Clear targets and a monitoring regime are outlined which enable those responsible to measure, report upon and maximise the effectiveness of the Travel Plan in achieving its aims and objectives. A programme of impactful, yet realistic measures and deliverables are set out, that link back to the Travel Plans objectives and targets.

## FIGURES

Figure 1 – Indicative Site Location Plan

Figure 2 – 2km Walking Isochrone

Figure 3 – 5km Cycling Isochrone

Figure 4 – Cycle Route Map

Figure 5 – Bus Stop Location Plan

**Key:**  
Site Location

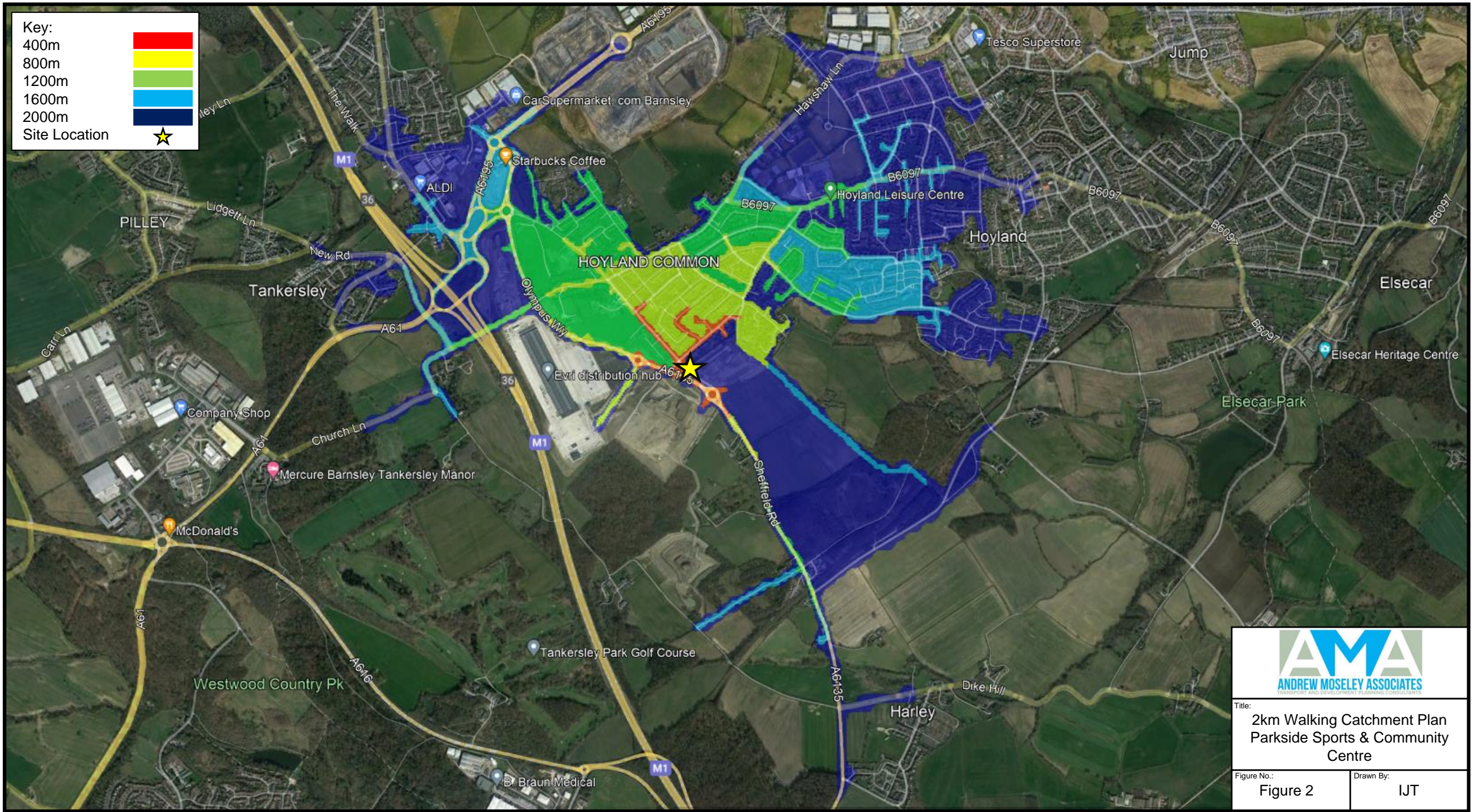


Title:  
Indicative Site location Plan  
Parkside Sports & Community  
Centre

Figure No.: Figure 1  
Drawn By: IJT

Key:

- 400m
- 800m
- 1200m
- 1600m
- 2000m
- Site Location


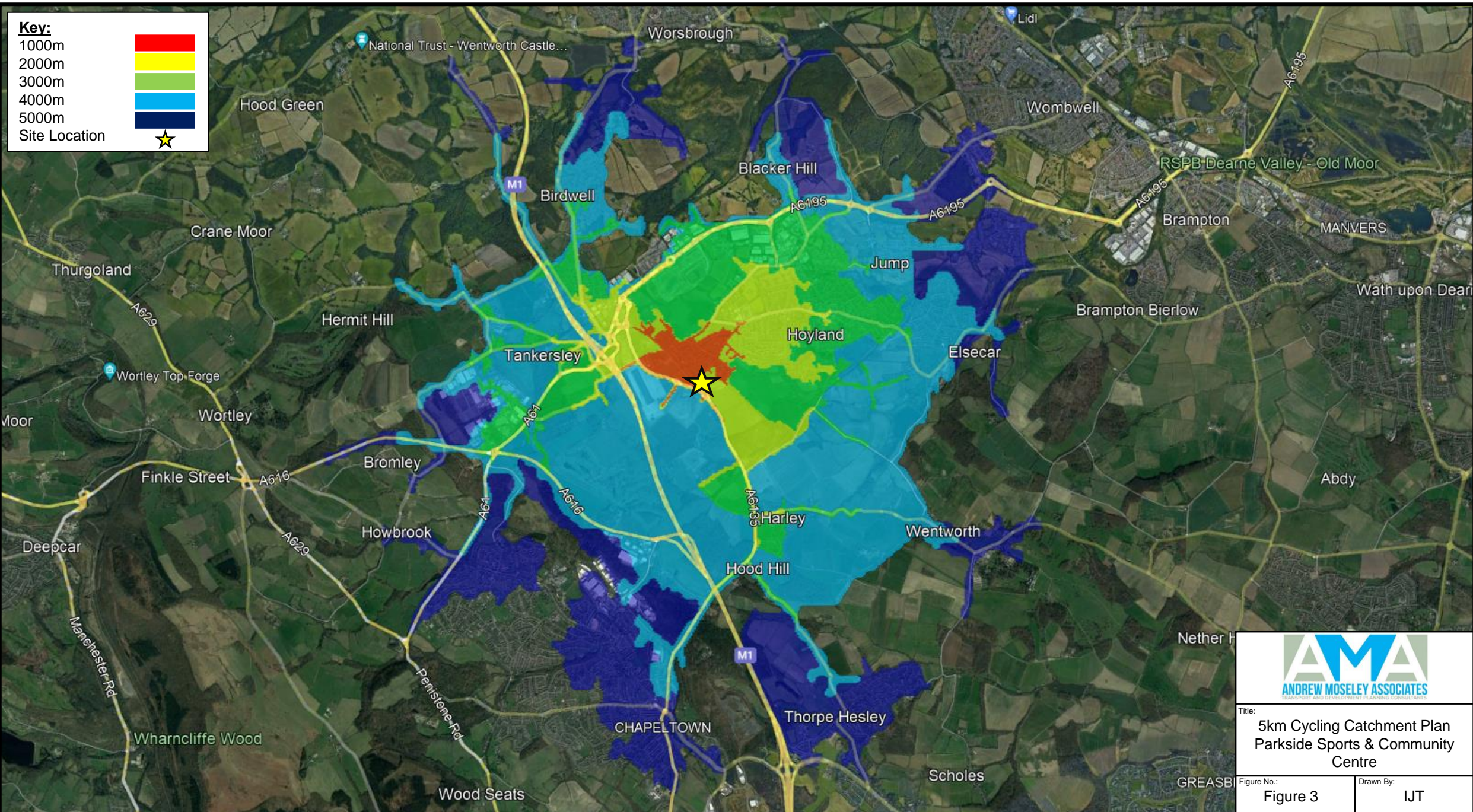


Title:  
**2km Walking Catchment Plan  
 Parkside Sports & Community  
 Centre**

Figure No.: <b>Figure 2</b>	Drawn By: <b>IJT</b>
--------------------------------	-------------------------

**Key:**







- 1000m
- 2000m
- 3000m
- 4000m
- 5000m
- Site Location

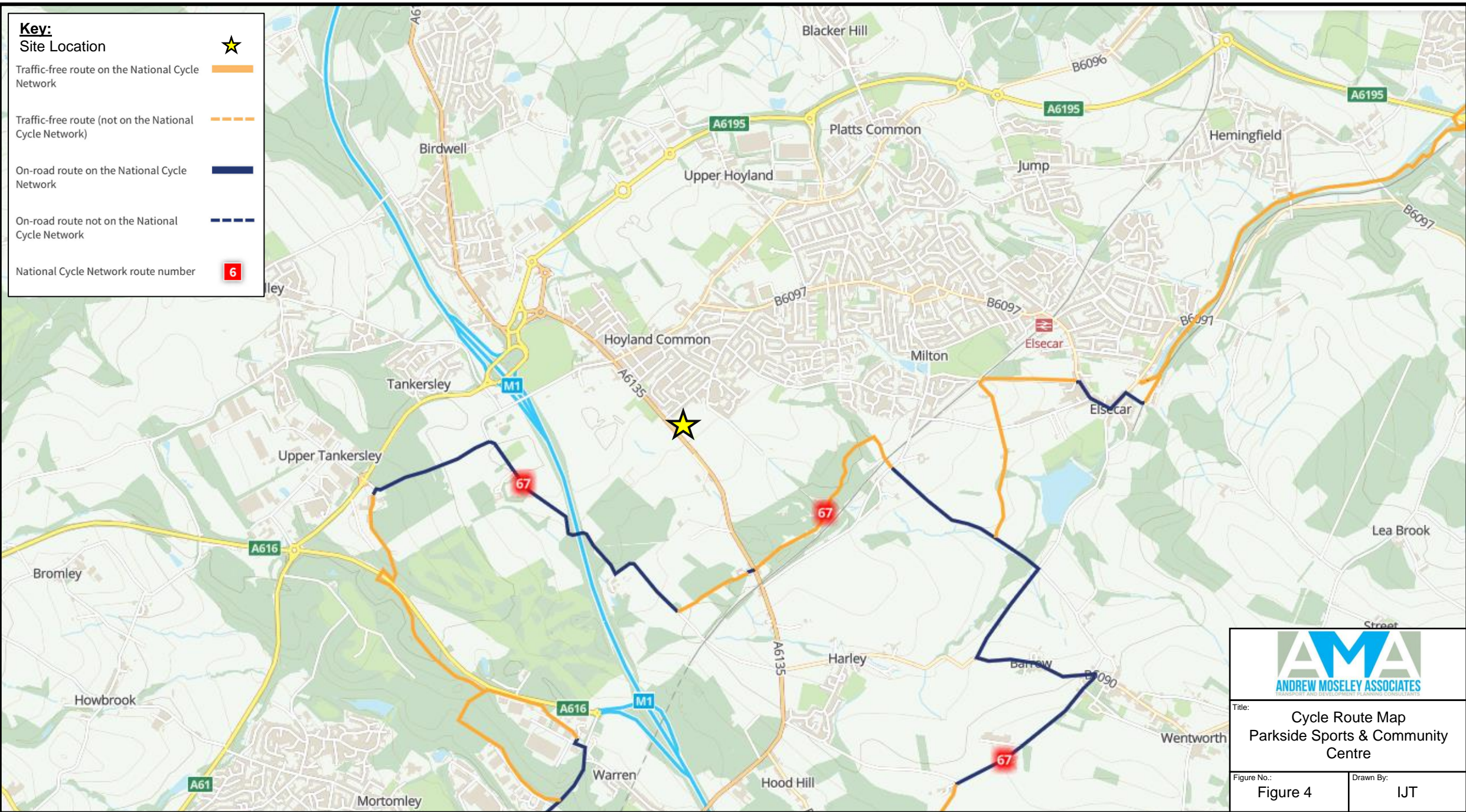



Title:  
**5km Cycling Catchment Plan  
 Parkside Sports & Community  
 Centre**

Figure No.: **Figure 3**      Drawn By: **IJT**

**Key:**

- Site Location 
- Traffic-free route on the National Cycle Network 
- Traffic-free route (not on the National Cycle Network) 
- On-road route on the National Cycle Network 
- On-road route not on the National Cycle Network 
- National Cycle Network route number 



Title: **Cycle Route Map  
Parkside Sports & Community  
Centre**

Figure No.: **Figure 4**      Drawn By: **IJT**

**Key:**  
Site Location  
Bus Stops



Title:  
**Bus Stop Locations Plan  
Parkside Sports & Community  
Centre**

Figure No.: **Figure 5**      Drawn By: **IJT**

## APPENDICES

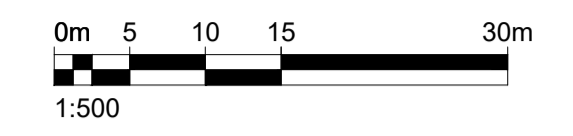
Appendix A – Site Layout Plan

# Appendix A

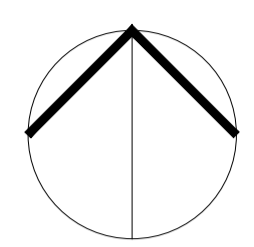
## **SITE LAYOUT PLAN**

DO NOT SCALE FROM THIS DRAWING. ALL DIMENSIONS TO BE CHECKED ON SITE BY CONTRACTOR. REPORT ANY DISCREPANCIES TO DRAWING AUTHOR AND PROPERTY SERVICES TEAM. DRAWING OR CONTENTS SHOULD NOT BE DUPLICATED WITHOUT PRIOR CONSENT.

DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER PROJECT DOCUMENTS INCLUDING BUT NOT LIMITED TO DRAWINGS, SPECIFICATIONS, SCHEDULES



NOTES  
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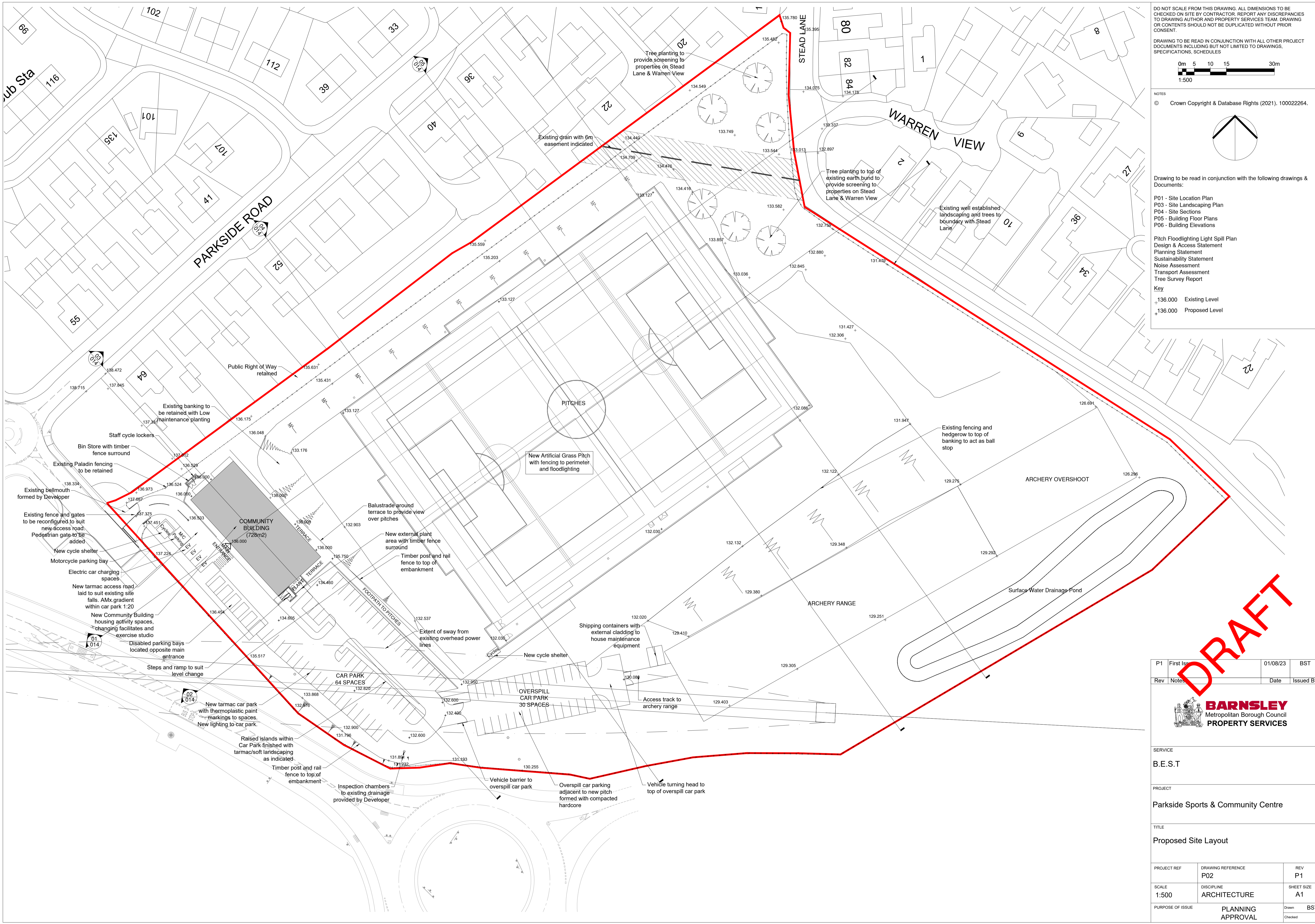


Drawing to be read in conjunction with the following drawings & Documents:

- P01 - Site Location Plan
- P03 - Site Landscaping Plan
- P04 - Site Sections
- P05 - Building Floor Plans
- P06 - Building Elevations

- Pitch Floodlighting Light Spill Plan
- Design & Access Statement
- Planning Statement
- Sustainability Statement
- Noise Assessment
- Transport Assessment
- Tree Survey Report

Key  
 136.000 Existing Level  
 136.000 Proposed Level



DRAFT

P1	First Issue	01/08/23	BST
Rev	Notes	Date	Issued By



SERVICE  
**B.E.S.T**

PROJECT  
**Parkside Sports & Community Centre**

TITLE  
**Proposed Site Layout**

PROJECT REF	DRAWING REFERENCE	REV
SCALE	DISCIPLINE	SHEET SIZE
PURPOSE OF ISSUE	PLANNING APPROVAL	Drawn Checked



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