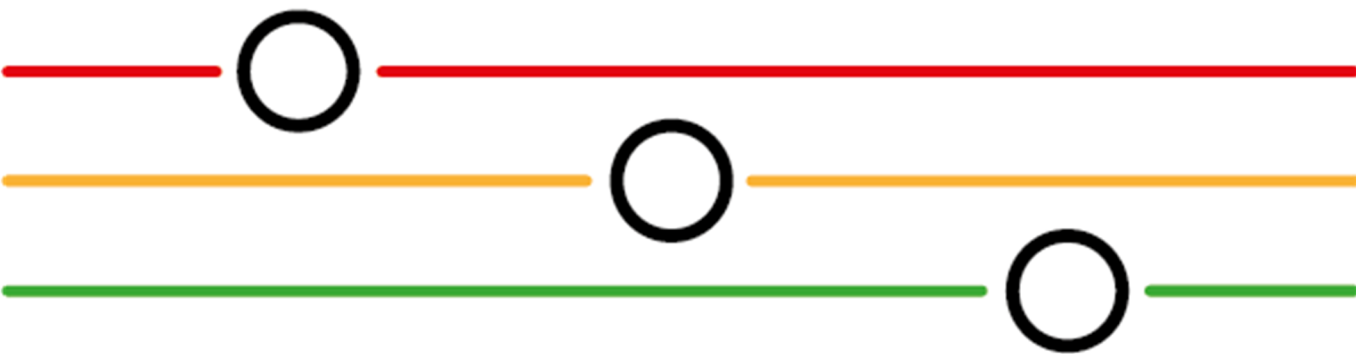




Darwen Developments Ltd

Proposed Retail Units Development,
B6089 Brampton Road, Wombwell, Barnsley

Travel Plan

3709326



JULY 2026

Report Details

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1 Introduction

1.1 General

Dynamic Transport Planning Ltd is instructed by Darwen Developments Ltd to report on the anticipated highways and transportation considerations related to the proposed development of retail units, on the site of an existing hand car wash site, off the B6089 Brampton Road, Wombwell, Barnsley.

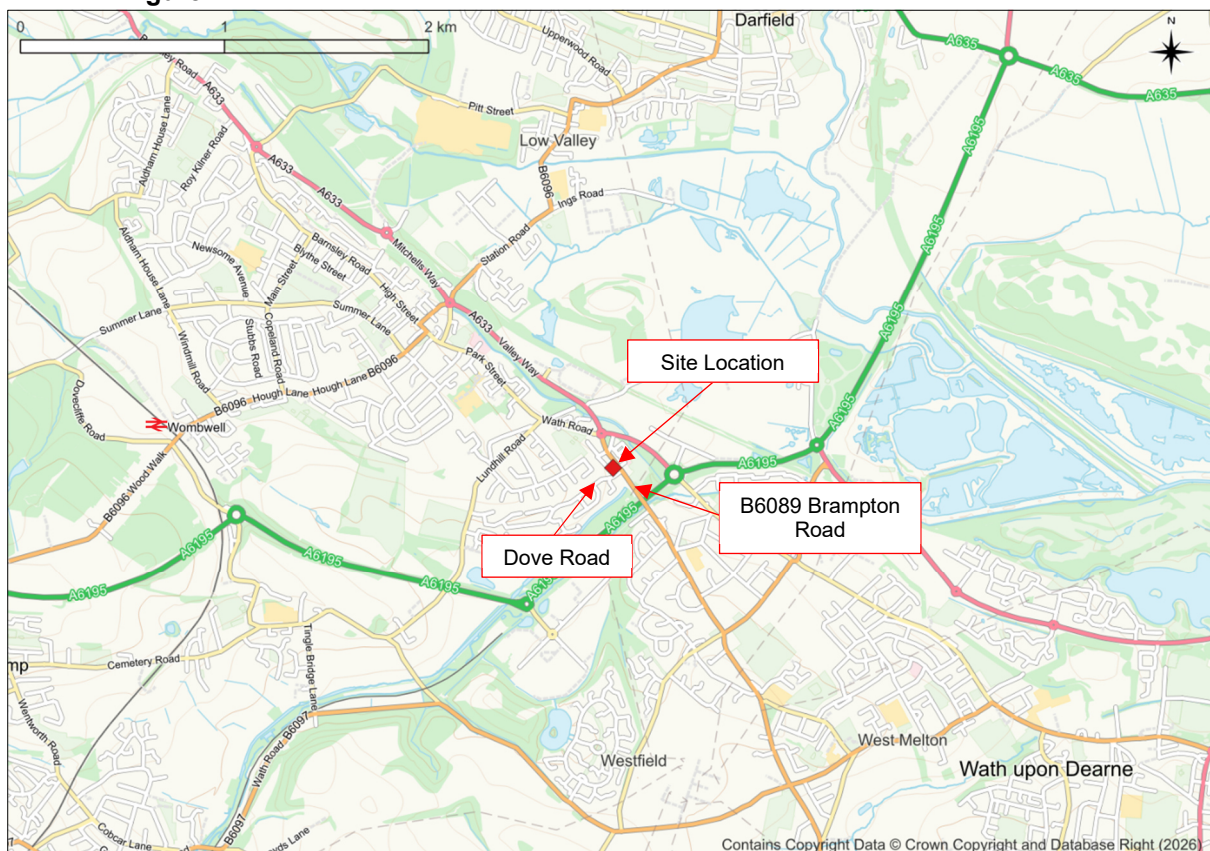
This Travel Plan (TP) has been produced to advise Barnsley Metropolitan Borough Council (BMBC) as the Local Planning Authority (LPA) and Highway Authority (LHA) on the transport planning considerations associated with the proposed redevelopment.

1.2 Site Location

The application site is located to the south of the B6089 Brampton Road, around 1km south-east of Wombwell Town Centre and approximately 7.5km south-east of Barnsley Town Centre.

The location of the site is illustrated at **Figure 1.1:**

Figure 1.1: Site Location Plan



The B6089 Brampton Road runs to the north/east of the site, providing access to the proposed development.

1.3 Site Context

The site most recently operated as a hand car wash facility, including retail provision, however, the site previously operated as a Petrol Filling Station (PFS) with retail provision.

The site is subject to a live planning application (Application Reference: 2026/0166) submitted in March 2026 for the *'Erection of 3 x retail units (Use Class E) with car parking, EV charging points and associated works following the demolition of the existing buildings/structures.'*

Comments were received from BMBC Highways stating that while *'the redevelopment of the site for commercial purposes is not objected to in principle'*, *'a Transport Statement and Travel Plan will be required in support of the application'*.

This TP, therefore, has been produced in support of the live planning application and should be considered alongside the Transport Statement.

2 Travel Plan Background

2.1 General

A Travel Plan (TP) is an important tool for delivering sustainable access to a development. It provides a long-term strategy that seeks to deliver sustainable transport objectives through positive action.

TPs can also support the need to promote more healthy lifestyles through increased walking and cycling opportunities. As a result, TPs form a key stage in the forward planning process and is a 'living document' that needs to be regularly reviewed to ensure its effectiveness.

2.2 Benefits of a Travel Plan

TPs can result in a variety of benefits to the occupiers of a development and the wider community, as well as address a range of issues, including:

- Reducing congestion and peak time traffic conflicts;
- Reducing energy use and harmful transport related emissions;
- Tackling social exclusion and improving accessibility; and
- Facilitating improved public transport through economies of scale and transport efficiency.

2.3 Planning Policy

This TP has been developed in accordance with the Department for Transport (DfT) policy document; '*Good Practice Guidelines: Delivering Travel Plans through the Planning Process*' this document is an update to previous guidance published in response to changes in travel planning and understanding and awareness of transport contributing to global warming and affecting aspects such as health.

The guidance document promotes the use of sustainable methods of transport, some examples of the recommended measures include:

- Giving people better information about their existing travel options;
- Marketing sustainable travel options more effectively, so they are better used; and
- Providing incentives for changing behaviour such as smart devices and smartcards.

2.3.1 National Planning Policy Framework

In December 2024, the Ministry of Housing, Communities and Local Government published the revised National Planning Policy Framework (NPPF) which is the latest revision of the NPPF since it was first published in 2012. The NPPF sets out the government's planning policies for England and how the policies should be applied to various developments, providing a framework for localised plans to be created.

Paragraph 109 of the latest NPPF discusses the key link between new developments and the transport network. It is stated that transport issues should be considered from the earliest stages of the planning process, *"using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places"*, involving;

- *"Making transport consideration an important part of early engagement with local communities;*
- *Ensuring patterns of movements, streets, parking and other transport considerations are integral to the design of schemes, contributing to making high quality places;*
- *Understanding and addressing the potential impacts of development on transport networks;*
- *Realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- *Identifying and pursuing opportunities to promote walking, cycling and public transport use are identified and pursued; and*
- *Identifying and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."*

Sustainability of developments is discussed in paragraph 110; whereby new developments should be centred around existing infrastructure. The NPPF also acknowledges that opportunities to maximise sustainable transport solutions will vary between urban and rural areas, which should be taken into account during the planning process, ensuring appropriate infrastructure is applied to all projects.

The NPPF discusses spatial planning in paragraph 111, where planning policies should support an appropriate mix of uses across an area to minimise the number and length of journeys needed for employment, shopping, leisure, education and other uses. Providing attractive and well-designed walking and cycling networks supported by associated facilities such as secure cycle parking.

Paragraph 115 of the new NPPF states that when assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- *“Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users;*
- *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 45; and*
- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree, through a vision-led approach.”*

Paragraph 116 of the NPPF states *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios ”.*

Paragraph 117 of the NPPF states that applications for development should:

- *“Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *Create places that are safe, secure, and attractive – which minimise the scope for conflicts between pedestrians and vehicles, avoid unnecessary street clutter and respond to local character and design standards;*
- *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

Furthermore, Paragraph 118 states that all developments that *“generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a ‘vision-led’ Transport Statement or Transport Assessment”.*

2.4 Local Policy

2.4.1 Barnsley Local Plan (2019)

The Barnsley Local Plan (LP) “sets out the key elements of the planning framework for Barnsley and the approach to its long-term physical development to achieve the Council’s vision of what sort of place Barnsley wants to become”. Setting out the LPA’s strategic vision for housing, employment and commercial development, including transport infrastructure and protection of the local environment.

Section 12 of the LP discussed transport, with “*The Challenge*” of:

- Reducing transport related green house gas emissions;
- Supporting sustainable development and the locations for growth set out in the LP;
- Addressing cross boundary transportation issues;
- Reducing the need the travel;
- Make travel easier for all, by improving direct public transport links;
- Influence travel behaviour to increase encouraging walking, cycling and public transport;
- Increase the feeling of safety and security while using sustainable modes of transport and improve road safety;
- Ensure that sustainable travel is embedded within new developments; and
- Reduce the impact of necessary road travel on the environment.

The LP requires Transport Assessments / Statements and Travel Plans to support new developments.

Policy T1 ‘Accessibility Priorities’ aims to:

- Improve sustainable transport and circulation in the Accessibility Improvement Zone (AIZ) area particularly between Principal Towns;
- Implement transport network improvements as supported by evidence from modelling, feasibility studies, consultation, surveys, community engagement etc;
- Facilitate sustainable transport links to and from existing and proposed employment, interchange, community and leisure and tourism facilities in the borough, including provision for car parking and enhancing the non-car role of the transport corridor shown on the Accessibility Priorities diagram as ‘potential enhanced road based public transport corridor’;

- Promote high quality public transport linking the AIZ to significant places of business, employment and national / international interchange in the Leeds - Sheffield City Region corridor including neighbouring Wakefield, Kirklees, Doncaster, Sheffield and Rotherham; and
- Improve direct public transport and freight links to London, Manchester, other Core Cities, national / international interchanges and the Humber ports.

2.4.2 Barnsley Borough 'Moving from A to B' Transport Strategy

The Barnsley Transport Strategy (BTS) strategy has been developed to provide a new approach to tackling our transport issues and to identify the key projects, activities and opportunities needed to help us deliver our Barnsley 2030 Vision and achieve our objectives. Transport is fundamental to our Inclusive Economy and good growth. If we are to address economic inequality, people need to have the right infrastructure in place, along with a range of options to get around the borough.

The BTS has five key objectives:

- *Transform streets and places to enable an increase in cycling and walking;*
- *Support economic growth and regeneration;*
- *Reduce conventional vehicular trips on the network, for journeys of less than two miles;*
- *To reduce and mitigate the impact of transport-based emissions and noise in Barnsley; and*
- *Reduce the number of "Killed or Seriously Injured (KSI)" incidents and slight accident on roads.*

3 Site Overview

3.1 Proposed Development

The site currently comprises a hand carwash, including the former PFS retail building and forecourt canopy. The existing buildings on the site have a combined approximate Gross Floor Area (GFA) 450m².

The proposed development comprises the demolition of all of the existing buildings at the site and the construction of a new building consisting of three retail units, associated parking provision and delivery bay.

As part of the proposed development, the southernmost access point to the site will be closed with the remaining access point relocated slightly further north and subject to minor modifications to provide a two-way priority-controlled junction off the B6089 Brampton Road. A pedestrian access point will be constructed along the southern boundary of the site, allowing pedestrian access to the existing footway provision along Dove Road.

The proposed site layout is shown at **Figure 3.1**:

Figure 3.1 – Proposed Site Layout Plan



(Source: Jennings Design, 2026)

3.2 Parking Provision

It is proposed that the parking provision will be shared between the retail units at the site. A total of 35 parking bays will be provided, inclusive of four mobility impaired accessible bays, located within the frontage of the units and six Electric Vehicle (EV) charging bays located to the south-east of the parking provision, inclusive of one bay to a mobility impaired standard.

It is also noted that cycle parking will be provided in the form of five 'Sheffield' cycle stands, with capacity for 10 pedal cycles.

3.3 Local Highway Network

The B6089 Brampton Road is formed of a single carriageway, running in a north-west/south-east orientation to the north/east of the site. To the north of the site the road meets A633 Warth Road / Warth Road / A633 Valley Way at a four-armed roundabout junction, routing towards Wombwell Town Centre. To the south-east of the site the road routes towards Brampton Town Centre, meeting Westfield Road and B6273 Pontefract Road at a four-armed roundabout junction.

Within the vicinity of the site, the road is approximately 9.5m in width, subject to a 30mph speed limit and supported by streetlighting. It is noted that the existing site access points are supported by a ghost island right hand turn pocket, with similar arrangements at junctions along the road, separated by areas of hatching.

To the south of the site, Brampton Road meets Dove Road at a priority-controlled junction, also supported by a ghost island right hand turn pocket. Pedestrian footways are located along both sides of the road, supported by a pedestrian refuge island crossing point located around 40m to the north of the site.

Dove Road is formed of a single carriageway, running in a general north-east/south-west orientation to the south of the site. Directly to the south of the site, the road meets the B6089 at a priority-controlled junction and to the south-west of the site the road meets Lundhill Grove, towards Lundhill Road.

The road is around 5.5m in width, subject to a 30mph speed limit and benefits from streetlighting. No access is currently provided to the site off Dove Road. Pedestrian footways run along both sides of the road.

4 Access by Non-Car Modes

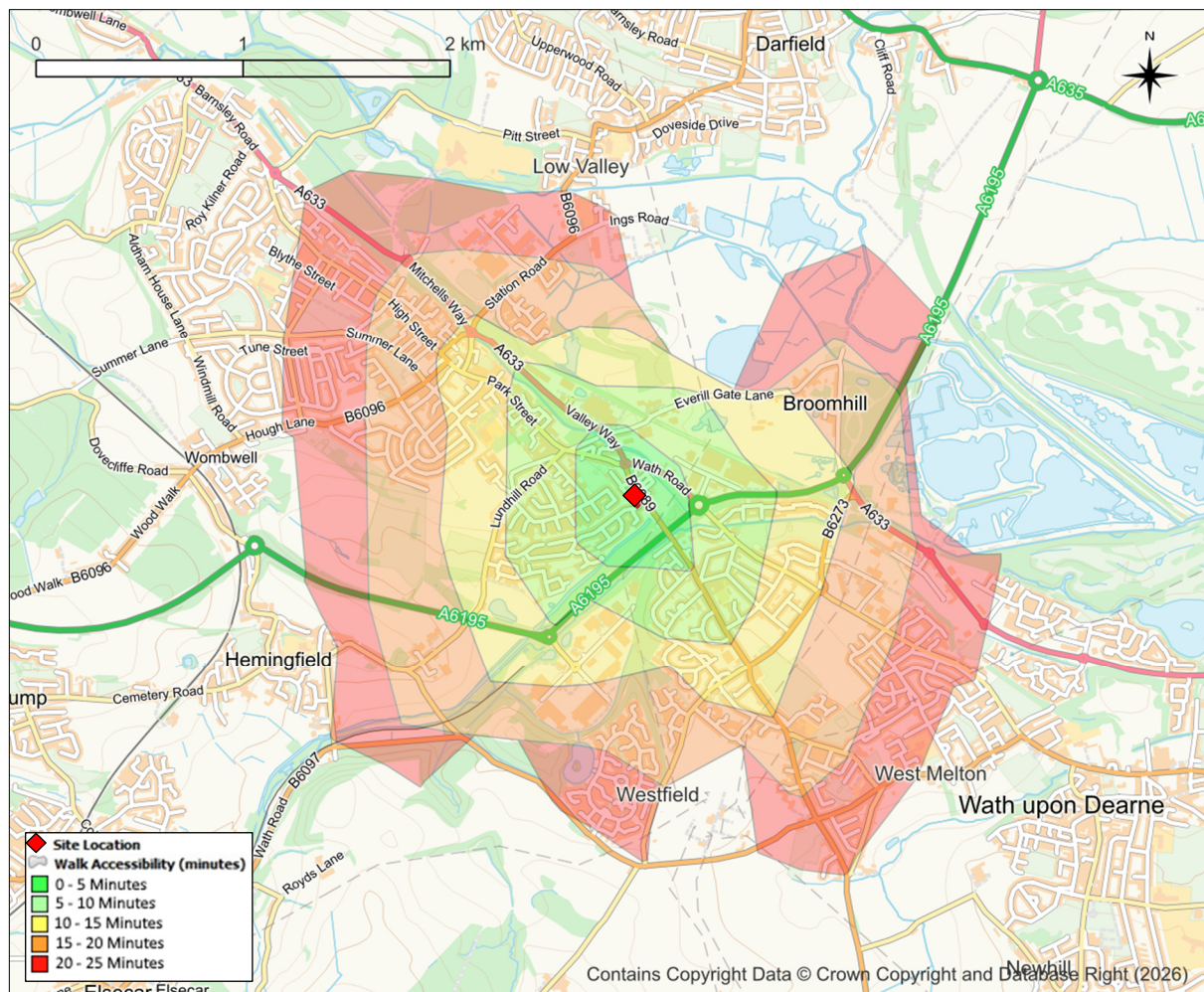
4.1 General

In accordance with planning policy a review of access by all modes of travel has been undertaken. The options for accessing the site by sustainable modes are discussed in more detail below.

4.2 Pedestrian Access

Relevant guidance provided in Manual for Streets (MfS) states that walking offers the greatest potential to replace short car trips, particularly those under 2km. A walk accessibility plan provided at **Figure 4.1** highlights the accessible walking area within a 2km catchment of the site, equivalent to 25 minutes.

Figure 4.1 – Walk Accessibility Plan



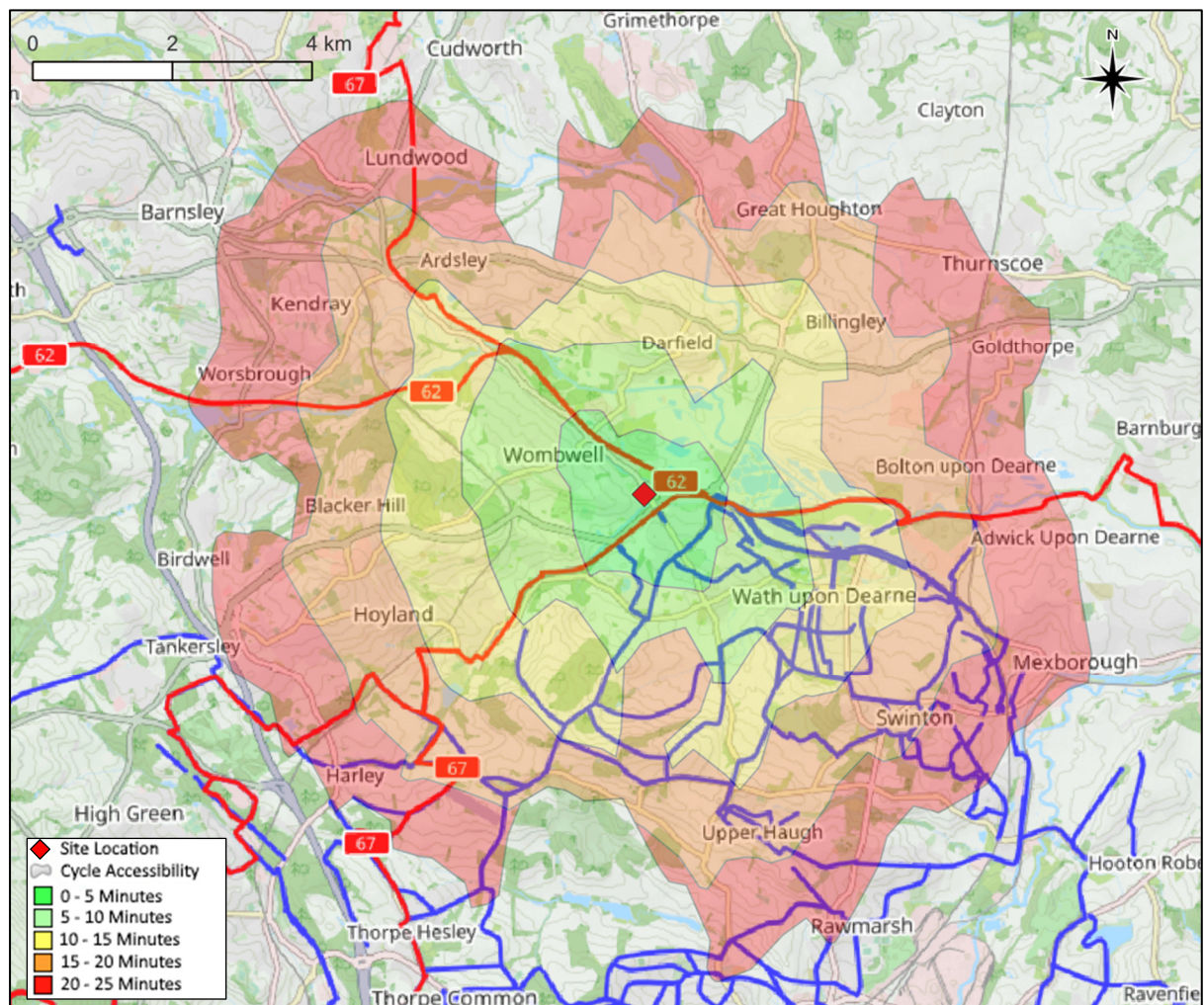
The above plan shows that Wombwell Town Centre is accessible within a 25- minute walking distance of the site, with residential areas associated with Brampton also accessible within a 25-minute walking journey to the south of the site.

Pedestrian access to the site is supported by the existing infrastructure within the vicinity of the site, including footways and crossing points.

4.3 Cycle Access

It is widely recognised that cycling has the potential to substitute shorter car journeys for work and education purposes. The areas reachable within around a 25-minute cycle journey are identified at **Figure 4.2**.

Figure 4.2 – Cycle Accessibility Plan



Source: OpenStreetMap (2026)

The plan indicates that Wombwell and Brampton are accessible within a 10-minute cycling journey, with the nearby areas of Wath-upon-Deerne, Ardsley and Upper Haugh also accessible within a 25-minute cycling journey.

National Cycling Network (NCN) Routes 62 and 67 run within a five-minute cycling journey to the north and east of the site, respectively. Route 62 connects Fleetwood on the Fylde to Selby, forming the east to west sections of the Trans Pennine Trail, locally connecting the site towards Salford to the west and Doncaster to the east.

Route 65 routes from Long Whatton to Northallerton locally connecting to Wakefield to the north and Sheffield to the south.

4.4 Public Transport Access

4.4.1 Bus

The nearest bus stop is located adjacent to the site, accessible via the existing pedestrian refuge crossing point, a summary of the services operating from this stop is provided in **Table 4.2**.

Table 4.2 – Bus Service Summary

Service	Route Description	Core Weekday Frequency
22X	Rotherham – Barnsley	Every 15 Minutes
226	Barnsley – Thurnscoe	Every 30 Minutes

Source: Traveline

4.4.2 Rail

Wombwell Railway Station is the nearest station to the site, located just over 2km to the north-west of the site. Although located outside of what is considered a reasonable walking distance, the station is accessible via a 12-minute cycling journey.

Wombwell Railway Station is situated on both the Hallam and Penistone railway lines, with services operated by Northern Rail. Hourly services depart the station to Huddersfield and Leeds (via Wakefield Kirkgate and Castleford), with a service every 30-minutes to Sheffield.

4.4.3 Combined Public Transport Access

GIS analysis has been undertaken for combined public transport modes (including walking time) for access to the site. This analysis is based on journeys arriving to the site for 8:30 to reflect a possible journey for employees arriving at work, for journeys of up to 50 minutes.

Map showing the location of the site (marked with a red diamond) relative to surrounding areas and travel time contours. The map includes major roads (M1, A635, A630, A636, A637, A638, A639, A640, A641, A642, A643, A644, A645, A646, A647, A648, A649, A650, A651, A652, A653, A654, A655, A656, A657, A658, A659, A660, A661, A662, A663, A664, A665, A666, A667, A668, A669, A670, A671, A672, A673, A674, A675, A676, A677, A678, A679, A680, A681, A682, A683, A684, A685, A686, A687, A688, A689, A690, A691, A692, A693, A694, A695, A696, A697, A698, A699, A700, A701, A702, A703, A704, A705, A706, A707, A708, A709, A710, A711, A712, A713, A714, A715, A716, A717, A718, A719, A720, A721, A722, A723, A724, A725, A726, A727, A728, A729, A730, A731, A732, A733, A734, A735, A736, A737, A738, A739, A740, A741, A742, A743, A744, A745, A746, A747, A748, A749, A750, A751, A752, A753, A754, A755, A756, A757, A758, A759, A760, A761, A762, A763, A764, A765, A766, A767, A768, A769, A770, A771, A772, A773, A774, A775, A776, A777, A778, A779, A780, A781, A782, A783, A784, A785, A786, A787, A788, A789, A790, A791, A792, A793, A794, A795, A796, A797, A798, A799, A800, A801, A802, A803, A804, A805, A806, A807, A808, A809, A810, A811, A812, A813, A814, A815, A816, A817, A818, A819, A820, A821, A822, A823, A824, A825, A826, A827, A828, A829, A830, A831, A832, A833, A834, A835, A836, A837, A838, A839, A840, A841, A842, A843, A844, A845, A846, A847, A848, A849, A850, A851, A852, A853, A854, A855, A856, A857, A858, A859, A860, A861, A862, A863, A864, A865, A866, A867, A868, A869, A870, A871, A872, A873, A874, A875, A876, A877, A878, A879, A880, A881, A882, A883, A884, A885, A886, A887, A888, A889, A890, A891, A892, A893, A894, A895, A896, A897, A898, A899, A900, A901, A902, A903, A904, A905, A906, A907, A908, A909, A910, A911, A912, A913, A914, A915, A916, A917, A918, A919, A920, A921, A922, A923, A924, A925, A926, A927, A928, A929, A930, A931, A932, A933, A934, A935, A936, A937, A938, A939, A940, A941, A942, A943, A944, A945, A946, A947, A948, A949, A950, A951, A952, A953, A954, A955, A956, A957, A958, A959, A960, A961, A962, A963, A964, A965, A966, A967, A968, A969, A970, A971, A972, A973, A974, A975, A976, A977, A978, A979, A980, A981, A982, A983, A984, A985, A986, A987, A988, A989, A990, A991, A992, A993, A994, A995, A996, A997, A998, A999, A1000, A1001, A1002, A1003, A1004, A1005, A1006, A1007, A1008, A1009, A1010, A1011, A1012, A1013, A1014, A1015, A1016, A1017, A1018, A1019, A1020, A1021, A1022, A1023, A1024, A1025, A1026, A1027, A1028, A1029, A1030, A1031, A1032, A1033, A1034, A1035, A1036, A1037, A1038, A1039, A1040, A1041, A1042, A1043, A1044, A1045, A1046, A1047, A1048, A1049, A1050, A1051, A1052, A1053, A1054, A1055, A1056, A1057, A1058, A1059, A1060, A1061, A1062, A1063, A1064, A1065, A1066, A1067, A1068, A1069, A1070, A1071, A1072, A1073, A1074, A1075, A1076, A1077, A1078, A1079, A1080, A1081, A1082, A1083, A1084, A1085, A1086, A1087, A1088, A1089, A1090, A1091, A1092, A1093, A1094, A1095, A1096, A1097, A1098, A1099, A1100, A1101, A1102, A1103, A1104, A1105, A1106, A1107, A1108, A1109, A1110, A1111, A1112, A1113, A1114, A1115, A1116, A1117, A1118, A1119, A1120, A1121, A1122, A1123, A1124, A1125, A1126, A1127, A1128, A1129, A1130, A1131, A1132, A1133, A1134, A1135, A1136, A1137, A1138, A1139, A1140, A1141, A1142, A1143, A1144, A1145, A1146, A1147, A1148, A1149, A1150, A1151, A1152, A1153, A1154, A1155, A1156, A1157, A1158, A1159, A1160, A1161, A1162, A1163, A1164, A1165, A1166, A1167, A1168, A1169, A1170, A1171, A1172, A1173, A1174, A1175, A1176, A1177, A1178, A1179, A1180, A1181, A1182, A1183, A1184, A1185, A1186, A1187, A1188, A1189, A1190, A1191, A1192, A1193, A1194, A1195, A1196, A1197, A1198, A1199, A1200, A1201, A1202, A1203, A1204, A1205, A1206, A1207, A1208, A1209, A1210, A1211, A1212, A1213, A1214, A1215, A1216, A1217, A1218, A1219, A1220, A1221, A1222, A1223, A1224, A1225, A1226, A1227, A1228, A1229, A1230, A1231, A1232, A1233, A1234, A1235, A1236, A1237, A1238, A1239, A1240, A1241, A1242, A1243, A1244, A1245, A1246, A1247, A1248, A1249, A1250, A1251, A1252, A1253, A1254, A1255, A1256, A1257, A1258, A1259, A1260, A1261, A1262, A1263, A1264, A1265, A1266, A1267, A1268, A1269, A1270, A1271, A1272, A1273, A1274, A1275, A1276, A1277, A1278, A1279, A1280, A1281, A1282, A1283, A1284, A1285, A1286, A1287, A1288, A1289, A1290, A1291, A1292, A1293, A1294, A1295, A1296, A1297, A1298, A1299, A1300, A1301, A1302, A1303, A1304, A1305, A1306, A1307, A1308, A1309, A1310, A1311, A1312, A1313, A1314, A1315, A1316, A1317, A1318, A1319, A1320, A1321, A1322, A1323, A1324, A1325, A1326, A1327, A1328, A1329, A1330, A1331, A1332, A1333, A1334, A1335, A1336, A1337, A1338, A1339, A1340, A1341, A1342, A1343, A1344, A1345, A1346, A1347, A1348, A1349, A1350, A1351, A

The above catchment provides an example of the possible connections at a specific time and does not optimise for timetables for specific journeys and therefore, understates the actual reach of the public transport catchment.

Overall, it can be summarised that the location of the site offers a genuine choice for journeys to be undertaken by modes other than car.

5 Travel Plan Targets

5.1 General

This Travel Plan will promote a combination of measures aimed at encouraging staff to travel by sustainable modes of transport whilst discouraging travel by car, particularly single occupancy car journeys.

5.2 Objectives

The objectives for this TP are outlined below and form the basis for setting reasonable timescales to implement measures to provide a successful TP:

- To provide incentives and/or disincentives for users of a development to reduce the need to travel by car to and from the site;
- To contain a package of measures to encourage alternative and more sustainable means of transport (such as bus, train, bicycle, walking, powered two wheelers and car sharing and car clubs) to a development; and
- To consider all the journeys that may be made to and from the site by staff and inform their options for travel by sustainable modes.

5.3 Timescales

TPs are evolving documents that need to remain adaptable to changing working practices and local conditions. Unless specified, the TP for a site is usually operational for a minimum of five years, which allows targets to be implemented over three timescales to adjust the targets for a site, although a TP requires commitment from occupiers and partners and is not simply means of securing planning permission.

Therefore, the TPs targets are given over three timescales:

- Short-term (within one year of the implementation of the TP);
- Medium-term (within three years of the implementation of the TP); and
- Long-term (within five years of the implementation of the TP).

These timescales allow two types of targets to be developed as part of the TP process. These are Aims, which consider modal share and Actions which are non-quantifiable and represent milestones.

5.4 Aims

Travel surveys will be carried out to establish the travel patterns of staff employed at the site within three months. Visitors will not be surveyed due to the ad-hoc nature of their visit to the development site. In order to achieve the prime objective of the TP, the analysed staff travel survey results will be used to set realistic short term annual targets for modal share based on the surveyed travel patterns.

The survey will also provide information as to the reasons why some modes of transport are preferred over others. This gives an indication of what measures will be required and realistic targets that can be set.

The setting of targets is essential to ensure that the objectives of the travel plan are met. The key targets will need to be realistic and achievable; therefore, they will be subject to agreement with the LPA following a detailed review of the initial staff travel surveys.

Initial employee targets for the first few months will be set utilising travel to work data from the 2011 UK national Census for the local area. The site is located within the area of Barnsley 026 Middle Layer Super Output Area (MSOA). Therefore, this data has been used to generate initial travel to work targets for staff based on-site, until surveys are carried out.

TP guidance requires SMART targets to be provided, which are achievable and realistic. The targets have been set out below, in relation to the current census, whilst also taking into account the national average journey to work choices.

The mode share split for persons travelling to work, excluding those who are currently not in employment and work from home, are as follows:

Table 5.1 – Staff Travel Targets

Mode of Travel	Current Census JTW (%)	Target Change (%)
Light rail or tram	0.0	-
Train	2.0	+1.0
Bus, minibus or coach	5.6	+1.0
Taxi	0.0	-
Motorcycle/scooter/moped	0.0	-
Driving a car or van	75.8	-5.0
Passenger in a car or van	6.5	+1.0
Bicycle	0.2	+1.0
On foot	9.9	+1.0
Other method of travel to work	0.0	-

Source: 2011 Census Data

The above targets will be in place for the duration of the TP (five years) and are only provided as a guideline until staff surveys are carried out.

Following the initial surveys and dependent upon the results, if these targets are exceeded then the targets will be revised accordingly to further encourage a reduction in single occupancy car travel and an increase in sustainable modes of transport.

A monitoring framework involving the completion of travel surveys at regular intervals will be agreed. These are envisaged to occur annually over a five-year period following full occupation of the full development.

5.5 Actions

A Travel Plan Coordinator (TPC) will be appointed for the site. The TPC will ensure that all staff receive access to a TP information pack before commencing employment at the development site to ensure they are aware of the travel options available to them, as well as allowing staff to make an informed decision on their mode of travel to work.

6 Implementation of the Travel Plan

6.1 General

To ensure the effectiveness of the TP, the 'live' document will be monitored, updated and managed by person(s) on site, as outlined further below.

6.2 Travel Plan Co-ordinator

The implementation and supervision of a successful TP will involve commitment to the plan by senior management and administered by a Travel Plan Co-ordinator (TPC).

Overall responsibility for the TP will lie with a suitable person or people located on-site or by the management, who will provide a key role in delivering a successful TP. The contact details of the appointed TPC(s) will be issued to the LPA once the position has been confirmed.

The TPCs will be responsible for setting up and launching the Travel Plan in accordance with the following schedule:

- Ensure that the relevant information is provided to users of the Travel Plan, and information is kept up-to-date and is visible on notice boards or online on smart devices;
- Set travel plan targets in consultation with the LHA;
- Undertake annual surveys of staff travel patterns;
- Review and update the LHA annually;
- Promote and encourage the use of travel modes other than the car, including publicising events and ensure that information is kept up-to-date;
- Maintain a database of relevant contacts associated with the TP; and
- Approach local businesses and clubs to negotiate discounts/arrange joint ventures.

Once results are reviewed, a comprehensive review of the TP will commence, where revisions will be proposed to continue sustainable travel at the development site.

6.3 Funding

Initial funding has been allocated for the launch and implementation of the TP, whilst an annual budget is set for the day-to-day operation of the plan, including monitoring and reviewing.

The TP will be funded by the developer. The funding stream will allow the TP to operate for a minimum of five years.

7 Travel Plan Measures

7.1 General

A successful and cost-effective TP is one that implements measures that are relevant and realistic to the development, which means that consultation with staff is crucial to achieving support for the development of the TP and the measures contained within the document.

The measures that will be promoted by the TPC are outlined below and will be implemented with assistance from the LPA.

7.2 Travel Awareness

Good accurate information on the range of services and travel initiatives available at the site will be a critical element of a successful TP. The TPC will make staff aware of the existence of the TP and issue a welcome pack on appointment of their position at the development.

The welcome pack should include the following:

- Information about the health benefits of walking and cycling to work;
- A map showing local cycle routes;
- Bus timetables of existing local services from nearby bus stops, including routes;
- Information about car-sharing; and
- Local taxi firms and telephone numbers in case of an emergency.

Physical and digital Travel information boards should be provided, with copies of the same information being available in an electronic and physical welcome pack. Any changes to the TP or any of the relevant information included within the welcome pack should be updated and publicised on the travel information boards.

National events, such as Change for Life, Walk to Work Week, Bike Week and European Mobility Week will be promoted to encourage travel by sustainable modes.

7.3 Walking

The National Institute for Health and Care Excellence (NICE) outline the importance of increasing the amount someone walks or cycles for the betterment of both physical and mental health, as well as the sustainability of the environment.

NICE guidance proposes that in order to facilitate an increase in walking and cycling, a more supportive transport environment must be created.

7.4 Cycling

The TPC will encourage cycling as an alternative mode of travel to work by implementing the following initiatives:

- Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website, BMBC's website;
- Ensure that adequate cycle parking provision is being offered and arrange for additional installations to be carried out if demand is sufficient;
- Promote use of Halfords Cycle2Work, where discounts are available for bike and equipment;
- Ensure that up-to-date information is available regarding cycle routes and other facilities for cyclists in the vicinity of the site through liaison with the cycling officer at the Council;
- Encourage use of local cycle clubs such as Barnsley Road Club and Birdwell Wheelers (<https://www.barnsley.gov.uk/services/sport-and-leisure/cycling/>); and
- Encourage use of BMBC's cycle training/maintenance courses <https://www.barnsley.gov.uk/whats-your-move/find-your-move/cycling-in-barnsley/barnsley-bike-works/>), DCC provide guidance and support for those looking to take up cycling and information surrounding active travel events.

7.5 Public Transport Information

The use of public transport is encouraged as a mode of travel to work with the following initiatives:

- Provide up-to-date public transport information, including available route maps and timetables,
- Keep welcome packs up to date on physical and digital notice boards;
- Provide details of local taxi companies in case of an emergency (in both digital and physical formats); and
- Provide details of the websites, apps and telephone services to enable staff to obtain details on their individual journey requirements, including Traveline (<https://www.traveline.info>).

7.6 Accessibility

Access to the development site and the operation of the site parking provisions are provided within the TS produced as part of the submitted planning application and in **Chapter 3** of this TP. To allow safe and easy access to all users of the site, level access will be provided throughout the site.

7.7 Personalised Journey Planners

Targeting individual journeys can be the most effective way of reducing car travel and encouraging use of sustainable modes. This initiative is most effective for those who currently travel by car and have no constraints to travel by sustainable modes.

The personalised journey planners could include:

- Maps showing the location of the correct bus stops to use at either end of the journey along with the accompanying walk route to their origin and destination;
- Details of how and where to buy tickets, including the current cost for travel; and
- Timetable information for public transport services used on their journey.

7.8 Car Sharing Scheme

To promote car sharing across the development the TPC should:

- Consider setting up an in-house car sharing database for staff and/or encourage site staff to sign up Co Wheels/LiftShare – Sheffield (covering south Yorkshire) or use the LiftShare app (LiftShare Sheffield - <https://hub.liftshare.com/regional/Sheffield> LiftShare App - <https://liftshare.com/mobilityways-app>);
- Promote car share initiatives to allow potential car sharers to meet before committing to sharing with someone they previously did not know; and
- Details of local taxi firms in case of an emergency.

8 Travel Plan Monitoring

A successful TP should have in place an effective monitoring and review process to ensure that the TP is compliant and assess the effectiveness of the measures and provide the opportunity for review.

8.1 Monitoring

The TPC will monitor travel patterns associated with the site on a regular basis for the first five years upon opening of the development site, or as agreed.

The monitoring of the plan is important for the following reasons:

- It will demonstrate to the LPA the effectiveness of the measures implemented and the progress being made towards the aims and objectives of the travel plan;
- It justifies the commitment of the TPC and of other resources;
- It maintains support for the TP by reporting successes; and
- It helps to identify any deficiencies within the TP, including any measures that are not effective.

Annual questionnaires will be distributed to all staff to monitor travel to and from the site and gain an understanding of travel habits and can be used to monitor the number of staff and customers walking, cycling, travelling by car and public transport to the site. The results will be used to provide a comparison with the initial mode share targets identified in **Chapter 5** and updated accordingly, if required.

The TPC will agree the monitoring programme at the site to ensure that the monitoring procedures are appropriate. The TPC will maintain a monitoring table of progress to key TP targets based on the results of the travel surveys.

8.2 Reviewing

The TPC will undertake a review of the TP following the results of each monitoring stage. This review will be important in assessing the effectiveness of the measures implemented and to identify areas where modification may be necessary.

The TPC will compare the mode share statistics obtained from the annual monitoring to the targets set for the development. The TPC may choose to revise these targets, with agreement with the local authority to maintain a realistic goal for the aims and objectives of the TP.

9 Action Plan

The measures summarised in this document will be implemented in order to target specific objectives of the TP within defined timescales.

The action plan below provides a list of actions and related timescales for the TP, from its initial setup through to the monitoring and reviewing of the document for its duration:

Action	Target	Timescale	Cost
Initial Setup of Travel Plan			
Travel Plan Coordinator	Appoint Travel Plan Coordinator	As soon as possible	N/A
Setup Travel Plan Database	Open a working file for the TP	As soon as possible	N/A
Exchange details throughout the development site	Provide phone number and email address details to the Travel Plan Officer(s)	As soon as possible	N/A
Objectives			
To reduce the number of single car occupancy vehicles travelling to the site	Implement a Travel Plan	As soon as possible and for agreed duration	Possible printing costs
	Provide priority car parking spaces for disabled users and car sharers	To be implemented before opening of the site	N/A
	Promote car sharing to the site	To be encouraged throughout the site upon opening	Possible costs for printing posters
Promote travelling to/from the site by walking, cycling and public transport	Provide secure cycle parking	To be implemented before the opening of the site	N/A
	Review adequacy of cycle provision	Ongoing with formal annual review	N/A unless additional cycle stands are required
	Provide information on public transport within the vicinity of the development site	On appointment of the TPC	Possible cost for printing leaflets
	Provide information on the health benefits of walking and cycling	On appointment of the TPC	Possible cost for printing leaflets

Monitoring and Reviewing			
Issue and analyse travel surveys to all occupants on the site	-	Within 6 months of the site being fully occupied and annually	Cost for surveys
Submit progress report. Update/modify TP where appropriate	-	Report to be issued within a month of survey analysis being completed and annually	N/A
Issue progress update to all staff	-	Within 6 months of survey analysis being completed	N/A

It should be noted that whilst the majority of the actions listed above are the responsibility of the TPC, in conjunction with support from the management on site.