

# williamsaunders

architecture : engineering : building consultancy



CAPITOL PARK, BARNSELY  
CARNELL MANAGEMENT SERVICES LTD  
FRAMEWORK TRAVEL PLAN

11548/12  
JULY 2017



## C O N T E N T S

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- 2.0 BACKGROUND
- 3.0 TARGETS AND INDICATORS
- 4.0 IDENTIFICATION OF MEASURES
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- Appendix E Transport Statement Review
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## 1.0 INTRODUCTION AND OBJECTIVES

This report identifies the travel plan measures that are proposed for the Carnell Management Services Ltd. development at Capitol Park, Barnsley in South Yorkshire.

The proposed site is located off junction 37 of the M1 and consists of much of the eastern half of Capitol Park, Barnsley, see Appendix A. The site is currently accessed from a roundabout off the A628 Whinby Road, there is an existing junction into Capitol Court.

The site is being developed for employment uses and comprises approximately half of the business park known as Capitol Park. The development comprises 15no. light industrial units totalling 7000m<sup>2</sup> of floor space.

As the occupiers of the units are not yet known, the measures contained in this travel plan will need further development and implementation following the complete occupation of the development.

As soon as possible after occupation of the buildings, a Travel Plan survey using questionnaires will be undertaken to determine accurate travel patterns and trends. The actual travel patterns and trends identified from the survey will be used to further develop and quantify the targets and measures contained within this document.

The objective of the travel plan is to enable modal choice for users of the site and to reduce single occupancy car trips associated with the buildings on the site. A travel plan can address different types of travel associated with the operation of a site, including:-

- Commuter journeys
- Business travel undertaken by staff during the working day
- Visitors travelling to and from the business
- Deliveries and/or contractors
- Fleet vehicles

A travel plan is a specific package of measures tailored to suit the needs of individual sites and offices aimed at promoting greener, cleaner travel choices and reducing single occupancy car journeys. It should be remembered that a travel plan is not an anti-car initiative but a tool for offering more choice for travel to and from the site and improving the working environment and business functions.

A travel plan should include a range of mechanisms, initiatives, targets, indicators, monitoring, review and change procedures designed to reduce the impact of travel and transport on the environment. The travel plan is a working document that must develop and change accordingly to meet the requirements of potential occupiers of the site.

At the centre of a successful travel plan is partnership. Through working in partnership with other organisations and businesses, including local planning authorities and public transport operators, a range of measures can be identified that reduce the need to travel.

2011 census data from Barnsley Council suggests a current modal split when travelling to work of: -

	England	Barnsley Metropolitan Borough	Dodworth
	%	%	%
All categories: Method of travel to work	100	100	100
Underground, metro, light rail, tram	4.3	0.1	0.1
Train	5.6	2.1	2.2
Bus, minibus or coach	7.9	6.6	5.4
Taxi	0.6	0.5	0.6
Driving a car, van, or motorcycle	61.1	71.5	74.9
Passenger in a car or van	5.3	7.7	7.2
Bicycle	3.1	0.7	0.8
On foot	11.3	10.3	8.4
Other method of travel to work	0.7	0.5	0.5

Table 1. Mode of travelling to work (adapted from Barnsley Metropolitan Borough 2011 Census data).

No specific targets are set out in the Barnsley Transport Strategy 2014-2033 although it expresses aims of reducing car journeys and increasing sustainable transport.

## 2.0 BACKGROUND

### 2.1 PROPOSED DEVELOPMENT

The proposed site is located off junction 37 of the M1 and consists of much of the eastern half of Capitol Park, Barnsley. It is approx. 300m north of Dodworth and 2.4km west of Barnsley centre. The grid reference for the site is 431806E, 406143N or SE 318 061, the postcode is S75 3TZ. The site is approximately 2.82 hectares or 28200m<sup>2</sup>.

The site is adjacent to from junction 37 of the M1, its south-western cutting borders the north-east of the site. Existing business units border the north-west and the south of the site as well as Capitol Close to the south-west. There is a rail line running roughly SW-NE immediately south of the entrance to the business park.

The site is currently accessed from a roundabout off the A628 Whinby Road, there is an existing junction into Capitol Court. Existing business units border the site to the north-west and south-west. There is a proposed industrial development to the west of Capitol Close. The A628 connects the development with Penistone in the west to Barnsley in the east. The A635 connects Doncaster to Barnsley.

A plan showing the layout of the development is to be found at Appendix B. The development will comprise a mix of 15no. B1, B2 & B8 light-industrial units.

The development will be self-contained, with each unit having allocated car parking spaces including disabled bays. Cycle parking will be provided for the development, in 6 blocks spaced around the site providing approx. 30 stands.

At this stage, details of the precise number of staff and business functions of the companies who will occupy the development are not known. It is therefore not possible to accurately identify travel patterns to and from the site. As soon as the buildings become occupied it will be necessary to undertake a travel plan questionnaire to identify travel trends and patterns associated with the operation of the businesses that occupy the units.

## 2.2 SITE ASSESSMENT

A plan showing the surrounding highway network is given at Appendix C.

The A628 to Penistone is mostly a single carriageway road with some dual carriageway sections. Towards Barnsley it is single carriageway until the centre when it becomes dual. The A635 originates in the centre of Barnsley and links with Doncaster, it is single carriageway almost the entire way. The M1 junction 37 roundabout is 400m from the centre of the site.

Analysis of journey times on Google Maps for car journeys at peak times yields the following results: -

	Route	Distance (km)	Duration (mins)	
			8am	5pm
Barnsley	A628	3.5	8-14	8-14
Penistone	A628	9	10-18	12-20
Sheffield (north)	M1	21	18-30	18-28
Doncaster	A635	28	35-55	35-55
Wakefield	M1	18	16-26	16-26
Leeds (south)	M1	31	20-30	20-28

Table 2. Journey times to Capitol Park from surrounding urban areas.

The nearest urban centre to the site, containing meaningful retail and commercial services, is Barnsley, lying some 2.8km to the east of the site. Vehicular access to the town centre is via the A628, pedestrians and cyclists would use the same route.

### Pedestrians

Lit footpaths are present to both sides of Capitol Close and Capitol Court which provide access to the comprehensive and coherent network of road side footpaths within the vicinity of the site. There is a footway to the north of Whinby Road to the south-west of the site, this is separated from the road by some soft landscaping, this leads to an underpass footway to Higham Lane in Dodworth. To the south-east of the site there are footways on both sides of Whinby Road with designated crossings. Footways are present around the M1 roundabout to the residential areas in the west of Barnsley.

### Cycling

There are no traffic free cycle routes in the immediate vicinity of the site, although there are designated traffic-free routes within a 5km radius. These are sections of the Trans Pennine Trail which run through Barnsley and to the south of Dodworth.

These trails consist of mostly off-road routes on both paved and unpaved tracks as well as some on-road routes with some sections having a dedicated cycle lane and some not. These trails are all waymarked. The location of these cycle routes in relation to the site means that they are unlikely to form the entirety of anyone's journey, they do however in some parts provide traffic-free sections of the journey and therefore are likely to encourage cycling to work.

### Bus Travel

A bus stop is present at the junction of Barnsley Road, some 380m south of the site, within the usually accepted 400m walking distance. Analysis of bus timetable information on the Travel South Yorkshire website confirms that bus routes 20, 21, 21A and 22 run along Barnsley Road to the south of the site, running between: -

- Penistone – Silkstone – Dodworth - Barnsley and the reverse on a regular frequency within peak times Mon – Sat.

The timetables and route maps may be found at Appendix D.

### Rail Travel

Dodworth railway station is a 1.2km walk from the site, this is indicated to take between 15 and 20 minutes. Trains run hourly on this service and arrive at Dodworth at 8:07am from Barnsley and 7:50am or 8:50am from Silkstone Common. Trains depart Dodworth to Barnsley at 4:53pm, 5:53pm and 6:40pm and to Silkstone Common at 4:07pm, 5:06pm and 6:10pm. These mentioned journeys all take less than 10 minutes.

## 2.3 CURRENT TRAVEL PATTERNS

As the development is not yet occupied it is not possible to determine the existing travel patterns to and from the site without making assumptions. At this stage it is possible to assume that the likely trips to and from the site will involve:-

- Staff journeys to and from the site
- Staff journeys during the day associated with work trips
- Business visits during the working day

- Deliveries
- Goods vehicles operating during the working day

Vehicle trip numbers and distributions have been generated from TRICS 7.4.1, Appendix E, based on the size of the development and the type of business expected. This indicates that there will be 35 journeys in the am peak hour and 31 journeys in the pm peak hour, for the directions of these journeys see table 3.

Location	% of Trips	AM Peak Journeys	PM Peak Journeys
Dodworth Road	27	9	8
M1 (S)	24	9	8
M1 (N)	14	5	4
Barnsley Road	14	5	4
Higham Lane	12	4	4
Whinby Road	9	3	3
Total	100	35	31

Table 3. Trip distribution and numbers as produced by Aecom using TRICS 7.4.1.

This analysis using TRICS indicates that there will be 17 journeys per day which use the Dodworth Road / Pogmoor Road junction, this junction was highlighted by BMBC as requiring improvement. This number of journeys per day is considered a negligible increase.

In order to determine the travel patterns associated with the development when occupied it will be necessary to issue a travel plan questionnaire for each business unit to all members of staff and visitors to the site. The questionnaire will be used to ascertain the travel types and trends associated with the operation of the various businesses. An example of the questionnaires can be found at Appendix F.

### 3.0 TARGETS AND INDICATORS

In order to assess the effectiveness of the travel plan it is essential to develop a set of targets and indicators. The targets will need to relate to the objectives of the travel plan and relate to the travel patterns and trends identified by the travel plan survey that will be undertaken.

The targets should be SMART (Specific, Measurable, Achievable, Realistic and Time related) and it is essential that the person / group of people responsible for ensuring the targets are achieved are clearly specified. The travel plan will identify a range of targets for the short, medium and long term.

When the occupiers of the Business Park have achieved the targets identified in the travel plan it is essential that the success is publicised to their staff and other stakeholders. This will help to empower staff and ensure the momentum is maintained to drive the plan forward.

The following targets have been set to reflect the trends likely to be raised by the travel plan questionnaires and to follow the objectives set out in Section 1.

As the targets have been based on potential trends rather than actual information it is essential that they be reviewed as soon as the travel plan questionnaire has been undertaken.

#### 3.1 TRAVEL PLAN TARGETS

TARGET 1 - Within the first six weeks of the complete occupation of the development identify a Travel Plan Co-ordinator who will be responsible for setting up a travel plan steering group and taking overall responsibility for the plan. (Action: Business Park Occupiers)

TARGET 2 - Within 3 months of full occupation of the development set up a Travel Plan Steering Group, that will have a representative from each of the business units, to oversee the future development and monitoring of the travel plan (Action: Nominated Travel Plan Coordinator.)

TARGET 3 - Within 6 months of the full occupation of the development, undertake a travel plan survey using questionnaires in each of the buildings to enable the travel patterns, modal share and trends at the site to be determined. (Action: Travel Plan Steering Group and Management)

TARGET 4 - Ensure that single occupancy vehicle travel to work trips to the Business Park are less than 70% within 2 years of occupation of the site. (Action: Travel Plan Steering Group and Management)

TARGET 5 - Ensure that journeys to / from work to the development on foot make up 5% of the modal share figure within 2 years of occupation of the site. (Action: Travel Plan Steering Group and Management)

TARGET 6 - Ensure that journeys to / from work to the development are by cycle make up 5% of the modal share figure within 2 years of occupation of the site. (Action: Travel Plan Steering Group and Management)

TARGET 7 - Ensure that journeys to / from work to the development by public transport make up 10% of the modal share figure within 2 years of occupation of the site. (Action: Travel Plan Steering Group and Management)

TARGET 8 - Ensure that journeys to / from work to the development by car share make up 10% of the modal share figure within 2 years of occupation of the site. (Action: Travel Plan Steering Group and Management)

As mentioned previously the targets identified above will need to be reviewed by the travel plan steering group following the completion of the travel plan questionnaire to ensure they remain appropriate to the operation of the businesses. It is likely that it will be necessary to amend the modal share targets to take into consideration the location of the workforce, types of visitors etc. The travel plan, and targets contained in it, should develop and grow in line with the businesses on the development.

### 3.2 THE TRAVEL PLAN CO-ORDINATOR

The travel plan co-ordinator will play a key role in the travel plan development and implementation. They will be responsible for ensuring the travel plan process is adopted after all the buildings on the development have been occupied and will ensure the day to day coordination of the travel plan, providing the overall direction and impetus needed to guarantee the success of the travel plan process.

### 3.3 THE TRAVEL PLAN STEERING GROUP

The travel plan steering group will be set up by the travel plan co-ordinator and will be responsible for the travel plan and its development. In effect the travel plan steering group will represent and provide support to the travel plan co-ordinator.

### 3.4 CO-ORDINATION OF THE TRAVEL PLAN

As the development involves a number of discrete units it is essential that co-ordination between all units on the site is achieved. It will not be possible to have one overall travel plan for the site, as the businesses in each of the units will have differing functions and operate differently to each other.

It is essential, however, that the overall strategy for the development is the same to ensure that the occupiers of each site are all working in the same direction.

To ensure this co-ordination is achieved the travel plan co-ordinator will be responsible for ensuring the co-ordination between each of the businesses on the site. The travel plan steering group, however, will be made up of representatives from each of the buildings and it will be their responsibility to ensure the travel plan for their particular site is relative to their own business operation.

#### 4.0 IDENTIFICATION OF MEASURES

There will be no single solution to enable all of the targets contained in Section 3 to be met. Different members of staff will respond differently to a variety of measures - some may not react to any.

The travel plan steering group will be responsible for driving and implementing (under the direction of the travel plan co-ordinator) the package of measures contained in this section to enable the targets in the previous section to be met.

The measures contained in this section will need to be reviewed and amended following the outcomes from the Travel Plan Questionnaire.

#### 4.1 MEASURES TO ENCOURAGE WALKING

Walking to work is generally considered viable for distance under 2km, assuming suitable routes are present. The 2km isochrone is shown below.



Figure 1. Acceptable walking distance.

The building occupiers will raise the awareness of the health benefits of walking to work through the use of promotional material.

The building occupiers will encourage the promotion of walk to work days and will ensure suitable facilities are present to allow employees to store and dry outdoor clothing.

For potential staff who may have concerns regarding personal safety the building occupiers will issue personal safety alarms.

The building occupiers will ensure, where possible, working practices support staff that have time constraints at either end of the working day, e.g. collecting children. Increased time at the start or end of the day, flexi time for example, would enable staff to plan their day more efficiently.

#### 4.2 MEASURES TO ENCOURAGE CYCLING

Cycling to work is generally considered viable for distances up to 5km when suitable routes and facilities are present. The 5km isochrone is shown below.

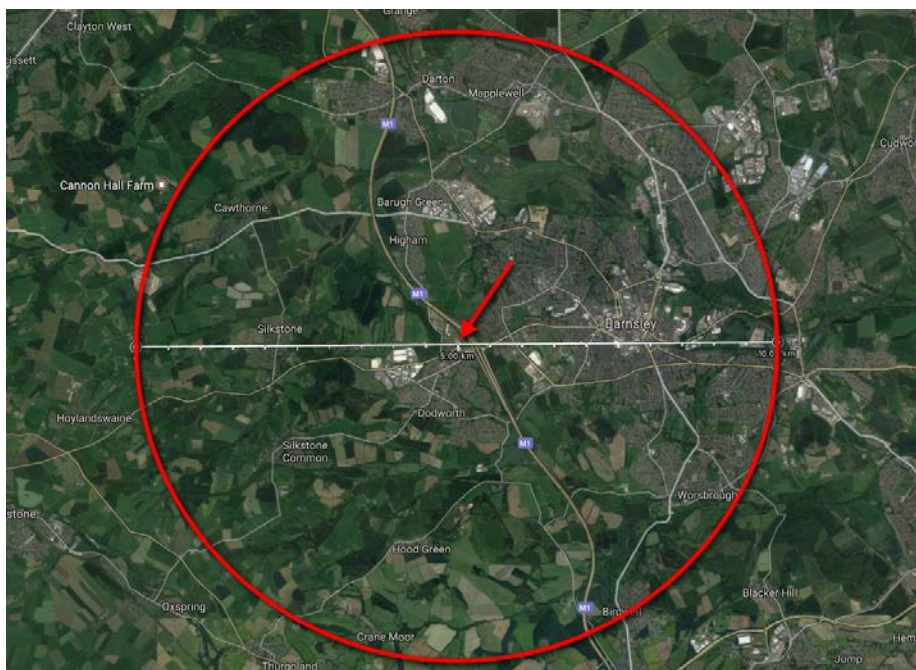


Figure 2. Acceptable cycling distance.

The building occupiers will ensure safe, secure, well-lit cycle parking facilities are provided at the site, as well as showers and changing/drying facilities, to encourage members of staff to cycle to work.

The Barnsley Metropolitan Borough walking and cycling map, Appendix G, produced by Barnsley Metropolitan Borough Council, will be provided to all staff and users.

#### 4.3 PROMOTION OF PUBLIC TRANSPORT

Bus services are identified to run within 400m of the site, Dodworth railway station is a 15-20m walk.

The building occupiers will ensure that all visitors attending the site are aware of the public transport availability. A Travel Plan notice board will be erected at relevant locations on the development containing public transport information, bus/rail timetables etc.

A public transport handbook will be given to all employees containing transport information, timetables, operator information, ticket information etc.

#### 4.4 MEASURES TO ENCOURAGE CAR SHARING

A public car share scheme is available at <https://liftshare.com/uk/community/southyorkshire>. Information on joining this will be provided to staff at the development.

Employers will be encouraged to provide preferential parking facilities, and ensure that an emergency lift home is available in the event of the unavoidable absence of the car share partner.

#### 4.5 OTHER MEASURES THAT WILL BE CONSIDERED FOLLOWING THE COMPLETION OF THE TRAVEL PLAN QUESTIONNAIRE

- Cycle hire or loan schemes
- Purchase of discounted bicycles for staff
- Negotiated discounts for public transport
- Investment in IT equipment to reduce the need to travel or to allow home working if appropriate.

## 5.0 MARKETING AND MONITORING OF PLAN

All successful travel plans require the ownership and empowerment of the members of staff that work for the company. It is, therefore, essential that the development of the Travel Plan is widely publicised to all employees on the development and individual members of staff in each unit are involved with the development of the programme.

It is essential that employees are involved from an early stage and understand the reasons why their organisation is participating in the development and adoption of a travel plan. A successful travel plan will mean members of staff have to accept change and it is important that members of staff do not feel threatened by this change.

It is important that the marketing campaign makes it clear that the travel plan is not anti-car, or out to ban cars, but it is about encouraging people to use them more wisely/efficiently and to offer a greater choice of travel.

The travel plan steering group will be responsible for ensuring the marketing campaign is maintained. The marketing campaign may include some or all of the following initiatives: -

### 5.1 MARKETING MEASURES

#### 5.1.1 *Introduce The Plan*

Upon full occupation of all the units on the business park, clearly advertise to employees that an initial meeting will be held at which the travel plan steering group will be established. Send out an email and fliers well in advance of the meeting and a reminder the day before the meeting.

A "new starter" pack for both employers and employees will be produced covering all aspects of the Travel Plan.

#### 5.1.2 *The Staff Travel Survey*

The travel plan steering group must ensure that the results of the travel survey are fed back to members of staff. It is essential that members of staff can see how the information they provided has been used.

#### 5.1.3 *Launch The Travel Plan*

Ensure the travel plan is 'launched' to members of staff. The launch of the travel plan will be highly visible and should coincide with the introduction of a measure that will benefit staff.

#### 5.1.4 *Keep the Momentum*

The travel plan steering group will complete at least one promotional event throughout the year to ensure the momentum of the travel plan is maintained. These promotional events, where possible, will tie in with Local and National Campaigns.

A Travel Plan notice board will be provided in each unit and events or important news will be shared with staff through an appropriate medium e.g. the company newsletter. Successes and important milestones will be shared with staff through a variety of media and regular updates regarding the success of the targets will be given.

All new members of staff who work in each unit will be given a briefing regarding the Travel Plan as part of their induction programme.

#### 5.1.5 *Introduction of New Measures*

When new measures are implemented their provision will be promoted to ensure staff can see the success of the travel plan.

The marketing campaign will be regularly updated and monitored by the travel plan steering group. All members of staff will be encouraged to participate in the marketing and promotion of the plan.

There are a number of sources where marketing and promotional material can be obtained but the following websites contain relevant information and images that can be downloaded: -

[www.travelwise.org.uk](http://www.travelwise.org.uk)

[www.bikeweek.org.uk](http://www.bikeweek.org.uk)

## 5.2 MONITORING

It is essential that the impact and success of the travel plan is monitored. The travel plan is an ongoing process and it will be necessary to amend the targets and actions contained above to reflect the information obtained from the travel plan surveys that will be undertaken.

In the interests of securing integrity of the Travel Plan it is essential that the Travel Plan is monitored. Monitoring will involve measuring the performance of the plan against the targets which might include:

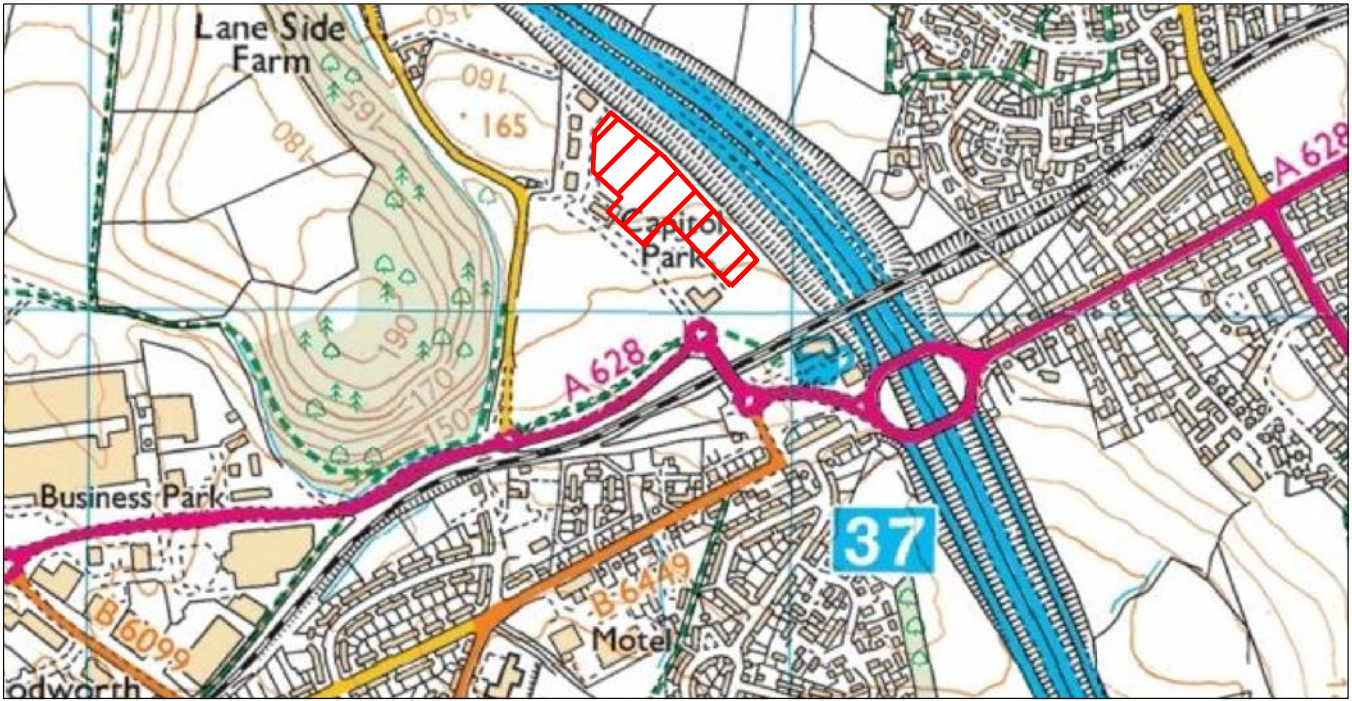
- Total vehicle trips;
- Single occupancy vehicle trips;
- Modal share of bus, cycling and walking;
- Level of car parking on-site.

Monitoring is essential in order to evaluate the success of the plan and to review progress and approach. The following will be undertaken:

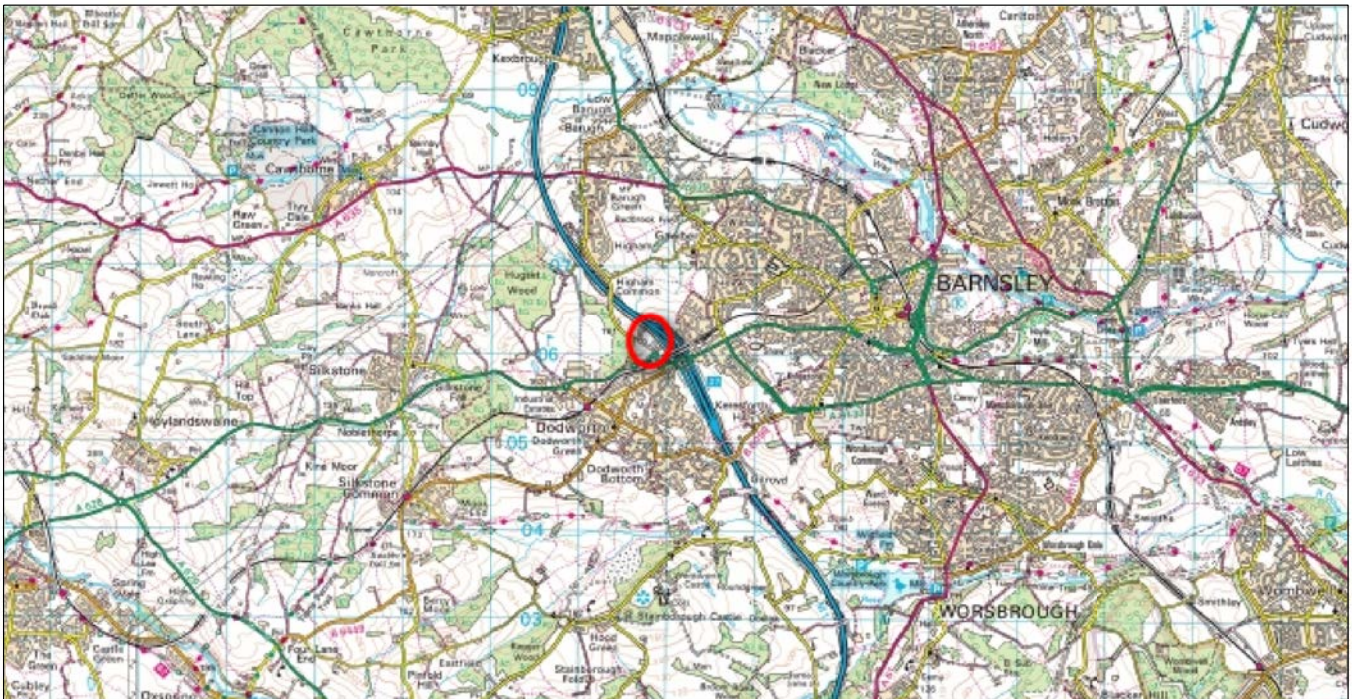
- Overall vehicle trips, including single occupancy, will be carried out every two years.
- Staff travel surveys will be undertaken for all areas within the Capitol Park development every two years.
- Monitoring of bus and rail use will be undertaken at least every two years or as necessary.
- Monitoring of the user of cycle and walking facilities will be undertaken every two years.

Monitoring of the Travel Plan is not for a limited period of time. It is intended to be an ongoing activity which aims for continual improvement. Monitoring will be carried out on a two yearly basis for the first ten years and thereafter the monitoring interval will be reconsidered.

APPENDIX A  
Site Location Plan





SCALE 1:25000




SCALE 1:50000

NGR: 431806, 406143

In accordance with CDM Regulations 7, 11 and 18, any significant risks (as defined in the Approved Code of Practice paragraph 133) relating to the design features shown on this drawing have been identified and are annotated thus: 

 No significant risks have been identified.

 Significant risks have been identified - refer to notes on drawing for information on residual risks and any control measures to be employed.

Refer to the current Designer's Risk Assessment sheets for further details.

Designer's Signature		Date	
Rev.	Description	Vfd	Date
1	- Initial Issue	WD	03/17
2			
3			

Project <b>Capitol Park, Barnsley</b>			
Client <b>Carnell Management Services Ltd</b>			
Title <b>Site Location</b>			
Drawing Status <b>Information</b>			
Drawn WD	Date March 2017	Scale As shown	@ A4
Discipline Civil	Project Number 11548	Drawing Number (LP) 01	Revision -

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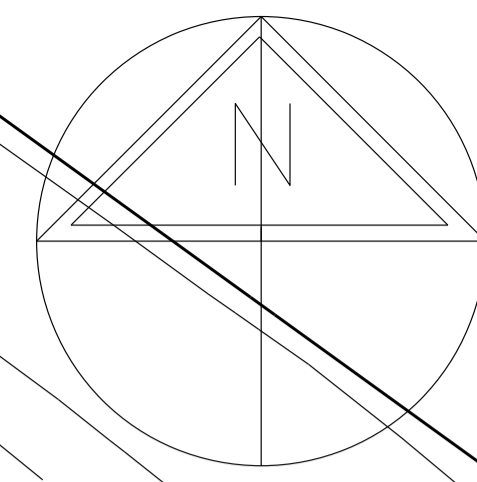
APPENDIX B

Proposed Site Layout

Williams Saunders is the trading name of Wm Saunders Partnership LLP. Wm Saunders Partnership Limited Liability Partnership is registered in England and Wales with the Registration Number OC 30822. The Registered Office is Sheppard Lockton House, Cafferata Way, Newark on Trent, Notts, NG24 2JN.

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This drawing is subject to Building Regulations Approval.

Car parking bays to be generally 5.0m long x 2.5m wide.  
Disabled bays to incl. 1.2m aisle as shown and pictogram/signage.

DK indicates dropped kerbing. Exact extent of all kerbing to be agreed with the Employer.

indicates below ground water point, with flip top lid.

indicates lighting column, with light direction.

2.4m high green paladin fencing, and gates where indicated.

2.4m high galv. steel palisade fencing.

Note. Fencing and gates are not to be fixed directly to the new buildings. Post to be installed adj. the building.

Note. Contours and associated features taken from topographical survey by Ramouski Clarke Ltd, dwg. no. 2701-01-a.

Unit	Gross Internal Area.		Office Area (sq.m)	
	Area Sq.m	Area Sq.Ft	Ground Floor	First Floor
1A	326	3,500	35.75	-
1B	326	3,500	35.75	-
2A	279	3,000	36.93	-
2B	279	3,000	36.93	-
2C	279	3,000	36.93	-
2D	279	3,000	36.93	-
2E	279	3,000	36.93	-
2F	279	3,000	36.93	-
3A	583	6,275	67.56	124.43
3B	372	4,000	40.87	-
3C	186	2,000	28.99	-
4	792	8,500	59.90	96.96
5	976	10,500	76.50	121.06
6	931	10,000	73.18	115.76
7	558	6,000	72.93	109.60
<b>Total</b>	<b>6,716</b>	<b>72,275</b>	<b>713.01</b>	<b>567.81</b>

**Total Floor Area - 6,716 + 567.81 = 7,283.81sq.m (78,402.28 sq.ft)**

Note. Office area excludes Reception, stairs, lift and toilet areas.

185 Parking bays incl. 8 disabled.

G	Entrance to top plot and fencing amended.	IR	SW	07/17
F	Floor Plans, Fencing and paving updated, signage added.	IR	SW	06/17
E	Bin Store 3D View added.	IR	SW	06/17
D	Top plot entrance amended.	SW	NAC	05/17
C	Lighting columns and waterpoints added.	IR	SW	05/17
B	Floor plans updated, parking, bin stores and cycles amended.	IR	SW	05/17
A	Floor plans added.	IR	SW	04/17
-	Issued for information	IR	NAC	04/17

Rev	Description	Drm	Vfd	Date

As outlined in section 2.3 of the CIB Industry Guidance to Designers, insignificant risks can usually be ignored, as can risks arising from routine construction activities, unless the design compounds or significantly alters these risks. In accordance with CDM Regulations 8, 9 and 11, any significant risks relating to the design features shown on this drawing have been identified and are annotated thus:

No significant risks have been identified.

Significant risks have been identified - refer to notes on drawing for information on residual risks and any control measures to be employed.

Refer to the current Designer's Risk Assessment sheets for further details.

Designer's Signature: SW Date: 04/17

Drawing Status: **PLANNING.**

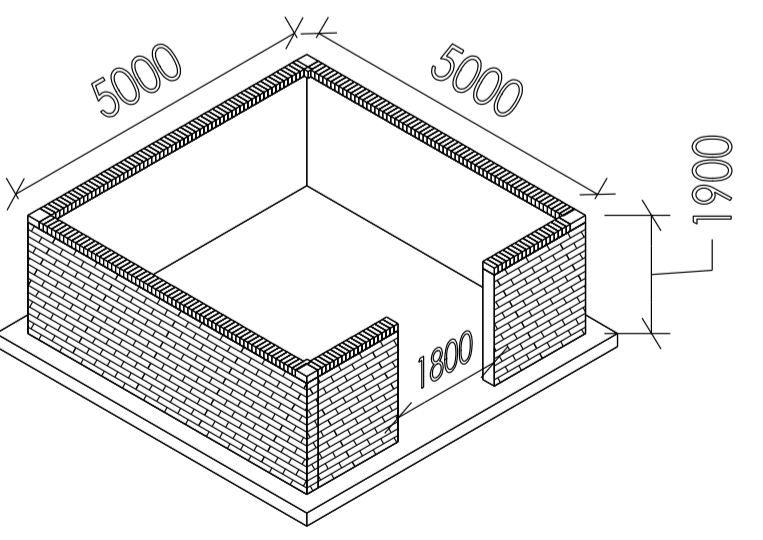
**williamsaunders**  
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 Sheppard Lockton House Tel: 01636 704361  
 Cafferata Way Fax: 01636 702809  
 Newark-on-Trent W: wms-saunders.co.uk  
 Nottinghamshire, NG24 2JN  
 Also at Leeds, Cardiff, Warkworth

Project  
**Proposed Development,  
 Capitol Park,  
 Barnsley.**

Client  
**Carnell Management Services Ltd.**

Title  
**Proposed Site Plan.**

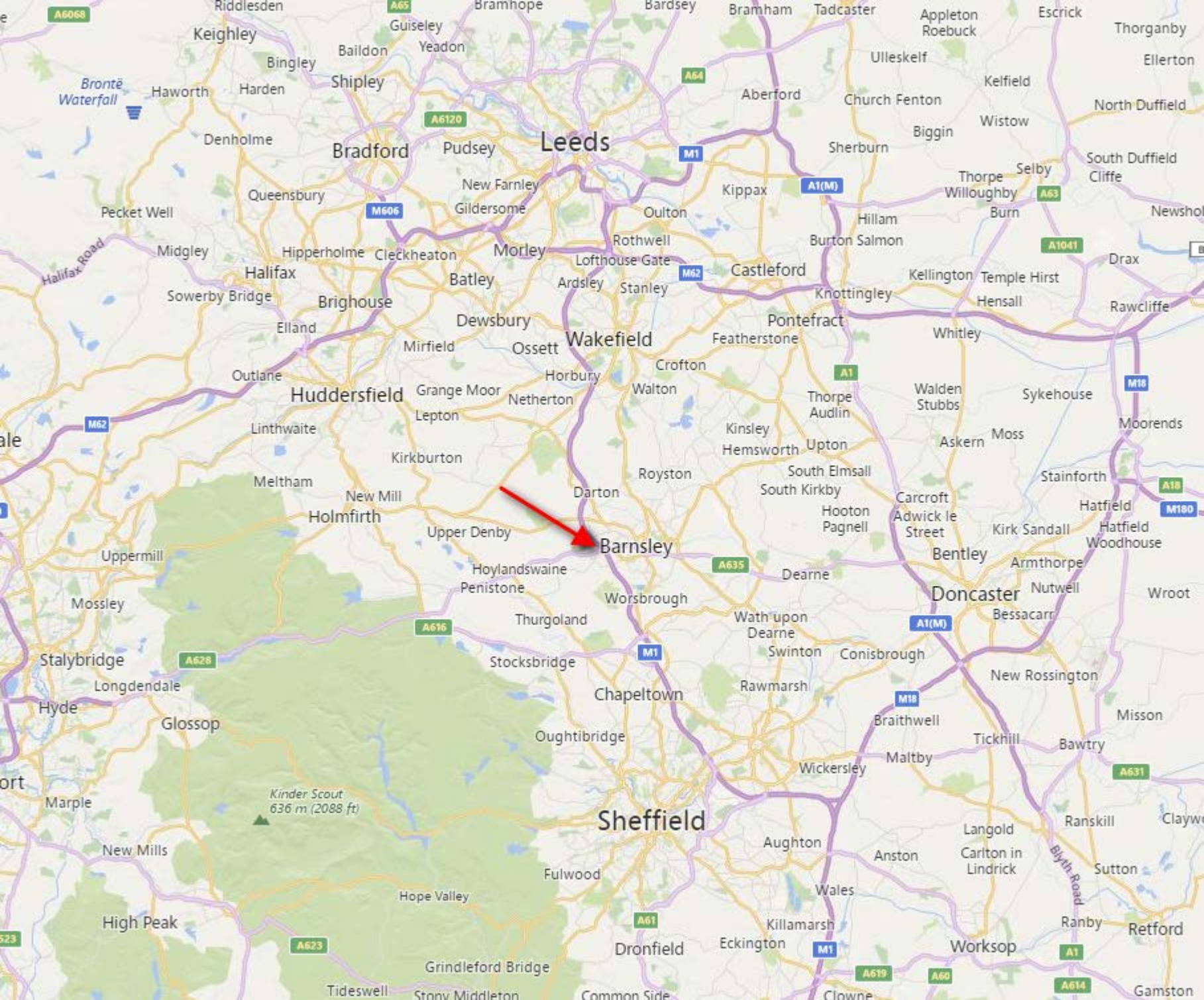
Drawn	Date	Scale	
IR	April 2017	1:500	@ A1
Discipline	Project Number	Drawing Number	Revision
Arch	11548	(D)01	G



Typical Bin Store 3D View.  
 Size varies - see plan.

APPENDIX C

Surrounding Highway Network



Leeds

Bradford

Wakefield

Huddersfield

Barnsley

Doncaster

Sheffield

Kinder Scout  
636 m (2088 ft)



APPENDIX D

Bus Route Data

# BARNSLEY BUS MAP

From 29 April 2017



## **New routes and new connections - Buses are changing in Barnsley.**

**From 29 January your bus services in Barnsley are changing as the new Barnsley Bus Partnership is introduced. The result is a simpler and more coordinated service. You'll be able to travel around more easily, with new tickets that you can use on any bus in Barnsley.**

### **How will you benefit?**

- An easier to understand and simpler bus network
- Coordinated timetables
- Great value ticket range for travel on any bus in Barnsley
- More frequent services on a number of routes

### **Who is in the Barnsley Bus Partnership?**

- Barnsley Metropolitan Borough Council
- Stagecoach Yorkshire
- South Yorkshire Passenger Transport Executive
- Watersons Coaches
- Globe Coaches

**BBP**

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**Barnsley  
Bus Partnership**

**New, one easy ticket...  
For all buses in Barnsley**

**BConnect tickets can be used all day, on any bus in Barnsley\*. That means more travel options and better value for money.**

### **What are the BConnect ticket prices?**

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<b>BConnect Day</b>	<b>£4.50</b>
<b>BConnect 7 Day</b>	<b>£16.00</b>
<b>BConnect 28 Day</b>	<b>£60.00</b>

Terms and conditions apply. Ticket prices correct at time of print. Prices subject to change. \*BConnect is not valid on dedicated school buses or night service N66.

### **Where can you buy BConnect tickets?**

**BConnect Day and Week tickets can be bought on most buses in Barnsley.**

**7 and 28 Day tickets are also available from ticket machines located in Travel South Yorkshire Interchanges such as the one in Barnsley.**

**You can also buy tickets for individual operators as well as single fares.**

# FREQUENCY GUIDE

Service	Operator	Route	FREQUENCY (MINUTES)			
			Monday-Friday daytime	Saturday daytime	Sunday daytime	Evening daily
1	Stagecoach	Barnsley – Mapplewell – Staincross	10	12	30	30/60
6	Stagecoach	Barnsley – Kendray – Worsbrough Bank End	10	12	30	60
7	Yorkshire Tiger	Barnsley – Blacker Hill – Hoyland	60	60	No service	No service
11	Stagecoach	Barnsley – Athersley North	10	12	30	30/60
12	Stagecoach	Barnsley – Honeywell – Athersley South	15	15	30	60
20	Stagecoach	Barnsley – Penistone – Cubley	60	60	No service (see 21a)	No service (see 21a)
21	Stagecoach	Barnsley – Penistone – Millhouse Green	60	60	No service (see 21a)	No service (see 21a)
21a	Stagecoach	Barnsley – Gilroyd – Cubley – Penistone – Millhouse Green	No service (see 20, 21, 22)	No service (see 20, 21, 22)	60	120
22	Stagecoach	Barnsley – Gilroyd	30	30	No service (see 21a)	No service (see 21a)
			Combined 15 min frequency Mon-Sat daytime between Barnsley – Dodworth			
22x	Stagecoach	Barnsley – Wath upon Dearne – Rotherham	15	15	60	60
222	Stagecoach	Barnsley – Wath upon Dearne – Mexborough	30	30	60	60
226	Stagecoach	Barnsley – Wath upon Dearne – Thurnscoe	30	30	60	60
			Combined 7/8 min frequency Mon-Sat daytime between Barnsley – Wombwell – Wath upon Dearne			
23	Yorkshire Tiger	Millhouse Green – Penistone – Thurgoland – Stocksbridge	120	120	No service	No service
23a	Yorkshire Tiger	Barnsley – Thurgoland – Stocksbridge	2 journeys	2 journeys	No service	No service
24	Yorkshire Tiger	Barnsley – Penistone – Ingbirchworth	120	120	No service	No service
24a	TM Travel	Penistone – Thurgoland – Barnsley	No service	No service	120	120
29	TM Travel	Sheffield – Chapeltown – Thurgoland – Penistone – Holmfirth	4 journeys	4 journeys	5 journeys	2 journeys
257	South Pennine Community Transport	Stocksbridge – Holmfirth	Wed only	No service	No service	No service
26	Stagecoach	Barnsley – Grimethorpe – Gt Houghton – Darfield – Wombwell	60	60	No service	No service
27	Stagecoach	Barnsley – Grimethorpe – Darfield – Wombwell	2 journeys/hour	2 journeys/hour	60	60
28	Stagecoach	Barnsley – Grimethorpe – Pontefract	60	60	No service (see 28c)	No service (see 28c)
28c	Stagecoach	Barnsley – Cudworth Crown Avenue – Grimethorpe – Pontefract	No service (see 28)	No service (see 28)	60	60
29	Stagecoach	Barnsley – Grimethorpe – Michaels Estate – Hemsworth	60	60	No service (see 28c/29a)	No service (see 28c/29a)
30	Stagecoach	Barnsley – Grimethorpe – Brierley Park Avenue	60	60	No service	No service
30a	Stagecoach	Barnsley – Grimethorpe – Brierley	1 journey MF morning	No service	60	60
32	Stagecoach	Barnsley – Cudworth Crown Avenue	10	10	No service (see 28c)	No service (see 28c)
			Combined frequencies of: Barnsley – Lundwood/Cudworth every 5 mins Mon-Sat daytime Barnsley – Cudworth Crown Avenue every 10 mins Mon-Sat daytime			
36	Waterson Coaches	Barnsley – Monk Bretton – Shafton – South Hiendley – Hemsworth – South Elmsall	60	60	No service	No service
37	Waterson Coaches	Barnsley – Grimethorpe	60	No service	No service	No service
38	Waterson Coaches	Barnsley – Grimethorpe	60	No service	No service	No service
43	Stagecoach	Barnsley – Pogmoor – Kingstone – Barnsley	30	30	60	60
44	Stagecoach	Barnsley – Pogmoor – Kingstone – Barnsley	30	30	60	No service (see 43)

# FREQUENCY GUIDE

Service	Operator	Route	FREQUENCY (MINUTES)			
			Monday-Friday daytime	Saturday daytime	Sunday daytime	Evening daily
57	Stagecoach	Barnsley – Royston	4 buses per hour	4 buses per hour	No service (see 59)	No service (see 59)
59	Stagecoach	Barnsley – Royston – Wakefield	30 (60 Royston to Wakefield)	30 (60 Royston to Wakefield)	30 (60 Royston to Wakefield)	60 Barnsley to Wakefield
			Combined 10 mins frequency Mon-Sat Barnsley – Royston			
66	Stagecoach	Barnsley – Hoyland – Elsecar	10	12	30	60
N66	Stagecoach	Barnsley – Hoyland – Elsecar	No service (see 66)	No service (see 66)	60 early morning only	No service (see 66)
67	Stagecoach	Barnsley – Worsborough Dale – Hoyland – Cortonwood – Wombwell	60	60	120	120
67a	Stagecoach	Barnsley – Pilley – Hoyland – Cortonwood – Wombwell	60	60	120	120
			Every 30 mins combined			
72/72a	Yorkshire Tiger	Chapelton – Hoyland – Manvers	60	60	No service	No service
92/92a	Yorkshire Tiger	Barnsley – Higham – Cawthorne	60	60	120	120
93	Stagecoach	Barnsley – Darton – Wooley Grange	2 buses per hour	60	60	60 not Sunday eves
93a	Stagecoach	Barnsley – Mapplewell	60	60	No service	No service
95	Stagecoach	Barnsley – Kexborough	20	30	60	60 not Sunday eves
95a	Stagecoach	Barnsley – Kexborough – Darton	No service (see 93, 95)	Few buses	No service (see 93, 95)	60 Sunday eve late eve Mon-Sat
96	Globe Coaches	Barnsley – Higham – Kexborough – Wakefield	60	60	No service	No service
97	Globe Coaches	Darton – Wakefield	1 journey	No service	No service	No service
193	Watersons	Barnsley – Monk Bretton – Royston – Wakefield	60	60	No service	No service
200	Yorkshire Tiger	Wath – Wombwell – Cortonwood	60	60	60	60
201	Stagecoach	Chapelton – Wentworth Industrial Park – Stocksbridge	60	60	No service	No service
203	Yorkshire Tiger	Wombwell – Thurnscoe – Doncaster	5 journeys	5 journeys	No service	No service
208	Stagecoach	Rotherham – Swinton – Mexborough – Goldthorpe – Grimethorpe	3 journeys	3 journeys	3 journeys	1 journey
216	Stagecoach	Grimethorpe – Park Springs – Goldthorpe	1 journey	1 journey	2 journeys	no service
217	Stagecoach	Rotherham – Kilnhurst – Mexborough – Goldthorpe	60 (30 Rotherham to Mexborough)	60 (30 Rotherham to Mexborough)	No service	No service
218	Stagecoach	Barnsley – Mexborough – Kilnhurst – Rotherham	30	30	60 Rotherham to Mexborough	60 Rotherham to Mexborough
219	Stagecoach	Barnsley – Thurnscoe – Doncaster	60	60	60	60
219a	Stagecoach	Barnsley – Thurnscoe – Doncaster	60	60	No service (see 219)	No service (see 219)
220	Stagecoach	Doncaster – Mexborough – Wath	30	30	60	60
226	Stagecoach	Barnsley – Wombwell – Wath upon Dearne - Bolton upon Dearne - Goldthorpe - Thurnscoe	30	30	60	60
227	TM Travel	Rotherham – Hoyland	60	60	60	No service
265	Stagecoach	Sheffield – Chapelton – Barnsley	30	30	60	60
X19	Stagecoach	Barnsley – Goldthorpe – Doncaster	30	30	60	No service
X20	Stagecoach	Barnsley – Mexborough – Doncaster	60	60	No service	60 early eve. Not Sunday eve





## Bus service(s)






**20 21 21a 22**

Valid from: 29 April 2017

## Areas served

Barnsley  
Gilroyd (21a, 22)  
Silkstone (20, 21, 21a)  
Hoylandswaine (20)  
Silkstone Common (21, 21a)  
Oxspring (21, 21a)  
Cubley (20, 21a)  
Penistone (20, 21, 21a)  
Millhouse Green (21, 21a)

## Places on the route

   Barnsley Interchange  
  Silkstone Common Station

## What's changed

Changes will be made to the timetable to aid reliability.

## Operator(s)



Some journeys operated  
with financial support from  
South Yorkshire Passenger  
Transport Executive



## How can I get more information?



TravelSouthYorkshire



@TSYalerts



01709 51 51 51



# Stopping points for service 20

**Barnsley, Interchange** ▶ Eldon Street ▶ Shambles Street ▶ Dodworth Road ▶ **Pogmoor** ▶ **Dodworth** ▶ Barnsley Road ▶ Mitchelson Avenue ▶ Station Road ▶ **Silkstone** ▶ Barnsley Road ▶ High Street ▶ Noblethorpe Lane ▶ **Hoylandswaine** ▶ Barnsley Road ▶ **Penistone** ▶ Penistone Grammar School Bus Park ▶ Huddersfield Road ▶ Bridge Street ▶ Market Place ▶ Huddersfield Road ▶ The Green ▶ Mortimer Road ▶ **Cubley, Mortimer Drive**

**Cubley, Mortimer Drive** ▶ Hackings Avenue ▶ **Penistone** ▶ Mortimer Road ▶ The Green ▶ Chapel Field Lane ▶ Bluebell Avenue ▶ Park Avenue ▶ Market Place ▶ Barnsley Road ▶ **Hoylandswaine** ▶ **Silkstone** ▶ Noblethorpe Lane ▶ High Street ▶ Barnsley Road ▶ **Dodworth** ▶ Mitchelson Avenue ▶ Barnsley Road ▶ **Pogmoor** ▶ Dodworth Road ▶ Shambles Street ▶ Regent Street ▶ **Barnsley, Interchange**

## 20 ▶ Monday to Friday

**Barnsley Centre** ▶ **Cubley**

See notes:

	SD	SH								SH	SD		
Barnsley, Interchange	0555	0710	0710	0815	0915	1015	1115	1215	1315	1415	1415	1520	1630
Dodworth, Mitchelson Av/Hawthorne Cres	0607	0724	0722	0829	0927	1027	1127	1227	1327	1429	1429	1536	1646
Silkstone, High St/Martin Croft	0613	0730	0728	0835	0933	1033	1133	1233	1333	1433	1433	1542	1652
Hoylandswaine, Barnsley Rd/Haigh Ln	0619	0737	0734	0842	0940	1040	1140	1240	1340	1440	1440	1549	1659
Penistone, Penistone Grammar Sch Bus Park	-	0745	-	-	-	-	-	-	-	-	-	-	-
Penistone, Market Place	a. 0628	0749	0743	0852	0949	1049	1149	1249	1349	1449	1449	1559	1708
Penistone, Market Place	d. -	0750	0745	0852	0950	1050	1150	1250	1350	1450	-	1600	1708
Penistone, Chapel Field Ln/Chapel Field Wlk	-	-	-	0856	0953	1053	1153	1253	1353	1453	-	1603	1711
Cubley, Mortimer Dr/Lyttleton Cres	-	0754	0749	0902	0957	1057	1157	1257	1357	1457	-	1607	1715

Barnsley, Interchange	1725
Dodworth, Mitchelson Av/Hawthorne Cres	1741
Silkstone, High St/Martin Croft	1747
Hoylandswaine, Barnsley Rd/Haigh Ln	1754
Penistone, Penistone Grammar Sch Bus Park	-
Penistone, Market Place	a. 1803
Penistone, Market Place	d. 1803
Penistone, Chapel Field Ln/Chapel Field Wlk	1806
Cubley, Mortimer Dr/Lyttleton Cres	1810

## 20 ▶ Monday to Friday

**Penistone** ▶ **Barnsley Centre**

See notes:

	SD	SH											
Penistone, Penistone Grammar Sch Bus Park	-	-	-	-	-	-	-	1458	-	-	-	-	-
Cubley, Mortimer Dr/Lyttleton Cres	0757	0913	1013	1113	1213	1313	1413	-	1513	1613	1718	1812	-
Penistone, Chapel Field Ln/Broomfield Wlk	-	0916	1016	1116	1216	1316	1416	-	1516	1616	-	-	-
Penistone, Market Place	a. 0803	0920	1020	1120	1220	1320	1420	-	1520	1620	1723	1817	-
Penistone, Market Place	d. 0803	0923	1023	1123	1223	1323	1423	-	1523	1623	1723	1817	1830
Hoylandswaine, Barnsley Rd/Haigh Ln	0810	0928	1028	1128	1228	1328	1428	1507	1528	1628	1728	1822	1835
Silkstone, High St/Martin Croft	0817	0935	1035	1135	1235	1335	1435	1514	1535	1635	1735	1829	1843
Dodworth, Mitchelson Av/Hawthorne Cres	0822	0940	1040	1140	1240	1340	1440	1519	1540	1640	1740	1834	1848
Barnsley, Interchange	0840	0954	1054	1154	1254	1354	1454	1534	1554	1654	1754	1848	1902

## 20 ▶ Saturday

**Barnsley Centre** ▶ **Cubley**

Barnsley, Interchange	0815	0915	1015	1115	1215	1315	1415	1520	1625	1725
Dodworth, Mitchelson Av/Hawthorne Cres	0828	0928	1028	1128	1228	1328	1428	1533	1638	1738
Silkstone, High St/Martin Croft	0834	0934	1034	1134	1234	1334	1434	1539	1644	1744
Hoylandswaine, Barnsley Rd/Haigh Ln	0840	0940	1040	1140	1240	1340	1440	1545	1650	1750
Penistone, Market Place	a. 0849	0949	1049	1149	1249	1349	1449	1554	1659	1759
Penistone, Market Place	d. 0850	0950	1050	1150	1250	1350	1450	1555	1700	1800
Penistone, Chapel Field Ln/Chapel Field Wlk	0853	0953	1053	1153	1253	1353	1453	1558	1703	1803
Cubley, Mortimer Dr/Lyttleton Cres	0857	0957	1057	1157	1257	1357	1457	1602	1707	1807

Cubley, Mortimer Dr/Lyttleton Cres	0913	1013	1113	1213	1313	1413	1513	1613	1708
Penistone, Chapel Field Ln/Broomfield Wlk	0916	1016	1116	1216	1316	1416	1516	1616	-
Penistone, Market Place	a. 0920	1020	1120	1220	1320	1420	1520	1620	1712
Penistone, Market Place	d. 0923	1023	1123	1223	1323	1423	1523	1623	1712
Hoylandswaine, Barnsley Rd/Haigh Ln	0928	1028	1128	1228	1328	1428	1528	1628	1717
Silkstone, High St/Martin Croft	0935	1035	1135	1235	1335	1435	1535	1635	1725
Dodworth, Mitchelson Av/Hawthorne Cres	0940	1040	1140	1240	1340	1440	1540	1640	1730
Barnsley, Interchange	0954	1054	1154	1254	1354	1454	1554	1654	1744

### No Service Sunday

Notes: a. - Arrival time, d. - Departure time, SD - Schooldays only, SH - School holidays only

The information shown is correct at the time of production and is subject to change.

## 24 hour clock

### 24 hour clock

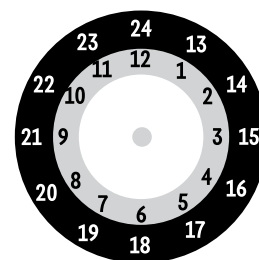
Throughout South Yorkshire our timetables use the 24 hour clock to avoid confusion between am and pm times.

For example:

**9.00am** is shown as **0900**

**2.15pm** is shown as **1415**

**10.25pm** is shown as **2225**



24 hour times

12 hour times

## Stopping points for service 21

**Barnsley, Interchange** ▶ Eldon Street ▶ Shambles Street ▶ Dodworth Road ▶ **Pogmoor** ▶ **Dodworth** ▶ Barnsley Road ▶ Mitchelson Avenue ▶ Station Road ▶ **Silkstone** ▶ Barnsley Road ▶ High Street ▶ Cone Lane ▶ **Silkstone Common** ▶ Knabbs Lane ▶ **Oxspring** ▶ Coates Lane ▶ Bower Hill ▶ Sheffield Road ▶ **Spring Vale** ▶ Green Road ▶ **Penistone** ▶ Market Place ▶ Barnsley Road ▶ Penistone Grammar School Bus Park ▶ Huddersfield Road ▶ Thurlstone Road ▶ **Thurlstone** ▶ Manchester Road ▶ **Millhouse Green, Manchester Road**

**Millhouse Green, Manchester Road** ▶ **Thurlstone** ▶ Thurlstone Road ▶ **Penistone** ▶ Bridge Street ▶ Market Place ▶ Green Road ▶ **Spring Vale** ▶ Sheffield Road ▶ **Oxspring** ▶ Bower Hill ▶ Coates Lane ▶ **Silkstone Common** ▶ Knabbs Lane ▶ Cone Lane ▶ **Silkstone** ▶ High Street ▶ Barnsley Road ▶ **Dodworth** ▶ Mitchelson Avenue ▶ Barnsley Road ▶ **Pogmoor** ▶ Dodworth Road ▶ Shambles Street ▶ Regent Street ▶ **Barnsley, Interchange**



**21, 21a ▶ Monday to Friday**

**Millhouse Green ▶ Barnsley Centre**

Service number:	21a	21	21	21	21	21	21	21	21	21	21	21	21
See notes:											SD	SH	SD
Millhouse Green, Manchester Rd/Royd Ln	-	-	0730	0800	0935	1035	1135	1235	1335	1435	1435	-	1538
Penistone, Penistone Grammar Sch Bus Park	-	-	-	-	-	-	-	-	-	-	-	-	1458
Penistone, Market Place	a.	-	0739	0809	0944	1044	1144	1244	1344	1444	1444	1505	1547
Penistone, Market Place	d.	-	0630	0739	0810	0947	1047	1147	1247	1347	-	1447	1505
Penistone, Chapel Field Ln/Chapel Field Wlk	-	-	-	-	-	-	-	-	-	-	-	-	-
Cubley, Mortimer Dr/Lyttleton Cres	-	-	-	-	-	-	-	-	-	-	-	-	-
Spring Vale, Sheffield Rd/Green Rd	-	0636	0746	0815	0952	1052	1152	1252	1352	-	1452	1511	1552
Oxspring, Sheffield Rd/Bower Hill	-	0640	0749	0819	0955	1055	1155	1255	1355	-	1455	1515	1555
Silkstone Common, Silkstone Common Stn	-	0648	0755	0825	1001	1101	1201	1301	1401	-	1501	1521	1601
Silkstone Common, Ben Bank Rd/Hall Royd Ln	0626	-	-	-	-	-	-	-	-	-	-	-	-
Silkstone, High St/Martin Croft	0630	0652	0800	0829	1005	1105	1205	1305	1405	-	1505	1525	1605
Gilroyd, Saville Rd/Green Ln	0638	-	-	-	-	-	-	-	-	-	-	-	-
Dodworth, Mitchelson Av/Hawthorne Cres	0644	0657	0807	0836	1010	1110	1210	1310	1410	-	1510	1530	1610
Barnsley, Interchange	0657	0710	0825	0855	1024	1124	1224	1324	1424	-	1524	1545	1624

Service number:	21	21a	21a	21a	21a
Millhouse Green, Manchester Rd/Royd Ln	1655	1805	1905	2005	2205
Penistone, Penistone Grammar Sch Bus Park	-	-	-	-	-
Penistone, Market Place	a.	1703	1813	1913	2013
Penistone, Market Place	d.	1706	1813	1913	2013
Penistone, Chapel Field Ln/Chapel Field Wlk	-	1816	1916	2016	2216
Cubley, Mortimer Dr/Lyttleton Cres	-	1819	1919	2019	2219
Spring Vale, Sheffield Rd/Green Rd	1711	1822	1922	2022	2222
Oxspring, Sheffield Rd/Bower Hill	1714	1825	1925	2025	2225
Silkstone Common, Silkstone Common Stn	1720	1831	1931	2031	2231
Silkstone Common, Ben Bank Rd/Hall Royd Ln	-	-	-	-	-
Silkstone, High St/Martin Croft	1723	1835	1935	2035	2235
Gilroyd, Saville Rd/Green Ln	-	1843	1943	2043	2243
Dodworth, Mitchelson Av/Hawthorne Cres	1728	1849	1949	2049	2249
Barnsley, Interchange	1743	1901	2001	2102	2302

**21, 21a ▶ Saturday**

**Barnsley Centre ▶ Millhouse Green**

Service number:	21	21	21	21	21	21	21	21	21	21a	21a	21a	21a
Barnsley, Interchange	0745	0845	0945	1045	1145	1245	1345	1450	1555	1705	1810	1910	2110
Dodworth, Mitchelson Av/Hawthorne Cres	0758	0858	0958	1058	1158	1258	1358	1503	1608	1718	1822	1922	2122
Gilroyd, Saville Rd/Green Ln	-	-	-	-	-	-	-	-	-	1723	1825	1925	2125
Silkstone, High St/Martin Croft	0804	0904	1004	1104	1204	1304	1404	1509	1614	1731	1833	1933	2133
Silkstone Common, Ben Bank Rd/Hall Royd Wlk	-	-	-	-	-	-	-	-	-	-	-	-	-
Silkstone Common, Silkstone Common Stn	0808	0908	1008	1108	1208	1308	1408	1513	1618	1735	1837	1937	2137
Oxspring, Sheffield Rd/Bower Hill	0813	0913	1013	1113	1213	1313	1413	1518	1623	1740	1842	1942	2142
Spring Vale, Sheffield Rd/Green Rd	0816	0916	1016	1116	1216	1316	1416	1521	1626	1743	1845	1945	2145
Cubley, Mortimer Dr/Lyttleton Cres	-	-	-	-	-	-	-	-	-	1746	1848	1948	2148
Penistone, Chapel Field Ln/Broomfield Wlk	-	-	-	-	-	-	-	-	-	1749	1851	1951	2151
Penistone, Market Place	0821	0921	1021	1121	1221	1321	1421	1526	1631	1753	1854	1954	2154
Millhouse Green, Manchester Rd/Royd Ln	0830	0930	1030	1130	1230	1330	1430	1535	1640	1801	1902	2002	2202



<b>21a ▶ Sunday</b>	<b>Barnsley Centre ▶ Millhouse Green</b>											
Service number:	21a	21a	21a	21a	21a	21a	21a	21a	21a	21a	21a	21a
Barnsley, Interchange	0910	1010	1110	1210	1310	1410	1510	1610	1710	1910	2110	2310
Dodworth, Mitchelson Av/Hawthorne Cres	0922	1022	1122	1222	1322	1422	1522	1622	1722	1922	2122	2322
Gilroyd, Saville Rd/Green Ln	0925	1025	1125	1225	1325	1425	1525	1625	1725	1925	2125	2325
Silkstone, High St/Martin Croft	0933	1033	1133	1233	1333	1433	1533	1633	1733	1933	2133	2333
Silkstone Common, Ben Bank Rd/Hall Royd Wlk	-	-	-	-	-	-	-	-	-	-	-	2337
Silkstone Common, Silkstone Common Stn	0937	1037	1137	1237	1337	1437	1537	1637	1737	1937	2137	-
Oxspring, Sheffield Rd/Bower Hill	0942	1042	1142	1242	1342	1442	1542	1642	1742	1942	2142	-
Spring Vale, Sheffield Rd/Green Rd	0945	1045	1145	1245	1345	1445	1545	1645	1745	1945	2145	-
Cubley, Mortimer Dr/Lyttleton Cres	0948	1048	1148	1248	1348	1448	1548	1648	1748	1948	2148	-
Penistone, Chapel Field Ln/Broomfield Wlk	0951	1051	1151	1251	1351	1451	1551	1651	1751	1951	2151	-
Penistone, Market Place	0954	1054	1154	1254	1354	1454	1554	1654	1754	1954	2154	-
Millhouse Green, Manchester Rd/Royd Ln	1002	1102	1202	1302	1402	1502	1602	1702	1802	2002	2202	-

<b>21a ▶ Sunday</b>	<b>Millhouse Green ▶ Barnsley Centre</b>											
Service number:	21a	21a	21a	21a	21a	21a	21a	21a	21a	21a	21a	21a
Millhouse Green, Manchester Rd/Royd Ln	-	1005	1105	1205	1305	1405	1505	1605	1705	1805	2005	2205
Penistone, Market Place	-	1013	1113	1213	1313	1413	1513	1613	1713	1813	2013	2213
Penistone, Chapel Field Ln/Chapel Field Wlk	-	1016	1116	1216	1316	1416	1516	1616	1716	1816	2016	2216
Cubley, Mortimer Dr/Lyttleton Cres	-	1019	1119	1219	1319	1419	1519	1619	1719	1819	2019	2219
Spring Vale, Sheffield Rd/Green Rd	-	1022	1122	1222	1322	1422	1522	1622	1722	1822	2022	2222
Oxspring, Sheffield Rd/Bower Hill	-	1025	1125	1225	1325	1425	1525	1625	1725	1825	2025	2225
Silkstone Common, Silkstone Common Stn	-	1031	1131	1231	1331	1431	1531	1631	1731	1831	2031	2231
Silkstone Common, Ben Bank Rd/Hall Royd Ln	0931	-	-	-	-	-	-	-	-	-	-	-
Silkstone, High St/Martin Croft	0935	1035	1135	1235	1335	1435	1535	1635	1735	1835	2035	2235
Gilroyd, Saville Rd/Green Ln	0943	1043	1143	1243	1343	1443	1543	1643	1743	1843	2043	2243
Dodworth, Mitchelson Av/Hawthorne Cres	0949	1049	1149	1249	1349	1449	1549	1649	1749	1849	2049	2249
Barnsley, Interchange	1001	1101	1201	1301	1401	1501	1601	1701	1801	1901	2101	2301

Notes: a. - Arrival time, d. - Departure time, SD - Schooldays only, SH - School holidays only

The information shown is correct at the time of production and is subject to change.

# Stopping points for service 22

**Barnsley, Interchange** ▶ Eldon Street ▶ Shambles Street ▶ Dodworth Road ▶ **Pogmoor** ▶ **Dodworth** ▶ Barnsley Road ▶ Mitchelson Avenue ▶ Station Road ▶ High Street ▶ Smithy Wood Lane ▶ **Gilroyd, Saville Road**

**Gilroyd, Saville Road** ▶ Gilroyd Lane ▶ Keresforth Road ▶ **Dodworth** ▶ High Street ▶ Station Road ▶ Mitchelson Avenue ▶ Barnsley Road ▶ **Pogmoor** ▶ Dodworth Road ▶ Shambles Street ▶ Regent Street ▶ **Barnsley, Interchange**

## 22 ▶ Monday to Friday

## Barnsley Centre ▶ Gilroyd

Barnsley, Interchange	0657	0715	0745	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300
Dodworth, Mitchelson Av/Hawthorne Cres	0709	0729	0759	0844	0912	0942	1012	1042	1112	1142	1212	1242	1312
Gilroyd, Saville Rd/Green Ln	0715	0735	0805	0850	0918	0948	1018	1048	1118	1148	1218	1248	1318
Barnsley, Interchange	1330	1400	1430	1505	1540	1610	1645	1735					
Dodworth, Mitchelson Av/Hawthorne Cres	1342	1412	1444	1521	1556	1626	1701	1751					
Gilroyd, Saville Rd/Green Ln	1348	1418	1450	1527	1602	1632	1707	1757					

## 22 ▶ Monday to Friday

## Gilroyd ▶ Barnsley Centre

Gilroyd, Saville Rd/Green Ln	0715	0735	0806	0850	0918	0948	1018	1048	1118	1148	1218	1248	1318
Dodworth, Mitchelson Av/Hawthorne Cres	0724	0744	0817	0900	0926	0955	1025	1055	1125	1155	1225	1255	1325
Barnsley, Interchange	0740	0810	0835	0918	0940	1009	1039	1109	1139	1209	1239	1309	1339
Gilroyd, Saville Rd/Green Ln	1348	1418	1450	1527	1602	1632	1707	1757					
Dodworth, Mitchelson Av/Hawthorne Cres	1355	1425	1457	1531	1609	1639	1714	1804					
Barnsley, Interchange	1409	1439	1511	1553	1623	1653	1731	1818					

## 22 ▶ Saturday

## Barnsley Centre ▶ Gilroyd

Barnsley, Interchange	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400
Dodworth, Mitchelson Av/Hawthorne Cres	0813	0843	0913	0943	1013	1043	1113	1143	1213	1243	1313	1343	1413
Gilroyd, Saville Rd/Green Ln	0818	0848	0918	0948	1018	1048	1118	1148	1218	1248	1318	1348	1418
Barnsley, Interchange	1430	1510	1540	1610	1645	1735							
Dodworth, Mitchelson Av/Hawthorne Cres	1443	1523	1553	1623	1658	1748							
Gilroyd, Saville Rd/Green Ln	1448	1528	1558	1628	1703	1753							

## 22 ▶ Saturday

## Gilroyd ▶ Barnsley Centre

Gilroyd, Saville Rd/Green Ln	0818	0848	0918	0948	1018	1048	1118	1148	1218	1248	1318	1348	1418
Dodworth, Mitchelson Av/Hawthorne Cres	0825	0855	0925	0955	1025	1055	1125	1155	1225	1255	1325	1355	1425
Barnsley, Interchange	0839	0909	0939	1009	1039	1109	1139	1209	1239	1309	1339	1409	1439
Gilroyd, Saville Rd/Green Ln	1448	1528	1558	1628	1703	1753							
Dodworth, Mitchelson Av/Hawthorne Cres	1455	1535	1605	1635	1710	1800							
Barnsley, Interchange	1509	1549	1619	1649	1724	1814							

## No Service Sunday

The information shown is correct at the time of production and is subject to change.

APPENDIX E

Transport Statement Review by Aecom

# Transport Statement Review

**Client name**  
Highways England

**Discipline**  
Development Planning

**Date**  
June 2017

**Project number**  
60542897

**Prepared by**  
Monica Kousoulou

**Checked by**  
Steve Moss

**Approved by**  
Steve Moss

## Revision History

Revision	Revision date	Details	Authorised	Name	Position
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## Introduction

This review has been undertaken on the following document as submitted in support of a planning application for a light industrial development of 15 units:

- 11548 Capitol Park Transport Statement dated June 2017 and prepared by William Saunders.

Our review on the Transport Statement document can be given as follows.

## Transport Statement Review

### Proposals

The development is given as comprising 15 units for light industrial use and will take access from the J37 of the M1. The location and the proposed site layout as taken from the William Saunders (williamsaunders) report is shown below for ease of reference.

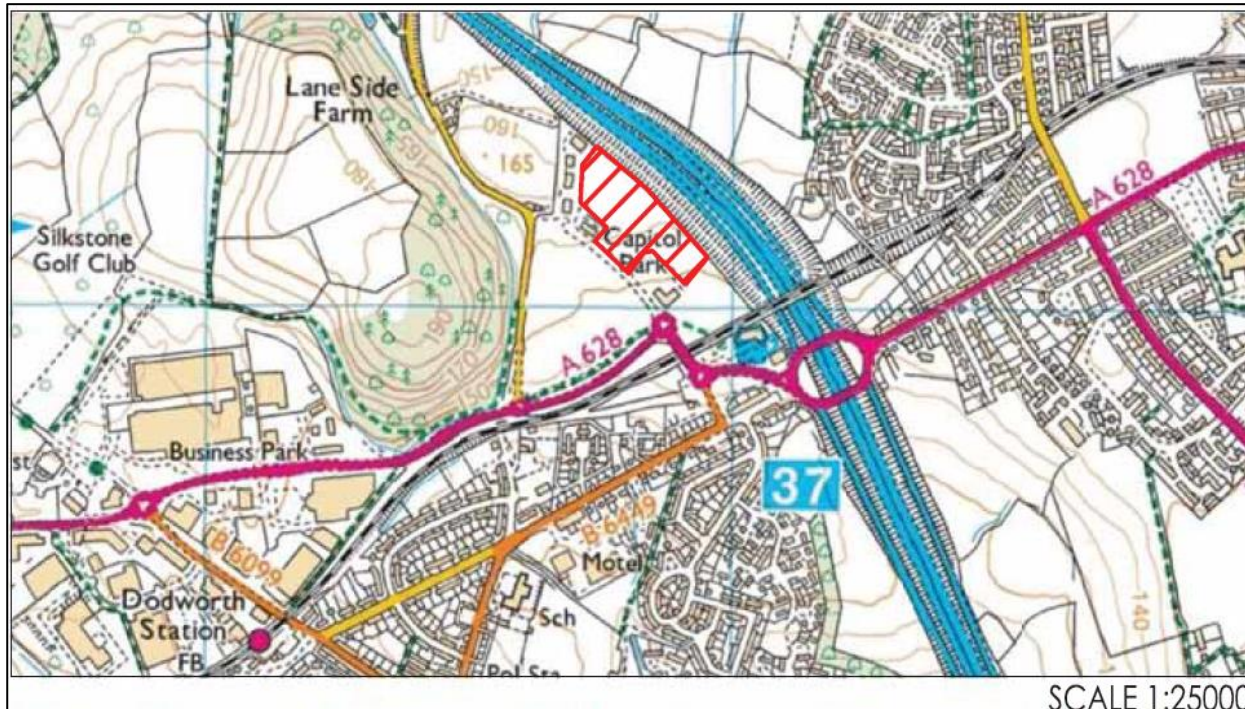


Figure 1: Site Location



Figure 2: Proposed Site Layout

The proposed development comprises approximately 7000m<sup>2</sup> of floor space falling within use classes B1 (offices and light industry), B2 (general industry) and B8 (storage or distribution). This is then within the “committed development” GFA previously assumed.

It is noted that the access for the parking is proposed to be via a new junction with Capitol Close. This will then give a stagger of around 30m with the new adjacent access into the consented CDP site. Therefore, an access in that position would conflict with any future right turn ghost island into the site.

Parking proposals include provision of 184 parking spaces, including 8 disabled bays and a cycle shelter.

Table 1. Maximum Vehicular Parking Standards

Column heading	Parking Standards	Total Permitted Parking Spaces	Proposed Floor Area (m <sup>2</sup> )	Total Proposed
B1 Business <b>Vehicular Parking (Maximum)</b>	1 space per 30-60 m <sup>2</sup>	33 Parking Spaces (maximum) and a minimum of 4% additional disabled bays.	994	Total 184 parking spaces, including 8 disabled bays
B2 General Industrial <b>Vehicular Parking (Maximum)</b>	1 space per 50-75 m <sup>2</sup>	61 Parking Spaces (maximum) and a minimum of 4% additional disabled bays.	3037	
B8 Storage and Distribution <b>Vehicular Parking (Maximum)</b>	1 space per 3 staff or 1 space per 60 m <sup>2</sup> gross floor area up to 300 m <sup>2</sup> , then 1 space per 100 m <sup>2</sup> up to 1000m <sup>2</sup> and 1 space per 150 m <sup>2</sup> thereafter.	26 Parking Spaces (maximum) and a minimum of 4% additional disabled bays.	2974	
Powered Two Wheeled Vehicles (Minimum)	Should be provided on a scale of 1 space per 20 car parking spaces with an absolute minimum provision of 1 space	A minimum of 1 space	-	None

**Table 2. Minimum Cycle Parking Standards**

Column heading	Parking Standards	Total Permitted Parking Spaces	Total Proposed
B1 Business <b>Cycle Parking (Maximum)</b>	1 long stay space per 300m <sup>2</sup> for staff	4 cycle stands (minimum)	
B2 General Industrial <b>Cycle Parking (Maximum)</b>	1 long stay space per 400m <sup>2</sup> gross floor area 1 short stay space per 1000m <sup>2</sup> gross floor area	11 cycle stands (minimum)	30 cycle stands
B8 Storage and Distribution <b>Cycle Parking (Maximum)</b>	1 long stay space per 40 staff 1 short stay space per 1000 m <sup>2</sup> gross floor area for visitors	4 cycle stands (minimum)	

As shown from the above, based upon Barnsley parking standards the proposed number of car parking spaces exceeds the maximum designated number with 64 additional car spaces and therefore a reduction in parking spaces would be required. The proposed cycle parking is in line with parking standards and therefore considered acceptable. However, proposals do not include provision for powered two wheeled vehicles, which should be included as a minimum of one space.

## Accessibility

The proposed site is located off junction 37 of the M1 and is approximately 300m north of Dodworth and 2.4km west of Barnsley centre.

The closest bus stop to the site is located approximately 350m south-east of the site on Barnsley Road and the available bus routes provide access to the site from the surrounding regions. Information also provided on the accessibility by train. The nearest station is Dodworth railway station and is situated 1.2km away from the site. Both distances are acceptable for walking.

Pedestrian access to the development will be via the existing footways along Capitol Close and Capitol Court.

It is stated that there are no traffic free routes within the immediate vicinity of the site but there are cycle routes within the acceptable 5km cycling distance. Although it is mentioned in the Transport Statement the availability of cycle routes it does not give any details about the access points close to the site.

## Trip Generation

The proposed trip generation has been estimated based upon Homes and Communities Agency Employment Density Guide 2015. It is split into three categories – Professional Services, Industrial and Manufacturing, and Storage and Distribution and those three categories are reasonable.

Furthermore, it is stated that the estimated number of employees based upon HCAEDG 2015 is 209. However, when it refers to the total number of journeys for both peaks this number is being reduced to 140 to make an allowance of peak hour trips. It is assumed that a percentage of the total trips is allocated to each available mode, however no information about modal split is provided within the Transport Statement.

We have therefore undertaken an independent review based upon TRICS 7.4.1. The vehicle trip rates and the resultant trip generation are presented in the **Table 3** below.

**Table 3. TRICS Vehicle Trip Rates and Vehicle Trip Generation**

Land Use Category	Trips	AM Peak (08:00-09:00)		PM Peak (17.00-18.00)	
		Arrivals	Departures	Arrivals	Departures
Employment – Industrial Estate (7005 sqm)	Vehicle Trip Rate (per 100m <sup>2</sup> )	0.325	0.157	0.107	0.330
	Vehicle Trip Generation	23	11	8	23
Transport Statement (William Saunders)		70		70	
<b>Difference</b>		<b>36</b>		<b>39</b>	

It can be seen from **Table 3** that the derived two way trips from TRICS are around 38 less than the estimated trips within the Transport Statement during AM and PM.

We would therefore seek to control this via the trip generation formula as shown below to assure consistency.

**Table 4. Trip Generation Formula**

A = Warehouse / Distribution sq.m.	Trip Rate Formula				2-Way Trips
	AM	( A / 100)	X	0.482	≤
PM	( A / 100)	X	0.437	≤	31

## Trip Distribution

As stated in the Transport Statement all the estimated trips will use Whinby Road roundabout. Further information about trip distribution is not provided within the Transport Statement as it states that the proposed development is considered as speculative and the prediction of journey distribution is not possible. This claim is not acceptable as distribution data can be obtain from 2011 Census database.

Therefore, we have undertaken an independent review based upon 2011 Census data. The resultant trip distribution is presented below:

- Dodworth Road – 27%;
- M1 (S) – 24%;
- M1 (N) – 14%;
- Barnsley Road – 14%;
- Higham Lane – 12%; and
- Whinby Road – 9%.

**Table 5. Trip Distribution**

Based on the above, the number of trips on the local network shown in **Table 2**.

Location	AM Peak (08:00-09:00)		PM Peak (17.00-18.00)	
	Arrivals	Departures	Arrivals	Departures
Dodworth Road	6	3	2	6
M1 (S)	6	3	2	6
M1 (N)	3	2	1	3
Barnsley Road	3	2	1	3
Higham Road	3	1	1	3
Whinby Road	2	1	1	2

It can be seen from **Table 5** that the total number of additional trips at Dodworth Road / Pogmoor Road junction is 9 and 8 during AM and PM peak respectively.

## Transport Assessment Summary

Having reviewed the Transport Statement submitted, the key issues can be identified as follows.

- The development GFA is within the “committed development” GFA previously assumed.
- The trip generation and methodology followed cannot be accepted and a trip generation based on TRICS database is required; and
- No trip distribution is provided within the Transport Statement and therefore should be included based on census journey to work data as shown in trip distribution chapter.
- The access position should be reviewed.

Although in order to be proactive we have assessed the above requirements and the impact can be seen as follow.

- The proposals would result in less than 10 trips at Dodworth Road / Pogmoor Road junction.

- Based upon Barnsley parking standards the proposed number of car parking spaces exceeds the maximum designated number with 64 additional car spaces and therefore a reduction in parking spaces would be required.
- The proposals do not include provision for powered two wheeled vehicles, which should be included as a minimum of one space.

APPENDIX F

Example Travel Surveys

XXX is committed to developing and maintaining an Environmental Policy for the operation of the company. We are, therefore, developing a travel plan for our XXX premises.

To develop the travel plan it is essential that we understand how our visitors travel to our premises and we would be grateful if you could take 10 minutes to complete the questionnaire. All information given in the survey will be treated with the strictest of confidence and will only be used for the purpose of developing our Travel Plan

1.	What time did you arrive at our premises? (Please use 24hour clock e.g. 08.00)	..... hours ..... minutes
2.	What time do you expect to depart? (Please use 24hour clock e.g. 16.00)	..... hours ..... minutes
3.	How long did it take you to travel to our premises?	
4.	What is today's date?	

5.	What main form of transport did you use to get here today?		
	Car driver on own	<input type="checkbox"/> 1	Go to Q7
	Car driver – with other employee(s)	<input type="checkbox"/> 2	Go to Q6
	Car driver – with other passenger(s) dropped off on route	<input type="checkbox"/> 3	Go to Q6
	Car passenger	<input type="checkbox"/> 4	Go to Q7
	Motorbike/scooter	<input type="checkbox"/> 5	Go to Q7
	Public bus	<input type="checkbox"/> 6	Go to Q7
	Cycle	<input type="checkbox"/> 7	Go to Q7
	Walk	<input type="checkbox"/> 8	Go to Q8
	Taxi	<input type="checkbox"/> 9	Go to Q7
	Other (Please specify) .....	<input type="checkbox"/> 10	Go to Q7
6.	How many passengers did you have?		Go to Q7

7.	Why did you choose not to walk to our premises today (✓ all that apply under the column headed walk below).		
8.	Why did you not cycle to our premises today (✓ all that apply under the column headed cycle below)		
		Walk	Cycle
	Too far to walk/cycle	<input type="checkbox"/> 1	<input type="checkbox"/> 1
	No access to cycle	<input type="checkbox"/> 2	<input type="checkbox"/> 2
	Cannot afford a bicycle		<input type="checkbox"/> 3
	Walking/cycling is too difficult for me personally		<input type="checkbox"/> 4
	Poor footpaths/cycle lanes	<input type="checkbox"/> 3	<input type="checkbox"/> 5
	Lack of facilities for cyclists (e.g. showers, cycle lockers, cycle parking etc.		<input type="checkbox"/> 6
	Need to visit other offices / buildings during worktime	<input type="checkbox"/> 4	<input type="checkbox"/> 7
	Fear of road accident	<input type="checkbox"/> 5	<input type="checkbox"/> 8
	Fears for personal safety	<input type="checkbox"/> 6	<input type="checkbox"/> 9
	Prefer comfort of car	<input type="checkbox"/> 7	<input type="checkbox"/> 10
	Car is quicker	<input type="checkbox"/> 8	<input type="checkbox"/> 11
	Car is easier if carrying items	<input type="checkbox"/> 9	<input type="checkbox"/> 12
	Other	<input type="checkbox"/> 10	<input type="checkbox"/> 13

9.	Why did you not travel to our premises by public transport (bus or rail) today? ((✓ all that apply)	
		Public Transport
	No services run between my home area and my workplace	<input type="checkbox"/> 1
	Services do not run at the times I need to travel	<input type="checkbox"/> 2
	Journey takes too long by public transport	<input type="checkbox"/> 3
	Unreliable services	<input type="checkbox"/> 4
	Fares are expensive	<input type="checkbox"/> 5
	Concerns about personal safety	<input type="checkbox"/> 6
	Lack of information about available services	<input type="checkbox"/> 7
	Poor connections between the rail station and bus services	<input type="checkbox"/> 8
	Other (Please specify).....	<input type="checkbox"/> 9

10.	If you were aware of them what facilities would have encourage you to cycle to our premises today, if you did cycle to our premises which would you most like to see? (✓ all that apply)	
	Safer and better lit cycle paths on the journey?	<input type="checkbox"/> 1
	Improved shower and changing facilities?	<input type="checkbox"/> 2
	Secure locker facilities?	<input type="checkbox"/> 3
	Secure cycle parking?	<input type="checkbox"/> 4
	Amended meeting / event times?	<input type="checkbox"/> 5
	Other (Please specify).....	<input type="checkbox"/> 6

11.		Yes	No
	If more information about public transport (i.e. bus/train timetables, costs etc.) was made available would you consider using public transport to visit our premises?	<input type="checkbox"/> 1	<input type="checkbox"/> 2

12.		Yes	No
	Did you experience any difficulties parking your vehicle (car/motorcycle/ cycle etc.) here today?	<input type="checkbox"/>	<input type="checkbox"/>

13.	If you cannot park your vehicle on site where do you park?
-----	------------------------------------------------------------

14.	What was your purpose for visiting us today?
-----	----------------------------------------------

15.	How often do you visit us?
-----	----------------------------

16.	Do you have any general comments to make about your travel arrangements?
-----	--------------------------------------------------------------------------

## CLASSIFICATION QUESTIONS

Finally a few questions about yourself to help us analyse the returns.

17.	Are you male or female?	<input type="checkbox"/> 1 Male	<input type="checkbox"/> 2 Female
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18.	Which of the following age categories do you belong to?		
	Under 25	<input type="checkbox"/>	1
	25 – 34	<input type="checkbox"/>	2
	35 – 44	<input type="checkbox"/>	3
	45 – 54	<input type="checkbox"/>	4
	55 and over	<input type="checkbox"/>	5

19.	How far have you travelled to visit us today?		
	Up to one mile	<input type="checkbox"/>	1
	Over 1 mile and up to 2 miles	<input type="checkbox"/>	2
	Over 2 miles and up to 4 miles	<input type="checkbox"/>	3
	Over 4 miles and up to 10 miles	<input type="checkbox"/>	4
	Over 10 miles and up to 20 miles	<input type="checkbox"/>	5
	Over 20 miles	<input type="checkbox"/>	6

20.	Do you work for XXX?	<input type="checkbox"/> 1 Yes	<input type="checkbox"/> 2 No
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THANK YOU FOR COMPLETING THIS QUESTIONNAIRE

XXXX If you have any queries regarding this Questionnaire please contact our Travel Plan co-ordinator, XXX.

XXX is committed to developing and maintaining an Environmental Policy for the operation of the company. As such we are developing a travel plan for our XXX premises.

To develop the travel plan it is essential that we understand your current travel patterns associated with work and we would be grateful if you could take 10 minutes to complete the questionnaire. All information given in the survey will be treated with the strictest of confidence and will only be used for the purpose of developing our Travel Plan

1.	What time do you usually arrive at work? <i>(Please use 24hour clock e.g. 08.00)</i>	..... hours ..... minutes
2.	What time do you usually depart work? <i>(Please use 24hour clock e.g. 16.00)</i>	..... hours ..... minutes
3.	How long does it usually take you to travel to work?	
4.	What is your usual base where you spend most of your time?	

5.	What main form of transport do you usually use to get to work?		
	Car driver on own	<input type="checkbox"/> 1	Go to Q7
	Car driver – with other employee(s)	<input type="checkbox"/> 2	Go to Q6
	Car driver – with other passenger(s) dropped off on route	<input type="checkbox"/> 3	Go to Q6
	Car passenger	<input type="checkbox"/> 4	Go to Q7
	Motorbike/scooter	<input type="checkbox"/> 5	Go to Q7
	Public bus	<input type="checkbox"/> 6	Go to Q7
	Cycle	<input type="checkbox"/> 7	Go to Q7
	Walk	<input type="checkbox"/> 8	Go to Q8
	Taxi	<input type="checkbox"/> 9	Go to Q7
	Other (Please specify) .....	<input type="checkbox"/> 10	Go to Q7
6.	How many passengers did you have?		Go to Q7

7.	Why did you choose not to walk to work today (✓ all that apply under the column headed walk below).		
8.	Why did you not cycle to work today (✓ all that apply under the column headed cycle below)		
		Walk	Cycle
	Too far to walk/cycle	<input type="checkbox"/> 1	<input type="checkbox"/> 1
	No access to cycle		<input type="checkbox"/> 2
	Cannot afford a bicycle		<input type="checkbox"/> 3
	Walking/cycling is too difficult for me personally	<input type="checkbox"/> 2	<input type="checkbox"/> 4
	Poor footpaths/cycle lanes	<input type="checkbox"/> 3	<input type="checkbox"/> 5
	Lack of facilities for cyclists (e.g. showers, cycle lockers, cycle parking etc.)		<input type="checkbox"/> 6
	Need to visit other premises during work time	<input type="checkbox"/> 4	<input type="checkbox"/> 7
	Fear of road accident	<input type="checkbox"/> 5	<input type="checkbox"/> 8
	Fears for personal safety	<input type="checkbox"/> 6	<input type="checkbox"/> 9
	Prefer comfort of car	<input type="checkbox"/> 7	<input type="checkbox"/> 10
	Car is quicker	<input type="checkbox"/> 8	<input type="checkbox"/> 11
	Car is easier if carrying items	<input type="checkbox"/> 9	<input type="checkbox"/> 12
	Other	<input type="checkbox"/> 10	<input type="checkbox"/> 13

9.	Why did you not travel to work by public transport (bus or rail) today? ((✓ all that apply)	
		Public Transport
	No services run between my home area and my workplace	<input type="checkbox"/> 1
	Services do not run at the times I need to travel	<input type="checkbox"/> 2
	Journey takes too long by public transport	<input type="checkbox"/> 3
	Unreliable services	<input type="checkbox"/> 4
	Fares are expensive	<input type="checkbox"/> 5
	Concerns about personal safety	<input type="checkbox"/> 6
	Lack of information about available services	<input type="checkbox"/> 7
	Poor connections between the rail station and bus services	<input type="checkbox"/> 8
	Other (Please specify).....	<input type="checkbox"/> 9

10.	What changes would encourage you to cycle to work, if you already cycle to work which would you most like to see? (✓ all that apply)		
	Safer and better lit cycle paths on the journey to work?	<input type="checkbox"/>	1
	Improved shower and changing facilities at work?	<input type="checkbox"/>	2
	Secure locker facilities at work?	<input type="checkbox"/>	3
	Secure cycle parking?	<input type="checkbox"/>	4
	Arrangements to buy a bicycle at discount?	<input type="checkbox"/>	5
	Amended working times?	<input type="checkbox"/>	6
	Cycle training?	<input type="checkbox"/>	7
	Other (Please specify).....	<input type="checkbox"/>	8

11.	What changes would encourage you to use public transport for your journey to work, if you already use public transport what would you most like to see		
	More direct bus routes?	<input type="checkbox"/>	1
	More frequent bus service?	<input type="checkbox"/>	2
	Better lighting at bus shelters and footpaths?	<input type="checkbox"/>	3
	Discount tickets / passes available?	<input type="checkbox"/>	4
	Better links between bus stop / station and work?	<input type="checkbox"/>	5
	Better connection from home to station?	<input type="checkbox"/>	6
	More availability of public transport information?	<input type="checkbox"/>	7
	Amended working times / patterns	<input type="checkbox"/>	8
	Other (Please specify) .....	<input type="checkbox"/>	9

12.	If you travel to work by car would you consider taking part in a car sharing scheme?			
		Yes	No	Dont Know
	If not, please explain why	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

13.		Yes	No	Dont Know
	Do you experience any difficulties parking your vehicle (car/motorcycle/cycle etc.) at your main place of employment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

14.	If you cannot park your vehicle on site where do you park?
-----	------------------------------------------------------------

15.	How often do you visit other XXX premises ?
	Daily? <input type="checkbox"/> 1
	Weekly? <input type="checkbox"/> 2
	Monthly? <input type="checkbox"/> 3
	Other (Please specify) ..... <input type="checkbox"/> 4

16.	Which other XXX premises do you most regularly visit?
-----	-------------------------------------------------------

17.	What is the purpose of your visit to other premises?
-----	------------------------------------------------------

18.	What main form of transport do you usually use to travel between premises?	
	Car driver on own	<input type="checkbox"/> 1
	Car driver – with other employee(s)	<input type="checkbox"/> 2
	Car driver – with other passenger(s) dropped off on route	<input type="checkbox"/> 3
	Car passenger	<input type="checkbox"/> 4
	Motorbike/scooter	<input type="checkbox"/> 5
	Public bus	<input type="checkbox"/> 6
	Cycle	<input type="checkbox"/> 7
	Walk	<input type="checkbox"/> 8
	Taxi	<input type="checkbox"/> 9
	Other (Please specify).....	<input type="checkbox"/> 10

19.	Assuming the appropriate equipment was in place could the tasks you undertake in work be done from home?	
	Always	
	Most of the time? State how many days a week .....	
	Occasionally? State how many days a month .....	
	Never	

20.	How interested would you be in home working	
	Very?	<input type="checkbox"/> 1
	Fairly?	<input type="checkbox"/> 2
	Not interested?	<input type="checkbox"/> 3
	I already work from home (Please specify how many days) .....	<input type="checkbox"/> 4

21.	Do you have any general comments to make about your travel arrangements?	

## CLASSIFICATION QUESTIONS

Finally a few questions about yourself to help us analyse the returns.

22.	Are you male or female?	<input type="checkbox"/> 1 Male	<input type="checkbox"/> 2 Female
-----	-------------------------	---------------------------------	-----------------------------------

23.	Which of the following age categories do you belong to?		
	Under 25	<input type="checkbox"/>	1
	25 – 34	<input type="checkbox"/>	2
	35 – 44	<input type="checkbox"/>	3
	45 – 54	<input type="checkbox"/>	4
	55 and over	<input type="checkbox"/>	5

24.	How far do you live from your usual place of employment?		
	Up to one mile	<input type="checkbox"/>	1
	Over 1 mile and up to 2 miles	<input type="checkbox"/>	2
	Over 2 miles and up to 4 miles	<input type="checkbox"/>	3
	Over 4 miles and up to 10 miles	<input type="checkbox"/>	4
	Over 10 miles and up to 20 miles	<input type="checkbox"/>	5
	Over 20 miles	<input type="checkbox"/>	6

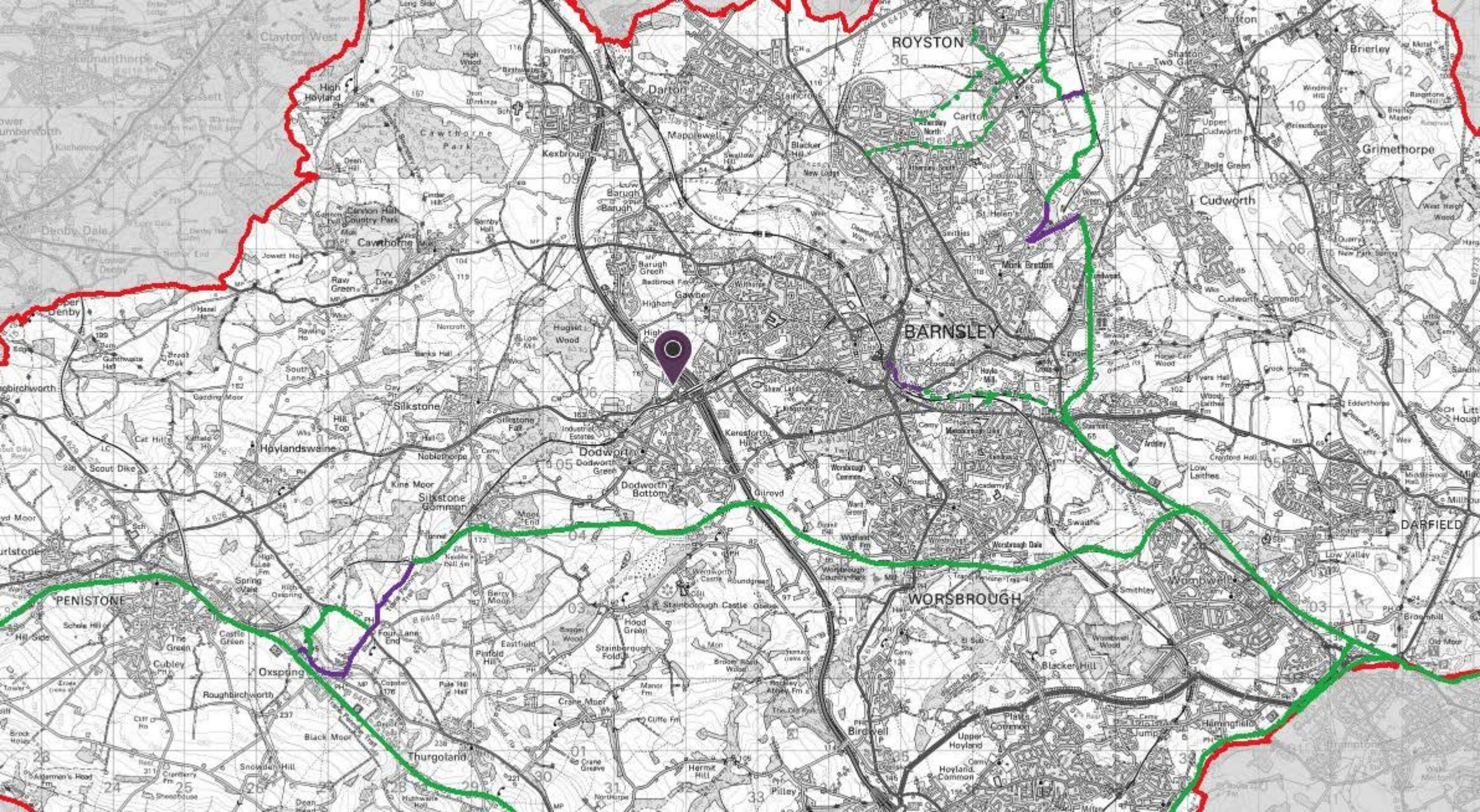
25.	Do you work full time or part time?	<input type="checkbox"/> 1 Full time	<input type="checkbox"/> 2 Part time
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THANK YOU FOR COMPLETING THIS QUESTIONNAIRE

XXXX will form of a **'Travel Plan' working group to ensure the company travel plan continues to be** developed and amended to meet the travel and transport needs of the company and our staff. If you are interested in being a member of the group please contact our Travel Plan co-ordinator, XXX.

APPENDIX G

Walking & Cycling Map



ROYSTON

BARNSELY

WORSBROUGH

PENISTONE



Clayton West

Brierley

Grimethorpe

Cudworth

DARFIELD

Hoylandswaine

Dodworth

Thurgoland

Oxspan

Thurgoland

Upper Hoyland

Hemingfield

Cawthorne

Barugh Green

Gawber

Wilsford

Mark Breton

Cudworth Common

Silkstone

Silkstone Common

Dodworth Bottom

Gillroyd

Worsbrough Centre

Worsbrough Dale

Wombwell

Roughbitchworth

Black Moor

Stamborough Fold

Manor Farm

Blacker Hill

Platts Common

Hemingfield

Snowden Hill

Highswale Hall

Crane Moor

Cliffe Farm

Upper Hoyland

Platts Common

Hemingfield

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