Strata Sterling Barnsley West Ltd
Proposed MU1 Site, Barnsley

Framework Workplace Travel Plan

7 July 2023
Version 2.0
Issue

Fore

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1 Introduction

1.1 Commission

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

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

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

1.2 Development Proposals

The employment hybrid planning application consists of the following:

a) Full planning permission for earthworks to create development platforms; strategic drainage ponds and associated drainage infrastructure; and location of strategic landscaping and ecological areas

b) Outline planning permission for approximately 43 hectares of employment land (use classes E/B2/B8) and; associated infrastructure works.

The development proposals are demonstrated on the masterplan which is provided at Appendix A.

1.3 Purpose of this Document

A Travel Plan is a method for ensuring that a development can be accessed by a range of modes by communicating with users of a development about their options and special initiatives available; promoting sustainable transport; providing incentives; gathering data about the travel habits of building users and reporting on this in order to identify room for improvement.

This document communicates the Framework Travel Plan for the employment elements of the Barnsley West development. This document sets a Framework detailing how

sustainable travel will be supported on site, including how Occupiers will engage with their own Travel Plans. This Framework Travel Plan is aimed at future Occupiers and their employees based at the development.

This Framework Travel Plan has been prepared in accordance with the guidance set out in Barnsley Metropolitan Borough Council's (BMBC) adopted '*Sustainable Travel'* Supplementary Planning Document (SPD)[1].

This Framework Travel Plan represents an update to that previously submitted with the planning application. The Travel Plan has been updated in accordance with the requirements of DfT Circular 01/2022[2]. Paragraph 44 of the Circular states the following with regard to Travel Plans:

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

1.4 Structure of this Document

This document continues as follows:

- Chapter 2: Management and development of the Framework Travel Plan over time, including the overarching objectives of the Framework Travel Plan and details of how Occupier Travel Plans will be produced and managed.
- Chapter 3: Details of access to the development site by all available modes.
- Chapter 4: On-site facilities and measures to aid travel by sustainable modes, as well as details of vehicle access.
- Chapter 5: Summary tables of Actions and Measures.

[1] *Sustainable Travel Supplementary Planning Document*, Barnsley Metropolitan Borough Council, 2022.
[2] *DfT Circular 01/2022: Strategic road network and the delivery of sustainable development*, Department for Transport, 2022.

2 Travel Plan Management

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

2.1 Transport Vision and Objectives

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

This Framework Travel Plan adopts the following objectives which will assist in achieving the transport vision for the development:

- Communicate the Framework Travel Plan process to eventual Occupiers so that they can support employees to make sustainable travel choices.
- Promote the health, financial and environmental benefits of sustainable travel choices.
- Provide clear information on all available modes of travel to and from the site.

2.1 Framework Travel Plan Coordinator Role

Strata Sterling Barnsley West Ltd will appoint a Framework Travel Plan Coordinator (FTPC) prior to marketing the units to potential Occupiers. On appointment, the FTPC will contact BMBC to advise that work has commenced on delivering the Framework Travel Plan. In the meantime, Fore Consulting (travelplanning@foreconsulting.co.uk) can be contacted to discuss the Travel Plan.

The FTPC will have the responsibility of ensuring that the pre-occupation actions and measures are delivered and will communicate the requirement to implement this Framework Travel Plan. The FTPC will communicate with Occupiers the potential obligations to prepare an Occupier Travel Plan if their land use/unit exceeds the indictive thresholds for requiring a Travel Plan listed in Appendix A of the Sustainable Travel SPD[3].

If an Occupier will not require its own Occupier Travel Plan, the FTPC will communicate the contents of this Travel Plan so that the Occupiers can see the benefits of implementing certain schemes and measures.

[3] Appendix A of *Sustainable Travel Supplementary Planning Document*, Barnsley Metropolitan Borough Council, 2022.

The FTPC Role will cease following the occupation of the final unit. If a new FTPC is appointed, their contact details will be provided within two weeks of the change.

2.2 Occupier Travel Plans

This Framework Travel Plan will be issued to the occupiers once they enter a contractual arrangement to ensure that they are aware of potential obligations of the Framework Travel Plan from the offset. Each Occupier will appoint an Occupier Travel Plan Coordinator (where required) at the signing of leases who will:

- Produce an Occupier Travel Plan for their respective unit. This will be agreed with BMBC 3 months prior to occupation, and will include:
    - Details of an appointed Occupier Travel Plan Coordinator.
    - Update of transport network in the vicinity and on-site facilities.
    - Details of how the Occupier Travel Plan will be managed.
    - Details of the lifespan of the Occupier Travel Plan, which is anticipated to be 5 years from first occupation.
    - A refined list of measures to be implemented for the benefit of employees.
    - A refinement of the monitoring schedule set out in this Framework Travel Plan.

2.2.1 Occupier Travel Plan Coordinator Role (OTPC)

The appointed Occupier Travel Plan Coordinator (OTPC) will have the following responsibilities:

- Implement the Occupier Travel Plan.
- Act as a point of contact for employees regarding sustainable travel choices.
- Research, promote, coordinate and monitor the Occupier Travel Plan.
- Carry out Travel Surveys.
- Ensure that the Framework and Occupier Travel Plans are complementary and refer to objectives, guidelines and initiatives in the Framework Travel Plan.
- Liaise with BMBC regarding ongoing monitoring of the Occupier Travel Plan.

2.3 Funding

Initially, the Framework Travel Plan will be funded by Strata Sterling Barnsley West Ltd, which will cover the FTPC role and infrastructure/measures required to support sustainable travel choice from and within the development site.

Occupier Travel Plans will be funded by each Occupier. This includes funding measures to encourage sustainable transport, communicating the Occupier Travel Plan to employees, as well as the cost of monitoring and reporting.

2.4 Liaison with Barnsley Metropolitan Borough Council (BMBC)

2.4.1 Framework Travel Plan Coordinator

The content of this Framework Travel Plan will be agreed with BMBC as part of the planning process. Thereafter the FTPC will communicate with the Travel Plan Officer at BMBC to advise that work has commenced on delivering the Framework Travel Plan.

2.4.2 Occupier Liaison

Occupier Travel Plan Coordinators will liaise with BMBC to agree their own Occupier Travel Plans, to discuss the findings of annual monitoring and reporting, and to agree future targets/measures.

It is anticipated that a Travel Plan Liaison Group will be established with BMBC for the development. The liaison group will be set up within 3 months of occupation of the first unit, with subsequent units coming on board following occupation of their respective unit. The liaison group will be in place for a minimum period of 5 years.

2.5 Monitoring Occupier Travel Plan(s)

Monitoring of the Occupier Travel Plans will indicate how well they are performing at meeting the target mode shares and any other targets that are set throughout the life of the plan.

2.6 Initial Mode Share Targets

2.6.1 Baseline Mode Share

2011 Census data[4] has been used to derive the baseline mode share for the proposed development. The mode share for the Barnsley 012 Middle Layer Super Output Area (MSOA) has been used. As this is the MSOA within which the site is located, the mode share represents a reasonable proxy for the likely travel characteristics of the proposed development, with regard to the existing accessibility of the site by public transport and the configuration of the local highway network.

By applying the baseline mode share to the agreed vehicle trip generation for the proposed development, the predicted person trip generation by mode has been estimated. This is set out in Table 1. It should be noted that as the targets will not apply to HGV trips, these have been separated out.

Table 1: Baseline Mode Share

Mode	Baseline Mode Share (%)	Weekday AM Peak Hour *(08:00-09:00)*			Weekday PM Peak Hour *(17:00-18:00)*		
		Arr.	Dep.	Total	Arr.	Dep.	Total
Bus, minibus or coach	6.3%	16	4	21	4	14	18
Taxi	0.5%	1	0	2	0	1	1
Motorcycle, scooter or moped	0.6%	1	0	2	0	1	2
Driving a car or van	73.8%	188	52	240	45	160	206
Passenger in a car or van	7.3%	19	5	24	4	16	20
Bicycle	0.8%	2	1	3	0	2	2
On Foot	10.8%	28	8	35	7	24	30
HGV	N/A	29	31	60	24	21	45
Total	100%	284	102	386	85	238	324

[4] Dataset reference 'WP703EW – Method of travel to work (2001 specification) (Workplace population)'. The categories 'Underground, metro, light rail, tram', 'train', 'Work mainly at or from home' and 'Other method of travel to work' have been excluded for the purposes of this assessment.

2.6.2 Travel Plan Targets

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

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

Table 2: Mode Share Targets

Mode	Baseline Mode Share (%)	Weekday AM Peak Hour *(08:00-09:00)*			Weekday PM Peak Hour *(17:00-18:00)*		
		Arr.	Dep.	Total	Arr.	Dep.	Total
Bus, minibus or coach	8.2%	21	6	27	5	18	23
Taxi	0.5%	1	0	2	0	1	1
Motorcycle, scooter or moped	0.6%	1	0	2	0	1	2
Driving a car or van	66.4%	169	47	216	41	144	185
Passenger in a car or van	9.1%	23	6	30	6	20	25
Bicycle	2.6%	7	2	9	2	6	7
On Foot	12.7%	32	9	41	8	28	35
HGV	N/A	29	31	60	24	21	45
Total	100%	284	102	386	85	238	324

2.6.3 Travel Plan Target Review

Whilst the dataset used to establish targets for the development are likely to represent a reasonable proxy for the development, the actual baseline position will be determined through undertaking the first travel surveys.

Therefore, following the findings of the first survey (see Section 2.7) the OTPC will liaise with BMBC to review the targets to consider whether these targets are appropriate.

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

2.7 Occupier Travel Surveys

To ensure that the initial mode share targets are realistic and practical, it is proposed that each Occupier will undertake an employee travel survey within three months of initial occupation. Surveys will be developed and administered by the OTPC annually, enabling year-on-year trends to be recorded for the lifespan of the Occupier Travel Plan.

Employees will be emailed with a link to an online travel survey to discover how they are travelling to the site. Alternatively, employees who do not have access to the internet will be given a form to fill out.

A response rate of 30% will be targeted, with active promotion of the survey and a possible prize draw encouraging response.

Employee Travel Surveys will determine:

- Working hours and number of working days per week.
- Employee home postcode.
- Mode of travel to work.
- What other modes they would consider and barriers to making this shift.

Use of car and cycle parking will be monitored regularly by Occupiers to determine if provision is appropriate.

2.7.1 Reporting

Within three months of their respective survey the OTPC will prepare a Monitoring Report which will contain the following:

- Survey methodology and results.
- Qualitative feedback.
- An analysis on the effectiveness of the Occupier Travel Plan.
- Proposals for future measures if targets are not met.

This will be submitted to BMBC for discussion and agreement.

3 Existing Situation

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

3.1 Site Location

The site is located on the western edge of Barnsley and consists of an undeveloped strip of land between the neighbourhoods of Barugh Green and Gawber, with A635 Barugh Green Road and the M1 motorway forming the northern and southern boundaries of the site, respectively. The location of the site is shown on Figure 1.

Currently allocated as site MU1 in the adopted Local Plan, the site is approximately 115 hectares of land which is mainly used as pasture with some arable farming. The site sits on the north facing side of a wide valley, with Claycliffe Business Park at the bottom of the slope and the M1 at the top.

3.1.1 Walking Catchment

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

Figure 2 presents an isochrone of a 2.0km walking catchment[5], measured (as the crow flies) from an indicative central point within the development site. As can be seen, a number of amenities are located within walking distance of the development. In particular:

- Claycliffe Business Park is located to the north of the development on Cannon Way.
- An Aldi supermarket is located to the north west of the development along the A647 Claycliffe Road Sheffield Road. A public house / restaurant is also located adjacent to this.
- To the west in Higham and Barugh Green there are a number of local shops, restaurants and churches, as well as Barugh Green Primary School on Higham Common Road. There is also a pharmacy, medical practice and recreation ground.

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

- Gawber Primary School is located to the east of the development on Church Street. A Sainsbury's Local is also located on Redbrook Road.

- Horizon Community College is located south east of the development on Dodworth Road.

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

3.1.2 Pedestrian Network

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

- Good quality footways are provided along both sides of most local roads, connecting the site to Barnsley town centre and the wider area. Street lighting is present on all of the main pedestrian routes.

- Signal-controlled pedestrian crossing facilities are provided at the Barugh Green crossroads and at locations close to Barnsley Hospital. Elsewhere, uncontrolled crossing points are typically present at junctions and other locations on the local road network where there is an adjacent footpath.

3.2 Cycling

3.2.1 Cycle Catchment

Figure 3 shows an 8km cycle catchment from the site, which is taken to be the preferred maximum for a commute to work or study[6], showing that residents at the development can cycle to areas including Barnsley town centre, Worsborough, Dodworth, Silkstone Common, Cawthorne, Kexborough, Darton, Woolley Grange, Staincross and Ardsley.

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

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

- National Cycle Route 62 passes to the south of Dodworth, approximately 3km to the south of the site, and connects Fleetwood on the Fylde region of Lancashire with Selby in North Yorkshire. It forms the west and central sections of the Trans Pennine Trail which is a long-distance path running from coast to coast across northern

[6] Integrating Cycling into Development Proposals, Cycling England, 2009, p4.

England. The section of National Cycle Route 62 within the vicinity of the site is almost entirely traffic-free between Hadfield and Doncaster.

- The western section of the Trans Pennine Trail travels between Southport and Penistone via Liverpool and Stockport and passes through the Peak District National park. The central section of the Trans Pennine Trail covers a whole network of routes, linking the major urban centres of the region including Sheffield, Rotherham, Wakefield and Barnsley.

- Starting from close to Barnsley Interchange, a local cycle route heads east out of Barnsley town centre, connecting to National Cycle Route 67 in Stairfoot, approximately 5.5km to the east of the site. National Cycle Route 67 runs from Long Whatton near Loughborough to join National Cycle Route 71 near Northallerton in North Yorkshire.

- The Barnsley Cycle Hub is located in Barnsley Interchange and offers a range of cycle support services to Barnsley residents and businesses. Amongst other things, the hub features free secure indoor cycle parking, toilet and shower facilities, and bike servicing and repairs.

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

3.2.2 Barnsley Cycling Initiatives

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

- Bikeability Barnsley offers children and adults cycle training to gain the knowledge to ride safely and well. More information is available at http://www.activebarnsley.com/bikeability.asp

- There are a number of active cycle clubs in Barnsley. More information is available at https://www.barnsley.gov.uk/services/sport-and-leisure/cycling/cycle-clubs-and-events/

- The Ride Social website, provided by British Cycling, lets you organise bike rides or join other peoples' for free https://www.letsride.co.uk/social

- The cycling charity Cycling UK can offer a variety of training and mentoring opportunities to help less experienced cyclists build their confidence to travel on the road network http://www.cyclinguk.org/courses-and-training

3.3 Public Transport

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

3.3.1 Bus Network

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

Table 3 provides a summary of the services available from the bus stops outlined above, including details of the typical frequencies and destinations served.

Table 3: Bus Services, Destinations and Frequencies

Service Number	Route Summary	Approximate Daytime Service Frequency		
		Mon-Fri.	Saturday	Sunday
43/44	Barnsley - Worsbrough Common - Kingstone - Pogmoor	30 minutes	30 minutes	60 minutes
93/ 95 /95a	Barnsley – Gawber – Wilthorpe (95,95a) - Barugh Green – Darton – Kexborough (95,95a) – Bloomhouse Green (93,95a)	15 minutes	20 minutes	30 minutes
94/94a/94b	Barnsley – Gawber - Wilthorpe (94) – Barugh Green (94, 94a) - Higham (94) Cawthorne (94, 94a, 94b)	60 minutes	60 minutes	120 minutes
96/96b/96c	Barnsley - Gawber – Wilthorpe (96c) Cawthorne (96c) - Kexborough - West Bretton – Crigglestone – Durkar (96b, 96c) – Sandal -Wakefield	60 minutes	60 minutes	60 minutes

Note: Services correct as of July 2023.

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

3.3.2 Rail Network

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

- Dodworth Rail Station is located approximately 2.5km south west of the development. The station lies on the Penistone Line between Huddersfield and Sheffield. Monday to Sunday, trains operate hourly towards Huddersfield westbound and to Barnsley and Sheffield eastbound. On a Sunday, several services are extended to Lincoln central.

- Barnsley Interchange is located approximately 3.7km south east of the development. The station lies on both the Hallam and Penistone Lines and offers the following service frequency:

    - **Hallam Line:** Monday to Saturday, there are three trains per hour northbound bound to Leeds. On Sundays, this service reduces to two services per hour.

    - **Penistone Line:** there is an hourly service northbound to Huddersfield Monday-Sunday. Southbound there are four trains per, with two of these services terminating at Sheffield. One service carries onto Nottingham and the other fast service runs through to Lincoln Central. On Sundays, this service drops to three per hour.

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

4 The Development

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

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

4.1 Communications Strategy

As described in Chapter 3, there are practical options for accessing the development by sustainable travel modes. To promote and facilitate sustainable transport choice for employees, Occupier Travel Plan(s) will need to be actively communicated, as detailed below in Table 4.

Table 4: Suggested Measures to Communicate Occupier Travel Plan(s)

Measures to Communicate Occupier Travel Plan(s)	
1	The OTPC will be a point of contact for employees to discuss the Travel Plan, with their contact details provided on all travel literature.
2	The OTPC will produce a Travel Leaflet which will be distributed will be distributed to all new/relocating employees (printed or electronic). The guide will emphasise the options of travelling to the development without a car and should also include details of company specific information such as salary sacrifice schemes.
3	There will be additional ongoing communication every year to highlight aspects of the Occupier Travel Plan to employees. This could include the promotion of local deals, incentives, national campaigns and competitions. This could be in the form of posters, leaflets, email bulletins.
4	If promotion of the Travel Plan is likely to be communicated in emails, letters and on noticeboards in communal areas, up-to date information on walking, cycling, public transport and car sharing (including maps, ticketing options, journey planning tools) should be made available.

4.2 Walking and Cycling

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

Public Rights of Way (PRoW)

A number of the site's existing PROW routes will be impacted by the masterplan development, however these routes will be incorporated into the layout and enhanced through the delivery of the landscape proposals. Some routes require minor diversion, whilst others require full diversion. For further details refer to the Landscape Design Statement included with the planning application submission

Link Road

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

In order to improve the quality of active travel journeys along the link road, the layout includes paths running adjacent to the link road but set back and shielded from the link road by trees and shrub planting. This ensures there are opportunities for alternative routes away from the link road, that are more pleasant to users.

As part of this network of permeable walking and cycling routes there will be four crossings along the new link road, as well as crossing points at all of the proposed roundabouts, to ensure the site is well connected across east/west desire lines.

Development Plots

New pedestrian infrastructure will be provided through each development plot which tie in with the proposed link road infrastructure. This ensures a continuous route from the link road to each development plot.

Within each development plot covered and secure cycle parking will be provided in accordance with BMBC adopted parking standards[7].

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

[7] Barnsley Parking SPD (Adopted 2019)

Table 5: Measures to Encourage and Promote Walking and Cycling

Measures to Encourage and Promote Walking and Cycling	
1	Pedestrian routes will be provided throughout the development to increase permeability and minimise walking distances to external destinations.
2	Emphasising the health benefits of active travel may encourage more people to walk and cycle. Relevant promotional material is to be included within the Travel Leaflet.
3	A map showing pedestrian routes and cycling routes within proximity of the development serving the site will be included within the Travel Leaflet and promoted as part of the ongoing communication.
4	Provision of adequate cycle parking as per BMBC Parking SPD.
5	Provision of additional facilities (e.g. showers, changing rooms, lockers, cycle maintenance stand).
6	Provision of pool umbrellas on site for use by staff that commute on foot, and for walking journeys during the day, and free attack alarms for staff that regularly walk to work.
7	Implement a cycle to work scheme. This is a government initiative which allows employees to spread the cost of a bike and equipment over 12 months. There are a number of schemes to choose from, more information can be found here https://www.gov.uk/government/publications/cycle-to-work-scheme-implementation-guidance

4.3 Arrival by Public Transport

As stated in Section 3.3, the development is well located to take advantage of the existing bus services on Barugh Green Road and Higham Common Road. The proposed link road and associated junctions have been designed to allow buses to divert through the development.

Measures encourage and promote public transport use are outlined below.

Table 6: Measures to Encourage and Promote Public Transport Use

Measures to Encourage and Promote Public Transport Use	
1	The Applicant and future Occupiers will liaise with BMBC and local bus operators throughout the planning process to agree an appropriate package of measures to encourage public transport use.
2	Provision of passenger information within the Travel Information Packs. Such information would detail all public transport connections to the site, ticketing options and journey planning tools (including the South Yorkshire journey planner at https://tsy.yorkshiretravel.net/lts/#/travelInfo)
3	Occupiers should sign up to corporate travel deals, allowing employees to access discounted tickets. Travel vouchers for employees are available from Stagecoach Yorkshire. For more information and the relevant contact details visit https://www.stagecoachbus.com/promos-and-offers/national/corporate-travel-scheme
4	Offer annual season ticket loans to staff, allowing them to pay the ticket back through salary sacrifice (where feasible).
5	Allow employees to adjust working hours to better align with public transport provision (where feasible).

4.4 Arrival by Car

4.4.1 Vehicular Access

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

The link road will form a single-carriageway route between the two access roundabouts. Almost all the traffic generated by the development of Barnsley West would access the highway network from these roundabouts. Hermit Lane is perpendicular to the link road and will be severed, but will remain an access to existing dwellings near Higham Common Road.

Full details of vehicular access is detailed in Chapter 4 of the Transport Assessment, submitted under a separate cover.

4.4.2 Car Parking

Parking at the development will be provided in line with BMBC guidance, including the provision of electric vehicle charging points (EVCP), disabled bays and motorcycle parking. This is detailed in Chapter 4 of the Transport Assessment, submitted under separate cover.

Measures to reduce the impact of car use at the development are outlined below.

Table 7: Measures to Manage Car Use

Measures to Manage Car Use	
1	Promotion of alternative modes of travel within the wider Travel Plan communication to help reduce reliance on the car.
2	Provision of appropriate levels of levels of parking including disabled bays, motorcycle parking and electric vehicle charging points.
3	Details of types of electric vehicles and local charging infrastructure be included within the Travel Leaflet and communication materials. This may include advice on types of electric vehicles and the promotion of websites such as https://www.chargeyourcar.org.uk/ and https://www.zap-map.com/ which enable drivers to locate and update EV charge points in UK & Ireland.
4	Promotion of a national car share platform, such as www.liftshare.com within the Travel Leaflet and communication materials.
5	Facilitate a car share matching exercise in order to assess which employees can car share with another colleague as this may be a viable sustainable travel option for many.
6	Allocate a proportion of parking as priority spaces for car sharers.
7	Allow employees to adjust working hours in order to find a car share match, and where possible recruit from local area.

5 Summary of Travel Plan Actions and Measures

Table 8 summarises the actions required to deliver the Framework Travel Plan and subsequent Occupier Travel Plans.

Table 8: Actions Summary Table

	Action	Responsibility	Implementation
A	Appoint a Framework Travel Plan Coordinator and submit contact details to BMBC Travel Plan Officer.	The Developer	Prior to marketing of the site to potential Occupiers
B	Issue Framework Travel Plan to Occupiers, communicate the requirement of Occupier Travel Plans.	FTPC	At the marketing of the units and once Occupiers enter a contractual agreement.
C	Fund and implement Travel Plan measures.	As per Table 9	As per Table 9
D	Appoint Occupier Travel Plan Coordinator.	Occupiers	At signing of leases. Occupiers to liaise with BMBC regarding their Occupier Travel Plans.
E	Produce Occupier Travel Plans with refined details of how the Occupier Travel Plan will be managed and monitored; a list of measures; and update of on-and off-site transport facilities. Agree with BMBC.	OTPC	3 months prior to occupation of the Occupiers respective unit.
F	Undertake vehicle-trip travel surveys and provide traffic data to BMBC.	The Developer	Annually for 5 years following first occupation
G	Undertake mode-share travel surveys.	OTPC	Within 3 months of occupation and annually thereafter
H	Monitor car and cycle parking use.	Occupiers	Ongoing
I	Prepare and submit monitoring reports to include surveys and feedback; details of the effectiveness of the Occupier Travel Plan; success of existing measures; proposals for future measures.	OTPC	Within 3 months of initial travel survey and annually thereafter via Monitoring Report
J	Produce ongoing sustainable travel promotional material.	OTPC	Ongoing

FTPC = Framework Travel Plan Coordinator **OTPC = Occupier Travel Plan Coordinator**

Table 9 provides a summary of the Travel Plan measures which will be in place to encourage employees to commute by sustainable modes. This list of measures is not exhaustive, and additional measures should also be considered through the development of the Occupier Travel Plans.

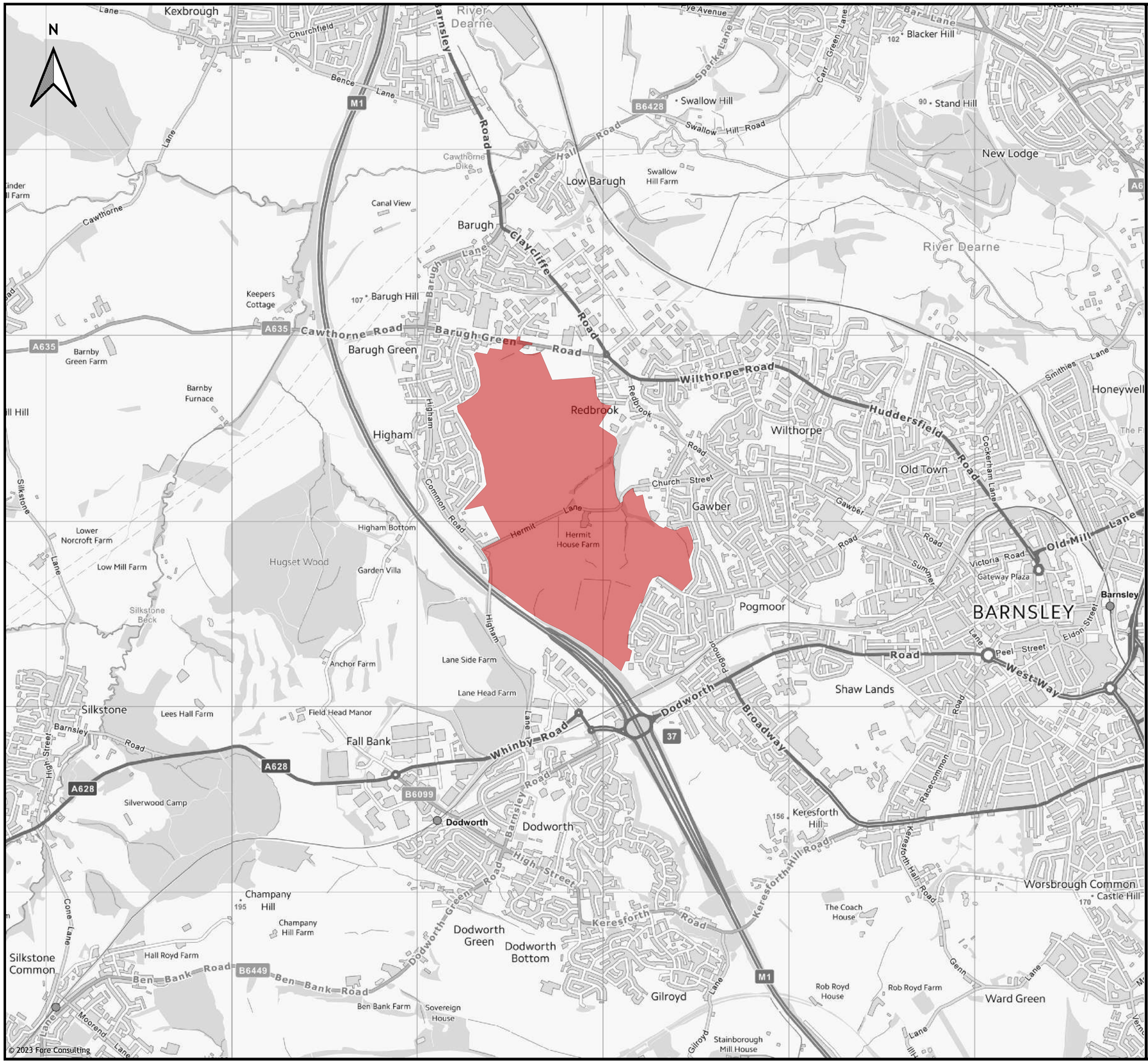
Table 9: Travel Plan Measures Summary Table

To Support	Measure	Responsibility	Implementation
Sustainable Travel	Implement Travel Plan as per Table 8	As per Table 8	As per Table 8
	OTPC will be a point of contact for employees to discuss the Travel Plan, with their contact details provided on all travel literature.	OTPC	Ongoing
	Travel Leaflet to be produced and distributed to employees detailing all available modes of transport, maps, health benefits and timetables.	OTPC	Prior to Occupation
	There will be additional communication every year to highlight aspects of the Travel Plan to residents.	OTPC	Ongoing
Walking and Cycling	Pedestrian routes will be provided throughout the development to increase permeability and minimise walking distances to external destinations.	The Developer	Construction
	Provision of adequate cycle parking as per BMBC Parking SPD.	The Developer	Construction
	Provision of additional facilities (e.g. showers, changing rooms, lockers, cycle maintenance stand).	Occupiers	Through the development of Occupier Travel Plan(s)
	Operate cycle to work scheme	Occupiers	
Public Transport	The Developer and Occupiers will liaise with BMBC and local bus operators throughout the planning process to agree an appropriate package of measures to encourage public transport use.	The Developer / Occupiers	Ongoing
	Sign up to corporate travel deals	OTPC	Through the development of Occupier Travel Plan(s)
	Offer annual season ticket loans to staff	Occupiers	
	Allow employees to adjust working hours to better align with public transport provision.	Occupiers	

To Support	Measure	Responsibility	Implementation
Reduced Car Use	Provision of appropriate levels of levels of parking including disabled bays, motorcycle parking and electric vehicle charging points.	The Developer	Construction
	Promotion of www.chargeyourcar.org.uk and www.zap-map.com	OTPC	Through the development of Occupier Travel Plan(s)
	Promotion of www.liftshare.com	OTPC	
	Facilitate car share matching exercise	OTPC	
	Allocate a proportion of parking as priority spaces for car sharers.	Occupiers	
	Allow employees to adjust working hours to better align with car share match.	Occupiers	

OTPC = Occupier Travel Plan Coordinator

Figures



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Key:

Indicative Site Boundary

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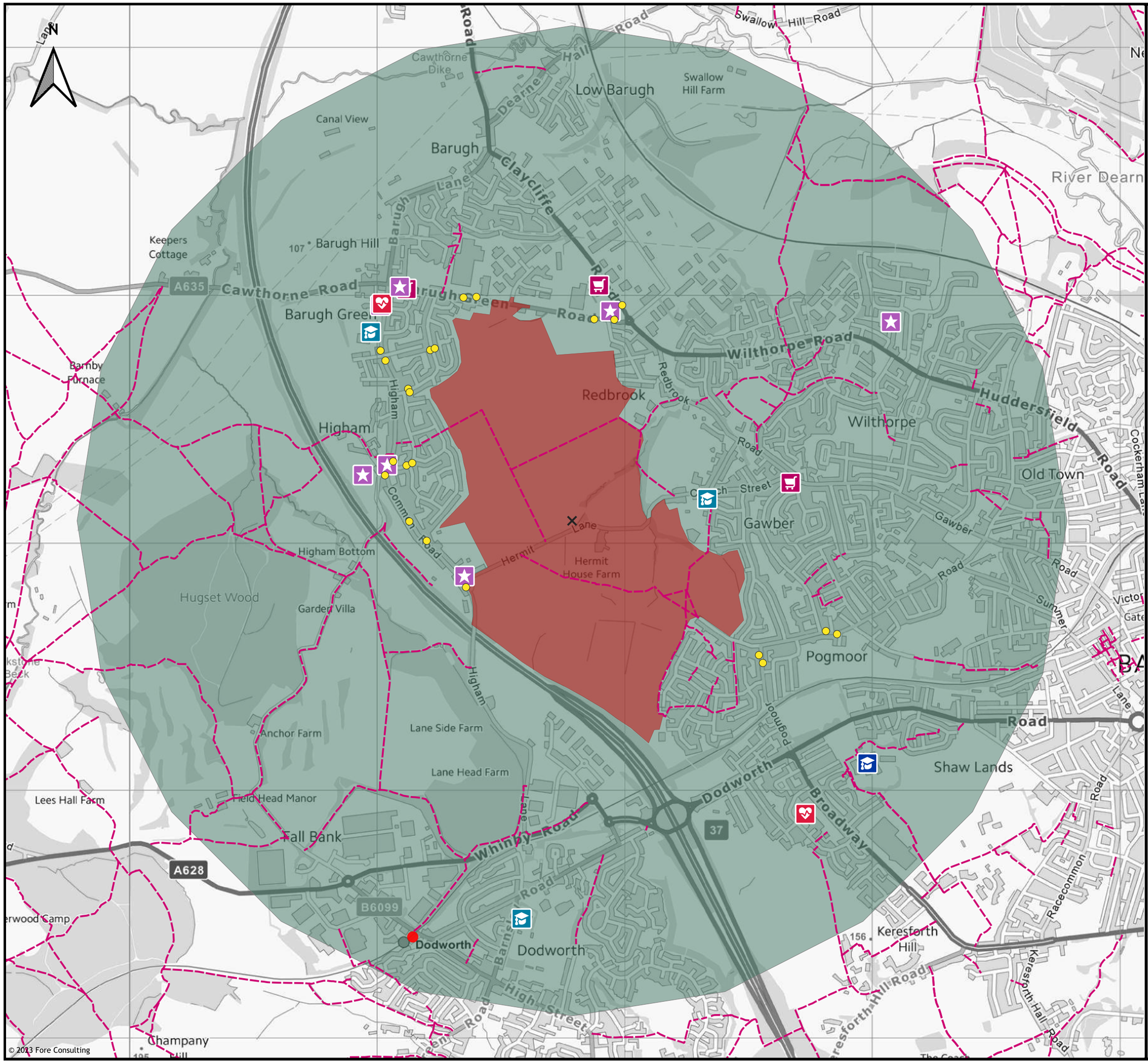
Client:
Strata Sterling Barnsley West Ltd

Project:
Proposed MU1 Site, Barnsley

Figure Title:
Site Location

Scale:	Figure Status:
1:20,000	Issue
Job Number:	**Figure Number:**
3062	Figure 1



Key:

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

Local Land Use

- Health
- Leisure
- Retail
- Primary Education
- Secondary Education
- Rail Station
- Bus Stop

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Figure Title:
Walking Catchment and Local Land Use

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

N
ROYSTON
BARNSLEY
WORSBROUGH
Darton
Kexbrough
Cawthorne
Higham
Pogmoor
Dodworth
Silkstone
Hoyland
Thurgoland
Crane Moor
Birdwell
Upper Hoyland
Platts Common
Blacker Hill
Worsbrough Village
Stainborough
Gilroyd
Ward Green
Hood Green
Hill Top
Clayton West
Shaw Lands
Old Town
Withorpe
Honeywell
Smithies
Monk Bretton
Cudworth
Carlton
Kendray
Staincross
Mapplewell
Greenside
Athersley North
Athersley South
New Lodge
Low Barugh
Barugh
Barugh Green
Redbrook
Woolley
Notton
Chapelthorpe
Shafton
Upper Cudworth
Shaftholme
Hoyland Swaine
Spring Vale
Shelley
Longley Ings
Castle Green
Oxspring
Roughbirchworth
Dodworth Green
Dodworth Bottom
Silkstone Common
Worsbrough Common
Worsbrough Dale
Lowden
Smithies
Cundy Cross
Hoyle Mill
Cemetery Road
Doncaster Road
Barnsley Road
Wakefield Road
Huddersfield Road
Halifax Road
Dearnevalley Parkway
Cawthorne Road
Barugh Road
Withorpe Road
Old Mill Lane
Pogmoor Road
Shaw Lane
Dodworth Road
Whitley Road
Doncaster Road
Worsbrough Road
Lundwood
Wombwell
River Dearne
River Don
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A628
A635
A61
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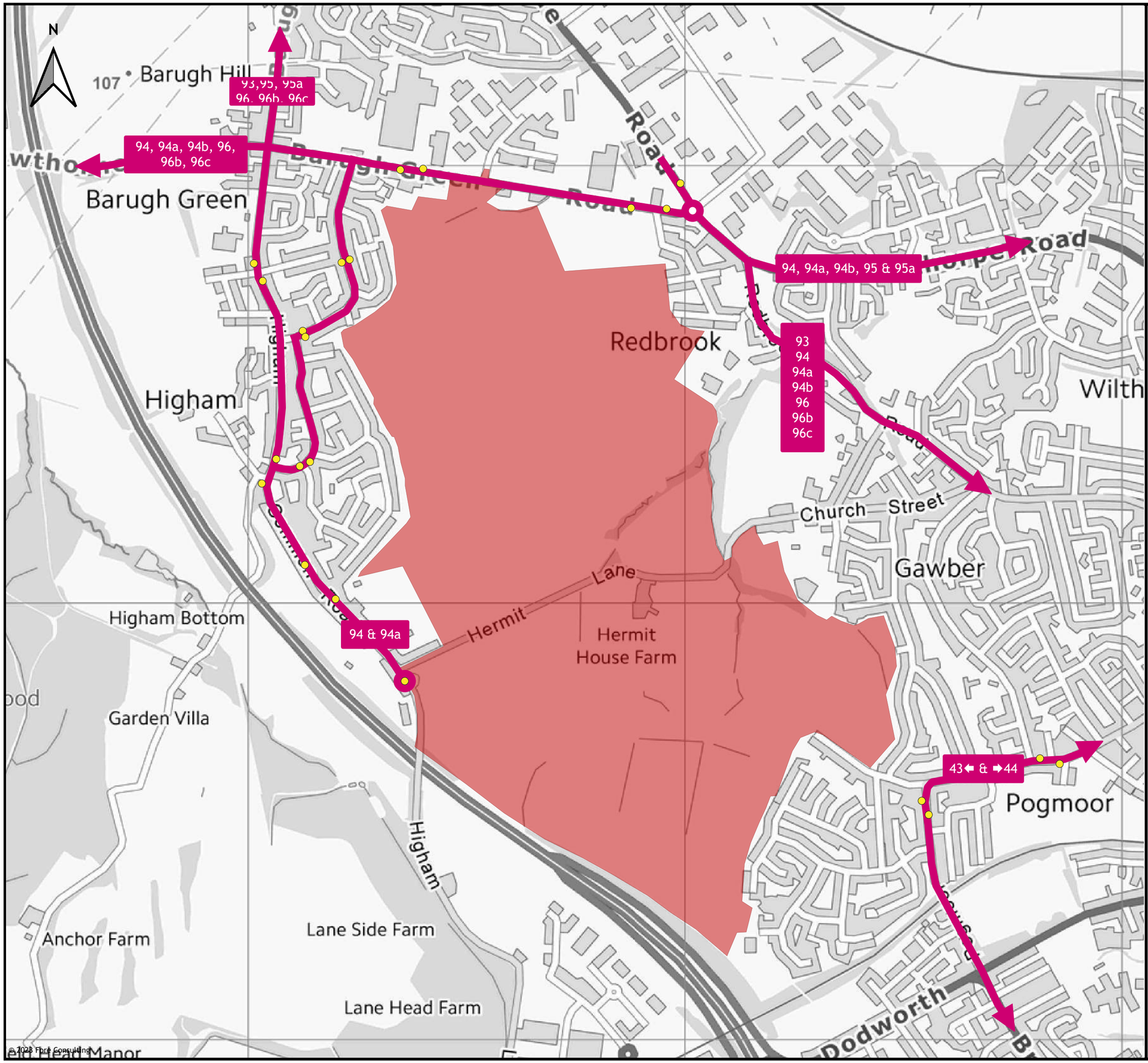

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Key:

- Indicative Site Boundary
- Bus Stop
- Bus Route

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Figure Title:
Public Transport Network

Scale:	Figure Status:
1:8,500	Issue
Job Number:	Figure Number:
3062	Figure 4

Appendix A

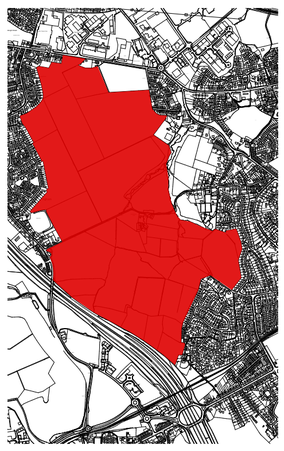
Development Proposals

This document is © Bond Bryan Architects Ltd.
If in doubt ASK. Drawing measurements shall not be obtained by scaling. Verify all dimensions prior to construction.
Immediately report any discrepancies on this document to the Originator. This document shall be read in conjunction with associated models, specifications and related consultants' documents.

Native model: 19028-BBA-ZZ-ZZ-M3-A-0002_Site Model_Reshared_A

North

Key Plan



Site Area: 114.58 ha

Key

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

0 20 40 60 80 100 120m
1:2500

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

rev	description	drawn	checked	date
P02	Application boundary updated to planning consultants comments.	YF	TR	09/07/21
P01	Updated to revised landscape information.	YF	TR	01/07/21

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Strata Sterling Barnsley West Ltd

Barnsley West Masterplan

Illustrative Masterplan

Originator project ref	Purpose of Issue
19028	**PLANNING**
Scale(s)	Status
1:2500	**S2 SUITABLE FOR INFORMATION**
Paper size	Revision
A1	**P02 PRELIMINARY**

project	originator	volume	level	type	role	number	status	revision
BWM	BBA	ZZ	XX	DR	A	1005	S2	P02

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