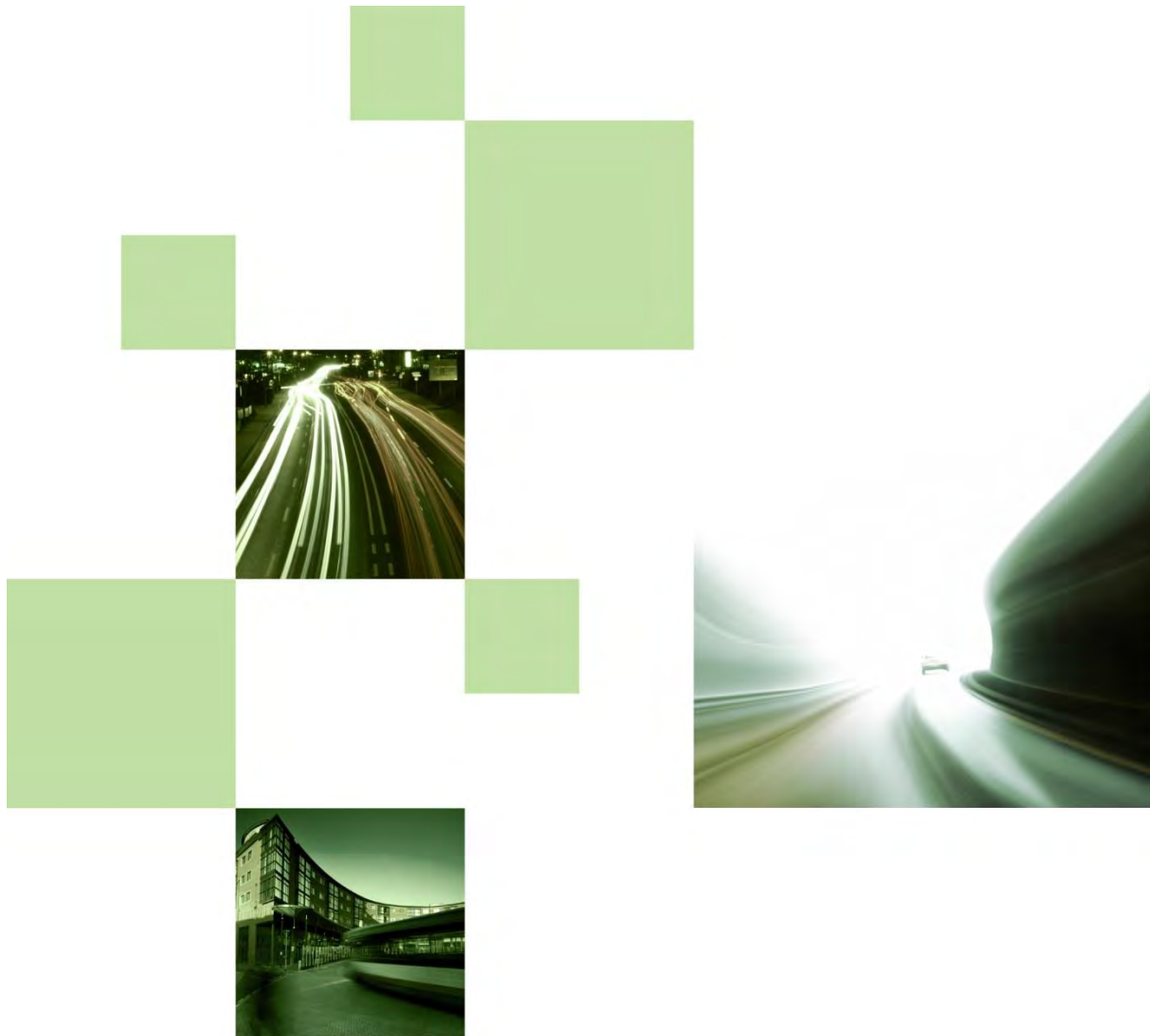


BRYAN G HALL

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS



Dearne Valley Parkway Mixed Use Development

Framework Travel Plan

March 2019

MIXED USE DEVELOPMENT
DEARNE VALLEY PARKWAY, BIRDWELL, SOUTH YORKSHIRE

HARTWOOD ESTATES LIMITED

FRAMEWORK TRAVEL PLAN

Report by: Daniel Grant

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Ref: 18-429-002.02

March 2019

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1.0 INTRODUCTION

- 1.1 This Framework Travel Plan (FTP) forms part of an outline planning application by Hartwood Estates Limited, which seeks permission for an employment led, mixed use scheme, on an area of land off the A6195 Dearne Valley Parkway, Birdwell.
- 1.2 The site is located to the south east of Birdwell and is bounded by the Rockingham Business Park to the north-west, by a highway's depot to the south-west and by the A6195 Dearne Valley Parkway to the east. The site is currently un-developed, although it is bounded immediately to the north by a Petrol Filling Station (PFS), a Costa Coffee drive-thru and a Taco Bell fast-food drive-thru restaurant.
- 1.3 The PFS and Costa Coffee drive-thru were constructed as part of a reserved matters application following outline permission which also included the current development site. This permission has since lapsed and was originally for an employment led mixed use scheme comprises office (B1), general industrial (B2), warehouse/distribution (B8), food and drink (A3/A4), hotel (C1) and petrol filling station / fast food restaurant (sui generis/A3) and associated infrastructure. The quantum of development in the outline application is set out below:
- 600m² class A3/A4 unit;
 - 2000m² class B1 business units;
 - 500m² class B2 industrial units;
 - 1000m² class B1/B2 units;
 - 2287m² class B8 storage/distribution units;
 - 1300m² class C1 50-bed hotel; and
 - 500m² petrol filling station (PFS)/fast food restaurant.
- 1.4 This FTP has been prepared in line with the FTP prepared as part of the original permission, and is in support of the following proposed land uses:
- 2,173m² class C1 69-bed hotel, including ancillary 490m² class A3 located underneath the hotel;
 - 4,050m² class B8 unit; and
 - 1,374m² class B1(c) units (2 No. 372m² units and 2 No. 315m² units).
- 1.5 The main role of a FTP is to set out a strategy for minimising employee and customer dependence on travel by private car. Its objective is to minimise journeys by private car in favour of more sustainable modes of travel by:

- Increasing employee and customer awareness of travel by environmentally friendly modes; and
- Introducing a package of physical and management measures.

1.6 Employees will be actively engaged and encouraged to come forward with their own views/suggestions which may be incorporated into the FTP (and individual TP's) as it develops.

Policy

1.7 The development of an FTP at the site reflects National and Local Transport Policy. Current transport policy documents make it clear that simply building new roads to accommodate an ever-increasing demand for car travel is not a sustainable option. Instead we need to make use of the infrastructure we have – both road and public transport – to reduce the overall dependency on the private car.

1.8 Under the current policy framework, organisations have been required to prepare and implement Travel Plans to encourage changes in travel patterns for both the journeys to work and for journeys made in role at work.

1.9 Travel Plans contribute to sustainable development in a wide range of ways and as such, have the potential to assist in meeting a range of objectives present in planning policy currently at regional and local level as well as in a national context.

1.10 The key national and local policy documents that this Travel Plan reflects are listed below:

- National Planning Policy Framework – February 2019
- Transport White Paper 2011 – Department for Transport Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen
- Planning Practice Guidance (2014) contains the chapter “Travel plans, transport assessments and statements in decision-taking”
- Barnsley Local Plan – January 2019

1.11 Barnsley Local Plan was adopted in January 2019 and includes a number of relevant Policies. Policy SD1 is with regard to the presumption in favour of sustainable development and states:

“When considering development proposals we will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. We will work proactively with applicants to find solutions which mean that

proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.”

1.12 The preparation of this FTP will specifically address Local Plan Policy SD1.

1.13 Local Plan Policy T3 is with regard to New Development and Sustainable Travel, and states:

“New development will be expected to:

- Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;*
- Provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people, and should not provide more than the maximum number of car-parking spaces set out in a Supplementary Planning Document;*
- Provide a transport statement or assessment in line with guidance set out in the National Planning Policy Framework and guidance including where appropriate regard for cross boundary local authority impacts; and*
- Provide a travel plan statement or a travel plan in accordance with guidance set out in the National Planning Policy Framework including where appropriate regard for cross boundary local authority impacts. Travel Plans will be secured through a planning obligation or a planning condition.”*

1.14 This FTP document and the associated Transport Assessment submitted with this planning application will address the requirements of Local Plan Policy T3.

2.0 SITE ACCESSIBILITY

Development Location

- 2.1 The development is located off the A6195 Dearne Valley Parkway, as indicated in **Appendix TP1**. The plan shows the development in relation to the surrounding road network.

Walking

- 2.2 The Chartered Institution of Highways and Transportation's (CIHT) publication "Guidelines for Providing for Journeys on Foot" notes that walking accounts for over a quarter of all journeys and four-fifths of journeys less than one mile (1.6 kilometres). Walking is also regarded as an essential part of public transport travel, bus stops usually being accessed on foot.
- 2.3 There are residential areas, comprising Birdwell, Tankersley and the western areas of Hoyland; all within 2,000 metres (approximately a 24-minute walk) of the development, as shown on the plan attached at **Appendix TP2**. This provides realistic opportunities for employees and customers wishing to walk to the development.
- 2.4 Existing pedestrian footway provision in the vicinity of the development helps to promote and encourage walking to the development. This is complemented by:
- Traffic signal controlled crossing points across Birdwell roundabout / Birdwell gyratory;
 - Uncontrolled dropped kerb crossing across the southern arm of Rockingham roundabout with a central island refuge; and
 - Existing footways providing access to Hoyland and Birdwell.
- 2.5 Pedestrian access will be provided into the development via new footways adjacent to the vehicular access on Kestrel Way. This will link in to the existing provision on Kestrel Way, Rockingham roundabout and on Dearne Valley Parkway.

Cycling

- 2.6 The CIHT publication "Planning for Cycling" (October 2014) states that cycling is one of the most sustainable forms of transport, and it has great potential for increases in use. The report states that the majority of cycling trips are for short distances, with 80% being less than 5 miles (8 kilometres).

- 2.7 The cycling isoline plan at **Appendix TP3** indicates that there are numerous residential catchments within 5km of the development, including all of Hoyland, Chapeltown, High Green and southern areas of Barnsley. This catchment is located within a convenient cycling distance of the development and provides substantial opportunities for employees and customers alike to cycle to the development.
- 2.8 There are no designated cycle lanes in the area; however National Cycle Network (NCN) Route 67 is located approximately 1.0 kilometres to the south of the site and runs from Long Whatton near Loughborough to join National Route 71 near Northallerton in North Yorkshire. NCN Route 62 is also located approximately 3.1 kilometres to the north of the site and runs locally between Worsbrough and Wombwell.

Public Transport

- 2.9 With regard to public transport provision at new development, the Chartered Institution of Highways and Transportation (CIHT) publication 'Planning for Walking' (April 2015) states:-
- "...for bus stops in residential areas, 400m has traditionally been regarded as a cut-off point, and, in town centres, 200m. People will walk up to 800 metres to get to a railway station which reflects the greater perceived quality or importance of rail services."*
- 2.10 There are currently no operating bus routes along A6195 Dearne Valley Parkway in the vicinity of the site. There are various bus routes along the A61/A6135 corridor, operating frequent services between Sheffield and Barnsley, as well as smaller towns such as Birdwell, Hoyland, Tankersley and Worsbrough.
- 2.11 The nearest bus stops to the development are located on the A61 Sheffield Road, to the west of Birdwell roundabout, circa 700 metres walking distance from the access into the development on Kestrel Way. These stops can be accessed from the site by using the footways on A6195 Dearne Valley Parkway and using the existing pedestrian crossing facilities. Whilst this is above the recommended 400 metre walking distance, it is considered an acceptable distance given the provision of high frequency and quality services.
- 2.12 Details of the services which are available at these stops are shown in Table 2.1 overleaf, with an extract from the South Yorkshire Transport services map attached at **Appendix TP4**.

Table 2.1
Summary of Existing Bus Services

Route Number	Route Description	Frequency		
		Monday - Saturday	Evening	Sunday
2	Sheffield-Ecclesfield- Chapelton-Hoyland-Birdwell- Worsbrough-Barnsley	30 mins	60 mins	60 mins
66	Barnsley-Birdwell-Hoyland- Jump-Elsecar	12 mins	60 mins	30 mins
67/67A/67C	Barnsley-Worsbrough- Tannersley-Hoyland- Hemingfield-Wombwell	30 mins	60 mins	60mins
X17	Barnsley-Worsbrough- Carbrook-Sheffield- Chesterfield-Walton- Holymoorside-Walton-Matlock	60 mins	120 mins	60 mins

- 2.13 The nearest railway station to the site is Elsecar railway station, located circa 3.5 kilometres to the east of the site. Whilst the railway station is not immediately accessible for pedestrians, it is accessible via a direct link from bus services 66, 67, 67A and 67C. This provides opportunity for combined bus / rail journeys to and from the site for those travelling from further afield.
- 2.14 Elsecar railway station has circa 4 services per hour, providing links to local areas within Yorkshire including Huddersfield, Sheffield, Barnsley, Wakefield and Leeds.

3.0 TRAVEL PLAN ADMINISTRATION AND PROMOTION

- 3.1 A Travel Plan Coordinator (TPC) is crucial to ensure that the FTP is properly managed and implemented. A TPC for each individual operator will be appointed as and when they become known. Contact details for each individual TPC will be shared with Barnsley Metropolitan Borough Council (BMBC). Should the person undertaking the role of the TPC change, BMBC will be informed and new contact details will be provided. The TPC will be appointed prior to occupation of each relevant part of the development and remain in post for 5 years following first occupation.
- 3.2 The TPC's primary responsibilities will be:
- To promote and guide the development of the TP;
 - To assemble and maintain current public transport timetable and fare information and ensure this is made readily available to staff and potential customers;
 - To establish an informal car sharing scheme and encourage staff to use it. In addition, employees will be encouraged to register on web-based local scheme Car Share South Yorkshire at <https://southyorkshire.liftshare.com/> ;
 - To undertake annual employee and customer travel surveys; and
 - To offer a Personal Travel Planning service (to those members of staff that request it) to provide details of how they can travel to work in a sustainable manner.
- 3.3 The TPC will ensure that all of the necessary systems relating to the Travel Plan, e.g. data collection and recording, employee travel database, travel surveys etc, are maintained and regularly updated.
- 3.4 Effective travel planning requires ready access to accurate and current travel information. It will be ensured that all employees will be informed of this information via regular staff briefings or via the provision of sustainable travel packs. Any information provided would include all pertinent information on sustainable modes of travel to the development and will promote the benefits of sustainable travel to employees (and customers).
- 3.5 Employee boards will be provided in employee break locations and in a central location (for customers) displaying promotional information for sustainable travel. The notice boards will be the key reference point for employees and customers to

find out information with regards to the Travel Plan, including progress on its implementation

3.6 The TPC will encourage all employees to participate in the following national and local events to promote sustainable travel:

- Walk to Work Week - <https://walkit.com/walking-to-work/walk-to-work-week/>
- Cycle to Work Day - <https://www.cycletoworkday.org/>
- Bike Week - <https://www.cyclinguk.org/bikeweek>
- Liftshare Week - <https://liftshare.com/uk/liftshare-week>

3.7 The TPC will work closely with BMBC, representatives of South Yorkshire Passenger Transport Executive (SYPTe) and the relevant transport service providers. The developer will ensure that the TPC has an annual budget to provide sufficient funds to successfully implement the FTP.

3.8 Chapter 4.0 sets out the specific measures that the developer will introduce as part of the Travel Plan. Until a TPC is identified Bryan G Hall will act as the main contact. Contact details are as follows:

Travel Plan Coordinator
Bryan G Hall
Suite E15, Josephs Well, Hanover Walk
Leeds LS3 1AB
Email: tpc@bryanghall.co.uk
Telephone: 0113 246 1555

4.0 TRAVEL PLAN MEASURES

- 4.1 The provision of good quality public transport alternatives is considered to be one of the most effective means of encouraging less use of the private car.
- 4.2 An objective of the Travel Plan is to maximise the use of the existing public transport services to and from the development. Birdwell and Hoyland are well served by public transport with regular bus services calling at bus stops within 300 metres of the proposed pedestrian link into the site.
- 4.3 The services provide frequent and convenient public transport links to locations in South Yorkshire, including Sheffield, Barnsley, Worsbrough, Chapeltown and Elsecar. The Travel Plan Co-ordinator will have access to full details of the current local bus and rail services at the following websites and can share the details with the employees by utilising the following resources:
- <https://www.travelsouthyorkshire.com/timetablefinder.aspx>
 - <https://ojp.nationalrail.co.uk/service/planjourney/search>
- 4.4 The TPC will provide occupiers of the site with service information as necessary to allow them to share it directly to their staff. This will be reviewed on a quarterly basis and will be updated as and when required. Information relating to walking, cycling and public transport over seasonal holidays, such as Christmas and Easter will also be highlighted to staff.
- 4.5 The TPC will ensure that they can assist employees and customer if they do not have access to online information.
- 4.6 In addition, the TPC will encourage employees to use public transport in the following ways, by:
- Walking with SYPTE to coordinate trial public transport tickets
 - Being a dedicated point of contact for any information relating to public transport;
 - Regularly updating and displaying public transport information for all employees/customers;
 - Seeking information from employees/customers using public transport on ways in which services may be improved and passing this information on to the service providers; and
 - Liaising with public transport operators to provide discounted passes where possible.

5.0 WALKING

5.1 The individual TPC's will encourage employees and customers living within a reasonable distance to walk to and from the development, by providing facilities such as:

- Hanging space for wet clothes;
- Information on local convenient walking routes; and
- Lockers for the storage of personal possessions.

5.2 The health benefits of walking will be promoted by the TPC. There is a good prospect that a significant number of employees working at the development will travel to and from the workplace on foot, particularly as there is a good network of footways between the site and the surrounding residential areas including Birdwell and Hoyland.

6.0 CYCLING

- 6.1 The individual TPC's will encourage staff and customers living within a 5km distance of the development where possible to cycle to and from work, by providing:
- Secure and convenient parking for staff cycles;
 - Changing and shower facilities, including the provision of lockers within the development;
 - Information in relation to designated cycle routes to and from the workplace; and
 - Poster campaigns.
- 6.2 The individual TPC's will establish a cycling action plan to identify a range of measures to be explored/pursued, such as:
- Promotion of Cycling UK's National Bike Week;
 - Introduction of a Bike buddy scheme, for those not confident about cycling.;
 - Introduction of an employee cycle purchase scheme, such as cycle to work scheme; and
 - Providing the opportunity to attend cycle training courses.
- 6.3 The health benefits of cycling will be promoted on notice boards and in leaflets. There is a reasonable prospect that a number of employees will be able to realistically travel to and from the workplace by cycle.
- 6.4 The TPC will liaise with retail businesses providing cycling accessories and maintenance, to negotiate discounted prices where possible.

7.0 CAR SHARING

- 7.1 Car sharing represents a relatively convenient form of travel whilst offering significant potential to reduce overall private mileage of employees.
- 7.2 The TPC will promote the South Yorkshire car share scheme to employees (<https://southyorkshire.liftshare.com/>). Car share schemes match up potential sharers who travel on similar routes at similar times. There is no fee for registering or using the websites. A pool of potential car sharers will be identified including employees at other nearby workplaces who share a similar journey to work with employees at the development.
- 7.3 Car sharing will be promoted by the TPC, through a variety of means, including employee induction packs. The benefits of car sharing will be highlighted and information will be provided to appeal to the widest range of reasons for deciding to car share, including for example, environmental and cost saving reasons.
- 7.4 Generally a higher proportion of the “out of hours” staff will drive to the development compared to the proportion for those working “normal” hours. Nevertheless, there is potential for all staff, irrespective of their shift patterns, to car share.

8.0 MONITORING, REVIEW AND TARGETS

- 8.1 A programme of monitoring and review will be undertaken by the TPC in order to ensure the success of the Travel Plan. This will include the distribution of travel questionnaires to all employees on an annual basis.
- 8.2 Travel surveys will be undertaken on an annual basis, from three months following first occupation and annually thereafter.
- 8.3 Sample customer surveys will also be undertaken in tandem with the employee survey each year. All survey data will be submitted to BMBC within 3 months of the survey. The results of the first employee survey will be used to establish a base line against which staff travel targets will be set.
- 8.4 The TPC will not change the targets without prior consultation and agreement from BMBC.
- 8.5 In the absence of any baseline data or travel to work surveys, modal share data has been obtained from the 2011 Census Method of Travel to Work, summarised below in Table 8.1 below. Targets have also been set out based on this data with a target reduction of 15% (11 percentage points) in single occupancy car trip against the 2011 census mode share.

Table 8.1: Method of Travel to Work Proportions

Method of Travel to Work	2011 Census	Target
Rail	0%	0%
Bus	6%	9%
Single occupancy vehicle	76%	65%
Vehicle passenger	7%	10%
Bicycle	1%	3%
Foot	8%	11%
Other	2%	2%

- 8.6 A less direct objective of the Travel Plan will be to increase employee awareness of the environmental implications of travel mode choice. An annual marketing campaign will be produced by the Travel Plan Co-ordinator in conjunction with BMBC and promoted to employees.
- 8.7 Awareness is less easy to monitor, although one indicator will be the general response to the introduction of the Travel Plan, measured by direct feedback from the employees to the TPC as the strategy evolves.
- 8.8 The aims and benefits of the site wide Travel Plan will be promoted to new staff through the resident companies' recruitment procedures and supported encouraged by the TPC.
- 8.9 Monitoring will involve the regular collection of analytical 'hard' data and 'soft' data in the form of employee feedback. The TPC will:
- Record comments made by management and employees on the operation of the Travel Plan,
 - Distribute annual travel questionnaires to all employees, gather responses and compare these against previous questionnaires and targets.
- 8.10 Information gathered annually through the monitoring process will be made available within three months of collection for review by BMBC and will be used in the Travel Plan review
- 8.11 A Travel Plan Action Plan has been produced to aid the TPC with monitoring and reviews, and is attached at **Appendix TP5**. This outlines the commitments and sets out timescales for undertaking each task. It provides a useful checklist to ensure that the Travel Plan is being fully implemented. This action plan will be reviewed annually by the TPC in conjunction with BMBC.
- 8.12 Should the Travel Plan fail to meet its targets, a package of remedial measures will be agreed and understanding of viable travel alternatives being provided to staff. These measures will be based on the targets failing to be met and would be agreed with BMBC.
- 8.13 It is acknowledged that Travel Plans are active documents and should evolve over time, this Travel Plan will be reviewed on an annual basis to ensure it reflects available opportunities and local changes to infrastructure. This Travel Plan will be reviewed in conjunction with BMBC. The TPC will submit an annual monitoring report which includes all the survey data, any proposed revisions to the Travel Plan and the Action plan for the following 12 months.



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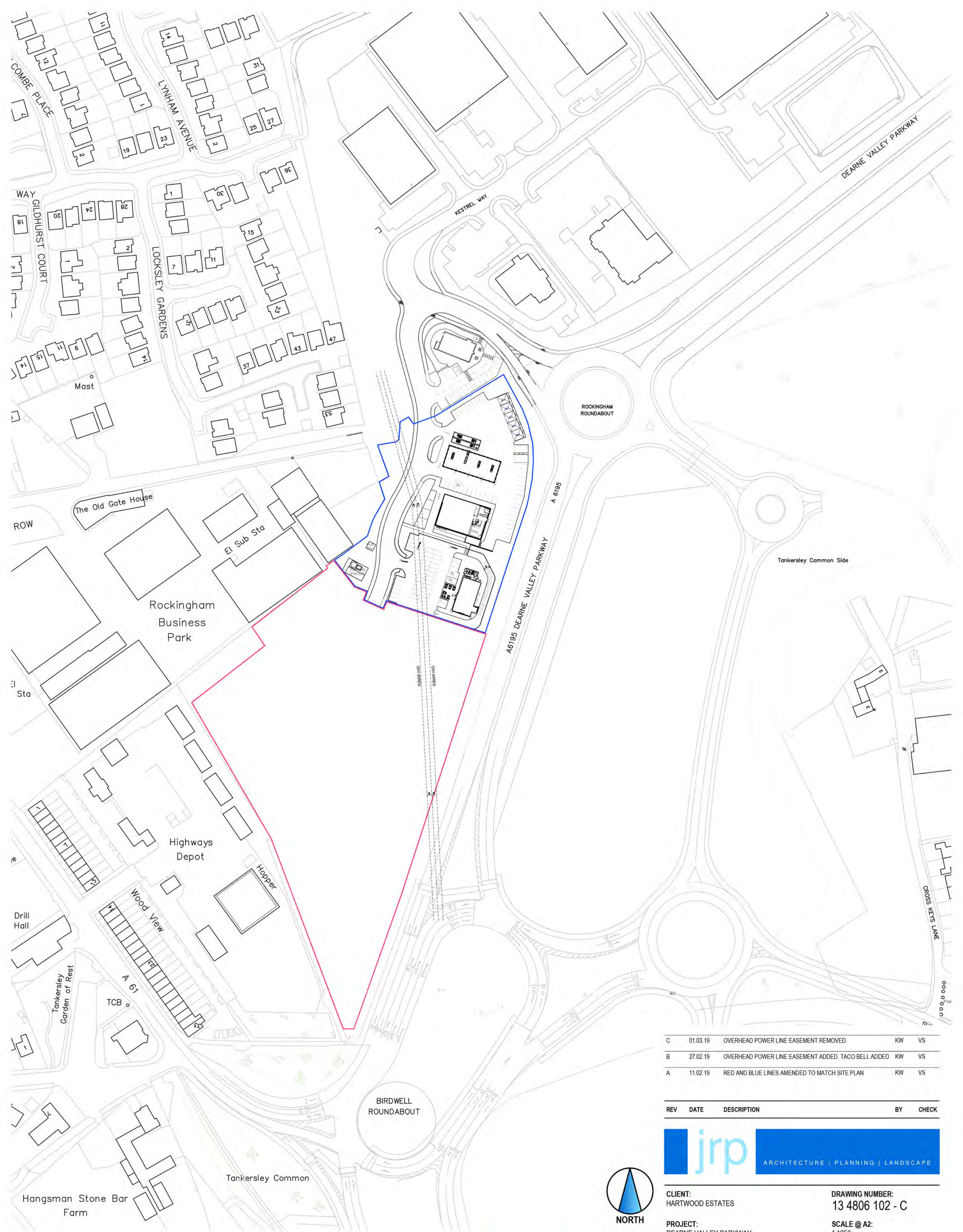
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APPENDIX TP 1



C	01.03.19	OVERHEAD POWER LINE EASEMENT REMOVED.	KW	VS
B	27.02.19	OVERHEAD POWER LINE EASEMENT ADDED. TACO BELL ADDED	KW	VS
A	11.02.19	RED AND BLUE LINES AMENDED TO MATCH SITE PLAN	KW	VS

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CLIENT:
HARTWOOD ESTATES

PROJECT:
DEARNE VALLEY PARKWAY
SHEFFIELD ROAD
DRAWING:
LOCATION PLAN

DRAWING NUMBER:
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SCALE @ A2:
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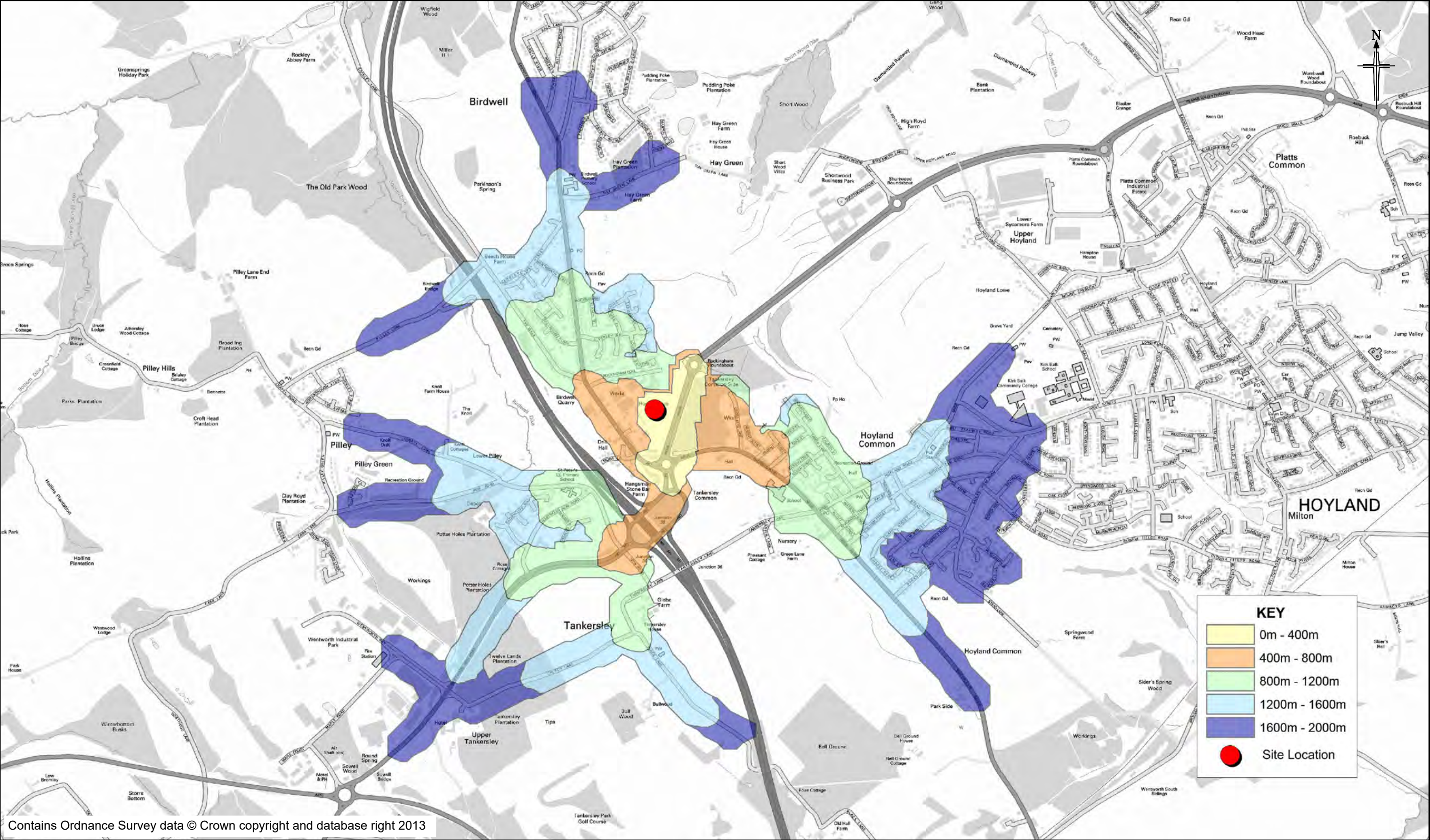
DRAWN: KW
DATE: FEB 19
CHECKED: VS
DATE: FEB 19

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102 / LOCATION PLAN

APPENDIX TP 2



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Client:

HARTWOOD ESTATES

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Project:

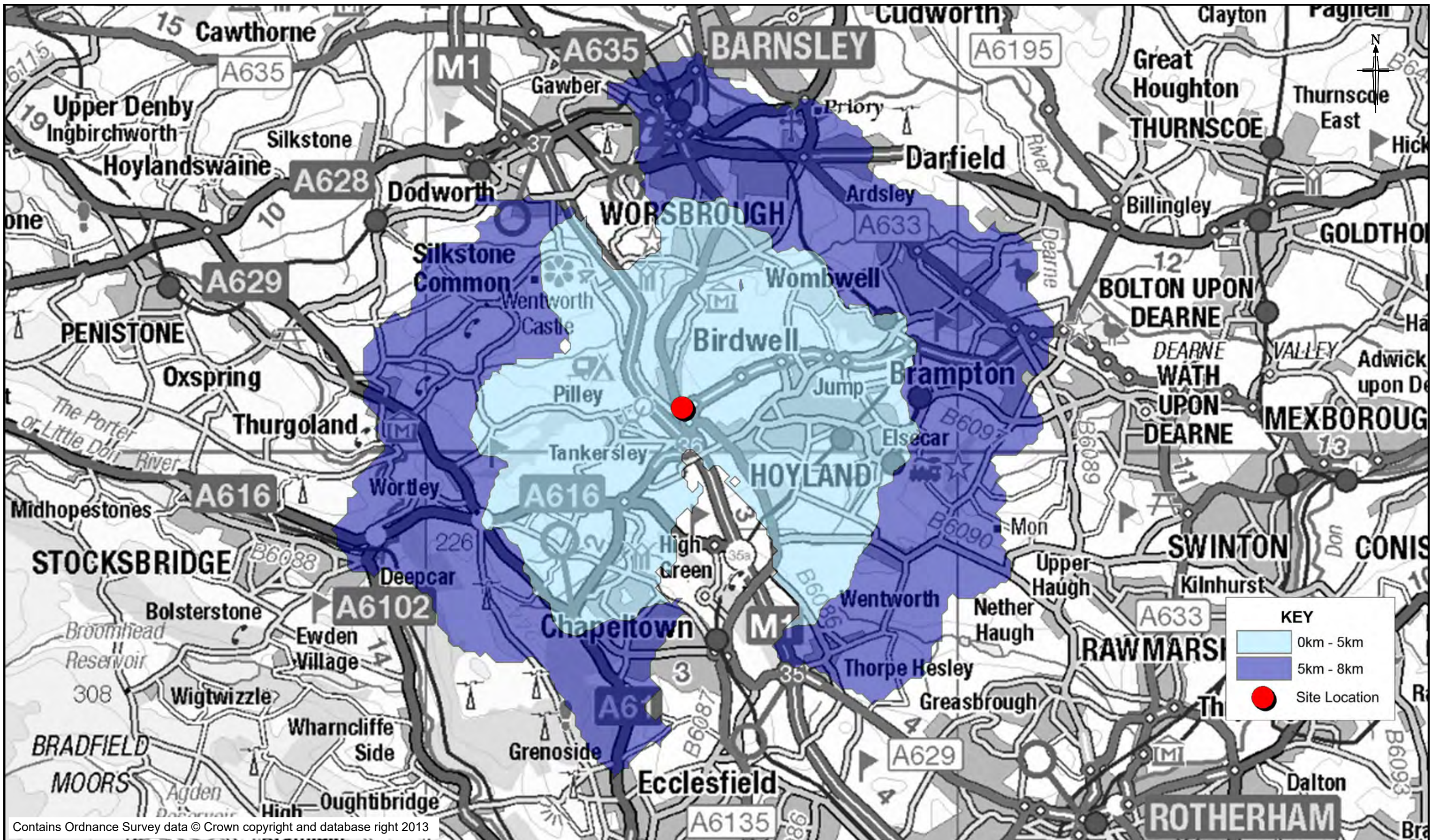
LAND TO EAST OF HIGHWAYS DEPOT
BIRDWELL, SOUTH YORKSHIRE

Title

ACCESSION WALKING CATCHMENT 2km

Rev:	Amendment:	Drn:	Chk:	Date:		
Job No:	10-336	Drawn:	RD	Checked: MC	Date:	06/10/2014
Scale:	N.T.S.	Drawing No:	Revision:			
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APPENDIX TP 3



Client: HARTWOOD ESTATES		Project: LAND TO EAST OF HIGHWAYS DEPOT BIRDWELL, SOUTH YORKSHIRE						
BRYAN G HALL CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS Copyright Reserved Bryan G Hall Ltd.		Title: ACCESSION CYCLING CATCHMENT 5km & 8km		Rev:	Amendment:	Drn:	Chk:	Date:
E highways@bryanhall.co.uk Suite E8 Josephs Well Hanover Walk LEEDS LS3 1AB T 0113 246 1555 F 0113 234 2201		W www.bryanhall.co.uk Suites 17 & 18 Lighterman House 26/36 Wharfedale Road LONDON N1 9RY T 0203 077 2103		Job No: 10-336		Drawn: RD		Checked: MC
				Scale: N.T.S. A3 - 420 x 297		Drawing No: 10/336/ACC/004		Date: 06/10/2014 Revision:

APPENDIX TP 4



**Barnsley
Bus Partnership**

BARNSLEY Bus Map

From 29 April 2018



travelsouthyorkshire.com/bbp

Making bus travel easier in Barnsley.

The organisations responsible for bus travel in Barnsley are working together to improve your services. We are the Barnsley Bus Partnership.

The result is a simpler, more co-ordinated service: you can now travel around the town much more easily, with tickets you can use on any bus in the Barnsley area. Bus passengers are already seeing a big difference and there's much more still to come.

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

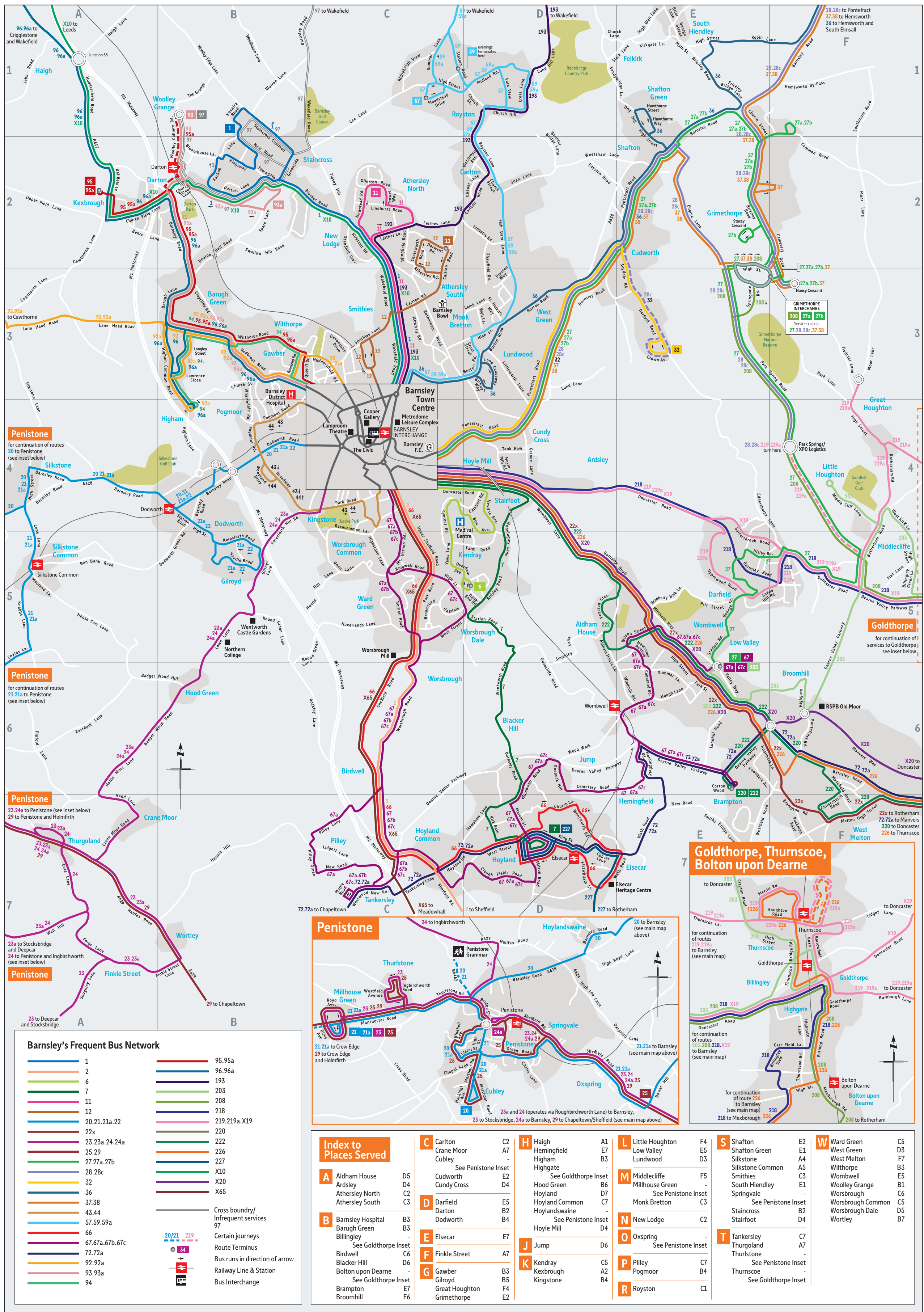
Who is in the Barnsley Bus Partnership?

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

FREQUENCY GUIDE			FREQUENCY (MINUTES)			
Service	Operator	Route	Monday-Friday daytime	Saturday daytime	Sunday daytime	Evening daily
1	Stagecoach	Barnsley – Mapplewell – Staincross	10	12	30	30
6	Stagecoach	Barnsley – Kendray – Worsbrough Bank End	12	12	30	60
11	Stagecoach	Barnsley – Athersley North	12	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 (Crow Edge)	60	60	No service (see 21a)	No service (see 21a)
21a	Stagecoach	Barnsley – Gilroyd – Cubley – Penistone – Millhouse Green (Crow Edge)	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			
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 – Thurgoland – Penistone – Ingbircworth	120	120	see service 24a**	see service 24a**
24a	TM Travel	Barnsley – Thurgoland – Penistone	see service 24	see service 24	120	120
25	South Pennine Community Transport	Cubley – Oxspring – Penistone – Thurlstone – Millhouse Green	60 (mornings only)	No service	No service	No service
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
222	Stagecoach	Barnsley – Aldham House – Wombwell – Cortonwood	30	30	60	60
22x	Stagecoach	Barnsley – Wath upon Dearne – Rotherham	15	15	60	60
226	Stagecoach	Barnsley – Wath upon Dearne – Thurnscoe	30	30	60	60
			Combined 7/8 min frequency Mon-Sat daytime between Barnsley – Wombwell			
27	Stagecoach	Barnsley – Grimethorpe – Darfield – Wombwell	2 journeys/hour	2 journeys/hour	60	60
27a	Stagecoach	Barnsley – Grimethorpe Interchange	60	60	60	60
27b	Stagecoach	Barnsley – Grimethorpe Interchange	60	60	No service	No service
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
32	Stagecoach	Barnsley – Cudworth Crown Avenue	12	12	No service (see 28c)	No service (see 28c)
			Combined frequencies of: Barnsley – Lundwood/Cudworth every 6 mins Mon-Sat daytime Barnsley – Cudworth Crown Avenue every 12 mins Mon-Sat daytime Barnsley – Grimethorpe every 12 mins Mon-Sat daytime			
36	Waterson Coaches	Barnsley – Shafton – South Hiendley – Hemsworth – South Elmsall	60	4 journeys	No service	No service
37	Waterson Coaches	Barnsley – Grimethorpe	60	No service	No service	No service
38	Waterson Coaches	Barnsley – Grimethorpe	60	60	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)
57	Stagecoach	Barnsley – Royston	4 buses per hour	4 buses per hour	No service (see 59)	No service (see 59)

FREQUENCY GUIDE			FREQUENCY (MINUTES)			
Service	Operator	Route	Monday-Friday daytime	Saturday daytime	Sunday daytime	Evening daily
59/59a	Stagecoach	Barnsley – Royston – Wakefield	30	30	60 (30 Barnsley to Royston)	60 (Barnsley to Royston)
			Combined 10 mins frequency Mon-Sat Barnsley – Royston			
2	Stagecoach	Barnsley – Birdwell – Chapeltown – North General Hospital – Sheffield	30	30	60	60
7	Yorkshire Tiger	Barnsley – Blacker Hill – Hoyland	60	60	No service	No service
66	Stagecoach	Barnsley – Hoyland – Elsecar	12	12	30	60
67	Stagecoach	Barnsley – Pilley – Tankersley – Hoyland – Cortonwood – Wombwell	60	60	No service (see 67c)	120
67a	Stagecoach	Barnsley – Pilley – Hoyland – Cortonwood – Wombwell	60	60	120	120
67b	Stagecoach	Barnsley Ward Green – Birdwell – Tankersley	Limited service	Limited service	Limited service	Limited service
67c	Stagecoach	Barnsley Worsbrough Dale – Tankersley – Hoyland – Cortonwood – Wombwell	Limited service	Limited service	120	No service
			Every 30 mins combined			
72/72a	Yorkshire Tiger	Chapeltown – Hoyland – Manvers	60	60	No service	No service
92	Yorkshire Tiger	Barnsley – Barugh Green – Cawthorne	60	60	No service	No service
92a	Yorkshire Tiger	Barnsley – Higham – Barugh Green – Cawthorne	No service	No service	120	60/120 Mon -Sat 120 Sunday
93	Stagecoach	Barnsley – Darton – Woolley 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
			Combined daytime frequency Barnsley - Hospital - Darton 10 mins Mon - Fri / 15 mins Saturday			
94	Globe Coaches	Barnsley – Higham	60	60	No service	No service
96	Globe Coaches	Barnsley – Kexborough – Wakefield	60	60	No service	No service
96a	Globe Coaches	Wakefield – Kexborough – Higham – Barnsley	2 journeys	No service	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
201	Stagecoach	Chapeltown – Wentworth Industrial Park – Fox Valley – Stocksbridge	60	60	No service	No service
203	Yorkshire Tiger	Doncaster – Thurnscoe – Wombwell	5 journeys	5 journeys	No service	No service
208	Stagecoach	Rotherham – Swinton – Mexborough – Goldthorpe – Grimethorpe	3 journeys	3 journeys	3 journeys	3 journeys
217	Stagecoach	Rotherham – Kilnhurst – Mexborough	30	30	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	Cortonwood – Wath upon Dearne – Mexborough – Doncaster	30	30	60	60
222	Stagecoach	Barnsley – Aldham House – Wombwell – Cortonwood	30	30	60	60
226	Stagecoach	Barnsley – Wombwell – Wath upon Dearne – Bolton upon Dearne – Goldthorpe – Thurnscoe	30	30	60	60
227	TM Travel	Rotherham – Wentworth – Hoyland	60	60	60	No service
X10	Stagecoach	Barnsley – Mapplewell – Darton – Kexbrough – Leeds	60	60	60	60
X19	Stagecoach	Barnsley – Goldthorpe – Doncaster	30	30	60	2 journeys
X20	Stagecoach	Barnsley – Mexborough – Doncaster	60	60	No service	60 early eve Not Sunday eve
X65	Stagecoach	Barnsley – Birdwell – Meadowhall	60 School holidays	60	60	60 (Saturday and school holidays)

* No evening service ** Runs part route only



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



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Bus Partnership**

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by the Barnsley Bus Partnership, is
working hard to ensure all public
transport is fully accessible to all.

All information is correct as
of 29 April 2018



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APPENDIX TP 5

Initial Action Plan

Action	Date	Responsibility
Appoint permanent Travel Plan Co-ordinator and pass on details to Relevant officer at BMBC	Prior to first occupation	Developer
Liaison with bus operators, posters, leaflets and timetable information	Prior to first occupation	Travel Plan Co-ordinator
Display sustainable transport information in communal areas	Upon first occupation	Travel Plan Co-ordinator
Inform employees of current travel information	Upon first occupation	Travel Plan Co-ordinator
Prepare Travel Survey proforma and agree with relevant officer at BMBC	Prior to first occupation	Travel Plan Co-ordinator
Undertake initial Travel Survey	Following 50% occupation or 12 months after first occupation, whichever is sooner and then annually thereafter for at least 5 years after first occupation	Travel Plan Co-ordinator
Implement, Review and Monitor Travel Plan and Action Plan with relevant officers at BMBC	Following completion of first 25 travel surveys or one year after first occupation whichever is sooner and annually thereafter for at least 5 years after first occupation	Travel Plan Co-ordinator and relevant officers at BMBC