

Newlands Developments
Hoyland Commercial Land

Framework Travel Plan

10 June 2020
Version 1.0
Issue





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1 Introduction

Fore Consulting Limited (Fore) has been commissioned by Newlands Developments to prepare a Transport Assessment and Travel Plan to accompany a hybrid planning application for a proposed employment development at a site to the west of Hoyland near Barnsley.

A Transport Assessment has been prepared and submitted under a separate cover.

1.1 The Site and Surrounding Area

The location of the development is shown on Figure 1 and described below.

Hoyland West is located on land to the west of the town of Hoyland, approximately 6.0km (direct measurement) south of Barnsley. The site is located directly to the south east of Junction 36 of the M1.

The site currently comprises open fields / agricultural land. The Rockingham Community Centre is located at the north east of the site and comprises a cricket field and football pitch. Tankersley Lane bisects the site from east to west, providing a connection between the A61 Westwood New Road and the A6135 Sheffield Road.

The site is bound by Junction 36 of the M1 (known locally as Tankersley Roundabout) and the Birdwell Roundabout to the north, the A6135 Sheffield Road to the east, open fields / agricultural land and a wooded area to the south, and hedgerows segregating the site from the M1 to the west. To the north east, the site is bound by Hoyland Common Primary School, residential properties along Tankersley Lane, a Shell petrol filling station and a service yard.

1.2 Development Proposals

The development proposals are demonstrated on the site plan prepared by pHp Architects, which is provided at Appendix A.

The application consists of the following:

Hybrid planning application for a development of employment uses (B1, B2 and B8), new link road, associated works including provision of internal access roads, drainage and landscaping.

- *Outline with all matter reserved apart from means of access for up to 71,515 sq.m of employment uses (B1, B2, B8)*

- *Full application for 31,571 sq.m of B8, new link road including new roundabout to link with Hoyland south Masterplan Area (Local Plan references HS68, HS65, HS61, HS58, HS6, SL5)*

The proposed site is allocated for employment uses in the Barnsley Local Plan which was adopted January 2019, and is identified within the plan as site ‘ES13: Land West of Sheffield Road’.

1.3 Purpose of this Document

This document communicates the Framework Travel Plan for the development.

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

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.

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.

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 3.

2.1 Objectives

This Framework Travel Plan adopts the following objectives:

- 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.

2.2 Framework Travel Plan Coordinator Role

Newland Developments 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.

Subsequent changes in contact details of the FTPC will be passed to BMBC within two weeks of the change. The Framework Travel Plan Coordinator Role will cease when the final unit is occupied.

The Framework Travel Plan Coordinator will have the responsibility of ensuring that the pre-occupation actions and measures are delivered, including developing a template document for the Employee Travel Guide.

The Framework Travel Plan Coordinator will liaise with the Occupiers at the signing of leases to assess whether they require an Occupier Travel Plan, by referring to the thresholds in Table 5.1 of the Sustainable Travel SPD¹, noting that the following thresholds are currently in place:

- B1: 2,500sqm (27,000sqft)
- B2: 4,000sqm (43,000sqft)

¹ Barnsley Local Plan - Supplementary Planning Document: Sustainable Travel (2019)

- B8: 5,000sqm (54,000sqft)

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

The masterplan presented at Appendix A shows that each development plot (as currently shown) will require their own Occupier Travel Plan.

Plot 1 will be occupied by Hermes who will produce their own Occupier Travel Plan in accordance with this Framework.

2.3 Occupier Travel Plans

The 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.

If required, each Occupier Travel Plan should be prepared prior to occupation of that element, and will be agreed with BMBC 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 Travel Plan
- A list of measures
- A refinement of the monitoring schedule set out in this Framework Travel Plan

2.3.1 Occupier Travel Plan Coordinator (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

2.4 Funding

Initially, the Framework Travel Plan will be funded by Newlands Developments, which will cover the Framework Travel Plan Coordinator role and infrastructure/measures required to support sustainable travel choice from and within the development site.

If Occupier Travel Plans are required, they 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.

2.5 Liaison with Barnsley Metropolitan Borough Council (BMBC)

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

Thereafter, the 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.

2.6 Targets

Travel Plan targets will be set in the Occupier Travel Plans for a maximum car driver mode share. Over time, these will seek to achieve a reduction in journeys made by car as an indicator that the development is supporting journeys by sustainable modes.

Initially, the mode share for commuting journeys to the development for employees will be based on 2011 Census Data², as summarised in Table 1.

² Dataset reference 'QS701EW - Method of travel to work' for MSOA Barnsley 028. The categories 'Not in employment', 'Work mainly at or from home', 'underground, metro, light rail, tram' and 'Other method of travel to work' have been excluded for the purposes of this assessment.

Table 1: Mode Share Targets

Mode	Mode Share
Train	1%
Bus, Minibus or Coach	7%
Taxi	0%
Motorcycle, Scooter or Moped	1%
Driving a Car or Van	77%
Passenger in a Car or Van	7%
Bicycle	1%
On Foot	5%
Total	100%

2.7 Monitoring

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.

Monitoring will also assist in refining Occupier Travel Plan measures and establishing new targets, as appropriate. This is also an opportunity to communicate the Occupier Travel Plan, to ensure individuals know about the sustainable travel options available and to gather feedback, e.g. the desire for more information about alternative modes of travel, incentives or cycle parking.

2.7.1 Employee Travel Surveys

Surveys will be administered by the Occupier Travel Plan Coordinator, three months after occupation. Surveys will be repeated annually, enabling year-on-year trends to be recorded for the lifespan of the 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.

This is also an opportunity to communicate the Occupier Travel Plan to employees, to ensure they know about the sustainable travel options available and to gather feedback, e.g. the desire for more information about alternative modes of travel, incentives or cycle parking.

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.

2.8 Reporting

Within three months of their respective survey the Occupier Travel Plan Coordinators 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 outlines how the site is accessed by all available modes and gives details on planning journeys by sustainable modes.

3.1 Walking

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 catchment³, 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, as below:

- To the north of the development adjacent to Cross Keys Roundabout along the A6185, there are a number of retail and food outlets including a Petrol Station, Costa Coffee, Greggs, Starbucks, Taco Bell and KFC.
- An Aldi supermarket is located to the north west of the development along the A61 Sheffield Road.
- To the north east of the development, there is a Jet Petrol Garage and a bar and restaurant located on the A6135. In addition there are also a number of retail and facilities located along the A6135.
- Holyand Common Primary School and Children's Centre is located to the immediate east of the development on A6135 Sheffield Road.
- To the east of the development a number of retail, leisure and health amenities including a pharmacy, Co-op supermarket and post office are located along B6096 Hoyland Road.

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

³ 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).

3.1.2 Pedestrian Facilities

Within the vicinity of the development, all roads which provide key walking routes to the site have footways with street lighting. Road crossings are provided by means of a mixture of formal (signal-controlled crossings with traffic signals) and uncontrolled crossing points (dropped kerbs) located at points on the local highway network where there is an adjacent footway.

In addition, pedestrian facilities within the wider vicinity are indicated on Figure 2 and described as follows:

- A footpath located along the northern edge of Tankersley Lane provides a continuous pedestrian connection between the residential areas of Hoyland and Tankersley.
- To the north, a series of pedestrian footpaths and crossing facilities (signalised crossings and dropped kerbs) are provided surrounding Birdwell Roundabout, allowing for pedestrian connections towards local amenities and bus stops.
- Footways are located along either side of the A6195 Sheffield Road, with a pedestrian crossing point located approximately 90m to the north of the junction with Tankersley Lane. Bus stop facilities, providing access to a number of local services, can be found also located along the A6195.

A number of Public Rights of Way (PRoW) exist within close proximity the development site, as below:

- Footpath 12 runs along the east of the development, connecting Sheffield Road to Tankersley Lane.
- Footpath 26 runs along the south of the development boundary, connecting the A6135 with Black Lane and Bridleway 25 which runs from Black Lane towards B6090 Dike Hill.
- To the north east of the development Cross Keys Lane provides access to Footpath 10 and Footpath 1 which form part of the pedestrian facilities within the Hoyland North Masterplan.

Additional PRoW's exist within convenient walking distance of the development; however it is unlikely that employees will use these to access the development.

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 study⁴, showing that employees living in Hoyland, Tankersley, Worsborough, Barnsley, Wombwell, Wentworth, Chapeltown, High Green and Dodworth can cycle to the development.

3.2.2 Cycle Routes and Infrastructure

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.

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.

National Cycle Network Route 67 is shown on Figure 3 runs to the west of the development site along New Road/ Tankersley Lane and can be accessed from the development land via Tankersley Lane. The route provides a mixture of traffic-free and on-road routes north towards Barnsley, and south towards Sheffield and Rotherham. The route also forms part of the Trans Pennine Trail, which covers a whole network of routes linking the major urban centres of the region.

In addition, local routes are available in the immediate vicinity of the site, with the A6135 Hoyland Common to Elsecar Park & Ride B6097 route runs within close proximity to the eastern boundary of the site, providing a cycle route between Parkside Road towards Elsecar rail station.

3.2.3 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>

⁴ Integrating Cycling into Development Proposals, Cycling England, 2009, p4.

- 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://tsy.yorkshiretravel.net/lts/#/travelInfo>

3.3.1 Bus Network

The development is located to the residential area of Hoyland and as such is served by a number of bus services. There are stops located within the development site along Tankersley Lane, as well as along east of the development site on the A6135 Sheffield Road and to the north along A61 Sheffield Road.

Stops located on Tankersley Lane and the majority of stops located of A6135 Sheffield Road consist of bus stop posts, however a number of stops are sheltered with seating.

Details of the buses serving them are in Table 2 and displayed at Figure 4.

Table 2: Bus Services

No.	Operator	Destinations Served	Daytime Hourly frequency (<i>First/Last Bus</i>)		
			Mon-Fri.	Saturday	Sunday
Tankersley Lane					
72/72a	Stagecoach	Chapeltown - Manvers	1 0608;1846	1 0626;1835	No service
A6135 Sheffield Road					
2/X2	Stagecoach	Barnsley Interchange - Birdwell - Hoyland Common - Ecclesfield - Sheffield	2 0541;2314	2 0754;2314	1 0906;2314
66		Barnsley Centre - Elsecar Circular	4 0640;2356	4 0635;2356	2 0847;2355

No.	Operator	Destinations Served	Daytime Hourly frequency (<i>First/Last Bus</i>)		
			Mon-Fri.	Saturday	Sunday
67/67a/67c		Barnsley - Tankersley - Wombwell	2 0558;2350	2 0524;2350	1 0900;2305
A61 Sheffield Road					
X17	Stagecoach	Barnsley - Meadowhall - Sheffield - Chesterfield - Matlock	1 0703;2100	1 0729;2100	1 0954;1801
Services per hour			10	10	5

Note: Services correct 17/04/20

Full timetables for these services can be found at
<https://tsy.yorkshiretravel.net/lts/#/timetables>

In combination the stops mentioned above offer up to 10 services per hour, providing access to destinations such as Barnsley, Ecclesfield, Wombwell and Sheffield. Most of the services offer early morning services and services into the night Monday to Sunday.

3.3.2 Rail Network

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

Whilst the site is not directly served by rail, connections can be accessed at Elsecar station, which is approximately 3.2km southeast of the site. The station is situated on the Hallam and Penistone lines served by Northern Rail. At peak times, the station provides two direct services per hour services to Barnsley and Sheffield and intermediate local stations, plus one direct hourly service to Leeds. It should be noted that the Number 66,67a,72 and X2 bus services, which stop within close proximity of the site, provides a connection to the station.

4 The Hoyland Development

This Chapter gives details of the on-site facilities to aid travel by sustainable modes to the site. The Chapter also sets out the communication strategy for the development. Measures are summarised in Chapter 5.

4.1 Communications Strategy

As described in Chapter 3, there are practical options for accessing the development by sustainable travel modes. The measures to communicate the Framework Travel Plan are outlined below.

Measures to Communicate the Draft Travel Plan

- The Framework Travel Plan Coordinator, appointed by Newland Developments, will prepare an **Employee Travel Guide Template**. This will include information about options for travelling to the site by all available modes, the objectives and format of the Travel Plan. These Guides will be issued to Occupiers prior to occupation and made editable to enable occupiers to include company specific information.
- It will then be the responsibility of the Occupiers to update and disseminate the **Employee Travel Guides** to their employees (in print or by email/intranet) within 2 weeks of them relocating to the development, but preferably before.
- Occupiers requiring Occupier Travel Plans will prepare **additional ongoing communication** every year to highlight aspects of the Occupier Travel Plan to employees. Themes should include walking, cycling, car share, car club and public transport initiatives/events.

4.2 Walking and Cycling

The development has been designed to ensure that potential users and visitors, regardless of age, gender or any disabilities are able to access and navigate unimpeded through all appropriate areas of each building and surrounding public realm. Appropriate tactile paving, wide footways without obstacles, signage and street lighting will be provided to ensure an attractive pedestrian environment is provided.

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.

Covered and secure cycle parking will be provided in accordance with BMBC parking standards⁵ at each unit. It is proposed that a total of 60 covered and secure cycle parking spaces will be provided at Plot 1 (Hermes).

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

Measures to Encourage and Promote Walking and Cycling

- The benefits of walking and cycling will be communicated in the **Employee Travel Guide** along with maps of walking and cycling routes.
- Provision of **adequate cycle parking** as per BMBC Parking SPD.
- As the units are being provided as shells to Occupiers, the Framework Travel Plan Coordinator will **communicate to Occupiers the benefits of providing showers for employees**, i.e. that they encourage people to walk, run or cycle to work, therefore improving the health of employees, and avoiding parking issues.
- Occupiers requiring Occupier Travel Plans will include in those documents further measures to encourage walking, for example providing **pool umbrellas** on site for use by staff that commute on foot and for walking journeys during the day, **free attack alarms** for staff that regularly walk to work.
- Occupiers should also consider operating the **Cycle to Work scheme** at each of the premises. This is a government initiative which allows employees to spread the cost of a bike and equipment over 12 months. There are associated savings on tax and national insurance payments for the employer and employee. There are a number of schemes to choose from, more information can be found her <https://www.gov.uk/government/publications/cycle-to-work-scheme-implementation-guidance>

⁵ Barnsley Local Plan - Supplementary Planning Document: Parking (2019)

4.3 Arrival by Public Transport

As stated in Chapter 3 there are adequate options for arriving to the development by public transport, with bus stops within walking distance of the development access offering frequent services towards Barnsley, Sheffield and other local destinations. In addition, Elsecar rail station can be reached by bus or cycle. The measures to promote and support commuting by public transport are outlined below.

Measures to Encourage and Promote Public Transport Use

- The benefits of using public transport will be communicated in the **Employee Travel Guide**, along with maps, timetables, ticketing and journey planner info (including the South Yorkshire journey planner at <https://tsy.yorkshiretravel.net/lts/#/travelInfo>)
- Occupiers with Occupier Travel Plans 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>
- Occupiers with Occupier Travel Plans should consider offering **annual season ticket loans** to staff, allowing them to pay the ticket back through salary sacrifice.
- Occupiers with Occupier Travel Plans should consider allowing employees to **adjust working hours to better align with public transport provision**.

4.4 Arrival by Car

4.4.1 Vehicular Access

It is proposed that the new link road will connect with the existing road network at three locations: at Cross Keys Roundabout to the north, Tankersley Lane to the west (no through route to be provided) and Sheffield Road to the south.

Full details of the proposed vehicle access to the development and each plot is detailed in the Transport Assessment, submitted under a separate cover.

4.4.2 Parking Provision

At Plot 1 (Hermes), 650 parking spaces will be provided. This provision is appropriate based on the nature of how the proposed unit will operate. Hermes will employ up to 900 members of staff, with more than 300 employees on shift at any time. This provision of parking allows for a sufficient number of parking spaces to be available to accommodate the proposed shift change overs. It is considered that this provision is appropriate given the end user and operation of the site is known. Of the 650 spaces:

- 42 spaces will be allocated for disabled parking bays and located within close proximity to the building entrance.
- 33 motorcycle spaces will be provided close to the building entrance.
- 34 electric vehicle charging spaces will be provided and ducting for future potential provision of 130.
- 73 spaces will be allocated as car sharing bays.

Plot 2 and 3 are outline planning applications and parking will be provided in line with BMBC's recommended requirements.

Measures to Manage Car Use

- Provision of adequate levels of parking including disabled bays, motorcycle parking and electric vehicle charging points.
- The **Employee Travel Guide** will promote car sharing using www.liftshare.com
- Occupiers with Occupier Travel Plans should consider allowing employees to **adjust working hours in order to find a car share match**, and where possible **recruit from local area**.
- Occupiers with Occupier Travel Plans should consider allocating a proportion of parking as **priority spaces for car sharers**.

5 Summary of Travel Plan Actions and Measures

Table 3 summarises the actions required to deliver the Framework Travel Plan.

Table 3: Actions Summary Table

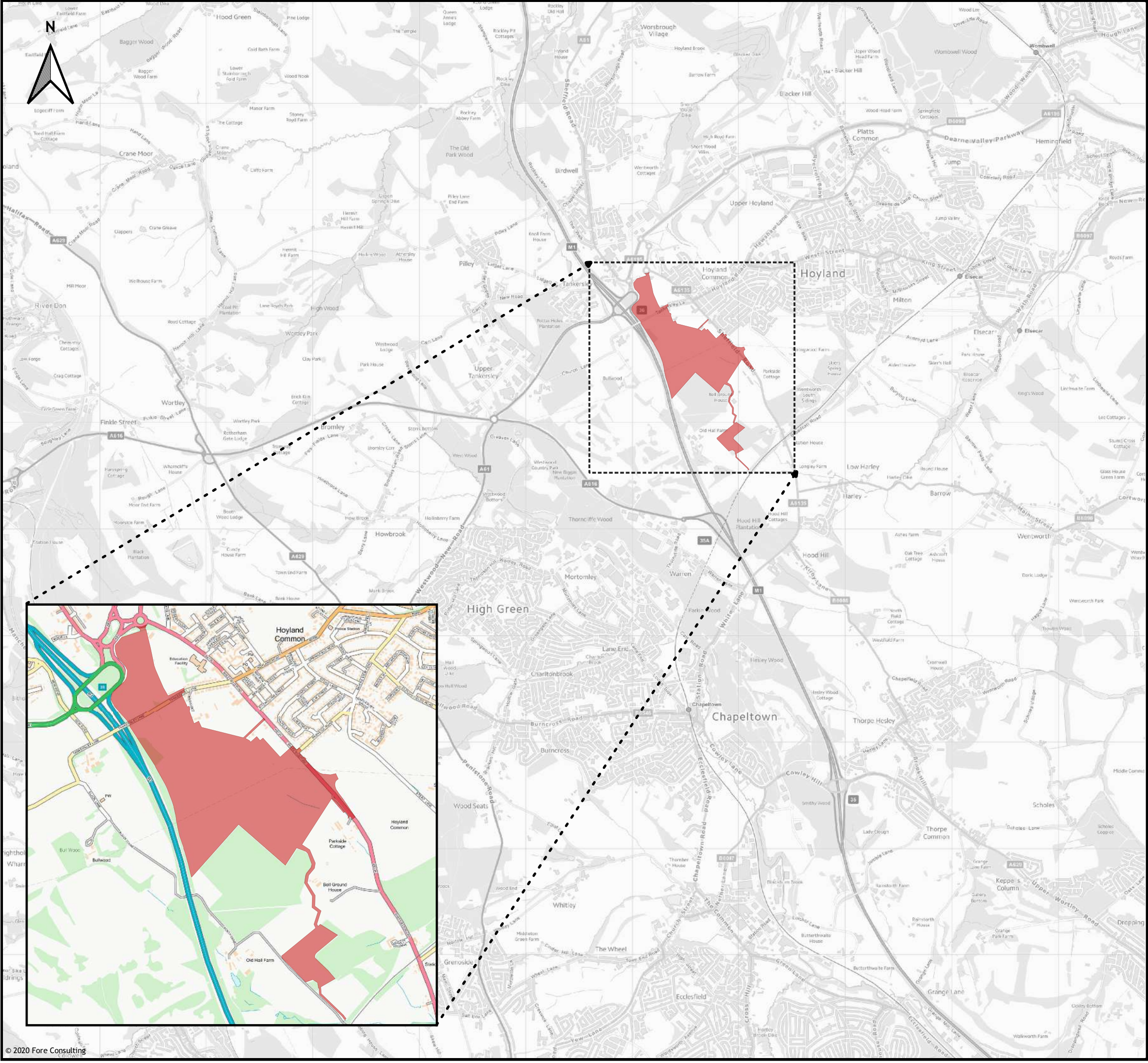
	Action	Responsibility	Implementation
A	Appoint a Framework Travel Plan Coordinator and submit contact details to BMBC Travel Plan Officer.	Developer	Prior to marketing of the site to potential Occupiers
B	Issue Framework Travel Plan, communicate the requirement of Occupier Travel Plans and explain the benefits of sustainable travel measures to all Occupiers.	Framework Travel Plan Coordinator	At the marketing of the units
C	Prepare Travel Guide Template and issue to Occupiers.	Framework Travel Plan Coordinator	Prior to occupation
D	Fund and implement Travel Plan measures.	As per Table 4	As per Table 4
E	Appoint Occupier Travel Plan Coordinator if unit exceeds threshold of development requiring Occupier Travel Plan in the BMBC Sustainable Travel SPD.	Occupiers	At signing of leases. Occupiers to liaise with BMBC regarding their Occupier Travel Plans
F	Produce Occupier Travel Plans if required 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.	Occupier Travel Plan Coordinator	Prior to the start of occupation/trading and each relevant unit
G	Update Employee Travel Guide Template and issue Travel Guide to new/relocating employees in a suitable format	Occupiers	Within 2 weeks of relocation/occupation of the development, but preferably before to ensure travel options are known prior to the move
H	Carry out employee travel surveys at units with Occupier Travel Plans.	Occupier Travel Plan Coordinator	Within 3 months of occupation and annually thereafter
I	Monitor car and cycle parking use.	Occupiers	Ongoing
J	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.	Occupier Travel Plan Coordinator	Within 3 months of initial travel survey and annually thereafter via Monitoring Report
K	Produce ongoing sustainable travel promotional material.	Occupier Travel Plan Coordinator	Ongoing

Table 4 gives a summary of the Travel Plan Measures which will be in place to encourage employees to commute by sustainable modes.

Table 4: Travel Plan Measures Summary Table

Measure	To Support	Responsibility	Implementation
Communicate Travel Plan as per Table 3.	Sustainable transport	As per Table 3	As per Table 3
Provide adequate cycle parking as per BMBC Parking SPD.	Cycling	Developer	Construction
Provide electric vehicle charging points.	Reduced impact of car travel.	Developer	Construction
Suggested Measures for Occupier Travel Plans. Other Occupiers may also want to implement.			
Provide showers and changing rooms.	Walking and cycling	Occupiers	At fit-out
Provide pool umbrellas.	Walking		To be determined in Occupier Travel Plans if required
Provide free attack alarms.			
Operate cycle to work scheme.	Cycling		
Sign up corporate travel deals (Stagecoach), allowing employees to access discounted tickets.	Public transport		
Provide annual season ticket loans for public transport.	Public transport		
Consider flexible working for staff to better align with public transport and car sharing.	Sustainable transport		
Promote www.Liftshare.com	Car share		
Consider priority spaces for car sharers	Car share		
Where possible recruit from local area.	Sustainable transport		

Figures



Key:

Indicative Site Boundary

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Fore Consulting Limited
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Client:

Newlands Developments

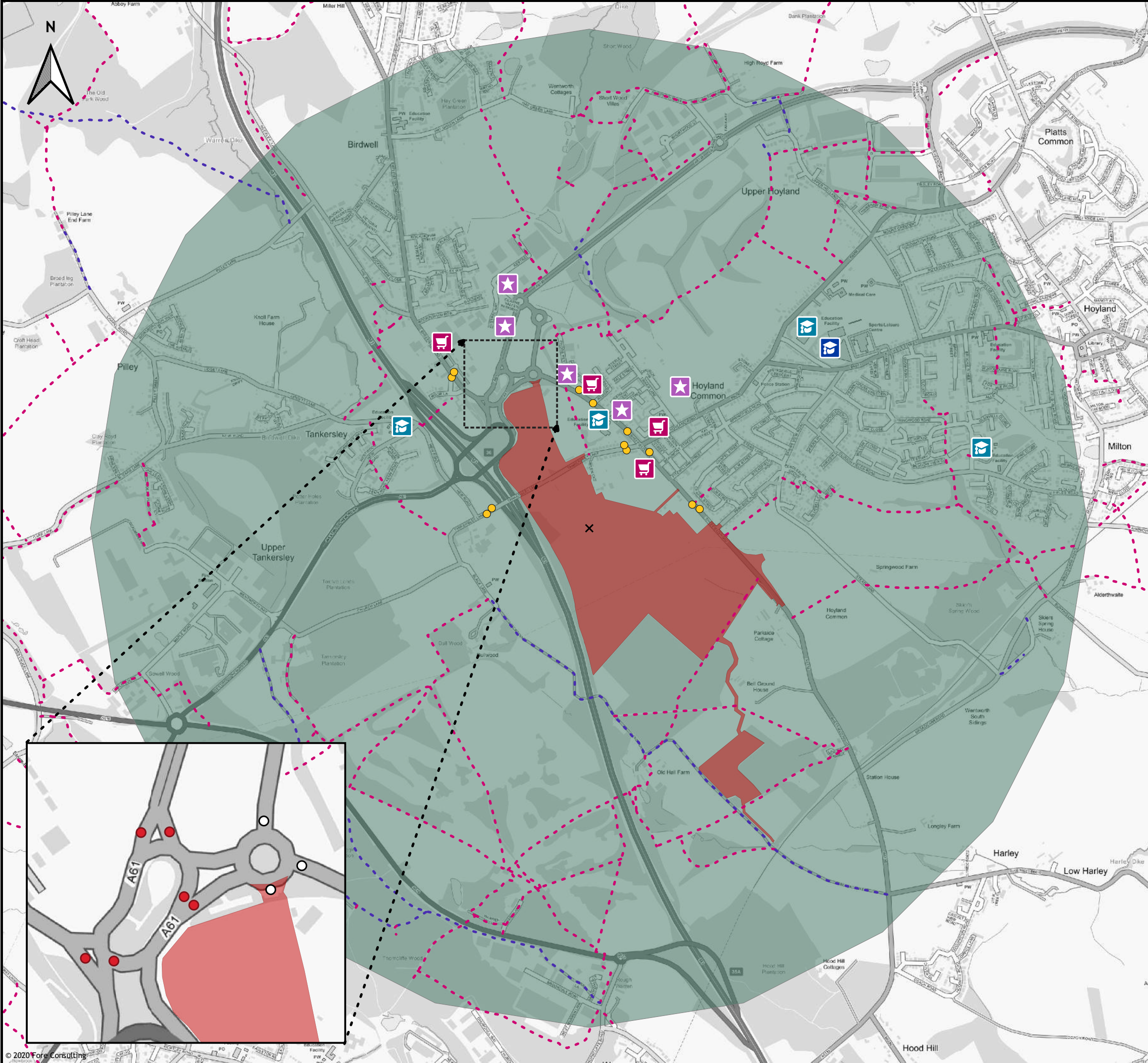
Project:

Hoyland Commercial Land

Figure Title:

Site Location

Scale:	Figure Status:
1:35000	Issue
Job Number:	Figure Number:
3560	Figure 1



Key:

Indicative Site Boundary

×

Walking Catchment Centre Point

2.0km Walking Catchment (as the crow flies)

Local Land Use

Bus Stop

Leisure

Primary School

Retail

Secondary School

○

Dropped Kerbs

●

Signalised Crossings

Public Rights of Way

Bridleway

Footpath

Restricted byway

National Cycle Network Route 67

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www.foreconsulting.co.uk

Client:
Newlands Developments

Project:
Hoyland Commercial Land

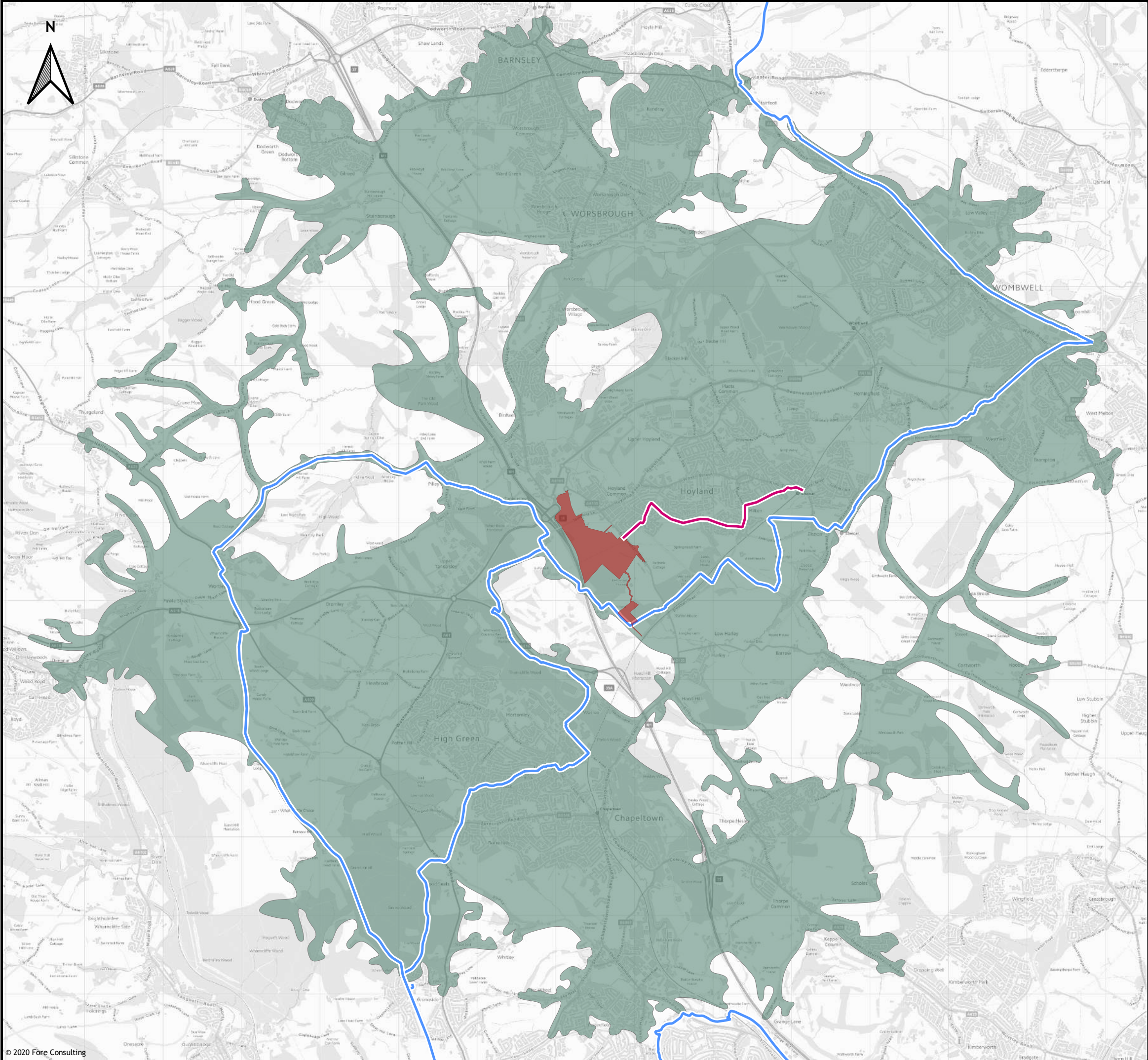
Figure Title:
Walking Catchment and Local Land Use

Scale:
1:15000

Figure Status:
Issue

Job Number:
3560

Figure Number:
Figure 2



Key:

- Indicative Site Boundary
- 8.0km Cycle Catchment
- National Cycle Network Route 67
- A6135 Hoyland Common to Elsecar Park & Ride

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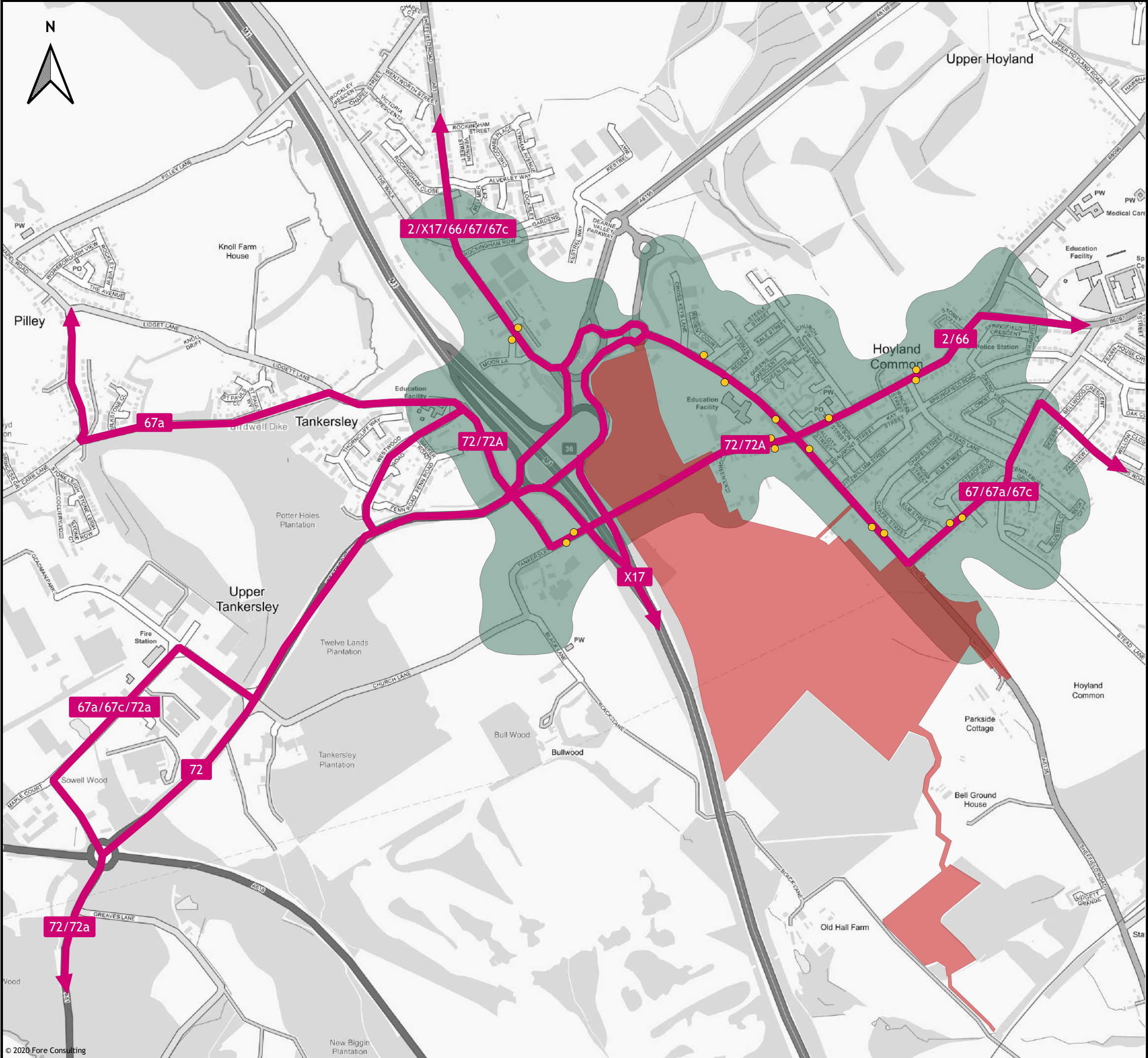
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Client:
Newlands Developments

Project:
Hoyland Commercial Land

Figure Title:
Cycle Catchment and Long-Distance Cycle Routes

Scale: 1:47500	Figure Status: Issue
Job Number: 3560	Figure Number: Figure 3



Key:

- Indicative Site Boundary
- 400m Bus Stop Walking Catchment
- Bus Route
- Bus Stop

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Client:
Newlands Developments

Project:
Hoyland Commerical Land

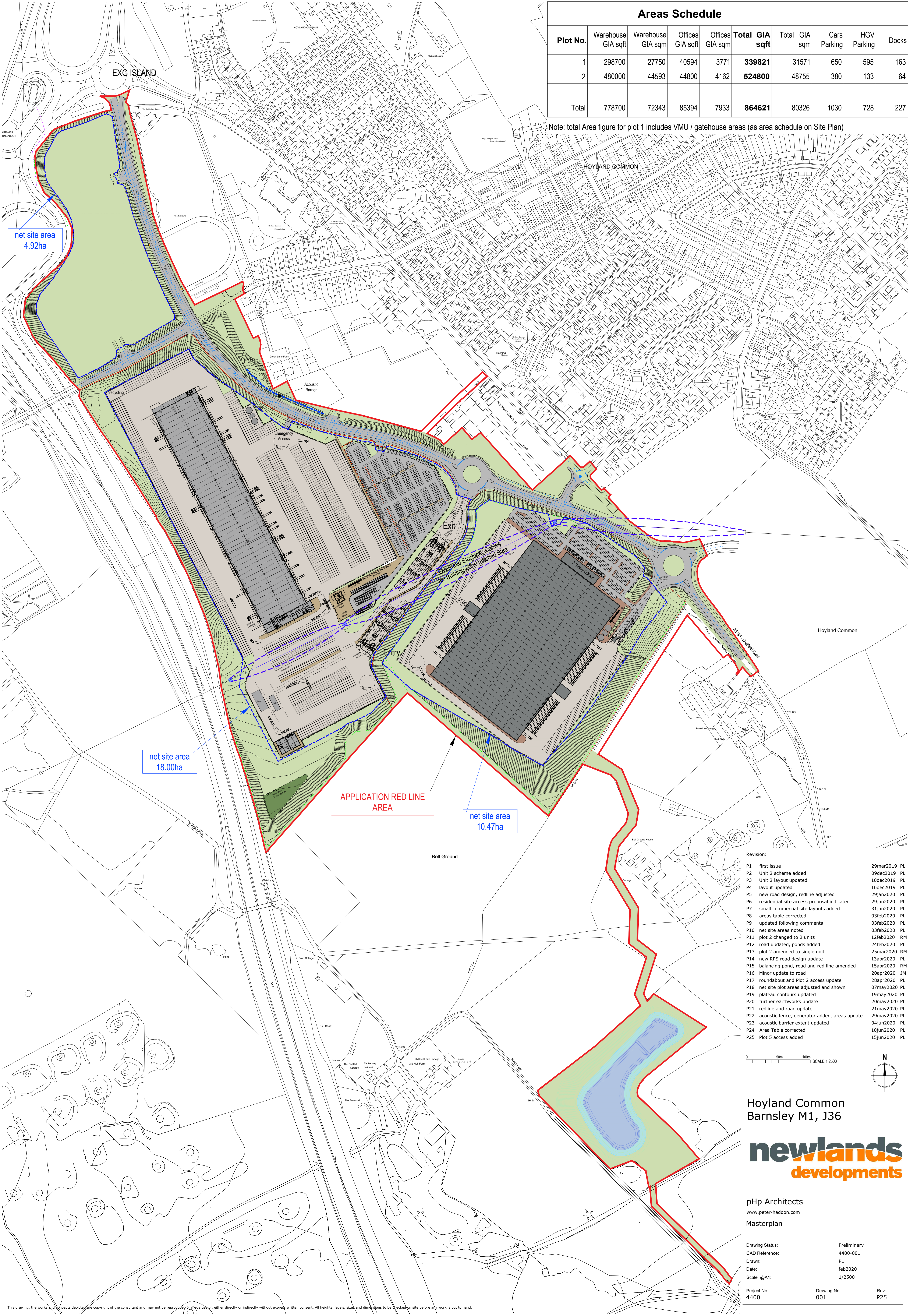
Figure Title:
Local Public Transport Network

Scale: 1:10000	Figure Status: Issue
Job Number: 3560	Figure Number: Figure 4

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Appendix A

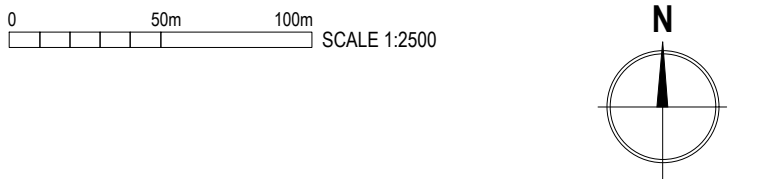
Development Proposals



Areas Schedule									
Plot No.	Warehouse GIA sqft	Warehouse GIA sqm	Offices GIA sqft	Offices GIA sqm	Total GIA sqft	Total GIA sqm	Cars Parking	HGV Parking	Docks
1	298700	27750	40594	3771	339821	31571	650	595	163
2	480000	44593	44800	4162	524800	48755	380	133	64
Total	778700	72343	85394	7933	864621	80326	1030	728	227

Note: total Area figure for plot 1 includes VMU / gatehouse areas (as area schedule on Site Plan)

Revision:		
P1	first issue	29mar2019 PL
P2	Unit 2 scheme added	09dec2019 PL
P3	Unit 2 layout updated	10dec2019 PL
P4	layout updated	16dec2019 PL
P5	new road design, redline adjusted	29jan2020 PL
P6	residential site access proposal indicated	29jan2020 PL
P7	small commercial site layouts added	31jan2020 PL
P8	areas table corrected	03feb2020 PL
P9	updated following comments	03feb2020 PL
P10	net site areas noted	03feb2020 PL
P11	plot 2 changed to 2 units	12feb2020 RM
P12	road updated, ponds added	24feb2020 PL
P13	plot 2 amended to single unit	25mar2020 RM
P14	new RPS road design update	13apr2020 PL
P15	balancing pond, road and red line amended	15apr2020 RM
P16	Minor update to road	20apr2020 JM
P17	roundabout and Plot 2 access update	28apr2020 PL
P18	net site plot areas adjusted and shown	07may2020 PL
P19	plateau contours updated	19may2020 PL
P20	further earthworks update	20may2020 PL
P21	redline and road update	21may2020 PL
P22	acoustic fence, generator added, areas update	29may2020 PL
P23	acoustic barrier extent updated	04jun2020 PL
P24	Area Table corrected	10jun2020 PL
P25	Plot 5 access added	15jun2020 PL



Hoyland Common
Barnsley M1, J36



pHp Architects
www.peter-haddon.com
Masterplan

Drawing Status:	Preliminary
CAD Reference:	4400-001
Drawn:	PL
Date:	feb2020
Scale @A1:	1/2500

Project No:	Drawing No:	Rev:
4400	001	P25

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