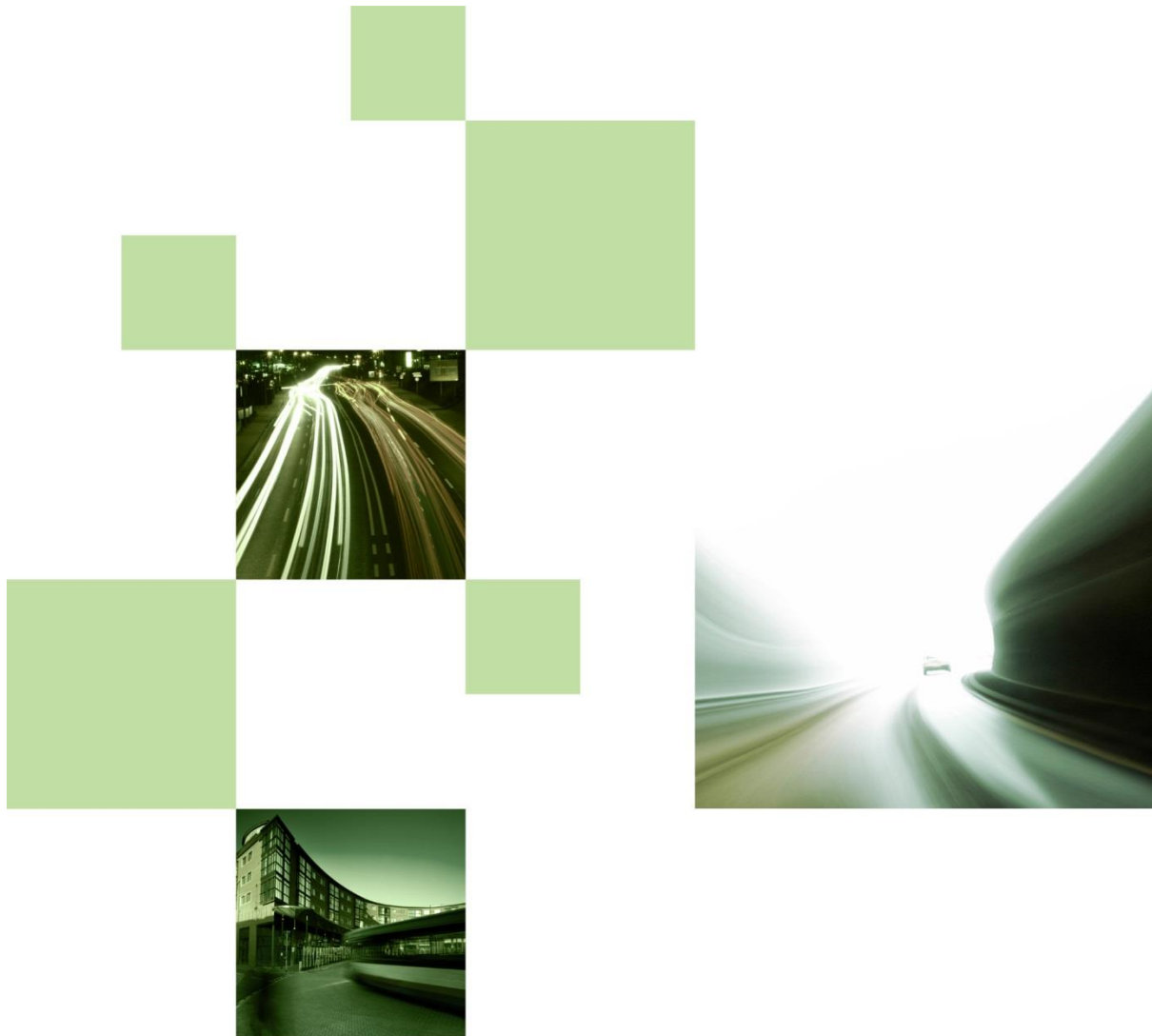


BRYAN G HALL

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS



Dearne Valley Parkway, Barnsley Proposed Industrial Estate

Framework Travel Plan

March 2021

PROPOSED INDUSTRIAL ESTATE
DEARNE VALLEY PARKWAY,
BIRDWELL,
BARNSELY

GREGORY PROPERTY GROUP

FRAMEWORK TRAVEL PLAN

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CONTENTS

1.0	INTRODUCTION	1
2.0	LOCAL AND NATIONAL POLICY	3
3.0	THE EXISTING SITE AND ACCESSIBILITY	6
4.0	TRAVEL PLAN CO-ORDINATOR	6
5.0	TARGETS	11
6.0	TRAVEL PLAN MEASURES	13
7.0	ACTION PLAN	16
8.0	MONITORING AND REVIEW	17

APPENDICES

Appendix TP1

Site Location Plan

Appendix TP2

Proposed Site Layout Plan

Appendix TP3

South Yorkshire Transport services map

1.0 INTRODUCTION

- 1.1 This Framework Travel Plan (FTP) has been prepared by Bryan G Hall (BGH) and forms part of the planning application submission by Gregory Property Group. The application seeks permission for an industrial estate on land served from the A6195 Dearne Valley Parkway, Birdwell, South Yorkshire. A plan showing the location of the site in the context of the highway network is attached at **Appendix TP1**.
- 1.2 The proposed industrial estate will include three standalone industrial units with a combined total floor area of 13,494m² and 166 car parking spaces. A site layout plan is attached at **Appendix TP2**. The occupiers of each unit will be expected to produce a TP in line with this FTP.
- 1.3 The site is located to the south east of Birdwell, Barnsley, and is bound by the A6195 Dearne Valley Parkway to the north, by undeveloped scrubland to the east, by a strip of woodland directly to the south (on the other side of which are further industrial units) and to the west by a recently constructed roundabout (from Sheffield Road) which serves a mix of other land uses and from which access to the site is proposed.
- 1.4 The site is currently undeveloped but is allocated for employment use within the Adopted (January 2019) Barnsley Metropolitan Borough Council (BMBC) Local Plan as Site ES14. The site also forms part of the wider Hoyland North Masterplan which was produced in December 2019.

Aims and Objectives

- 1.5 The aim of this FTP is to influence the travel behaviour of employees, but also encourage visitors where appropriate to travel sustainably to and from the proposed development.
- 1.6 The overarching objectives of the FTP are set out below:-
- Minimise the number of car-based trips generated by the proposed development – particularly single occupancy car trips during the weekday morning and evening peak periods on the surrounding highway network;
 - Maximise the number of trips made to and from the site by sustainable transport modes;
 - Address the access needs of employees and where appropriate visitors by supporting walking, cycling and use of public transport; and
 - Raise awareness of the implications of all forms of travel on the environment, health and well-being of employees and visitors.

1.7 A Transport Assessment assessing the impact of the development on the highway network has been prepared by BGH and should be read alongside this FTP.

1.8 This FTP is not a static document; it should evolve over time and adapts to reflect new guidance and emerging best practice. The subsequent individual TPs will be updated to incorporate additional measures and best practice where appropriate.

Travel Plan Structure

1.9 Following this introduction, this FTP will examine the existing conditions in the vicinity of the site with specific regards to sustainable travel options and provides a package of measures considered appropriate to achieve. It has been produced with reference to both national and local planning policies.

1.10 The remainder of the FTP is set out as follows:-

- **Chapter 2** details relevant national and local transport policy;
- **Chapter 3** describes the existing transport network and provides an assessment of the accessibility of the site for all modes of travel;
- **Chapter 4** defines the role of Travel Plan Coordinator;
- **Chapter 5** reviews existing travel behaviour from the 2011 Census and suggests targets for reducing single occupancy car journeys;
- **Chapter 6** outlines the proposed measures to achieve the targets for positive modal shift;
- **Chapter 7** provides a time frame for delivering the measures that have been identified and set out in an action plan; and
- **Chapter 8** sets out the approach to ensure regular monitoring and review of the FTP to determine the extent to which its objectives and targets are being achieved.

2.0 LOCAL AND NATIONAL POLICY

National Policy

National Planning Policy Framework

- 2.1 The NPPF sets out the Government's planning policies and how they are expected to be applied. At the heart of the NPPF is a presumption in favour of sustainable development (paragraph 11).
- 2.2 In relation to transport, the NPPF states that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes (paragraph 103). This can help to reduce congestion and emissions and improve air quality and public health. It is noted however that opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this needs to be taken into account.
- 2.3 This FTP details the local infrastructure and facilities within the vicinity of the proposed development, especially those which assist with pedestrian and cycle movements in line with the NPPF.

Planning Practice Guidance

- 2.4 This guidance was released in March 2014 by the Department for Transport to bring together planning practice guidance for England in an accessible and usable way, it was most recently updated in July 2019.
- 2.5 This guidance states that TPs should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements, all of which should be appropriate. They should also consider what additional measures may be required to offset unacceptable impacts if the targets are not met.
- 2.6 It goes on to suggest that all TPs should evaluate and consider:-
- Benchmark travel data including trip generation databases;
 - Information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development;
 - Relevant information about existing travel habits in the surrounding area;
 - Proposals to reduce the need for travel to and from the site via all modes of transport; and

- Provision of improved public transport service.

2.7 This FTP considers the existing travel habits of those working within the local area of the development by reviewing 2011 census data. It sets out proposals in terms of measures and an associated action plan to ensure review, focussed on minimising single occupancy travel to and from the site.

Local Policy

Barnsley Local Plan 2019-2033

2.8 Barnsley's Local Plan was adopted in January 2019. The aim of the plan is

'...to create more and better jobs to improve earnings and increase opportunities for local residents'.

Policy T3 New Development and Sustainable Travel

2.9 Policy T3 New Development and Sustainable Travel, states that 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 set out in the relevant Supplementary Planning Document;*
- *Provide a transport statement or assessment in line with guidance set out in the National Planning Policy Framework including where appropriate having regard for cross boundary local authority liaison; 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 having regard for cross boundary local authority liaison. Travel plans will be secured through a planning obligation or a planning condition. Where levels of accessibility through public transport, cycling and walking are unacceptable, we will expect developers to take action or make financial contributions in accordance with policy I1. If it is not possible or appropriate for the minimum amount of parking for cycles, motorbikes, scooters and mopeds to be met on site, the developer must provide, or contribute towards, off-site parking, or improve or provide other forms of travel.*

- 2.10 This FTP supports Policy T3 by providing the Travel Plan (TP) and encouraging travel by sustainable modes.

Barnsley Supplementary Planning Document: Sustainable Travel

- 2.11 This FTP has been prepared with the Supplementary Planning Document: Sustainable Travel in mind. The SPD sets out that:-

‘...The spatial strategy in the Local Plan seeks to locate development in the most sustainable locations. The settlement pattern within the Borough, the location of rail and road networks, public transport and environmental constraints all limit the number of reasonable alternative strategies, therefore the spatial strategy in the Local Plan is considered to be the most appropriate. Better connectivity, affordable and inclusive travel including walking and cycling, a cleaner environment and a healthier population are the key outcomes sought through the Barnsley Transport Strategy, Sheffield City Region Transport Strategy and various existing and emerging SCR plans’.

- 2.12 This FTP has been prepared in line with national and local policies and demonstrates an understanding of the Council’s aim to create an enhanced environment.

3.0 THE EXISTING SITE AND ACCESSIBILITY

- 3.1 National and local transport policies seek to reduce the need to travel and to promote the use of alternative modes to the private car. The development proposal is consistent with these objectives and includes provision of a FTP to encourage the use of public transport, walking and cycling.

Pedestrian Accessibility

- 3.2 With regard to pedestrian provision at new developments, guidance is set out within the CIHT document 'Planning for Walking' (March 2015) which describes how approximately 80% of all journeys, shorter than 1 mile (1.6 kilometres), are made wholly on foot. If destinations are within a convenient walking distance, people are more likely to walk if it is safe, comfortable, and the surrounding environment is attractive. Walking is also regarded as an essential part of public transport travel, as bus stops are usually accessed on foot.
- 4.2 Further guidance is also detailed within the earlier CIHT Publication "Guidelines for Providing for Journeys on Foot" (2000) which sets out the suggested acceptable walking distances for pedestrians without any mobility impairment. The recommended desirable, acceptable and preferred maximum walking distances for commuting/school and other journeys, such as retail/shopping, are shown in Table 4.1.

Table 4.1: Recommended Walking Distances

	Trip Purpose	
	Commuting/School	Other Journeys (Retail/Shopping)
Desirable	500 metres	400 metres
Acceptable	1,000 metres	800 metres
Preferred Maximum	2,000 metres	1,200 metres

- 3.3 The site is within a reasonable walking distance of several residential areas, principally to the north-west of the site at Birdwell and to the east towards Hoyland. These areas are both circa 1.0 kilometres walking distance from the site which equates to a 15-minute walk time.

- 3.4 There are existing footways on A6195 Dearne Valley Parkway which link with the Rockingham roundabout and the site access to the west. Crossing points are provided across the A6195 carriageway to the south via a series of Toucan crossings. Uncontrolled crossing points are provided across the Kestrel Way arm of the Rockingham roundabout to ensure accessibility for pedestrians wishing to walk to / from the A6195 to the north-east. It is considered that the site is well located to promote trips by foot.

Cycle Accessibility

- 3.5 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).
- 3.6 The areas of Hoyland, Brampton, Chapeltown, Wombwell and a large part of Barnsley are within 8.0 kilometres of the application site. This represents a significant residential catchment and the development site is therefore located within cycling distance of a very large population. However, more importantly, it is readily accessible to local residents and businesses.
- 3.7 There are shared footways in the vicinity of the site and National Cycle Network (NCN) Route 67 is located approximately 1.0 kilometres to the south of the site. This route 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 Accessibility

Bus

- 3.8 With regard to public transport provision at new developments, the CIHT publication “Buses in Urban Developments” (January 2018) refers to a maximum walking distance to bus stops of 400 metres, which has been applied for many years. The CIHT document “Planning for Walking” (March 2015) also states that 400 metres has traditionally been regarded as a cut-off point for walking to bus stops.
- 3.9 There are currently no operating bus routes along A6195 Dearne Valley Parkway in the vicinity of the development 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.
- 3.10 The nearest bus stops to the development are located on the A6135 Sheffield Road, to the east of the A6135 Roundabout, circa 400 metres walking distance from the

access into the development on Sheffield Road. These stops can be accessed from the site by using the footways on Sheffield Road and using the existing pedestrian crossing facilities. Whilst this is at the recommended 400 metre walking distance, it is considered an acceptable distance given the provision of high frequency and quality services.

- 3.11 Details of the services which are available at these stops are shown in Table 4.2 below, with an extract from the South Yorkshire Transport services map attached at **Appendix TP3**. It should be noted that this timetable is based on pre Covid-19 services.

Table 4.2: Summary of Existing Bus Services

Route Number	Route Description	Frequency		
		Monday - Saturday	Evening	Sunday
2/X2	Barnsley-Chapeltown-Sheffield-Royal Hallamshire Hospital	30 mins (X2)	60 mins (2)	60 mins (2)
66	Barnsley-Hoyland-Elsecar	15 mins	60 mins	30 mins
67/67A/67C	Barnsley-Hoyland-Wombwell	30 mins	30 mins	30 mins
X17 (A61 Sheffield Road stop only)	Barnsley-Sheffield-Matlock	60 mins	60 mins	60 mins

Rail

- 3.12 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.
- 3.13 Elsecar railway station has circa 4 services per hour, providing links to local areas within Yorkshire including Huddersfield, Sheffield, Barnsley, Wakefield and Leeds. It should be noted that this timetable is based on pre Covid-19 services.

Summary

- 3.14 In summary, it is considered that the development is well located to promote trips by walking and cycling to and from the local residential areas. The development is

also well located to promote trips by public transport, utilising the existing bus stops on A6135 Sheffield Road. Elsecar railway station is also located within a short bus journey of the development for those travelling from further afield.

4.0 TRAVEL PLAN CO-ORDINATOR

- 4.1 It is widely recognised that a Travel Plan Co-ordinator (TPC) plays a key role in the success of any TP. The occupiers of the units at the proposed development are expected to produce a TP in line with this FTP and employ or nominate an individual TPC to meet the needs of their respective businesses in line with this FTP. The TPC will be responsible for the overall management and implementation of the TP including the measures contained in this report and future monitoring / review. Each individual TPC will be in place for a minimum of five years post occupation at the site.
- 4.2 The TPC will work closely with BMBC to ensure a partnership approach is adopted and that the TP accords with the requirements set out by BMBC.
- 4.3 If the person undertaking the role of TPC changes, BMBC will be advised and provided with the new contact details, in a timely fashion.
- 4.4 The TPC will act as a central point of contact for information, guidance and support for all travel issues on site. The TPC will establish where BMBC may be able to provide supporting information such as timetable information, walking and cycling guides and information on local initiatives.

Budget

- 4.5 A dedicated budget will be made available for each TPC to cover the cost of implementing the measures outlined within this FTP. This will be provided by the occupier once identified.

Contact Details

- 4.6 Bryan G Hall will act as interim contact as TPC for the site until a representative is appointed, contact details for BGH are as follows:

Travel Plan Coordinator, Dearne Valley Industrial Estate, 20-262
c/o: Bryan G Hall
Suite E15 Josephs Well
Hanover Walk
Leeds
LS3 1AB

tpc@bryanghall.co.uk
0113 246 1555

5.0 TARGETS

- 5.1 The site is currently undeveloped, a proposed industrial estate will be constructed which will include three industrial units with a total floor area of 13,494m² and 166 total car parking spaces.
- 5.2 In anticipation of the development being operational, given that the site is currently undeveloped, journey to work census data has been obtained from the 2011 census to establish the likely modal split associated with work-based trips to and from the area which the proposed development is situated. The site is located within MSOA ward Barnsley 028 as such this has been used in the extraction of the census data. The associated modal split is present below in Table 5.1

Table 5.1: Census Journey to Work Data with MSOA Ward Barnsley 028 as place of work

Transport Mode	Current Modal Share (%)
Underground, metro, light rail or tram	0%
Train	0%
Bus, minibus or coach	6%
Taxi	1%
Motorcycle, scooter or moped	1%
Driving a car or van	76%
Passenger in a car or van	7%
Bicycle	1%
On foot	8%
Other method of travel to work	0%
Total	100%

- 5.3 The initial modal split targets are based on a 10%-point reduction in single occupancy journeys to the site and an increase in sustainable journeys. The proportion of journeys by walking, bicycle, bus and car sharing have therefore been increased to reflect these changes, these figures represent significant percentage increases in use of sustainable modes. Details of the target modal split can be seen in Table 5.2

**Table 5.2: Census Journey to Work Data with MSOA Ward
Barnsley 028 as place of work**

Transport Mode	Current Modal Share (%)	Target Modal Share (%)
Underground, metro, light rail or tram	0%	0%
Train	0%	1% (+1%)
Bus, minibus or coach	6%	8% (+2%)
Taxi	1%	1%
Motorcycle, scooter or moped	1%	1%
Driving a car or van	76%	68.4% (-7.6%)
Passenger in a car or van	7%	8.6% (+1.6%)
Bicycle	1%	3% (+2%)
On foot	8%	9% (+1%)
Other method of travel to work	0%	0%
Total	100%	100%

- 5.4 The occupiers of the units will undertake a detailed travel survey within three months of opening. The surveys will be undertaken by each TPC at the site and subsequent monitoring reports will be submitted to BMBC. Initial surveys will be undertaken within 3 months of each unit becoming operational and targets for the TP's confirmed with BMBC. This target will relate to the 5 years following occupation and will be monitored on an annual basis. More details of the monitoring process is provided later within this FTP.

6.0 TRAVEL PLAN MEASURES

- 6.1 This chapter identifies a package of measures that will be implemented to increase the number of trips made to and from the site by sustainable modes of travel. By introducing a variety of measures, employees can pick and choose the most appropriate to fit their personal circumstances. It is unlikely that a single measure will ever address the transport needs of all users, therefore having a range of measures enables users to choose the most appropriate.
- 6.2 The measures will be regularly monitored and reviewed to ensure that they remain appropriate. The measures should not be considered fixed, nor are they an exhaustive list, but like this FTP, they will adapt to reflect changes on site and any changes to national and local initiatives, guidance and best practice.

Site Design

With regard to cycle parking, 10 covered cycle spaces per unit will be provided in accessible locations on site. These spaces will be made available for employees and visitors. The site layout will provide a good footway and cycle network allowing employees to reach their place of work safely within the site.

Measure 1

Travel Notice Board

Travel notice boards will be situated in a clearly visible location for employees of each unit. The travel notice boards will contain a summary of this FTP, information on walking, cycling, bus timetables, the distance to and services from Elsecar railway station, car sharing, details of local initiatives, local infrastructure and contact details for the TPC for each unit.

The travel notice board will highlight the health and wellbeing benefits of walking and cycling. Employees of each unit will be notified of the location of the travel notice board as part of their induction process.

Measure 2

National and Local Events

National events such as Cycle to Work Week will be promoted to employees of each unit via the travel notice board.

The TPC's will promote events such as 'National Cycle to Work Day'. Other events such as 'Liftshare Week' and 'No Car Day' will be promoted.

Measure 3

Personalised Journey Planner

Personalised journey planning will offer employees of each unit the opportunity to meet with the TPC or communicate via telephone or email, and, receive advice on the range of travel options available for them for their journeys to the

development. It will include the opportunity to select from a range of information and incentives made available as part of this FTP and future TPs.

Measure 4

Local Recruitment

By looking to recruit staff locally (subject to the specific skill sets as required by the eventual occupiers) the overall need to travel longer distances will be reduced, this can make walking and cycling realistic and ensure practical modes of travel are available from the outset for commuters. As highlighted in section 3.0, the site is considered accessible, on foot, by bike and on public transport, as well as being well positioned within a short distance of extensive local residential areas. As part of the recruitment process, prospective staff will be made aware of the opportunities to travel to work by sustainable modes of travel.

Measure 5

Promote Cycle to Work Scheme

The occupiers of the development will be encouraged to offer employees the Cycle to Work Scheme as an employee benefit that has real potential to support those choosing to cycle to work. The Cycle to Work scheme gives employees the opportunity to purchase a bike and cycling equipment through the government cycle to work scheme - this benefit is only available to employees choosing to cycle to work. The scheme provides a discount of up to 47% on the cost of a new bike and or accessories - the cost of the equipment is then repaid to the employer through salary sacrifice.

This scheme, if available, will be promoted on the noticeboard and highlighted in personal journey planning sessions to all employees.

Measure 6

Provide Bike Maintenance

The TPC's will look to organise 'Dr Bike' bike mechanic events through the implementation of the FTP. A Dr Bike session offers basic repairs and advises of any further repairs. This reduces the barrier of bikes not being used regularly by potential cyclists due to riders not knowing how to carry out relatively minor repairs and maintenance.

Measure 7

Promote Car Sharing Scheme

Information on the free online car share scheme (www.liftshare.com) will be made available to all employees of all units. The Liftshare database is for anyone looking to car share either as a driver or a passenger. Employees will be encouraged to sign up to and search for those with similar journeys to work,

with an aim to save on costs and ultimately, reduce the number of trips by single occupancy vehicle.

If there is sufficient interest identified in the travel to work surveys, the TPC's will look to match up employees with similar routes to work at the proposed development and put them in touch with one another to arrange a car share matches internally.

Measure 8

Electric Vehicle Charging Points

Electric vehicles offer a more sustainable way of travel in comparison to petrol or diesel. They are rising in popularity and are widely available.

Electric Vehicle Charging Points will be provided in accordance with the required Parking SPD.

The TPC's will promote the use of electric vehicles on the travel notice board. The TPC's will promote Zap Map, the UK map of charging points, to ensure that users know where to charge their vehicle when off site www.zapmap.com.

Remedial Measures

6.3

If the targets are not being met, the measures will be reviewed and further measures to encourage employees to travel sustainably will be agreed with BMBC.

7.0 ACTION PLAN

7.1 This chapter provides an action plan for delivery the FTP measures that have been identified previously. Table 7.1 sets out the timescales and the person responsible for delivering each measure.

7.2 Most of the actions have been identified as being delivered prior to occupation of the development wherever possible. This will ensure that each measure has the potential to influence the travel behaviour of employees from the outset. The action plan will be updated by the TPC who will be responsible for its implementation.

Table 7.1: Summary of Action Plan

Action	Status	Responsibility	Timescale
Ensure cycle parking is provided on site	Commitment	Developer	Prior to occupation
Prepare and display information on the travel notice board	Commitment	TPC	On occupation
Promote national and local events	Commitment	TPC	Ongoing
Offer employees personal journey planning	Commitment	TPC	On occupation
Local Recruitment	Consider	Occupier	Ongoing
Promote tax-free Cycle to Work scheme	Consider	Occupier	On occupation
Provide Bike Maintenance	Consider	TPC	Ongoing
Promote membership of Liftshare.com and car sharing to employees	Commitment	TPC	Based on demand
Electric Vehicle Charging Points	Commitment	Developer	Prior to occupation

8.0 MONITORING AND REVIEW

- 8.1 The effectiveness of the FTP will be monitored and reviewed on an annual basis to determine the extent to which the FTP influences travel choices of employees.

Monitoring

- 8.2 Initial travel surveys will take place within three months of occupation of each unit. The survey will be repeated on an annual basis and the TP's will be reviewed in line with their data, and against the agreed modal shift targets. After five years of travel surveys the need for any further surveys, monitoring and review will be agreed with BMBC.

- 8.3 It will be the responsibility of the TPC at each unit to achieve a minimum 50% response rate from employees for each annual travel survey. The results of the survey will be set out in an annual Monitoring Report, which will be produced and submitted to BMBC within 1 month of the annual travel survey being undertaken. The annual monitoring report will include:

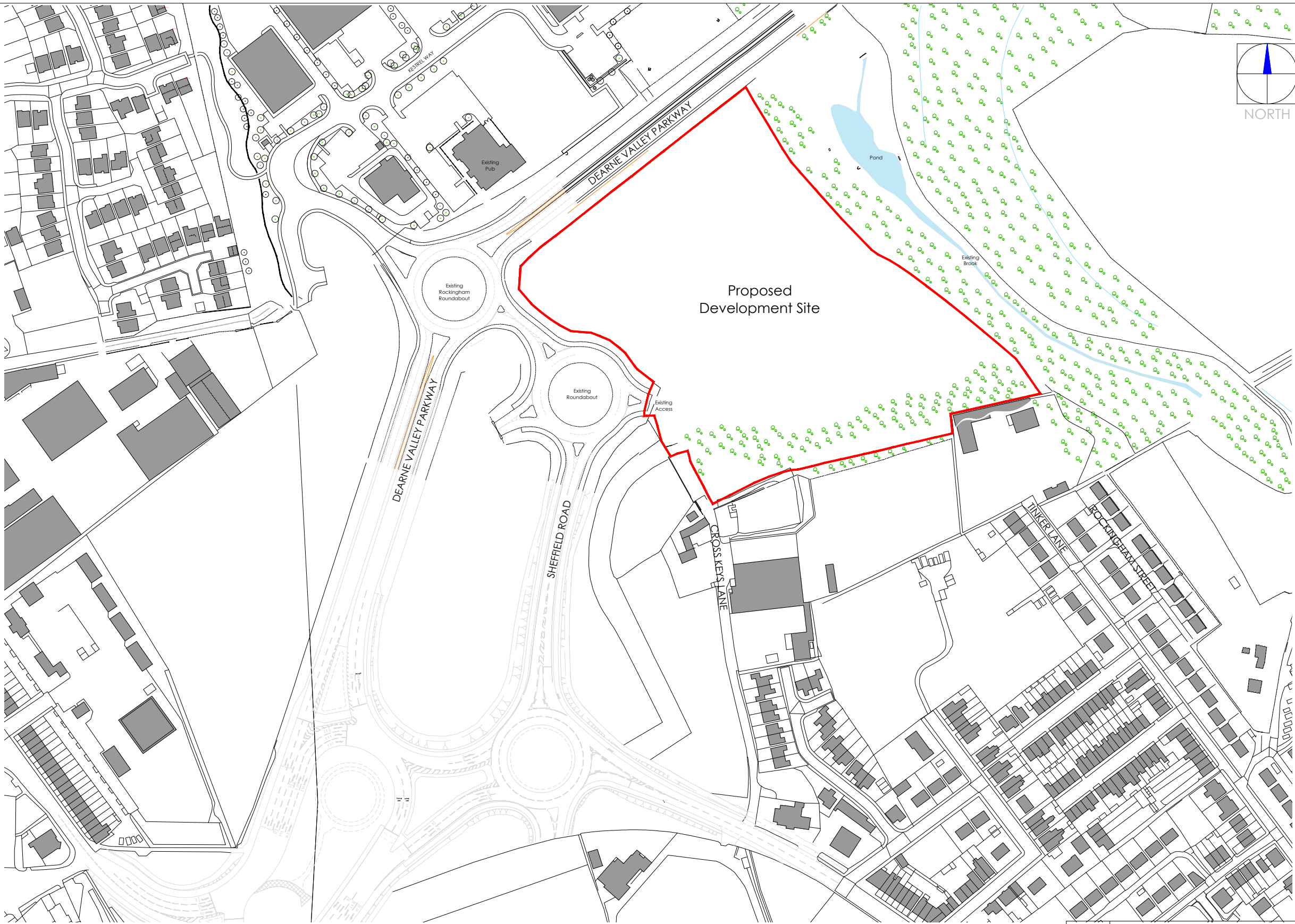
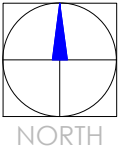
- The travel survey questionnaire;
- The raw survey data (anonymised);
- Analysis of the results of the travel survey, in comparison against the targets;
- Any proposed revisions to the TP; and
- Any proposed revisions to the Action Plan for the following 12 month period.

- 8.4 Should a working group for the site as a whole be established, and a site wide TPC be appropriate, the results will be fed into this structure.

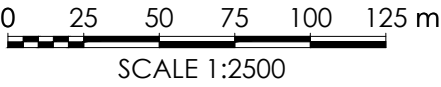
Review

- 8.5 Following each annual travel survey and submission of the annual monitoring report, the TPC's will liaise with the relevant officers at BMBC. Following the review, any changes for the year ahead would be agreed.
- 8.6 As set out above, any changes to the TP's will be made following the process of monitoring and review.

APPENDIX TP 1



Note:
Information is based on OS map and received information and is subject to full topographical and building survey.
Assumed site boundary and site constraints subject to confirmation.
All Legal easements and extent of existing underground services locations are subject to confirmation.

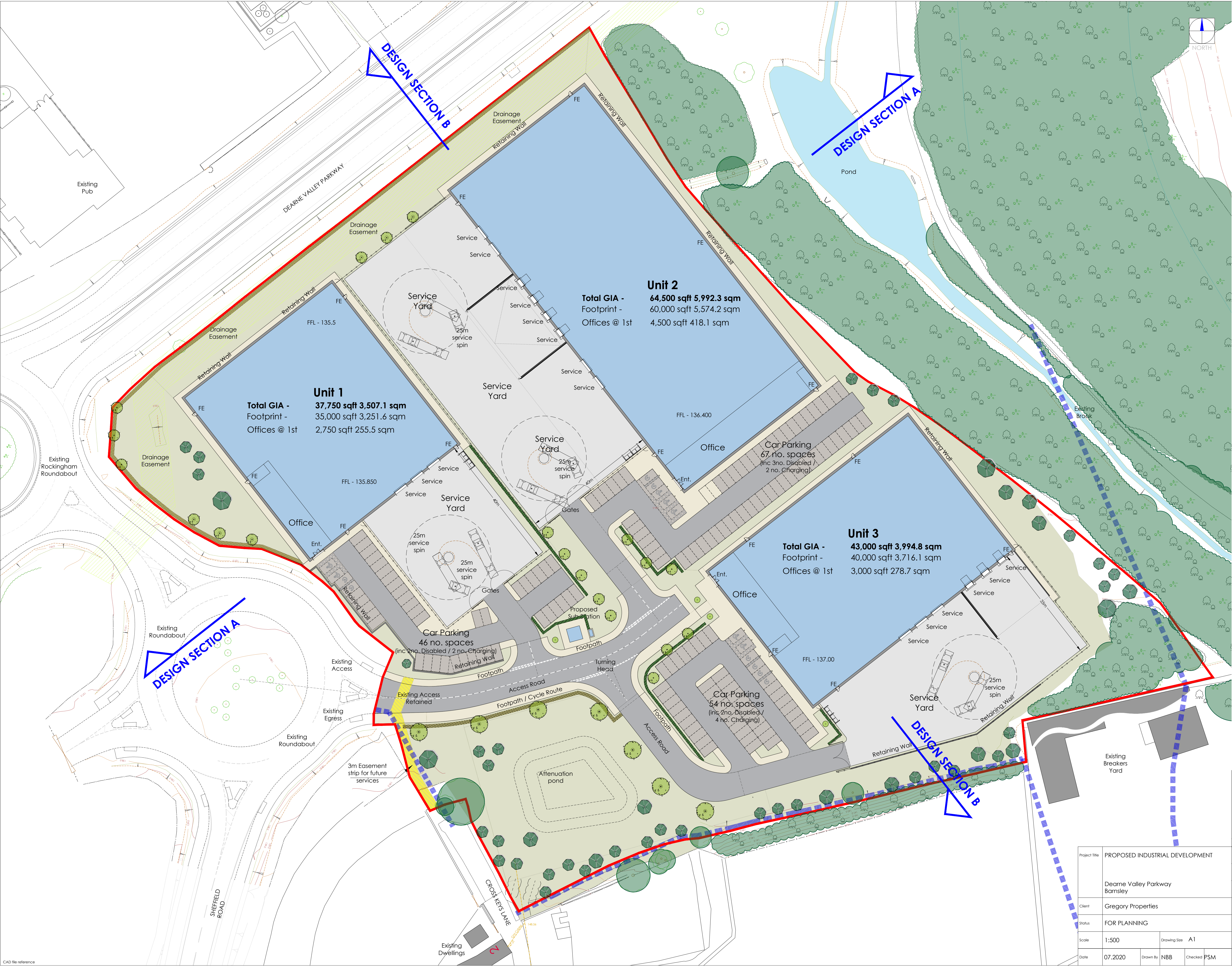


Rev	Date	Description	Rev By	Chk'd By

Project Title	PROPOSED INDUSTRIAL DEVELOPMENT			
Client	Dearne Valley Parkway Barnsley			
Status	FOR PLANNING			
Scale	1:2500	Drawing Size	A3	
Date	02.2021	Drawn By	NBB	Checked PSM

Drawing Title	LOCATION PLAN		
Job-Dwg No	15315 - (P)100	Rev	-
2 St. Johns North, Wakefield, WF1 3QA t. 01924 291800 ☐ Carvers Warehouse, 77 Dale Street, Manchester, M1 2HG t. 0161 2388555 ☐ The Old Rectory, 79 High Street, Newport Pagnell, MK16 8AB t. 01908 21137 ☐ 101 London Road, Reading, RG1 5BY t. 0118 9507700 ☐ 10 Gees Court, 31 Christophers Place, London, W1U 1JJ t. 0207 4091215			
THE HARRIS PARTNERSHIP ARCHITECTS www.harrispartnership.com			

APPENDIX TP 2



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Taken from Barnsley MBC Definitive Map

Note:
Information is based on OS map and received information and is subject to full topographical and building survey.
Assumed site boundary and site constraints subject to confirmation.
All legal easements and extent of existing underground services, locations are subject to confirmation.

0 5 10 15 20 25m
SCALE 1:500

Rev	Date	Description	Rev	By	Check	By
L	25.03.21	Units office content amended	NBB	PSM		
K	19.03.21	Cut and fill & Landscape Updated	NBB	PSM		
J	12.03.21	Cut and fill Updated	NBB	PSM		
I	04.03.21	Site Section Added	NBB	PSM		
H	25.02.21	Updated for planning submission	NBB	PSM		
G	19.02.21	Updated inline with discussions	NBB	PSM		
F	20.01.21	Redline adjusted & public footpaths added	NBB	PSM		
E	16.11.20	Updated	NBB	PSM		
D	02.11.20	Updated	NBB	PSM		
C	20.10.20	Added side Road	AL	PSM		
B	21.07.20	Updated	NBB	PSM		
A						

Project Title	PROPOSED INDUSTRIAL DEVELOPMENT		Drawing Title	PROPOSED SITE PLAN		
Client	Gregory Properties		Job-Dwg No	15315 - (P)111	Rev	L
Status	FOR PLANNING					
Scale	1:500	Drawing Size	A1			
Date	07.2020	Drawn By	NBB	Checked	PSM	

2 St. Johns North, Wakefield, WF1 3GA
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THE HARRIS PARTNERSHIP
ARCHITECTS
www.harrispartnership.com

APPENDIX TP 3

BARNSLEY Bus Map

From 25 January 2020



Making bus travel in Barnsley easier.

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 coordinated 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

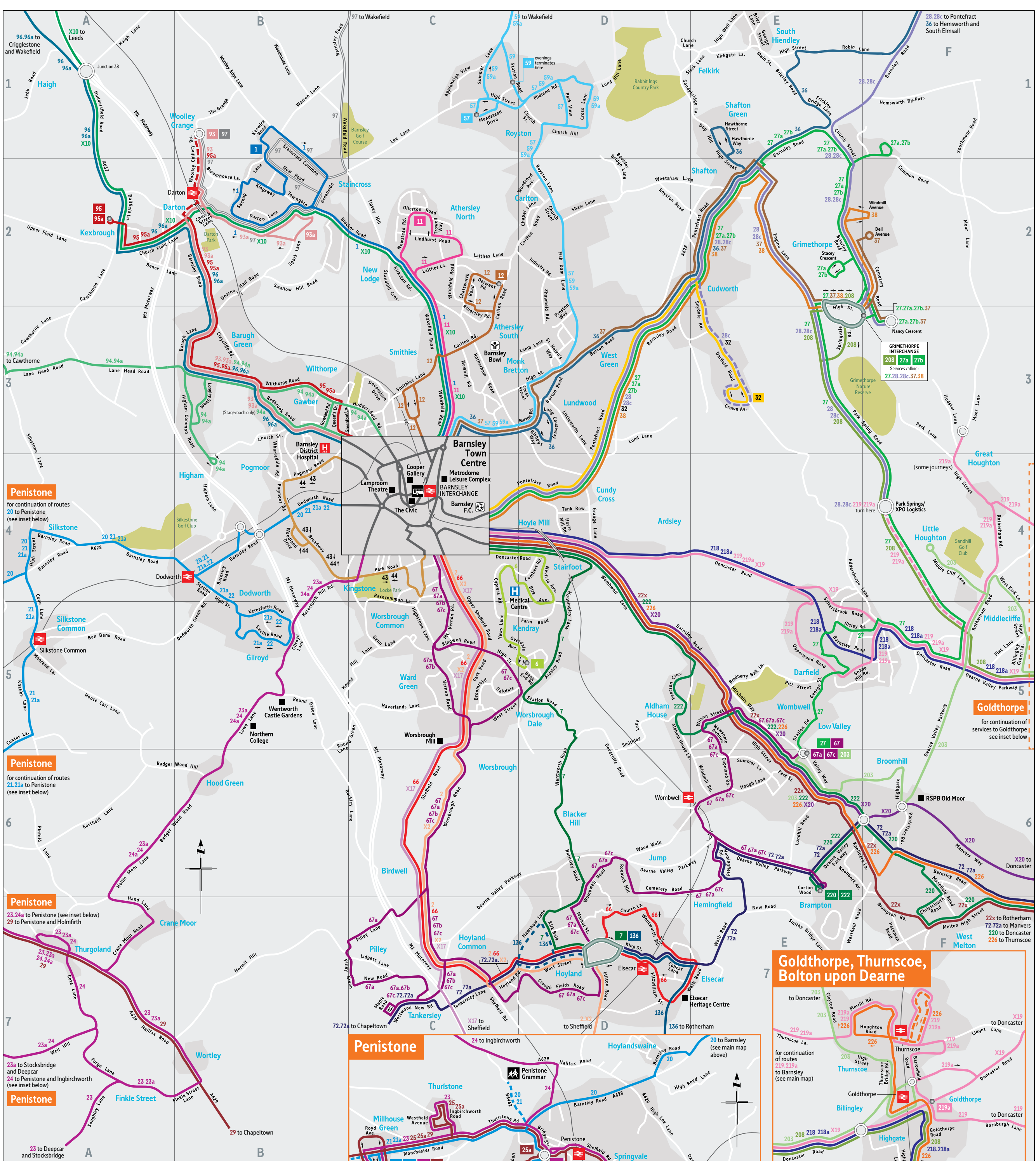
Who is in the Barnsley Bus Partnership?

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

FREQUENCY GUIDE						
Service	Operator	Route	FREQUENCY (MINUTES)			
			Monday-Friday daytime	Saturday daytime	Sunday daytime	Evening daily
1	Stagecoach	Barnsley – Mapplewell – Staincross	15	15	30	30/60
2/X2	Stagecoach	Barnsley – Birdwell – Chapeltown – North General Hospital – Sheffield - Royal Hallamshire Hospital	30 (X2)	30 (X2)	60 (2)	60 (2)
6	Stagecoach	Barnsley – Kendray – Worsbrough Bank End	15	15	30	60
7	Stagecoach	Barnsley – Blacker Hill – Hoyland	60	60	No service	No service
11	Stagecoach	Barnsley – Athersley North	15	15	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	Stagecoach	Millhouse Green - Penistone - Thurgoland - Stocksbridge	120	120	No service	No service
23a	Stagecoach	Barnsley - Thurgoland – Stocksbridge	2 journeys	2 journeys	No service	No service
24	Stagecoach	Barnsley - Thurgoland – Green Moor - Penistone – Ingbirchworth	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
25a	South Pennine Community Transport	Holmfirth - Hade Edge - Dunford Bridge - Crow Edge - Millhouse Green - Thurlstone - Penistone	1 journey	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	Wednesday 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	20	60	60
226	Stagecoach	Barnsley – Wath upon Dearne – Thurnscoe	30	30	60	60
27	Stagecoach	Barnsley – Grimethorpe – Darfield – Wombwell	30	30	60	60
27a	Stagecoach	Barnsley – Grimethorpe Interchange	see 27b	see 27b	60	60
27b	Stagecoach	Barnsley – Grimethorpe Interchange	60	60	No service	No service
28	Stagecoach	Barnsley – Grimethorpe – Pontefract	60	60	No service	No service
28c	Stagecoach	Barnsley - Cudworth Crown Avenue - Grimthorpe - Pontefract	No service (see 28/32)	No service (see 28/32)	60	60
32	Stagecoach	Barnsley – Cudworth Crown Avenue	15	15	see 28c	see 28c
			Combined frequencies of: Barnsley – Lundwood/Cudworth every 7/8 mins Mon-Sat daytime Barnsley – Cudworth Crown Avenue every 15 mins Mon-Sat daytime Barnsley - Grimethorpe every 15 mins Mon-Sat daytime			
36	Waterson Coaches	Barnsley – Shafton -South Hiendley –Hemsworth –South Elmsall	60/90	4 journeys	No service	No service
37	Waterson Coaches	Barnsley - Shafton - Grimethorpe	60	No service	No service	No service
38	Waterson Coaches	Barnsley - Shafton - 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	No service (see 43)	No service (see 43)

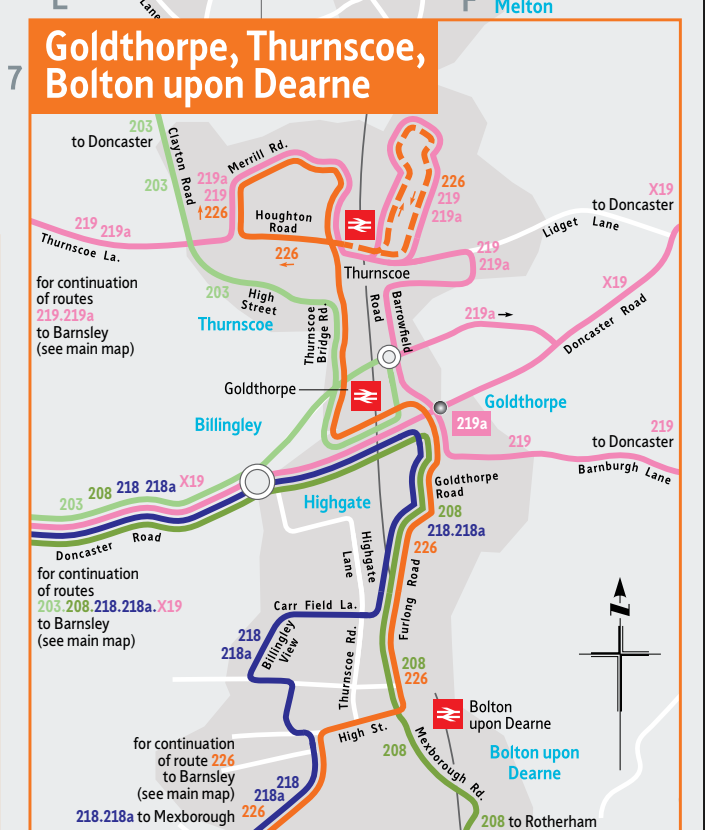
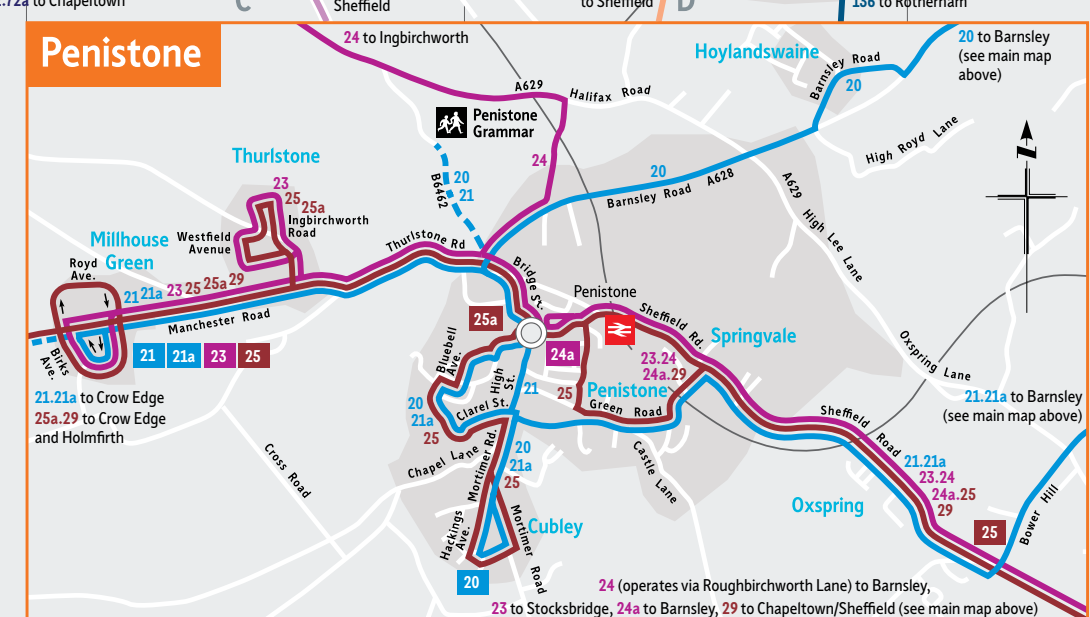
FREQUENCY GUIDE						
Service	Operator	Route	FREQUENCY (MINUTES)			
			Monday-Friday daytime	Saturday daytime	Sunday daytime	Evening daily
57	Stagecoach	Barnsley – Royston	30	30	No service (see 59)	No service (see 59)
59/59a	Stagecoach	Barnsley – Royston – Wakefield	30	30	60 (30 Barnsley - Royston)	60 (Barnsley - Royston)
			Combined 15 mins frequency Mon-Sat Barnsley – Royston			
66	Stagecoach	Barnsley – Hoyland – Elsecar	15	15	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	Stagecoach	Chapeltown – Hoyland – Manvers	60	60	No service	No service
94/94a	Globe Coaches/ Stagecoach	Barnsley - Higham - Cawthorne	60	60	120	120
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			
96	Globe Coaches	Barnsley – Kexborough – Wakefield	60	60	No service	No service
96a	Globe Coaches	Wakefield – Kexborough – Higham – Barnsley	1 journey	No service	No service	No service
97	Globe Coaches	Darton – Wakefield	3 journeys	No service	No service	No service
136	First/ Stagecoach	Hoyland - Wentworth - Thorpe Hesley - Rotherham	60	60	90	2 journeys
201	Powells Bus	Chapeltown – Wentworth Industrial Park – Fox Valley – Stocksbridge	60	60	No service	No service
203	Waterson Coaches	Wombwell - Thurnscoe - Clayton - Doncaster	5 journeys	5 journeys	No service	No service
208	Stagecoach	Rotherham – Swinton – Mexborough – Goldthorpe – Grimethorpe	3 journeys	3 journeys	3 journeys	3 journeys
218	Stagecoach	Barnsley - Mexborough – Swinton - Kilnhurst – Rawmarsh - Rotherham	60	60	60 Rotherham to Mexborough	60 Rotherham to Mexborough
218a	Stagecoach	Barnsley - Mexborough – Swinton - Kilnhurst – Rawmarsh - Rotherham	60	60	No service	No service
219	Stagecoach	Barnsley – Thurnscoe – Goldthorpe – Doncaster	60	60	60	60
219a	Stagecoach	Barnsley – Thurnscoe – Goldthorpe	60	60	No service (see 219)	No service (see 219)
220	Stagecoach	Cortonwood – Wath upon Dearne – Mexborough – Doncaster	30	30	60	60
X10	Stagecoach	Barnsley - Mapplewell - Darton - Kexbrough - Leeds	60	60	60	60
X17	Stagecoach	Barnsley - Birdwell - Meadowhall - Sheffield - Chesterfield - Matlock	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

* No evening service
** Runs part route only



Barnsley's Frequent Bus Network

1	94.94a
2.X2	95.95a
6	96.96a
7	136
11	203
12	208
20.21.21a.22	218.218a
22x	219.219a.X19
23.23a.24.24a	220
25.25a.29	222
27.27a.27b	226
28	X10
32	X17
36	X20
37	Cross boundary/Infrequent services
38	97
43.44	Road with multiple services
57.59.59a	20/21 219
66	34
67.67a.67b.67c	Certain journeys
72.72a	Route Terminus
93.93a	Bus runs in direction of arrow
	Railway Line & Station
	Bus Interchange



Index to Places Served			
A	Aldham House	D5	
	Ardsley	D4	
	Athersley North	C2	
	Athersley South	C3	
B	Barnsley Hospital	B3	
	Barugh Green	B3	
	Billingley	-	
	See Goldthorpe Inset		
	Birdwell	C6	
C	Blacker Hill	D6	
	Bolton upon Dearne	-	
	See Goldthorpe Inset		
	Brampton	E7	
	Broomhill	F6	
D	Darfield	E5	
	Darton	B2	
	Dodworth	B4	
E	Elsicar	E7	
F	Finkle Street	A7	
G	Gawber	B3	
	Gilroyd	B5	
	Great Houghton	F4	
	Grimethorpe	E2	
H	Haigh	A1	
	Hemingfield	E7	
	Higham	B3	
	Highgate	-	
	See Goldthorpe Inset		
I	Hood Green	B6	
	Hoyland	D7	
	Hoyland Common	C7	
	Hoylandswaine	-	
	See Penistone Inset		
J	Hoyle Mill	D4	
K	Jump	D6	
L	Kendray	C5	
	Kexbrough	A2	
	Kingstone	B4	
M	Little Houghton	F4	
	Low Valley	E5	
	Lundwood	D3	
N	Middlecliffe	F5	
	Millhouse Green	-	
	See Penistone Inset		
	Monk Bretton	C3	
O	New Lodge	C2	
P	Oxspring	-	
	See Penistone Inset		
Q	Pilley	C7	
	Pogmoor	B4	
R	Royston	C1	
S	Shafton	E2	
	Shafton Green	E1	
	Silkstone	A4	
	Silkstone Common	A5	
	Smithies	C3	
T	South Hiendley	E1	
	Springvale	-	
	See Penistone Inset		
	Staincross	B2	
	Stairfoot	D4	
U	Tankersley	C7	
	Thurgoland	A7	
	Thurlstone	-	
	See Penistone Inset		
	Thurnscoe	-	
V	See Goldthorpe Inset		
W	Ward Green	C5	
	West Green	D3	
	West Melton	F7	
	Wiltorpe	B3	
	Wombwell	E5	
X	Woolley Grange	B1	
	Worsbrough	C6	
	Worsbrough Common	C5	
	Worsbrough Dale	D5	
	Wortley	B7	

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

One ticket, any bus



**1, 7 and
28 Day**

The easy way to get around Barnsley*

For latest prices visit: travelsouthyorkshire.com/bbp
or ask your driver. Other tickets are available.

*Terms and conditions apply.

Where can you buy BConnect tickets?

BConnect 1 and 7 Day tickets can be bought on most buses in Barnsley.

7 and 28 Day tickets are also available online at sytravelmaster.com and from ticket machines located in most Travel South Yorkshire interchanges with the exception of Adwick, Dinnington and Mexborough.

Please note, your ticket will be issued to a Smartcard, which costs £1. It's then yours to load further tickets to, so please keep it and reuse it. If anything changes, we'll keep you up to date.

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

For more information visit
travelsouthyorkshire.com/bbp

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online Journey Planner at
travelsouthyorkshire.com

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

All information is correct as of
25 January 2020

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