

Proposed Industrial Estate
Land West of Dearne Valley Parkway,
Birdwell, Barnsley
Framework Travel Plan

October 2023

Client: Carnell Management Services Ltd

Ref: RHC-22-065-TP Revision A

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Revision History

| Revision | Comments | Written By |
|----------------|--|--|
| - July 2023 | Initial submission | Andrew Roberts BA (Hons) MCIHT MTPS |
| A Oct 2023 | In response to National Highways comments (05/10/2023) | |

1.0 REVISION SUMMARY

- 1.1 Roberts Highway Consultants Limited has prepared a revised Framework Travel Plan to address comments received by National Highways as part of planning application reference 2023/0815 submitted to Barnsley Metropolitan Borough Council. A summary of the alterations can be found below, for ease of reference.

Vision Statement

- 1.2 A vision statement for the proposed development has been outlined within Paragraph 3.3. The statement describes the aims of the development in terms of transport and illustrates how the Applicant will enable a reduction in the need to travel by private car and prioritise sustainable transport opportunities, ahead of any capacity enhancements outlined within the Transport Assessment.

Travel Plan Management

- 1.3 Additional information in relation to the management of the Travel Plan, in addition to further details on the Travel Plan Coordinator and their appointment, can be found within Paragraph 5.1 onwards. This will include for the recruitment of a site wide Travel Plan coordinator who will work alongside the occupiers of each unit (sub-Travel Plan Coordinators) to achieve the vision, aims and objectives of this Travel Plan.

Enforcement/Funding

- 1.4 The developer of the site will be responsible for providing the funding for the launch and implementation of the Travel Plan. Details of this can be found within Paragraph 5.9.

2.0 INTRODUCTION

- 2.1 Roberts Highway Consultants Limited has been appointed by Carnell Management Services Ltd to produce a Framework Travel Plan in relation to a planning application for a proposed industrial estate located on land to the west of Dearne Valley Parkway, Birdwell, Barnsley.
- 2.2 The development proposals seek planning permission for seven industrial units under the E(g)(ii), E(g)(iii) (Research and development of products or processes and Industrial Processes); B2 and B8 use classes.
- 2.3 The broad extent of the site is outlined on **Plan 1**, with a proposed site plan contained within **Appendix A**.

Plan 1: Contextual Site Location Plan



© Google Maps

- 2.4 This Framework Travel Plan should be read in conjunction with the Transport Assessment produced by Roberts Highway Consultants Limited (report ref. RHC-22-065-TA Revision A).
- 2.5 All Travel Plans are treated as 'living' documents that are reviewed and updated at various key stages of development, implementation, and occupation. Regular reviews are therefore proposed to enable effective monitoring and implementation of the Travel Plan as detailed in this document. In doing so, this report considers current Government Policy contained within the National Planning Policy Framework (NPPF), Paragraph 113 which states.

"Paragraph 113. All developments that will generate significant amounts of movement should be

required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

2.6 The NPPF states that a Travel Plan is:

"A long-term management strategy for an organisation or site what seeks to deliver sustainable transport objectives and is regularly reviewed."

2.7 The aim of this Framework Travel Plan is to set out the existing opportunities for non-car travel, along with an indication of the potential modal splits. The plan will then consider actions that could be undertaken by staff and visitors travelling to the site to influence their travel patterns from the first day of occupation. Therefore, a two-stage approach is required for this overarching Framework Travel Plan, as set out below:

- **Stage 1** – The preparation of this Framework Travel Plan sets out an overarching strategy for the proposed development. A Travel Plan Coordinator for each unit will be appointed to monitor and manage travel planning. Principles will also be set out within this Framework Travel Plan which will be applied to the individual occupiers.
- **Stage 2** – All units will be required to have their own monitoring strategy in place. The occupiers will be required to conduct staff surveys within an agreed timeframe which will be outlined within this Framework Travel Plan. The occupiers will be responsible for adopting the aims, objectives and targets set out within this Framework Travel Plan.

2.8 A Transport Assessment has also been completed in support of the proposed development. Where applicable, findings from the Transport Assessment have been used to inform any infrastructure improvements and modal split targets.

2.9 This Travel Plan has informed the content of the Transport Assessment in terms of its vision and its impact on person trip generation.

Report Structure

2.10 The structure of this report is as follows:

- The requirement of the document in relation to planning alongside the objectives of the Travel Plan is covered within **Chapter 2.0**.
- The location of the site alongside the existing sustainable travel opportunities within proximity of the site can be found within **Chapter 3.0**.
- The responsibility and management of the Travel Plan; its package of measures and the Travel Plan targets can be found within **Chapter 4.0**.

- Details on the implementation of the Travel Plan, how it will be monitored and actioned are included within **Chapter 5.0**.
- The summary and conclusions of the report can be found within **Chapter 6.0**.

Disclaimer

- 2.11 Roberts Highway Consultants Limited has completed this report for the benefit of the individuals referred to in paragraph 1.1, and any relevant statutory authority, which may require reference in relation to approvals for the proposed development. Other third parties should not use or rely upon the contents of this report unless explicit written approval has been gained from Roberts Highway Consultants Limited.
- 2.12 Roberts Highway Consultants Limited accepts no responsibility or liability for:
- a) The consequence of this documentation being used for any purpose or project other than that for which it was commissioned.
 - b) The issue of this document to any third party with whom approval for use has not been agreed.

3.0 SCOPING AND OBJECTIVES

Scoping

- 3.1 The scope of this Travel Plan has been completed in accordance with Barnsley Metropolitan Borough Council's Sustainable Travel Supplementary Planning Document (SPD) adopted July 2022. Covered within this Travel Plan are the main targets, objectives and measures which are required to achieve a successful Travel Plan.
- 3.2 In addition to the above, pre-application scoping discussions were held with both Barnsley Metropolitan Borough Council and National Highways to agree the scope of this Travel Plan. Both responses received in relation to the scope of this report can be found within **Appendix B**.

Vision Statement

- 3.3 The proposed development will contribute towards a mode shift away from private vehicles due to its location and the available infrastructure around the site to contribute towards sustainable travel modes. Furthermore, the developer will seek to provide a series of incentives which will help reduce motor traffic dominance, encouraging walking and cycling in addition to public transport use. These incentives, otherwise known as a package of measures, are outlined within this Travel Plan.
- 3.4 A summary of key measures which will seek to achieve the vision of the development are outlined below:

Increased Bus Service Use

- 3.5 Encouraging staff to use the local bus services will reduce traffic congestion and promote accessibility. Sheffield Road bus stops, located to the south of the site, provide access to several bus services discussed within this report. The aims to increase bus service use include:

- Promote timetabling to businesses within the site.
- Well-designed site layout to encourage attractive walking routes to the bus stops and reduce walking times.

Encourage Walking and Cycling

- 3.6 Encouraging walking and cycling will provide several benefits to users (health and financial) and the surrounding area. The aims to increase walking and cycling to and from the site include:

- Well-designed site layout to encourage attractive walking routes to key facilities and amenities and reduce walking times, including for suitable lighting which will provide a safe and healthy environment.

- Improvements and provision to bike storage facilities within prominent/easy to access locations within the site.

Objectives

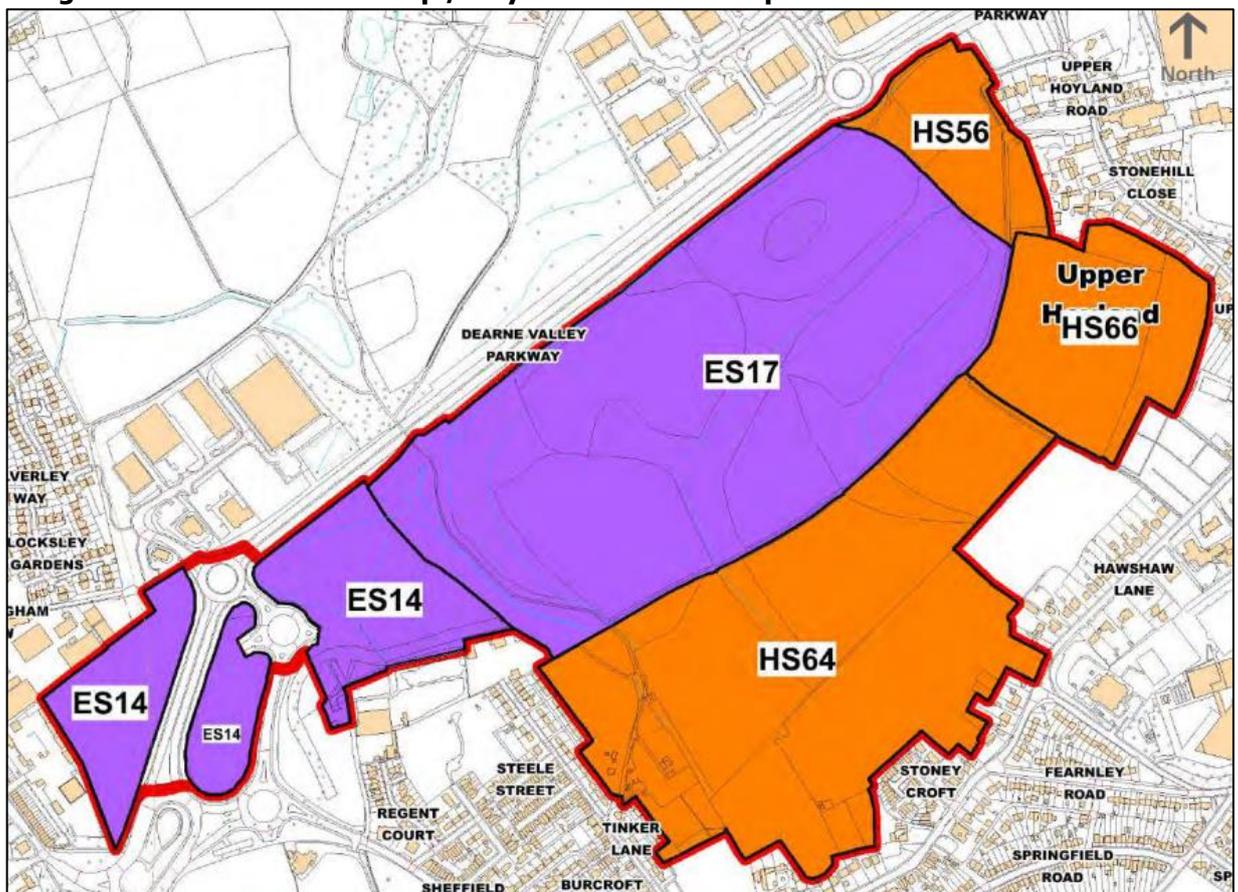
- 3.7 The objectives of this Travel Plan have been derived from the guidance identified above in addition to the vision statement, and these have been subsequently used for the scoping of the Travel Plan.
- 3.8 The primary objective of this Travel Plan is to reduce the number of single occupancy private car trips to and from the site. Several travel-related measures will be implemented, aiming to positively influence the travel patterns of all users of the site. The main targets of this Travel Plan aim to:
- reduce the reliance of private car use, with a long-term strategy of mode shift away from single occupancy car use to sustainable modes of travel, particularly at peak travel times.
 - lead to a change in the travel behaviour of individuals to a sustainable mode of travel and maintaining that change once it has occurred.
 - address the access needs of staff and visitors by supporting walking, cycling, and the use of public transport.
 - promote the use of car sharing, where appropriate.
 - enable staff and visitors to have an informed choice about their travel options.
- 3.9 The objectives outlined above have been carefully selected to help benefit the local area surrounding the proposed site. These objectives provide short, medium, and long-term achievable targets, which will contribute to the success of this Travel Plan.

4.0 EXISTING CONDITIONS

Existing Site

- 4.1 The development site, which is irregular in shape, is located to the west of the A6195 Dearne Valley Parkway, circa 400m north of Junction 36 of the M1 Motorway, and 1.4km to the southeast of Birdwell.
- 4.2 The site is bound to the north by Costa Coffee, to the northwest by existing industrial buildings, to the southwest by the Council Depot and to the east by the A6195 Dearne Valley Parkway, as shown within **Plan 1**. Access to the site can be achieved via Kestrel Way, to the north.
- 4.3 The application site is allocated within the Barnsley Metropolitan Borough Council Local Plan and forms part of the wider Hoyland North Masterplan Framework. This site is allocated for employment use within policy ES14, as can be seen from **Image 1**.

Image 1: Local Plan Polices Map / Hoyland North Masterplan



Source: Barnsley Metropolitan Borough Council

Existing Mode Share

- 4.4 To ascertain usual travel patterns for workers travelling to the Barnsley 028 Medium Super Output Area (MSOA), the 2011 census data has been obtained from NOMIS for travel modes to workplaces.

- 4.5 Given travel patterns and movements were influenced by the Covid-19 pandemic during the time of the 2021 census, it is considered that the 2011 census data for Method of Travel to work is a more robust dataset when considering vehicle impacts upon the immediate highway network. This data has therefore been used as part of any analysis work within this report.
- 4.6 **Table 1** provides a summary of the Travel to Work statistics for workers travelling to the Barnsley 028 MSOA, taken from the 2011 census. A copy of the census data can be found within **Appendix C**.

Table 1: Summary of Travel to Work Statistics

| Method of Travel to Work | Persons | Percentage % |
|------------------------------------|--------------|--------------|
| Work from Home | n/a | n/a |
| Underground/Metro/Light train/Tram | 5 | 0.2% |
| Train | 11 | 0.3% |
| Bus, Minibus/Coach | 204 | 6.2% |
| Taxi | 18 | 0.5% |
| Motorcycle/Scooter/Moped | 25 | 0.8% |
| Driving a Car or Van | 2,502 | 75.7% |
| Passenger in a Car or Van | 238 | 7.2% |
| Bicycle | 35 | 1.1% |
| On Foot | 262 | 7.9% |
| Other method of Travel to work | 6 | 0.2% |
| Total | 3,306 | 100% |

- 4.7 The census data provided shows most workers within the Barnsley 028 MSOA drive to work (75.7%), with an additional 7.2% being car passengers. The percentage of single occupancy vehicles (68.5%) can be estimated by subtracting the percentage of car passengers from the percentage of car drivers. Walking and cycling make up 9% of all journeys to work, with public transport totaling 7.2% of trips to work.

Sustainable Transport Opportunities

- 4.8 An accessibility assessment has been undertaken to determine the location of key local facilities and amenities in relation to walking and cycling to highlight travel time to these services. **Table 2** provides a summary of key amenities and facilities using these travel modes.

Table 2: Accessibility Assessment to Local Amenities/Facilities

| Amenity/Facility | Approx. Distance (m) | Approx. Walking Time | Approx. Cycling Time |
|----------------------------------|----------------------|----------------------|----------------------|
| Retail | | | |
| Co-Op Convenience Store | 120 | 1 | 1 |
| Mace Convenience Store | 760 | 9 | 3 |
| Aldi | 900 | 11 | 4 |
| Leisure & Hospitality | | | |
| Costa Coffee | 80 | 1 | 0 |
| Greggs | 100 | 1 | 0 |
| Taco Bell | 160 | 2 | 1 |

| | | | |
|--|------|----|---|
| Dunkin | 280 | 3 | 1 |
| KFC | 280 | 3 | 1 |
| Dearne Valley Farm- Dining and Carvery | 360 | 4 | 2 |
| McDonalds | 460 | 5 | 2 |
| Starbucks | 500 | 6 | 2 |
| The Keys Restaurant | 760 | 9 | 3 |
| Café 334 | 900 | 11 | 4 |
| Master Fryer Takeaway | 900 | 11 | 4 |
| The Hare and Hounds Pub | 960 | 11 | 4 |
| Saville Square Pub | 1000 | 12 | 4 |
| Mayfair Chinese Takeaway | 1100 | 13 | 5 |
| Health | | | |
| Well Pharmacy | 1100 | 13 | 5 |
| Other Facilities | | | |
| InPost Parcel Locker | 80 | 1 | 0 |
| BP Petrol Station | 140 | 2 | 1 |
| Shell Petrol Station | 760 | 9 | 3 |
| Evri ParcelShop | 760 | 9 | 3 |

**Assumes a walking speed of 1.4m/s (3.2mph or 5.0kph) taken from the Guidance for Providing for Journeys on Foot (IHT, 2000) and cycling speed of 4m/s (9mph or 14.4kph), taken from Local Transport Note 1/86.*

Accessibility on Foot

- 4.9 The DfT National Travel Survey (England) 2021 found that walking constitutes 31% of all journeys made in a year, and that the average walking trip time was 19 minutes (1.6km). **Table 2** demonstrates that there are numerous key facilities and amenities prospective employees of the site may require within the local area which are located within the 1.6km distance desired by the DfT.
- 4.10 There are yet further facilities and amenities located beyond those outlined within **Table 2**. Diagram 001, attached within **Appendix D**, outlines the location of these facilities and amenities in context to the site.
- 4.11 Direct access to the site can be achieved via Kestrel Way, which adjoins with the A6195 (Dearne Valley Parkway) to the north of the site. Established street-lit footways can be found either side of the carriageway, deemed of suitable width for pedestrians. Dropped kerbs with tactile paving can be found at various junctions surrounding the site, with a crossing in place at the Rockingham Roundabout/Kestrel Way junction. Various Toucan Crossings can be found along both Dearne Valley Parkway to the south of the site and at the Birdwell Roundabout, providing onward travel to Sheffield Road and other surrounding footway networks.
- 4.12 A footpath can be found approximately 200m from the site, which connects the westbound side of Kestrel way with that of Alverley Way. This footpath provides pedestrian access to the site from the well-developed residential area to the west of the site (Birdwell).

Plan 2: 2km Walking Map Shown in 1km Isochrones

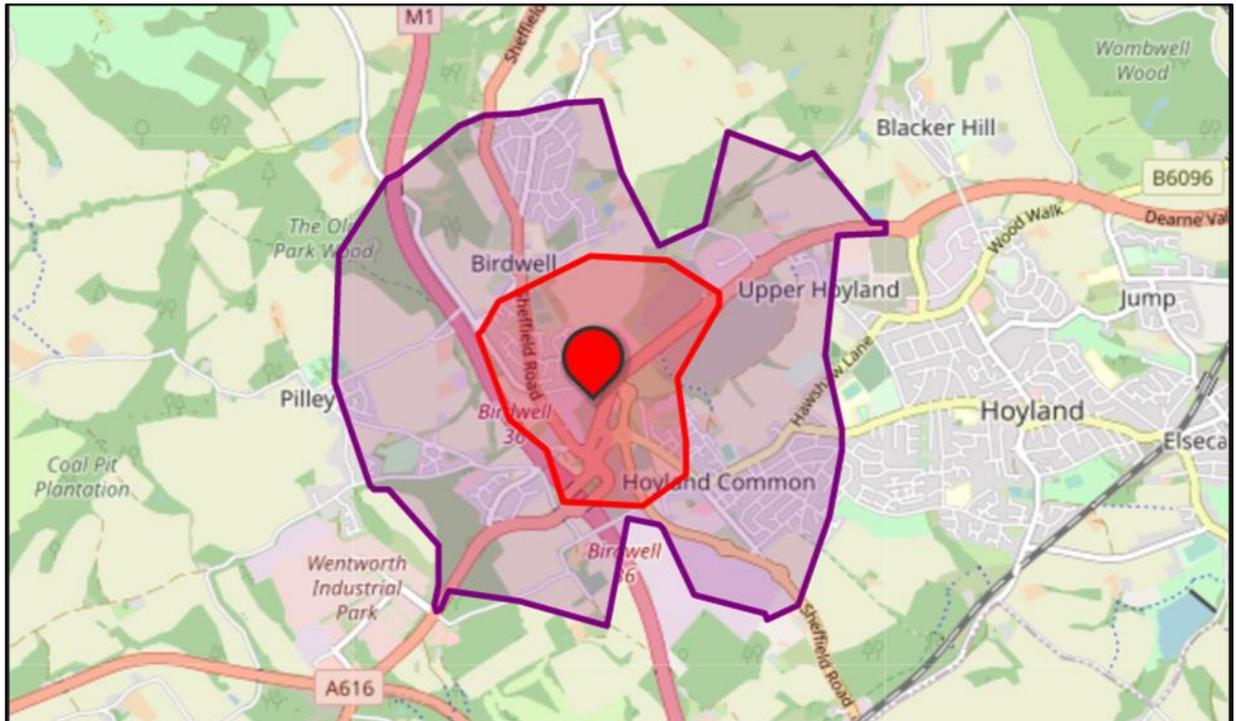


Image Source: Openrouteservice.org

4.13 **Plan 2** illustrates that the residential areas of Birdwell, Hoyland Common and Upper Hoyland are located within a 2km walking distance of the site. These areas provide further facilities, amenities and public transports opportunities which employees and visitors to the site could utilise, as part of a journey to the site.

Accessibility by Cycle

4.14 A review of Sustrains.org.uk indicates that National Cycle Route 67 can be joined approximately 1km south of the site. **Plan 3** illustrates that journeys by cycling connect Upper Tankersley with residential areas to the south and east. National Cycle Route 62 can be located approximately 3km to the North of the site, to the south of Worsbrough. This route forms the west and central sections of The Trans Pennine Trail which is a long-distance path running from coast to coast across northern England.

4.15 In addition to the above, a combined pedestrian/cycleway is located outside the eastern boundary of the site, which proceeds along the southern boundary towards Birdwell. This pedestrian/cycleway also progresses to the east of the site across Dearne Valley Parkway via a Toucan crossing.

4.16 A local cycle route can be found to the south of the site, at Hoyland Common. This route provides cyclists with an on-road route of travel which terminates at Elsecar Railway Station approximately 3km to the east.

Plan 3: National Cycle Network Route Map

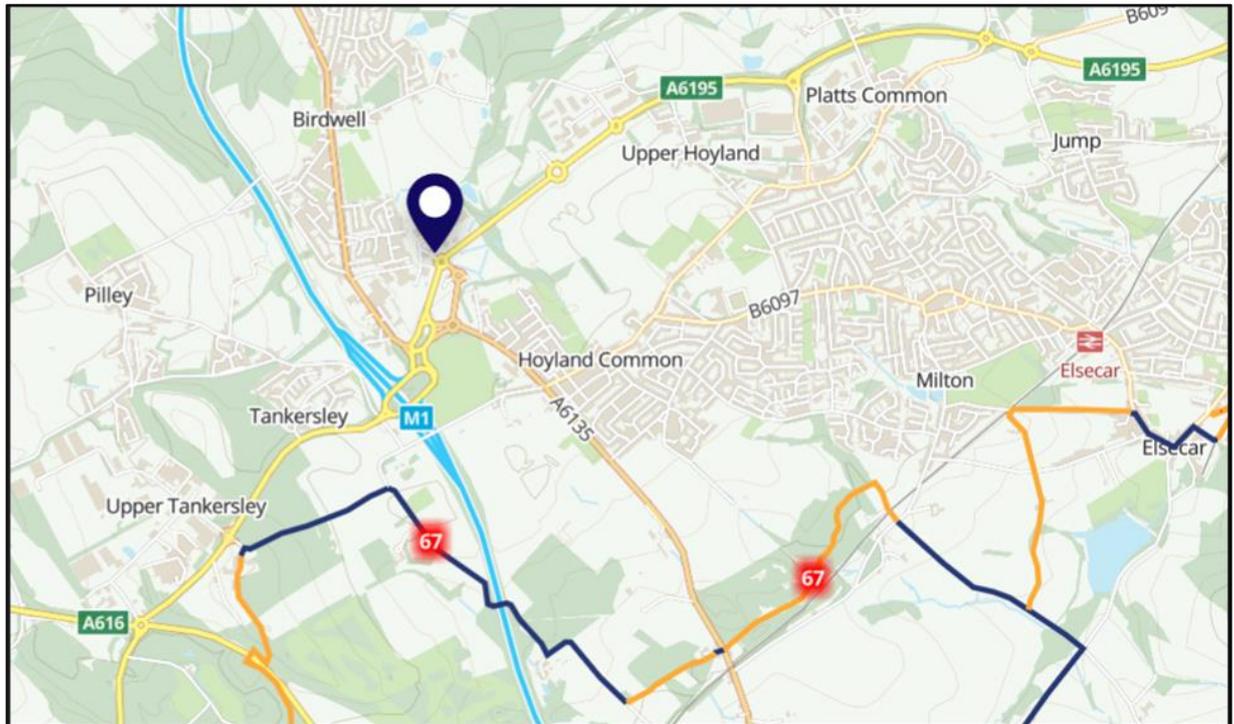


Image Source: Sustrans.org / Map Layer: OS Maps

Accessibility by Bus

- 4.17 The nearest bus stops to the site are located approximately 400m south, along Sheffield Road, with both a northbound and a southbound stop available. The southbound stop comprises of a flag-and-pole design with timetable information, with the northbound stop comprising of a bus shelter with timetable information and a designated layby. The stops are located within a 400m walk from the site, with this distance recognised as a maximum walking distance from a bus stop (CIHT, 2018: Buses in Urban Developments).
- 4.18 A summary of the bus services which operate from the Sheffield Road bus stops can be found within **Table 3**. A public transport plan identifying these stops can be found within **Appendix E**.

Table 3: Summary of Bus Service Adjacent to Site

| Service | Operating Days | Approx. Operating Times | Approx. Frequency (up to) | Route | Provider |
|---------|----------------|-------------------------|---------------------------|---|----------------------|
| 2 | Mon-Fri | 06:55-22:46 | Hourly | Barnsley Town Centre – Sheffield Centre | Stagecoach Yorkshire |
| | Sat | 08:12-22:46 | | | |
| | Sun | 08:26-22:46 | | | |
| 66 | Mon-Fri | 05:43-23:54 | 20 mins | Barnsley - Elsecar Circular | |
| | Sat | 06:38-23:54 | 30 mins | | |
| | Sun | 08:44-23:53 | | | |
| 67 | Mon-Fri | 05:27-21:48 | Hourly | Barnsley Town Centre - Wombwell | |
| | Sat | | 120 mins | | |
| | Sun | 19:04-23:04 | | | |
| 67c | Mon-Fri | 17:43 | Single Service | Wombwell – Barnsley Town Centre | |
| | Sat | 17:42 | | | |

Table 3: Summary of Bus Service Adjacent to Site

| Service | Operating Days | Approx. Operating Times | Approx. Frequency (up to) | Route | Provider |
|---------|----------------|-------------------------|---------------------------|------------------------------------|----------|
| | Sun | 09:21-17:21 | 120 mins | | |
| 67b | Mon-Sat | 05:44-22:15 | Three Services | Maple Road – Barnsley Town Centre | |
| X17 | Mon-Fri | 07:08-20:53 | 60 mins | Barnsley Town Centre – Pond Street | |
| | Sat | 07:26-20:53 | | | |
| | Sun | 09:55-17:45 | | | |

Timetable data taken from 'traveline.info' accessed 14/10/2023

4.19 The bus timetable information demonstrates that employees of the site will be able to use the aforementioned bus services to access residential villages and towns, as well as Sheffield City Centre.

Accessibility by Rail

4.20 The nearest railway station to the site is Elsecar Railway Station, approximately 4km walking distance to the east. The regular bus service No. 66 provides direct travel from the site to Elsecar Railway Station, with travel times of approximately 20 minutes during peak hours.

4.21 The station benefits from several facilities, with a summary as follows:

- Ticket Machines.
- ATM Machines.
- Bicycle Parking (18 covered spaces and CCTV).
- Car Park (79 Spaces).
- Information services.
- Customer Help Points.

4.22 **Table 4** provides details on rail services to the major destinations from Elsecar Railway Station.

Table 4: Summary of Main Services Operating from Elsecar Railway Station

| Destination | Frequency (Peak Hours) |
|--------------|------------------------|
| Barnsley | 30 mins |
| Sheffield | 30 mins |
| Huddersfield | 30 mins |

Timetable data taken from 'traveline.info' accessed 03/06/2023

4.23 Direct travel from Elsecar Railway Station to destinations such as Barnsley and Sheffield can be achieved within 20 minutes during peak hours. Direct travel to Huddersfield Railway Station can be achieved within an hour.

Sustainability Conclusion

- 4.24 Upon reviewing the information within this chapter, the site can be described as being in accordance with Paragraph 105 of the NPPF which states;

'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.'

- 4.25 The proposed development would be well accommodated by the existing infrastructure within the site's locale, with direct access to public transport links as well as existing amenities.

5.0 TRAVEL PLAN MANAGEMENT, MEASURES AND TARGETS

Travel Plan Management

- 5.1 A Travel Plan Coordinator plays a key role in the success of any Travel Plan. The applicant will appoint a suitably qualified Travel Plan Coordinator to oversee the whole site and liaise with the sub-Travel Plan Coordinators who will be employed by the occupiers of each unit. The Travel Plan Coordinator will be in place for a minimum of five years post occupation at the site and will be funded by the developer.
- 5.2 The Travel Plan Coordinator will be responsible for the overall management and implementation of the Travel Plan including: the measures contained in this report and its future monitoring/review. The Travel Plan Coordinator will be appointed by the applicant to lead the delivery and implementation of the full Travel Plan and have overall responsibility for the relevant obligations.
- 5.3 It is anticipated that each individual unit will have their own individual sub-Travel Plan Coordinator who will report back to the site wide Travel Plan Coordinator, with the occupiers of the proposed units expected to produce a Travel Plan in line with this Framework Travel Plan to meet the needs of their respective businesses.
- 5.4 The appointed sub-Travel Plan Coordinators for each of the units will be funded by the occupiers (likely to be senior members of staff) and will promote long-term measures to encourage a shift away from single occupancy car use towards alternative forms of travel such as walking, cycling, public transport and car sharing. This will be achieved through the provision of targeted advice, effective management and close liaison with the site wide Travel Plan Coordinator and Barnsley Metropolitan Borough Council.
- 5.5 Contact details for the site wide Travel Plan Coordinator will be provided to Barnsley Metropolitan Borough Council's Travel Plan Officer, with notification provided upon any changes in the role during the lifetime of the Travel Plan. The site wide Travel Plan Coordinator will also hold the contact details for each sub-Travel Plan Coordinator for each unit.
- 5.6 The user specific Travel Plan Coordinator's duties are likely to include:
- Providing relevant Travel Plan data, marketing material and travel information to users of the site. This will include for the preparation and distribution of Staff Travel Packs (discussed later within this report).
 - Overseeing the implementation of the Travel Plan and liaising with the Barnsley Metropolitan Borough Council's Travel Plan Officer for advice and guidance.
 - Ensuring awareness of the Travel Plan and its benefits for all users of the site.
 - Assisting the sub-Travel Plan Coordinators within each workplace.

Travel Plan Measures

- 5.7 All staff of each unit will be made aware of the Travel Plan, including its aims and objectives, and the role of individuals in achieving these will be explained.
- 5.8 The Travel Plan and its associated measures will be promoted to staff on an ongoing basis through posters, leaflets and newsletters.
- 5.9 In addition to the initial marketing of the Travel Plan, a range of physical, managerial and awareness measures have been outlined which will be implemented to promote and facilitate use of sustainable modes of travel when accessing the site.
- 5.10 The following measures will be implemented as part of the development to meet the key aims and objectives previously outlined within this report.

Measure One (M1): Personalised Travel Planning Services

- 5.11 Personalised travel planning is a well-established method to encourage people to make more sustainable travel choices and seeks to overcome the habitual use of the car, enabling more journeys to be made on foot, bike, bus, train or in shared cars.
- 5.12 A personalised travel planning service via the appointed Travel Plan Coordinator will be made available to all staff upon request. The Travel Plan Coordinator may utilise 'MyPTP' or other online personalised travel planning tools to plan staff routes using sustainable transport modes. This service will be made apparent via communication with the Travel Plan Coordinator and via noticeboards within the site.

Measure Two (M2): Travel Information Packs

- 5.13 Travel Information Packs, commonly shortened to Travel Packs, will be provided to all staff upon occupation/employment. The packs will contain the following information:
- Plans showing the location of local amenities within proximity to the site such as shops, leisure facilities and health facilities and relevant walking routes.
 - Bus timetable information of services close to the site.
 - Details of websites such as the RAC's route planning service 'www.rac.co.uk/route-planner' that specialise in route finding for walking, listing weather conditions and rest stops.
 - Information about the Travel Pack including how it works, why it is required and its purpose.
- 5.14 An annual newsletter will be prepared by the Travel Plan Coordinator and issued to all staff. The newsletter will provide information on any changes in travel information, in addition to providing a summary of each travel survey (discussed within Section 5), so staff can actively see their travel behaviours.

Measure Three (M3): Travel Noticeboard

- 5.15 Travel information will be provided in an appropriate/prominent location(s) such as the staff canteen, and will be regularly updated to display information about travel options and events, including:
- Promotional material in relation to health, financial and environmental benefits of using sustainable travel.
 - National and regional sustainable travel campaigns / events such as Walk to Work week, National Bike Week, and National Car Free Day.
 - Appropriate information showing local walking and cycling routes.
 - Useful travel / journey planning websites such as www.choosehowyoumove.co.uk.
- 5.16 Contact details for the Travel Plan Coordinator will be displayed so they can be contacted with any issues, concerns, or suggestions on additional content regarding travel to and from the site.

Measure Four (M4): Website

- 5.17 Information in relation to sustainable travel will be provided on the company website for each of the units (where available), highlighting the site location and its proximity to sustainable travel modes. Links to websites which outline bus routes and timetable information, alongside public walking routes will also be provided.

Measure Five (M5): Promote Walking and Cycling

- 5.18 Walking and cycling can play an important role in healthy and active lifestyles. These sustainable travel modes offer an easy and convenient way to integrate physical activity into daily routines. Through the promotion of various measures encouraging cycling and walking, staff will have the opportunity to regularly engage in physical activity.
- 5.19 Access to the site for pedestrians will be via the footways along the existing access road which connect to the wider footway network along Kestrel Way.
- 5.20 For cycling, 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 48.25% (as of June 2023) on the cost of a new bike and or accessories - the cost of the equipment is then repaid to the employer through salary sacrifice.
- 5.21 This scheme, if available, will be promoted on the noticeboard and highlighted in personal journey planning sessions to all employees.

-
- 5.22 Sheltered cycle storage will be provided within the car parking areas associated with each unit, with sufficient cycle parking available when based on local parking standards.
- 5.23 Information will also be provided regarding any changing facilities within the site, alongside lockers for staff to store their equipment/cycle clothing.

Measure Six (M6): Promote Public Transport

- 5.24 For journeys that are too far to walk or cycle, bus or train services may offer a viable alternative to private car use. Public transport reduces the number of vehicles on the road and can offer savings on fuel and car maintenance (especially where season tickets are purchased). Additionally, it also frees up time for would be drivers to spend on alternative activities, such as reading, during their journey.
- 5.25 In addition to providing local public transport route and timetable information within the Travel Information Pack, the following will be undertaken as to maximise the opportunity to use existing public transport:
- discounted ticket offers for staff will be investigated by the Travel Plan Coordinator through liaison with public transport operators.
 - personalised journey planning will be available through discussions with the Travel Plan Coordinator, as to make staff aware of their travel plan choices.

Measure Seven (M7): Car Sharing

- 5.26 Car sharing can be an effective means of easing traffic congestion by reducing the number of single occupancy car trips to and from work and facilitate the achievement of sustainable travel objectives. For staff that have common journey requirements, car sharing can be a cost effective and time effective way of travelling.
- 5.27 The following measures will be undertaken to promote car sharing:
- Information regarding car sharing schemes will be provided within the Travel Information Packs, including liftshare.com.
- 5.28 If there is sufficient interest identified in the travel to work surveys, the Travel Plan Coordinators 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 Eight (M8): Promote Health and Wellbeing

- 5.29 Creating an environment where people actively choose to walk and cycle as part of everyday life can have a significant impact on public health. One of the ways to achieve the recommended level of exercise is

by changing peoples' preferred method of travel from travel by car, to walking and cycling, as well as bus use that frequently requires a least a small amount of walking.

- 5.30 The NHS physical guidelines for adults recommend at least 150 minutes of moderate-intensity aerobic activity such as cycling or fast walking per week. Actively encouraging people to reduce the use of their car and providing opportunities to increase active travel can increase physical activity and help prevent chronic diseases, reduce risk of premature death and improve mental health.
- 5.31 The measures to assist with promoting Health and Wellbeing as part of the proposed development are as follows:
- The Travel Plan Coordinator will involve staff in local and national events to promote sustainable travel, e.g. bike week. Such information will be provided on noticeboards within each unit.

Measure Nine (M9): Local Recruitment

- 5.32 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.

Travel Plan Targets

- 5.33 As previously outlined, the primary objective of the Travel Plan is to reduce to a minimum the number of single-occupancy car traffic movements to and from the development site, subsequently reducing pressures on local highway capacity, particularly at peak travel times.
- 5.34 To assess the success of these aims, Site-specific, Measurable, Achievable, Realistic and Time-related (SMART) Travel Plan targets will be set.
- 5.35 The Travel Plan aims to reduce the dependence on the private motor vehicle when accessing the site and therefore, the initial Travel Plan targets are:
- To decrease the percentage of staff accessing site via car, particularly single occupancy private car trips.
 - To increase the percentage of staff utilising active modes (walking/cycling), public transport and car sharing to access the site.

5.36 **Table 5** outlines the interim targets which are set to measure progress towards the main objectives over five years. The interim targets are defined as those which the development seeks to achieve within three years of the launch of the Travel Plan, with the final targets those which the development seeks to achieve within five years of the launch of the Travel Plan.

Table 5: Interim Travel Plan Targets

| Target | Measures | Modal Split | | | |
|--|---------------|-----------------|--------------------|--------------------|------------------|
| | | Base: Year 0 | Interim: Year 1 | Interim: Year 3 | Final: Year 5 |
| Reduce Single Occupancy Vehicle trips by 10% | All Measures | 68.5% | 67.1% | 64.6% | 61.7% |
| Increase Cycling and walking levels by 2% | M1-M5, M8, M9 | 9% | 9.4% | 10.2% | 11% |
| Increase Public Transport Usage by 2% | M1-M4, M6 | 7.2% | 7.6% | 8.4% | 9.2% |
| Increase Car Sharing by 2.8% | M1-M3, M7 | 7.2% | 7.8% | 8.9% | 10% |

Staff Travel Survey

5.38 The occupiers of each unit will undertake a detailed travel survey within three months of opening. The surveys will be undertaken by each Travel Plan Coordinator and subsequent monitoring reports will be submitted to Barnsley Metropolitan Borough Council. An example questionnaire can be found within **Appendix F**.

6.0 IMPLEMENTATION, MONITORING AND REVIEW

Implementation

6.1 As previously discussed, the site wide Travel Plan Coordinator will be responsible for a large proportion of the travel plan, with assistance from the sub-Travel Plan Coordinators for each unit. Their role will be to implement the measures previously discussed within this report alongside undertaking the necessary monitoring of the plan as requested by Barnsley Metropolitan Borough Council.

Monitoring

6.2 Initially, each sub-Travel Plan Coordinator will be responsible for undertaking a travel survey of staff within the first three months of occupancy, as to obtain baseline model splits in which future Travel Plan targets will be reviewed against. The results of these surveys will be passed to the site wide Travel Plan Coordinator for review/analysis.

6.3 In addition to the baseline travel survey, updated staff travel surveys will be conducted annually. Questionnaires, similar to that within **Appendix F**, will be issued to staff annually as to obtain up-to-date travel information.

6.4 Each sub-Travel Plan Coordinator will be responsible to maximise the response rate of the questionnaires and make them available to all users of the site when the time comes. The survey period would last one to two weeks, as to maximise the potential for the number of responses.

6.5 Upon completion of the survey period, an updated monitoring report will be completed by the site wide Travel Plan Coordinator and submitted to Barnsley Metropolitan Borough Council's Travel Plan officer. The report will summarise each units performance, outlining the findings of the survey including but not limiting to:

- Modal splits of travel by staff.
- The measures and their impact over the monitoring period.
- Achieved targets against previously set targets.
- Objectives and targets for future monitoring period.

6.6 The Travel Plan Coordinators will be responsible for making the results of the monitoring report available to all staff, via noticeboards within each unit.

Action Plan

6.7 An 'Action Plan' for the implementation of the Travel Plan is provided within **Table 6**.

Table 6: Action Plan

| Target Date | Action/Measure | Responsibility |
|-------------------------------|---|-------------------------|
| Prior to Occupation | <ul style="list-style-type: none"> • Appointment of the site wide Travel Plan Coordinator. • Appointment of the sub-Travel Plan Coordinators. • Provide storage and changing facilities. • Provide cycle parking spaces. | Developer/End User |
| | <ul style="list-style-type: none"> • Update website to include Sustainable Travel Info. • Travel Noticeboard/(s) which will include information on walking/cycling routes, public transport information and the Travel Plan Coordinator details. • Prepare travel information packs which will be distributed to all staff. • Investigate Cycle to Work scheme options. | Travel Plan Coordinator |
| Within 3 months of Occupation | <ul style="list-style-type: none"> • Undertake initial baseline travel survey. • Investigate public transport discounts for staff. | |
| Annually | <ul style="list-style-type: none"> • Undertake updated travel surveys and review the Travel Plan measures and targets where appropriate. • Prepare and distribute annual travel leaflet to all users of the site. | |
| Ongoing | <ul style="list-style-type: none"> • Promote Local and National Awareness events such as cycling to work. • Liaison with Local Authority and public transport operators regarding Travel Plan and services. • Updating of the travel noticeboard and company websites as and when travel information changes. | |

6.8 A review of the Travel Plan will be undertaken at each monitoring period. Where the Travel Plan Coordinator or Local Authority believe the Travel Plan is not achieving its targets, remedial measures could be implemented, which may include a review of all existing measures and the re-marking of those measures to staff of the site.

Enforcement

6.9 The developer of the site will be responsible for providing the funding for the launch and implementation of the Travel Plan, along with the costs to implementation of those measures detailed in the Action Plan.

6.10 The developer will be required to provide sufficient funds to ensure that the Travel Plan remains active and current for a minimum of five years from commencement of development.

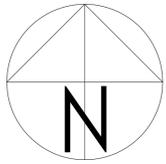
6.11 Suitable funding will also be set aside by the developer to revisit measures already outlined within this Travel Plan in the event the aims, objectives and targets are not being met. In addition, additional measures could be reviewed, such as discount cycle vouchers and or discounted bus tickets, subject to the findings of the Staff Questionnaires and if these would be suitable.

7.0 SUMMARY

- 7.1 This Travel Plan has been prepared in support of a planning application for a proposed commercial development located on land to the west of Dearne Valley Parkway, Birdwell, Barnsley.
- 7.2 Following the review of accessibility to the site via sustainable modes, it is concluded that the site is well located in terms of access to walking, cycling and public transport network.
- 7.3 Based upon the level of identified sustainable transport provision in the vicinity of the proposed development, a series of Travel Plan initiatives and measures considered appropriate to the site have been identified.
- 7.4 The document sets out a package of measures for the end users of the site, to positively influence the travel patterns of staff to assist in the delivery of sustainable transport, reducing the reliance on single car occupancy vehicle trips. A summary of these measures are as follows:
- Measure One (M1): Personalised Travel Planning Services.
 - Measure Two (M2): Travel Information Pack
 - Measure Three (M3): Travel Noticeboard
 - Measure Four (M4): Website
 - Measure Five (M5): Promote Walking and Cycling
 - Measure Six (M6): Promote Public Transport
 - Measure Seven (M7): Car Sharing
 - Measure Eight (M8): Promote Health and Wellbeing
 - Measure Nine (M9): Local Recruitment
- 7.5 The implementation of the Travel Plan will be the responsibility of the appointed site wide Travel Plan Coordinator, with close liaison with the sub-Travel Plan Coordinators for each unit. Monitoring of the Travel Plan and updating of all information contained herein this document will fall to the appointed site wide Travel Plan Coordinator.
- 7.6 The Travel Plan must be agreed prior to use of the site and the active implementation of the Travel Plan on site will commence as detailed above. Various measures relating to the plan will be implemented as agreed in this document.

Appendix A: -





Williams Saunders is the trading name of Wm Saunders Partnership LLP. Wm Saunders Partnership Limited Liability Partnership is registered in England and Wales with the Registration number OC 38833. The Registered Office is Chancery Chambers, 48-49 Abchurch Lane, Newark-on-Trent, Nottinghamshire, NG24 1AX.

This drawing & any design thereon is the copyright of Wm Saunders Partnership LLP and must not be reproduced without their written consent.

Contractors must verify all dimensions, levels and co-ordinates of the site before commencing any work or making any shop drawings; no dimensions to be taken from drawing.

Note. This drawing is based on the topographical survey, by Ramowski Clarke Ltd, ref. 3508-02-b-US, dated 05/23.

Line of extg. sewers & easments as shown on dwg. no. 10-336-PH1-DE-500-001-REV J, (Hartwood).

This drawing is subject to Client & Planning approval and is to be read in conjunction with all other consultants drawings.

Note. Retaining walls shown are to be brick facing, except where noted, to structural engineers design/details.

Bins areas to be 1.8m high timber on galv. steel posts.

Easement to extg. overhead electricity cables - 4.6m from each conductor or earth wire.

- EVC indicates electric car charging points.
- SL indicates street lighting to new estate road. Final details, locations, etc to be agreed.
- W indicates external water supply in green steel lockable cabinet. Final details, locations, etc to be agreed.

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



P16 Gates between unit 1 & 2 omitted. SW SW 08/23
Fencing extended.

P15 Car parking amended & numbers added SW SW 07/23
to units 5/6/7.
Additional EVC point added adj. unit 6.

P14 Drawing status updated. Water points & street lights added. Cycles to unit 1 relocated. EVC's to units 1, 3 & 4 relocated. SW SW 06/23

P13 Minor changes to the layout. Floor plans added. Retaining walls added. Area schedule updated. SW SW 06/23

| Rev | Description | Drn | Vfd | Date |
|-----|-------------|-----|-----|------|
|-----|-------------|-----|-----|------|

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

- No significant risks have been identified.
- Significant risks have been identified - refer to notes on drawing for information on residual risks and any control measures to be employed.

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

Designer's Signature _____ Date _____

Drawing Status **PLANNING.**

williamsaunders
architecture: engineering: building consultancy
The Beacon Tel: 01636 704361
Cafferata Way Newark-on-Trent W: wm-saunders.co.uk
Nottinghamshire, NG24 2TN
Also at Leeds, Lincoln, Wlirsworth

Project
**Proposed Development,
Rockingham.**

Client
Carnell Management Services Ltd.

Title
Proposed Site Plan.

| | | | | |
|------------------|-------|-----------|-------|------|
| WmS Project Ref. | Drawn | Date | Scale | © A1 |
| 12215 | SW | Feb. 2022 | 1:500 | |

Drawing/Document Reference

| | | | | | | | | |
|---------|------------|------|-------|------|------|--------|--------|------|
| Project | Originator | Zone | Level | Type | Role | Number | Status | Rev. |
| 12215 | WMS | XX | XX | DR | A | 10003 | S8 | P16 |

| UNIT | GROUND | | FIRST | | TOTAL | | OFFICE AREA, excl. circ./toilets | | OFFICE % TO GIA | CARS | CYCLES | M/CYCLE | EAVES/HAUNCH HEIGHT |
|--------------|--------------|---------------|------------|--------------|--------------|---------------|----------------------------------|--------------|-----------------|------------|-----------|-----------|---------------------|
| | sq.m | sq.ft | sq.m | sq.ft | sq.m | sq.ft | sq.m | sq.ft | | | | | |
| 1 | 822 | 8,848 | 109 | 1,173 | 931 | 10,021 | 108.00 | 1,167.00 | 11.60 | 17 | 12 | 2 | 8m |
| 2 | 1,394 | 15,005 | 157 | 1,690 | 1,551 | 16,695 | 185.00 | 1,993.00 | 11.93 | 24 | 12 | 2 | 8m |
| 3 | 1,352 | 14,553 | 141 | 1,517 | 1,493 | 16,070 | 147.00 | 1,582.00 | 9.85 | 23 | 12 | 2 | 8m |
| 4 | 1,731 | 18,632 | 184 | 1,980 | 1,915 | 20,612 | 230.00 | 2,475.00 | 12.01 | 32 | 12 | 2 | 8m |
| 5 | 559 | 6,017 | 93 | 1,000 | 652 | 7,017 | 103.00 | 1,114.00 | 15.80 | 11 | 12 | 2 | 6m |
| 6 | 316 | 3,401 | 0 | 0 | 316 | 3,401 | 36.00 | 387.50 | 11.39 | 6 | Shared. | Shared. | 6m |
| 7 | 334 | 3,595 | 0 | 0 | 334 | 3,595 | 36.00 | 387.50 | 10.78 | 6 | Shared. | Shared. | 6m |
| TOTAL | 6,508 | 70,051 | 684 | 7,360 | 7,192 | 77,411 | 845 | 9,106 | | 119 | 60 | 10 | |

Appendix B: -

Our ref: SE 349 005
Your ref: 2022/ENQ/00280

Barnsley Metropolitan Borough Council
1 Westgate
Western Street
Barnsley
S70 2DR

Batool Menaz
National Highways
8 City Walk
Leeds
LS11 9AT

Direct Line: +44 (0) 300 4702420

FAO: Elaine Ward

May 5 2023

Dear Elaine,

Scoping: Land West of Dearne Valley Parkway, Birdwell, Barnsley

Thank you for engaging in pre-application discussions with National Highways for the proposed development located in a parcel of the ES14 allocation of the Barnsley Local Plan [2019].

We note that the gross floor area [GFA] is stated to be 7,963sqm in the Highway Scoping Note [Note], however, there are alternative figures presented in the appendices. Any future submission should provide clarification on the GFA.

We are content with the trip rates presented, however, the assessed development quantum [6,386sqm] is lower than the 7,963sqm stated in the Note. Clarification should be provided on this point in any future submission. Further, we note that any proposed development within the Masterplan area should not exceed any of the previously approved trip generations set out, as this could then result in significant impacts on the SRN, namely junction 36 of the M1. Information should be presented comparing the previously assessed figures with the proposed development trip generation.

We also note that in any future submissions, multi-modal [person] trip rates should be presented before and after the implementation of measures / initiatives to maximise active and sustainable travel, and in line with the vision for the proposed development; this is in accordance with Circular 01/2022 and is detailed later in this letter.

With regards to traffic distribution, we request that the traffic distribution is presented on a traffic flow diagram including percentages of traffic routing via Tankersley Roundabout, including M1 on and off-slips. We will withhold comment on the traffic distribution until this information is presented.

We do, however, note that on the basis of the number of trips potentially routing via M1 Junction 36 [Tankersley Roundabout], this should be formally assessed as part of any future submission, this information should be presented in a Transport Assessment developed in accordance with prevailing policy, particularly Circular 01/2022.

We request that the applicant should review and include any relevant committed development traffic flows in the area that are likely to affect the flows at the relevant junctions in the assessment years. We also note that any assumptions underpinning the projected levels of traffic should be clearly stated so as to avoid the default factoring up of baseline traffic.

Transport Assessment

The transport impacts of the development should be assessed based on relevant regional and national planning policy. In terms of the impact on the SRN, the applicant should make reference to at least the following policies:

- Barnsley Local Plan (January 2019);
- DfT Circular 01/2022 The Strategic Road Network and the Delivery of Sustainable Development. Particularly paragraphs 47 to 54 which relate to the assessment of development proposals; and
- National Highways' guidance document 'The Strategic Road Network: Planning for The Future'. The following paragraphs from this guidance are particularly relevant to the scoping stage
 - Paragraph 37. "Transport assessments should generally be carried out in line with prevailing government guidance in agreement with us [National Highways], through preapplication and scoping, such as a Road Safety Audit (Stage 1)".
 - Paragraphs 87 and 88. "If the development is in an approved local plan and has had an appropriate level of assessment of the impact of the development undertaken, we do not anticipate the need to repeat the full assessment process at the planning application stage. If, however, the development proposed has not been subject to an appropriate level of assessment or is not included or consistent with an approved local plan, then we would anticipate agreeing the scope of work required to make a full assessment. For those sites that have been considered at local plan stage, we will take into account any assessment already undertaken.
 - Paragraph 94. "Formal pre-application discussions are an effective means of gaining a good, early understanding of the development, its benefits, its likely impacts and its infrastructure needs. By consulting with us pre-application, you will ensure that the transport assessment you prepare is appropriately scoped and is based on the most relevant and up-to-date data. It will also ensure that you are made aware of, and can take account of, any SRN issues that might have a bearing on the way in which the development is planned and/or delivered. This, in turn, helps avoid delays and difficulties further into the application process".
 - Paragraph 98. "If a scoping report is to be prepared, we would advise that this includes:
 - Details of the development, such as location, access arrangements, use class, size or number of units, likely phasing, maximum number of parking spaces and any other relevant information;

- Proposed methodology for estimating the vehicular trip generation and distribution on the SRN, and resulting trip generation figures;
- Proposed methodology for assessing the impact of this trip generation on the SRN; and
- Proposed methodology for assessing the environmental consequences of the transport impacts of the development”

Further, in accordance with the Circular 01/2022 the Transport Assessment should set out a vision for the development and how the vision will be achieved. Significant emphasis should be given to reducing the need to travel, especially by car, and maximising the use of active modes and public transport. Hence, the trip generation set out in the Transport Assessment should accord with that established in the Travel Plan. We would expect to see multi-modal [person] trip rates before and after the implementation of measures to maximise active and sustainable travel and limit the use of the private car.

Should conflicting requirements be identified, it is important to note that the Planning Policy Paper ‘Circular 01/2022’ will take precedence over the National Highways document ‘The Strategic Road Network Planning for the Future’ (2015) which is due to be amended.

Travel Plan

A Travel Plan, developed in accordance with prevailing policy, should also accompany any future submission.

With regards to the preparation of a Travel Plan, we note the following paragraphs from the Planning Policy Paper (Circular 01/2022) ‘Strategic road network and the delivery of sustainable development’:

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

47. Where the company is requested to do so, it will engage with local planning authorities and development promoters at the pre-application stage on the scope of transport assessments/statements and travel plans. This process should determine the inputs and methodology relevant to establishing the potential impacts on the SRN and net zero principles that will inform the design and use of the scheme. Development promoters are strongly encouraged to engage with the company to resolve any potential issues and maximise opportunities for walking, wheeling, cycling, public transport and shared travel, as early as possible.

As discussed, National Highways requires that the Applicant set out a vision for the development, clearly describe any aims, in terms of transport, and explain how these aims will be achieved and why they accord with the prevailing policy.

Particularly, National Highways will expect the Applicant to promote and enable a reduction in the need to travel, especially by private car, and prioritise sustainable transport opportunities ahead of capacity enhancements.

With reference to the Circular 01/2022, National Highways *“will support initiatives that reduce the need to travel by private car and enable the necessary behavioural change to make walking, wheeling, cycling and public transport the natural first choice for all who can take it”*.

The Travel Plan should include targets for mode shift away from the private car and confirmation of person trips by mode; the plan must set out clear targets and commitments to manage down the traffic impact of development and maximise the accessibility by walking, wheeling, cycling, public transport, and shared travel.

Hence, suitable multi-modal (person) trip rates should be set out alongside any travel planning targets. This approach will enable an assessment of residual transport impacts relative to the current land use (see Circular 01/2022, particularly, paragraphs 47-54).

National Highways will support the preparation of a robust Travel Plan designed to limit the volume of private vehicle trips to and from the development and to promote sustainable modes of travel. To ensure a robust and effective Travel Plan, we request that the Travel Plan includes but not be limited to:

- Quantifiable mode shift targets which relate to the trip generation and mode share set out;
- A firm financial commitment with regards to funding for a range of measures (including infrastructure, incentive and information-based measures) proposed in the short, medium and long term;
- Details of the phasing of any proposed measures relative to any phasing of the development itself;
- A clear outline of the responsibilities of the different parties involved in implementing, monitoring and funding the Travel Plan;
- A strategy designed to monitor the volume of vehicle trips; and
- The funding to be committed and made available for the implementation of further measures should the Travel Plan fail to achieve its stated targets.

With reference to the DfT document ‘Decarbonising Transport: A Better, Greener Britain’ (July 2021), the Travel Plan should also consider how the design of the development will facilitate and ensure that ‘public transport and active travel are the natural first choice for daily activities.’ National Highways will look favourably at initiatives to encourage employees to work from home where possible and, thereby, reduce the need to travel in peak periods.

Assessments

Subject to the impact of the proposed development on the Strategic Road Network, further assessments may be required. With regards to a threshold which may warrant a junction capacity assessment, the applicant should make reference to the following guidance:

- [National Planning Policy Framework](#) (Ministry of Housing, Communities and Local Government, 2021);
- National Highways' document '[The Strategic Road Network: planning for the future](#)' (National Highways, 2015); and
- [The Department for Transport's Circular 01/2022](#).

In particular, we refer the applicant to 'The Strategic Road Network: Planning for the Future', which states that National Highways will look at planning applications assessed as being 'severe' on a case-by-case basis. This will take into account the performance and character of the relevant section of the SRN and the predicted effects of the development on its safe operation."

We also refer the applicant to Paragraph 34 of the document which states that *"assessments should consider the likely impact of residual trips (once measures to reduce the need to travel by car and improve access by sustainable modes have been considered) and ensure that what is proposed promotes sustainable transport and avoids unnecessary works to the SRN"*. Hence, the developer's commitment to promoting sustainable modes of transport is an important consideration as part of junction assessments.

Further, the Applicant should note that the 2007 DfT guidance that describes a '30-vehicle threshold for discussions' does not, for National Highways, justify junction capacity assessments not being undertaken.

If assessments are required, we offer the following comments:

- Weekday peak hours – the applicant should take into account that the peak hour periods at SRN junctions may differ to those of the local highway network, and these should be agreed prior to the assessments being carried out;
- A weekday inter-peak period assessment may be required subject to the operation of the development, shift change patterns, and the volume of traffic on the network compared with the typical peak periods;
- Assessment years – in accordance with paragraph 50 of the Circular 01/2022, assessments should be conducted at an opening year to include trips generated by the proposed development, forecasted growth and committed development. Further, for multi-phase developments, additional assessments shall be provided based on the opening of each phase; and
- In accordance with the Circular 01/2022 – *"Planned improvements to the SRN or local road network should also be considered in any assessment where there is a high degree of certainty that this will be delivered"*. Confirmation of any planned transport improvements should be agreed with BMBC.

Committed Development

The applicant should review and include any relevant committed development traffic flows in the area that are likely to affect the flows at the relevant junctions in the assessment years. In accordance with Planning Practice Guidance, these should include development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next 3 years. Appropriate committed development flows should be agreed with BMBC.

Forecasted Growth

Any assumptions underpinning the projected levels of traffic should be clearly stated so as to avoid the default factoring up of baseline traffic.

Mitigation

If the opening year assessments demonstrate that a mitigation scheme is required in order to accommodate the impact of the proposed development, there will be a number of requirements prior to determination of the planning application:

- GG142 walking, cycling and horse-riding assessment should be undertaken at the outset to inform the design of any mitigation scheme;
- The design of road improvements should meet DMRB standards or clearly identify any departures from standard required;
- A Departure from Standards application may be required if the standards set out in DMRB are not achieved. This applies equally to over and under achievement of design standards; and
- A Stage 1 Road Safety Audit should be undertaken prior to the submission of the planning application.

Conclusion

In summary, the forthcoming planning application should be accompanied by Transport Assessment and Travel Plan, both to be prepared with reference to and in accordance with this correspondence.

I trust this response is helpful, and I look forward to hearing from you once the proposed transport documents have been prepared. Should you require any further information please do not hesitate to contact me.

Yours sincerely



Simon GP Geoghegan

For: Batool Menaz

Email: batool.menaz@nationalhighways.co.uk

Andy Roberts

From: Lake , Wayne (GROUP LEADER HDC) <WayneLake@barnsley.gov.uk>
Sent: 02 May 2023 16:09
To: Andy Roberts
Cc: Ward , Elaine (SENIOR PLANNING OFFICER); HighwaysPInGApps
Subject: RE: 2022/ENQ/00280 (TA-1) - Pre-application land off Dearne Valley Parkway

Good afternoon Andy,

Further to previous correspondence and following a review of the Highway Scoping Note, please find the following comments. These are provided without prejudice to any further comments that may be received by the planning officer from National Highways as it is noted within the report that no consultation has been had with National Highways. You should therefore await a response from the planning officer in respect of this.

With regards the content it is noted that access to the site will be via Kestrel Way, however Kestrel Way is not adopted public highway and therefore there is a need to ensure that the developer has a right of access over it.

I acknowledge the use of the TRICS datasets , however they are presented incorrectly in Tables 1 and 2 as the AM trip generation figures are PM trip rates and PM trip rates are AM trip generation figures. Notwithstanding this, I have recalculated and confirm the trip rates do accord with the relevant trip generation figures. However, I note from the TRICS data that the AM period 09:00-10:00 trip rates for Class D are greater that during the AM peak period selected and a similar scenario (not same time periods) exist for the PM peak.

The use of the MSOA 028 is considered suitable and distribution patterns seem sensible, however it is noted that the Tankerseley roundabout is omitted from your list of junctions requiring assessment and refer you to my previous comments in that:

Current adopted supplementary planning guidance provides the underlying thresholds of assessment. This includes any development generating 30 or more two-way vehicles movements in any hour and/or any development generating 100 or more two-way vehicle movements per day. Where there are no firm threshold figures within current TAG guidance for practitioners and appraisers, current policy conforms to the now withdrawn Department for Transport document Guidance on Transport Assessment. This is not purely used to determine the need for a transport assessment but should also be considered as the appropriate metric for determining network impact and therefore the need for individual junction assessment with the TA submission.

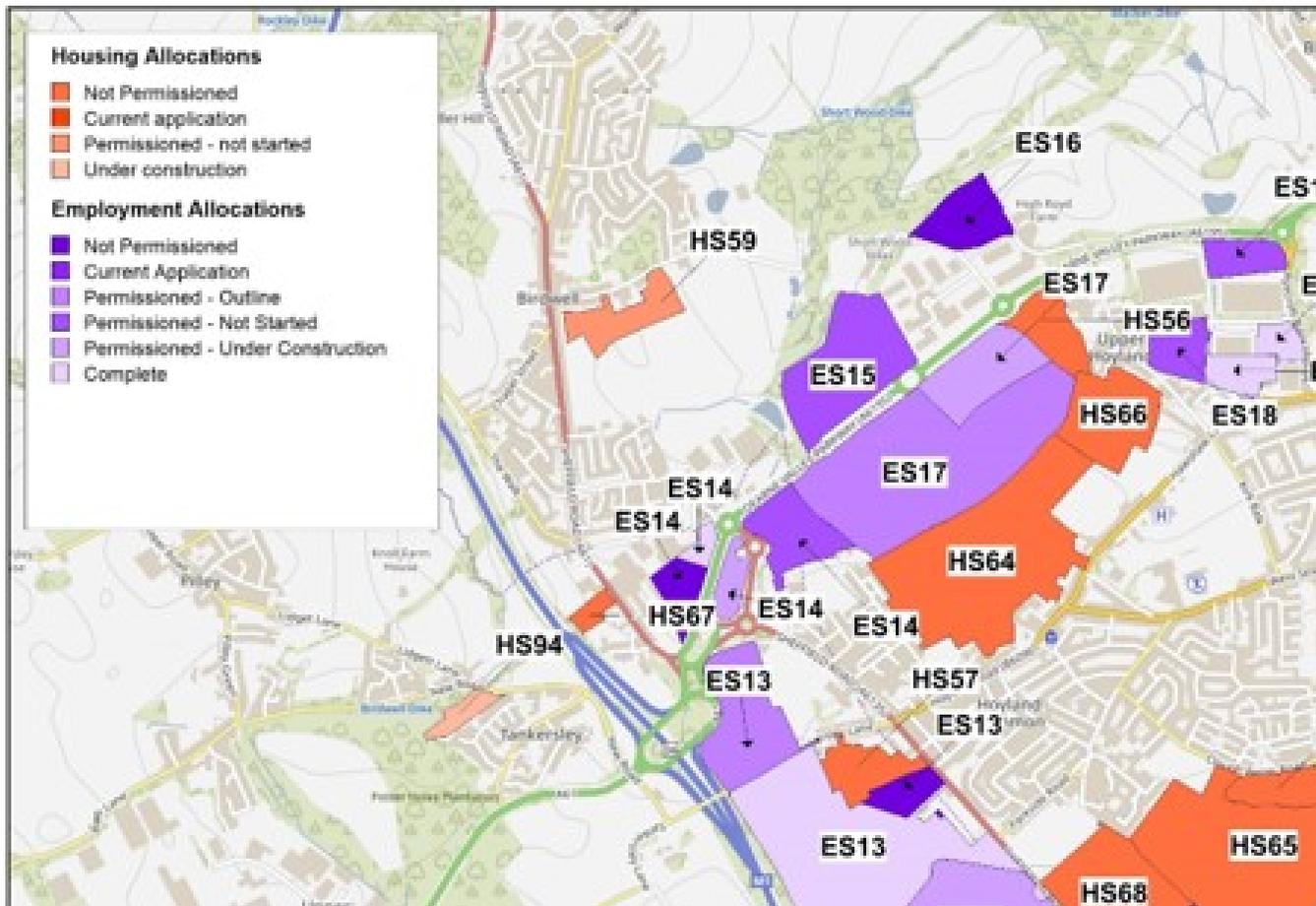
Traffic Surveys are to be undertaken in neutral months, however given the current position in relation to Trade Union strike action, you are to be mindful of future dates whereby the traffic could be affected by any industrial action or similar being undertaken. Should survey dates clash with any forthcoming days affected by industrial action, there will be a need for these to be re-done. The surveys are to capture queue lengths by observation or video in order to calibrate and validate the base model(s).

Comment is made in reference to committed developments are assumed to be included in the rates, however this should not be taken as an assumption. Whilst appropriate NTEM / Tempro growth factors are to be applied to background traffic growth, there will be a need to determine the planning assumptions associated with these in order to avoid double counting when adding in committed development traffic flows. Committed development traffic is to be included in the future year scenario and flows obtained from the associated Transport Assessments where available. You will no doubt be aware of latest government guidance which reads:

It is important to give appropriate consideration to the cumulative impacts arising from other committed development (i.e. development that is consented or allocated where there is a reasonable degree of certainty will proceed within the

next 3 years). At the decision-taking stage this may require the developer to carry out an assessment of the impact of those adopted Local Plan allocations which have the potential to impact on the same sections of transport network as well as other relevant local sites benefitting from as yet unimplemented planning approval.

Please see image below in relation to recent planning status for allocated sites in and around J36 / Hoyland. Further to the above, there will need to be a definitive list of committed developments to be agreed for inclusion in consideration of cumulative impact.



In response to your two questions – please find below:

Do highways have an existing LinSig model for the Bidwell Roundabout? If so, could this be sent over to us to use for the modelling. If there is no existing model, could you advise on how to obtain signal timing specifications for the junction.

Having liaised with our traffic signals section, I can confirm that they do not have an existing Linsig model for the Birdwell / Tankersley roundabouts. However signal timings and specifications can be provided by Yunex, who are the Councils traffic signal contractors and they can provide a price for obtaining any data as required. We also have the details for the National Highways roundabout with us being responsible for it at the minute,

The most appropriate contact is:

Nick Rule
Yunex Traffic | Consultancy Services
Principal Engineer
Mobile: +44 7808 824137
nick.rule@yunextraffic.com

Are you able to pass this note onto National Highways given the proximity of the site to the M1 junction (if you believe they will require consultation)?

This note was passed on to the planning officer for forwarding to National Highways.

I trust this is satisfactory,

Kind Regards

Wayne

Wayne Lake MSc MCIHT
Group Leader - Highways Development Control
Transport
Growth and Sustainability
Barnsley Council

Telephone: 01226 772587

Email: waynelake@barnsley.gov.uk

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*Sat Nav reference: S70 2DR

From: Andy Roberts <andy@robertshighwayconsultants.co.uk>

Sent: 11 April 2023 11:18

To: Lake , Wayne (GROUP LEADER HDC) <WayneLake@barnsley.gov.uk>

Subject: 2022/ENQ/00280 (TA) - Pre-application land off Dearne Valley Parkway

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Good morning Wayne,

We have been commissioned to assist with an upcoming planning application for the development of several industrial units at land to the west of Dearne Valley Parkway.

As part of the planning submission, we will prepare the Transport Assessment and Travel Plan requested as part of the above enquiry and your response to Stuart Willows dated 4th April.

I am contacting you to agree the scope of the off-site junction assessments required as per the development.

We have undertaken initial analysis of projected vehicle movements from the site, in addition to undertaking a distribution and assignment exercise for vehicles travelling to the area.

The attached scope note outlines the findings of the analysis work which identifies the following junctions for assessment:

- Junction 1: Rockingham Roundabout
- Junction 2: Bidwell Roundabout (Signal Junction)

Do highways have an existing LinSig model for the Bidwell Roundabout? If so, could this be sent over to us to use for the modelling. If there is no existing model, could you advise on how to obtain signal timing specifications for the junction.

Are you able to pass this note onto National Highways given the proximity of the site to the M1 junction (if you believe they will require consultation)?

I will welcome any comments you have regarding the above/attached prior to commencement of the reports.

Kind Regards,

Andy Roberts BA (Hons) MCIHT MTPS
Managing Director

Roberts Highway Consultants Limited

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Transport Assessments/Statements ~ Travel Plans ~ Swept Path Analysis ~ Access Designs ~ Access Feasibility Studies ~ Construction Traffic Management Plans ~ Travel Plan Coordinator Services ~ Public Consultation Services ~ Road Safety Audits ~ Traffic, Parking & Speed Surveys

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Appendix C: -

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

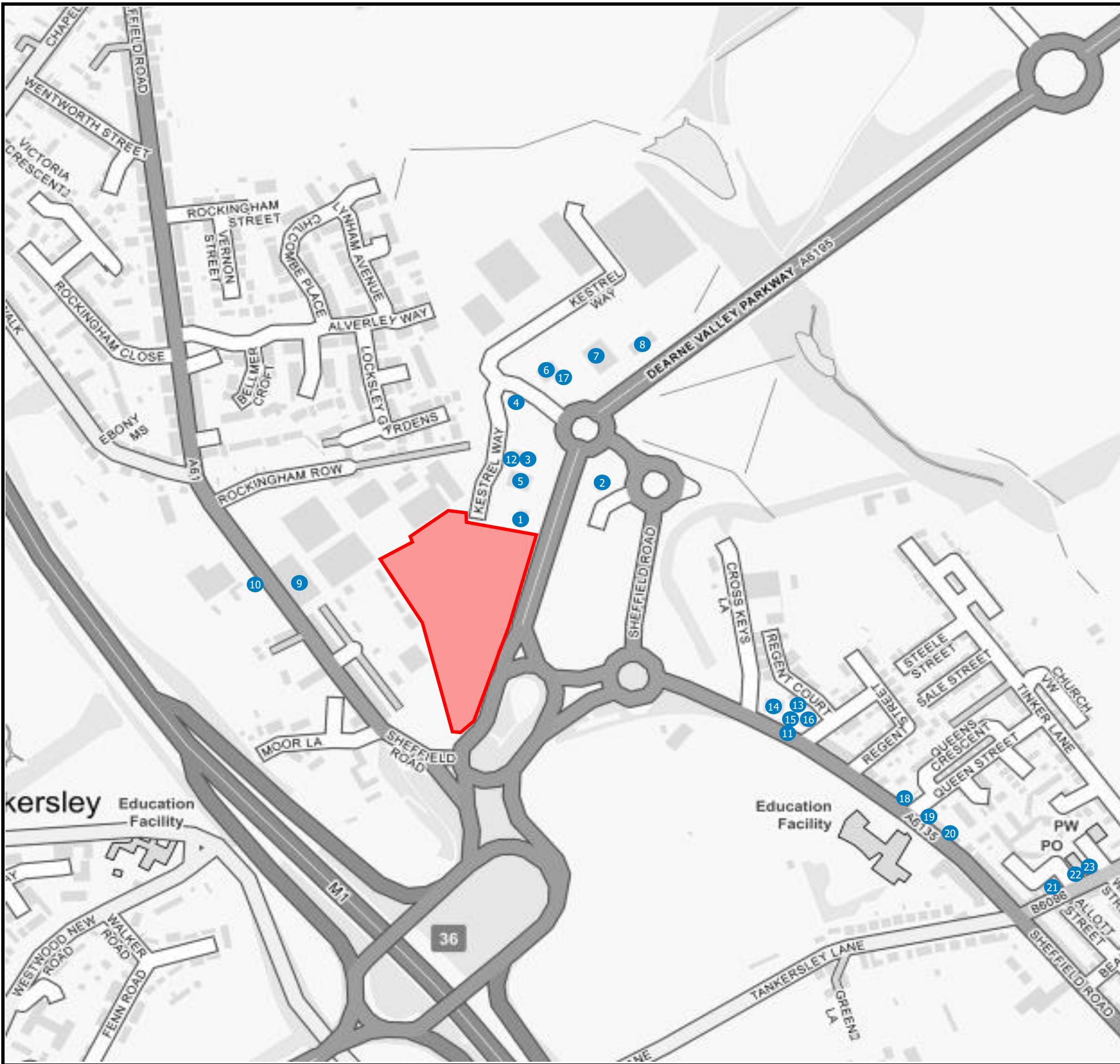
ONS Crown Copyright Reserved [from Nomis on 20 May 2023]

population All usual residents aged 16 and over in employment the week before the census
 units Persons
 date 2011
 place of work E02001536 : Barnsley 028 (2011 super output area - middle layer)

| usual residence : 2011 census merged local authority district | All categories: Method of travel to work (2001 specification) | Work mainly at or from home | Underground, metro, light rail or tram | Train | Bus, minibus or coach | Taxi | Motorcycle, scooter or moped | Driving a car or van | Passenger in a car or van | Bicycle | On foot | Other method of travel to work |
|--|--|--------------------------------|--|-------|--------------------------|------|------------------------------------|-------------------------|------------------------------|---------|---------|--------------------------------------|
| Barnsley | 1,725 | 0 | 1 | 4 | 135 | 11 | 14 | 1,149 | 154 | 20 | 232 | 5 |
| Sheffield | 649 | 0 | 3 | 2 | 49 | 6 | 6 | 512 | 45 | 8 | 18 | 0 |
| Rotherham | 302 | 0 | 1 | 1 | 9 | 0 | 4 | 262 | 19 | 5 | 0 | 1 |
| Wakefield | 106 | 0 | 0 | 1 | 4 | 1 | 0 | 91 | 5 | 1 | 3 | 0 |
| Kirklees | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 4 | 0 | 1 | 0 |
| Doncaster | 85 | 0 | 0 | 0 | 3 | 0 | 0 | 76 | 3 | 0 | 3 | 0 |
| Leeds | 72 | 0 | 0 | 3 | 0 | 0 | 0 | 68 | 0 | 0 | 1 | 0 |
| North East Derbyshire | 48 | 0 | 0 | 0 | 1 | 0 | 1 | 45 | 1 | 0 | 0 | 0 |
| Bradford | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 0 | 0 | 0 |
| Bassetlaw | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 2 | 0 |
| Calderdale | 14 | 0 | 0 | 0 | 2 | 0 | 0 | 12 | 0 | 0 | 0 | 0 |
| Chesterfield | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 0 | 0 | 0 |
| High Peak | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 |
| Bolsover | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 |
| North East Lincolnshire | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 1 | 0 |
| Sefton | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 |
| York | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 |
| Stockport | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 |
| Trafford | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| Kingston upon Hull, City | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| Selby | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| Derbyshire Dales | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| Cheshire East | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| Tameside | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| East Riding of Yorkshire | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| North Lincolnshire | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Harrogate | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Ashfield | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Newark and Sherwood | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Bury | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| Oldham | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| Hambleton | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| Amber Valley | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| Hartlepool | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Stockton-on-Tees | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Gateshead | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Halton | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Cheshire West and Che | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Preston | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Manchester | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Wigan | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Nottingham | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Erewash | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| West Lindsey | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Corby | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Rushcliffe | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Cannock Chase | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| North Warwickshire | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Sutton | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| South Hams | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Northumberland | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Warrington | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Blackpool | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| South Lakeland | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Chorley | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Bolton | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Rochdale | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Liverpool | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Richmondshire | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Ryedale | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| South Derbyshire | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Blaby | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Charnwood | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| South Northamptonsh | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Lichfield | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Tamworth | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Warwick | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Redditch | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Worcester | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Birmingham | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Walsall | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Peterborough | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Bedford | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| St Albans | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Stevenage | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Reigate and Banstead | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Wiltshire | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Poole | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| West Dorset | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Flintshire | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| | 3,306 | 0 | 5 | 11 | 204 | 18 | 25 | 2,502 | 238 | 35 | 262 | 6 |
| | | 0.0% | 0.2% | 0.3% | 6.2% | 0.5% | 0.8% | 75.7% | 7.2% | 1.1% | 7.9% | 0.2% |

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix D: -



Scale:
Not To Scale.



- Notes:**
1. Do Not Scale From This Figure.
 2. This Figure May Include Data Provided By 3rd Parties No Liability Is Accepted For The Accuracy Of Such Data.
 3. This Figure Is Not Intended As A Comprehensive Listing, And Shows Only Selected Local Facilities Considered Of Significance.
 4. Paved Footways May Not Be Available On All Routes.

 Site Location

Local Facilities Key

- | | |
|---|---|
|  Costa Coffee |  Mayfair Takeaway |
|  Starbucks |  Well Pharmacy |
|  BP Petrol Station |  Co-Op Convenience Store |
|  Taco Bell | |
|  Greggs | |
|  Dunkin | |
|  Deane Valley Farm-Dining | |
|  McDonalds | |
|  Aldi | |
|  Café 334 | |
|  Bus Stop | |
|  InPost Parcel Locker | |
|  Evri Parcel Shop | |
|  The Keys Restaurant | |
|  Mace Convenience Store | |
|  Shell Petrol Station | |
|  KFC | |
|  Master Fryer Takeaway | |
|  The Hare and Hounds Pub | |
|  Saville Square Pub | |

Client: Carnell Management Services Ltd

Project: Dearne Valley Parkway
Birdwell
Barnsley

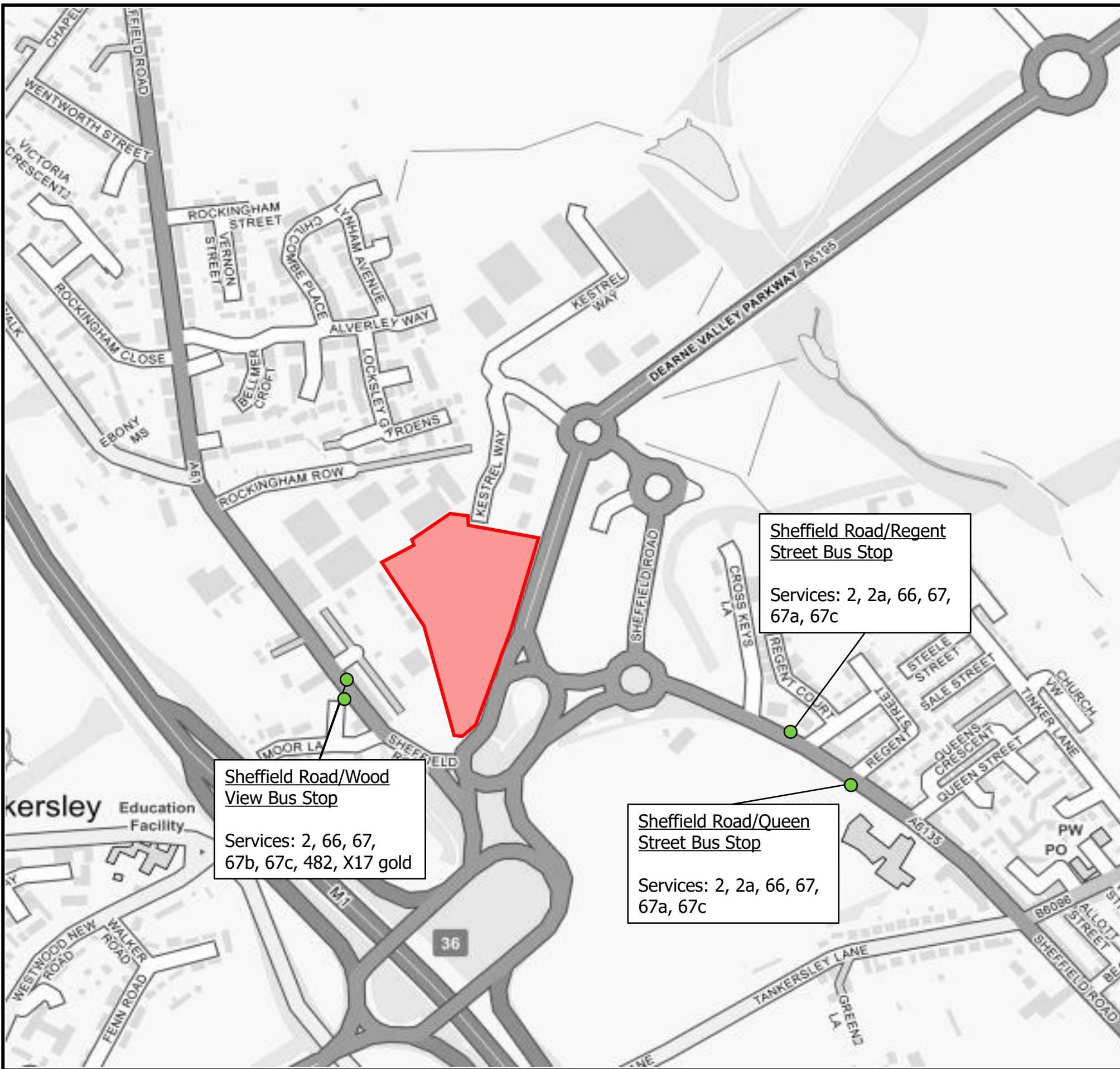
Diagram Title: Facilities & Amenities Plan
Diagram 001

| | |
|---------------------------|---------------------|
| Drawn & Checked By: AR | Date: 03/06/2023 |
|---------------------------|---------------------|

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Roberts Highway Consultants 

Appendix E: -



Scale:
Not To Scale.

- Notes:**
1. Do Not Scale From This Figure.
 2. This Figure May Include Data Provided By 3rd Parties No Liability Is Accepted For The Accuracy Of Such Data.
 3. This Figure Is Not Intended As A Comprehensive Listing, And Shows Only Selected Local Facilities Considered Of Significance.
 4. Paved Footways May Not Be Available On All Routes.

- Site Location
- Selected Bus Stops Close To Site

Sheffield Road/Regent Street Bus Stop
Services: 2, 2a, 66, 67, 67a, 67c

Sheffield Road/Wood View Bus Stop
Services: 2, 66, 67, 67b, 67c, 482, X17 gold

Sheffield Road/Queen Street Bus Stop
Services: 2, 2a, 66, 67, 67a, 67c

Client: Carnell Management Services Ltd

Project: Dearne Valley Parkway
Birdwell
Barnsley

Diagram Title: Public Transport Plan
Diagram 002

| | |
|---------------------------|---------------------|
| Drawn & Checked By: AR | Date: 03/06/2023 |
|---------------------------|---------------------|

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Appendix F: -

Introduction

The following questions are designed to give your Travel Plan Coordinator, and Barnsley Metropolitan Borough Council (the overseeing organisation) an understanding of travel movements to and from your place of work to try and achieve a reduction in single occupancy vehicle trips. The questions are designed to be simple, with the entire questionnaire taking no longer than five minutes for you to complete.

Name

Question 1) What mode of transport do you most frequently use to travel to your place of work? (If you use multiple modes of travel, please choose the mode which constitutes the longest duration in journey time):

| | |
|-----------------------------|--|
| Travel Modes | |
| Car Driver (alone) | |
| Car Driver (with passenger) | |
| Car Passenger | |
| Walking | |
| Cycling | |
| Bus | |
| Train | |
| Motorbike/Scooter | |
| Taxi | |
| Tram | |

Question 2) Do you use any other modes of travel during the same journey which you have not outlined within Question 1?:

| | |
|-----------------------------|--|
| Travel Modes | |
| Car Driver (alone) | |
| Car Driver (with passenger) | |
| Car Passenger | |
| Walking | |
| Cycling | |
| Bus | |
| Train | |
| Motorbike/Scooter | |
| Taxi | |
| Tram | |

Question 3) What time do you usually arrive to this destination?

| | |
|--------------|--|
| Time | |
| Before 06:00 | |
| 06:00-07:00 | |
| 07:00-08:00 | |
| 08:00-09:00 | |
| After 09:00 | |

Question 4) How far is this journey normally?

| | |
|---------------|--|
| Time | |
| Under 1 mile | |
| 1-3 miles | |
| 4-10 miles | |
| 10-20 miles | |
| Over 20 miles | |

Question 5) Why do you choose this travel mode? (Please tick all that apply)

| | |
|--------------------------|--|
| Reason | |
| Cheapest | |
| Most Convenient | |
| Environmental Reasons | |
| Healthiest Option | |
| Quickest | |
| Work Requirement | |
| Lack of Public Transport | |
| For own Safety | |

Question 6) What would encourage you to take more sustainable travel modes?

| | |
|----------------------------|--|
| Incentive | |
| Cycle and Walking Maps | |
| A Site Car Club | |
| Personalised Journey Plans | |
| Free Bus 'Taster Tickets' | |
| Discounted Rail Tickets | |
| Travel Information Leaflet | |
| Cyclist Training Sessions | |
| Life Share Coffee Mornings | |
| Life Share Noticeboards | |
| Not Possible due to Work | |

Question 7) If you have any other information which you believe would be useful for this survey, please provide this in the space below.

.....

.....

.....

.....

.....

Thank You for Your Assistance.

