

WEST ROAD, BARNSELY PROPOSED COMMERCIAL WAREHOUSE UNIT

Travel Plan

Produced by

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Client

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1 Background and Context

1.1 Introduction

- 1.1.1 MJM Consulting Engineers Ltd (MJM) have been commissioned by Blue Check Consulting /V. Simpson (the Applicant) to prepare a Travel Plan (TP) to accompany a planning application for a proposed commercial warehouse unit at West Road, Barnsley (the Site).

1.2 Site Location

- 1.2.1 The site is located in the Pogmoor area of Barnsley, approximately 2.4km to the west of Barnsley town centre. Broadly, the site is bound to the north and east by existing industrial units, to the west by a driving test centre and to the south by a railway line.
- 1.2.2 The site location is demonstrated in **Figure 1-1** below.

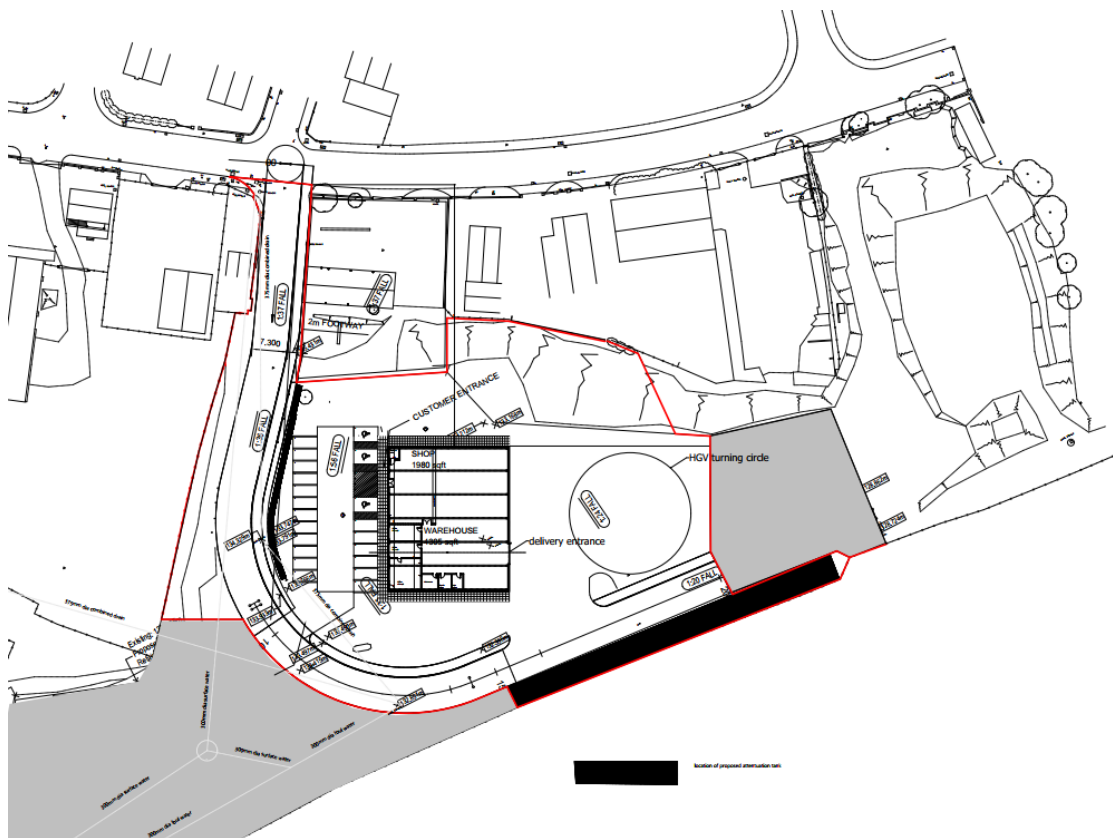


Figure 1-1 Site Location Plan

1.3 Development Proposals

- 1.3.1 The proposed development at West Road comprise the erection of a 584sqm commercial warehouse unit.
- 1.3.2 The proposals are accompanied by an existing access road into the site, to be improved, 18 car parking spaces and 3 disabled spaces, with a service yard located to the rear of the unit.

1.4 Report Structure

1.4.1 Following this introductory section:

- *Section 2 describes the vision for this Travel Plan and sustainable travel at the site, what the TP aims to achieve and what the underlying objectives are;*
- *Section 3 details the accessibility of the development site, focusing on the means by which employees and customers can access the site by non-car modes of travel;*
- *Section 4 outlines the measures that could be implemented to facilitate travel behaviour change towards sustainable modes; and*
- *Section 5 proposes a reporting regime that clearly sets out how the success of the Travel Plan will be monitored against the targets and how the results of the reporting exercise will be recorded, presented and used.*

2 Travel Plan Aims and Objectives

2.1 Developers Commitment to Travel Planning

- 2.1.1 The Applicant recognises that by developing a TP, sustainable travel patterns can be established from the outset and maintained over time, minimising the impact that the development has upon the local environment and ensuring staff members are able to make informed journey choices.
- 2.1.2 Travel Plans can deliver a wide range of benefits to developers themselves, as well as to employees and the wider community. At a recruitment level, an office or workplace in an accessible location opens a business to a wider range of staff members and a convenient and safe commute may be a factor in attracting and retaining staff. An office or industrial unit that is accessible to clients or customers may also have a positive impact on business relations.
- 2.1.3 The promotion of sustainable travel options from an early stage provides a cost-effective mechanism by which occupiers can minimise the level of car-based trips generated by a development, which in turn reduces the impact a development has on local traffic levels, air quality and road safety.
- 2.1.4 The individual benefits to be derived through the use of sustainable travel options for commuting range from financial savings through reduced fuel consumption, improved health through increased use of active travel modes (walking and cycling), and greater choice in the travel options available.
- 2.1.5 By submitting this TP, the Applicant lays out the measures needed in order to achieve these goals.

2.2 Travel Plan Vision

- 2.2.1 The vision for this Travel Plan is to:
- 2.2.2 "Make the development a place where staff and visitors can be fully informed when choosing travel modes for undertaking both a regular commute and one-off journeys, and in doing so reduce their reliance upon the private car and the resultant impact on the local environment."

2.3 Travel Plan Aims and Objectives

- 2.3.1 To achieve this vision, the aims of this Travel Plan are to:
 - Maximise the quality of the workplace to potential staff members and visitors by highlighting the accessibility of the site by a range of travel options; and
 - Minimise the effect the development has on the environment and local highway network by promoting the use of these sustainable travel options.
- 2.3.2 As a result, the objectives of the TP are to:
 - Identify the range of travel options available to the site;
 - Identify the mechanisms required to maximise the use of sustainable travel modes amongst staff members and visitors; and
 - Identify the mechanism by which the success of this Travel Plan can be monitored and reported upon.

3 Site Accessibility

3.1 Introduction

- 3.1.1 This section of the Travel Plan describes the existing infrastructure that will facilitate and encourage employees, in particular, to walk, cycle or use public transport, rather than to travel by car. It will also identify some amenities that can be accessed locally, by non-car modes for the benefit of future employees.

3.2 Active Travel Options

Pedestrian Access

- 3.2.1 The Institution for Highways and Transportation (IHT) offers guidance on walking distance by journey purpose, this is summarised in **Table 3.1** below.

Table 3-1 Walking Distances by Journey Type

Criteria	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

- 3.2.2 As **Table 3.1** shows, 2km is considered the preferred maximum walking distance for 'Commuting / School', for staff. A 2km walking catchment from the site, would, therefore, include Pogmoor, Wilthorpe, Shawlands and Barnsley town centre. **Figure 3.1**, illustrates a 2km walking catchment from the site.

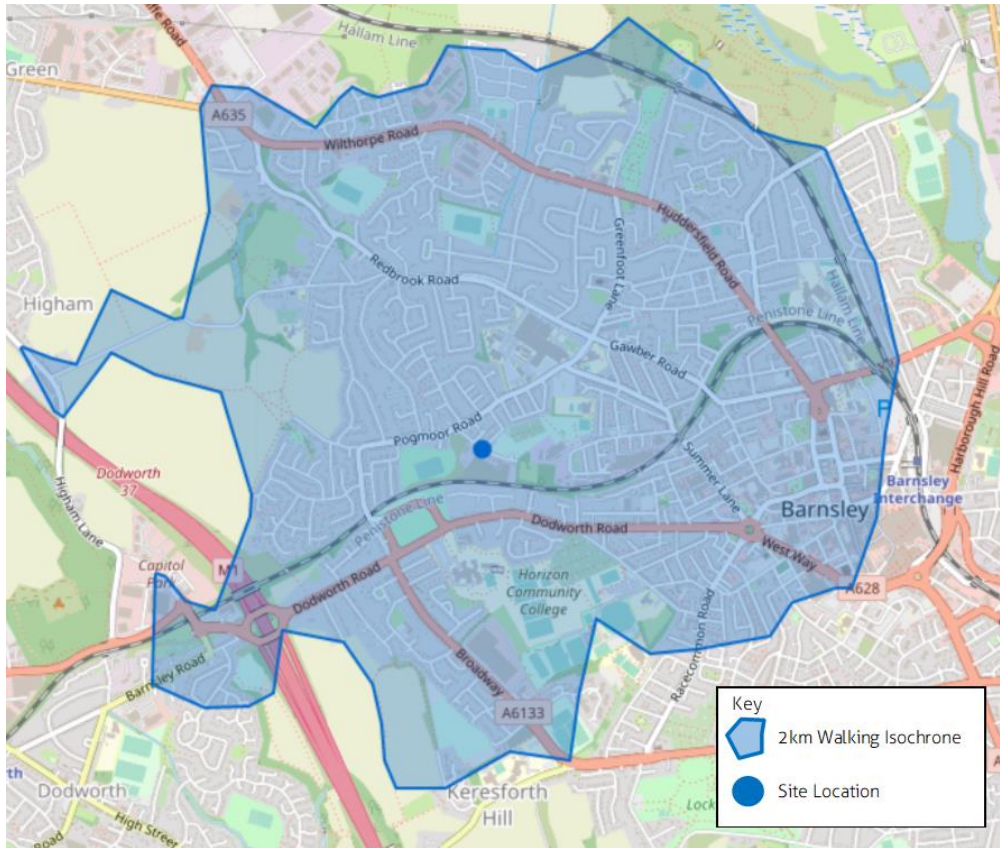


Figure 3-1 2km Walking Catchment

- 3.2.3 Pedestrian access to the site is provided from West Road, located to the north of the site. To the east and west of the site access, footways and street lighting are provided on both sides of the carriageway.
- 3.2.4 The footways on West Road meet those on Pogmoor Road, to the north west of the site, which provide a route to Barnsley town centre to the east. Footways and street lighting are provided on both sides of the carriageway.
- 3.2.5 Tactile paving and / or dropped kerbs are provided at some adjoining junctions with West Road and Pogmoor Road.
- 3.2.6 Approximately 230m to the east of the Pogmoor Road / West Road junction, a signal controlled pedestrian crossing is provided across Pogmoor Road, facilitating pedestrian movement towards Barnsley Hospital.
- 3.2.7 It is anticipated that walking would be an attractive travel choice for users of the site, particularly those living nearby or travelling by public transport.

Cycle Access

- 3.2.8 Cycling can be a substitute for car trips, particularly those of up to 5km, as well as forming part of longer journeys by public transport. Cycling, therefore, plays an important role in reducing the need to travel by car. A 5km catchment of the site includes Barnsley, Athersley and Worsbrough.
- 3.2.9 **Figure 3.2** illustrates a 5km cycle catchment from the site.

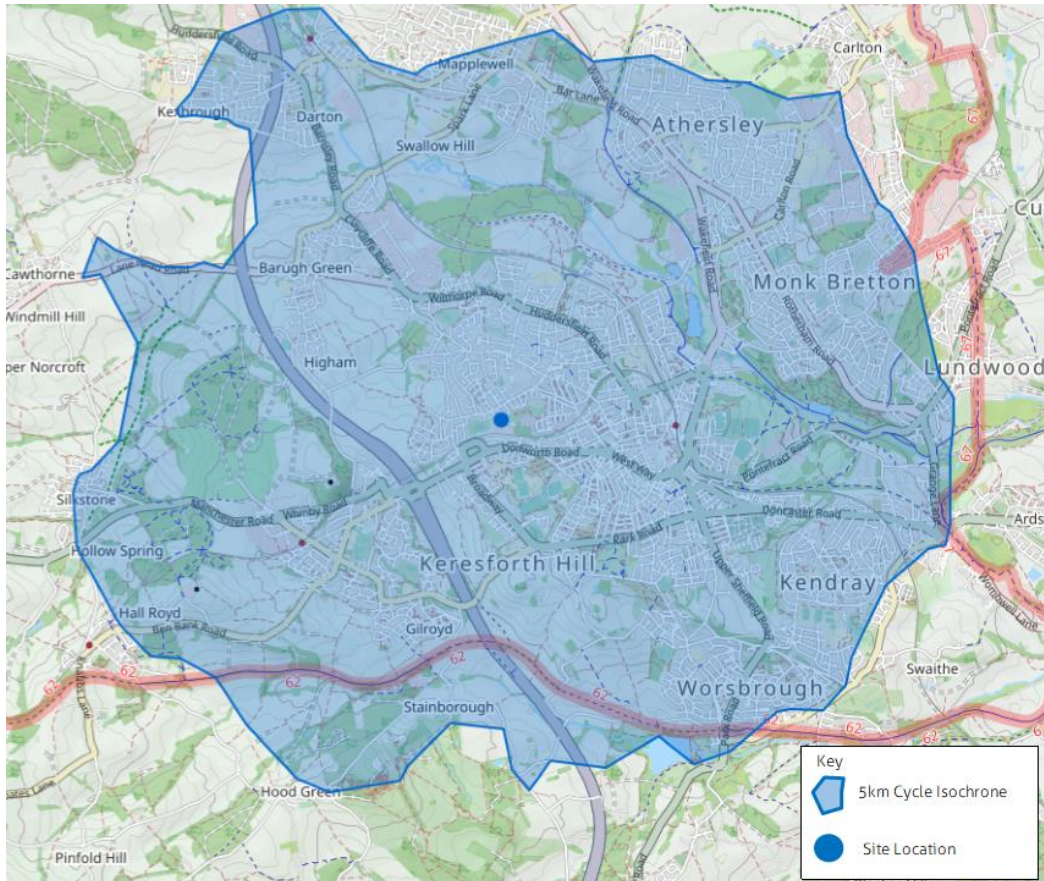


Figure 3-2 5km Cycle Catchment

- 3.2.10 As can be seen in **Figure 3.2**, the closest formal cycle route to the site is the National Cycle Network (NCN) Route 62, located along a traffic free route to the south of Worsbrough, joining Route 67 in Wombwell to the east and Route 627 in Penistone to the west.
- 3.2.11 National Route 62 connects Fleetwood on the Fylde region of Lancashire with Selby in North Yorkshire. It forms the west and central sections of the Trans Pennine Trail which is a long-distance path running from coast to coast across northern England.
- 3.2.12 It is considered that cycling would represent an attractive travel option for users of the proposed site.

3.3 Public Transport

Bus Services

- 3.3.1 The closest bus stops to the site are located on Pogmoor Road, approximately 210m to the west of the site access for westbound services and 250m for eastbound services and southbound services. Both stops benefit from timetable information, pole and flag.
- 3.3.2 **Figure 3.3**, illustrates the location of the bus stops identified above.

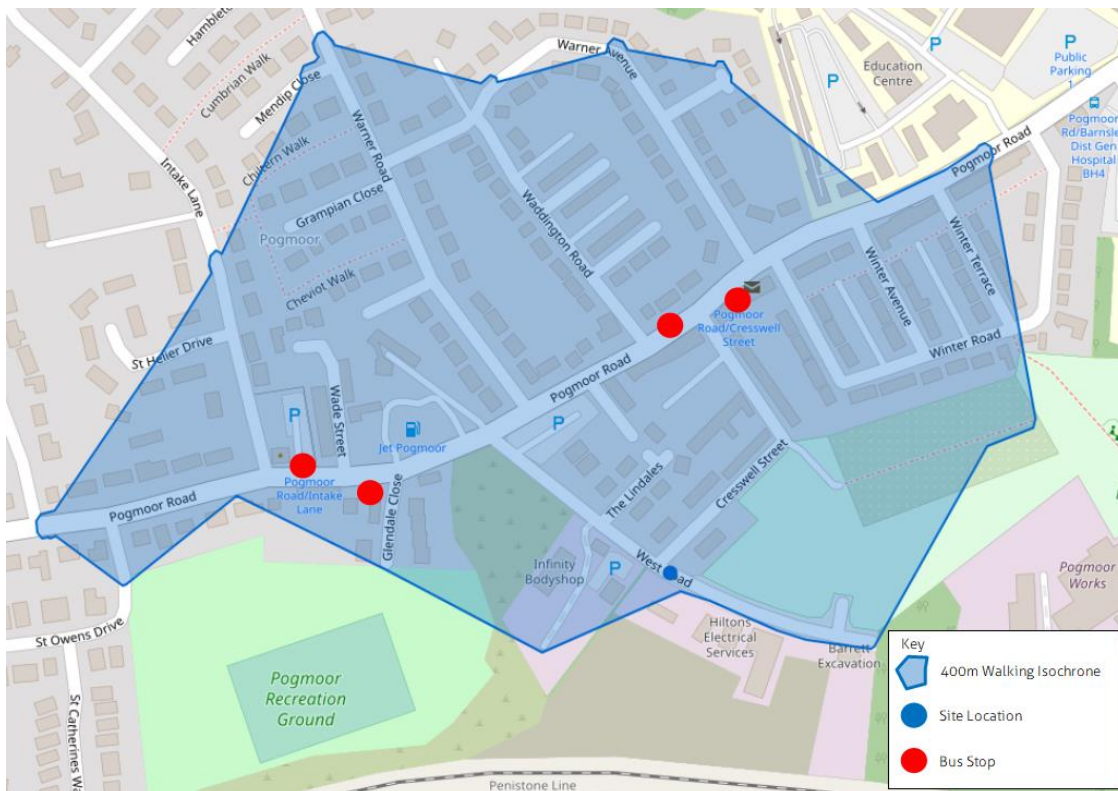


Figure 3-3 Bus Stop Locations

3.3.3 **Table 3.2** summarises the destinations and frequencies of the bus services available from Pogmoor Road.

Table 3-2 Bus Service Summary

Service		Frequency		
		Monday – Friday	Saturday	Sunday
Pogmoor Road				
43	Barnsley Interchange - Pogmoor Kingstone Circular	30 mins	30 mins	60 mins
44	Barnsley Interchange - Pogmoor Kingstone Circular	30 mins	30 mins	60 mins

3.3.4 As can be seen in **Table 3.2**, there are regular bus services available within a short walk of the site, Monday – Sunday, which offer services to a range of local and regional destinations. It is, therefore, considered that travel by bus would be an option for staff and visitors accessing the site from further afield.

National Rail Services

3.3.5 The closest national rail services to the site can be accessed from Barnsley train station, which is located 2.4km east of the site. It can be accessed in around a 12-minute cycle ride or 16-minutes on the 43 bus service.

3.3.6 Barnsley station benefits from regular services to local, regional, and national destinations; a summary is provided in **Table 3.3** overleaf.

Table 3.3: Train Service Summary

Destination	
Northern Hallam Line	Northern Leeds - Nottingham
Leeds	Leeds
Wakefield	Wakefield
Meadowhall	Sheffield
Sheffield	Chesterfield
	Nottingham
Northern Penistone Line	Northern – Leeds to Lincoln
Penistone	Leeds
Dodworth	Wakefield
Wombwell	Sheffield
Sheffield	Worksop
	Gainsborough
	Lincoln

3.3.7 Barnsley train station benefits from waiting rooms, toilets and shops. The station provides 24 bike stand storage spaces and, as such, allows staff to combine cycling with a longer journey by train.

3.4 Summary

3.4.1 The site is located in a highly accessible location for walking and cycling and is also well located to access a range of public transport options, which provide both local and national services, which could be utilised by staff and visitors to the site.

4 Travel Plan Measures

4.1 Introduction

- 4.1.1 The key to successful travel planning is to identify the most suitable modes of transport that are realistic and practical for staff at the site such as this to adopt, before making these modes as attractive as possible. There is no single solution to any one person's transport needs. Different people will respond to different measures, whilst some may not react to any. A range of measures is therefore proposed, which staff can pick and choose from as they consider appropriate.
- 4.1.2 The following section will first discuss Travel Plan management and coordination before highlighting the range of measures that will be delivered as part of this TP, which will be delivered by the Travel Plan Coordinator. These measures and the anticipated timescales are summarised in the Action Plan at Appendix B

4.2 Travel Plan Coordination

- 4.2.1 A Travel Plan Coordinator (TPC) will be appointed/nominated at the site, by the Occupier. The role of TPC will be part time, with an appropriate amount of time/resource made available to ensure the delivery of the measures set out within this report.
- 4.2.2 The TPC will be responsible for the overall delivery of this Travel Plan, in pursuit of the identified aims and objectives of the strategy. The role of the TPC will include (but not be limited to):
- Preparation and distribution of information on the travel choices available at the site, to be disseminated to staff and visitors;
 - Engagement with the occupiers to encourage them to implement their own initiatives as appropriate;
 - Engagement with relevant local stakeholders, including the Council and bus operators;
 - Responding to travel issues / questions.
 - The principal task of the TPC will be to ensure that the available travel options are effectively promoted to all staff at the development. This will primarily be achieved through a range of marketing techniques, which will ensure that staff (and prospective staff) and visitors have easy access to relevant and up to date travel information.
- 4.2.3 The TPC will be responsible for preparing a travel information guide, which will be made available to all staff and visitors. This guide, which will be reviewed and updated as appropriate, will provide individuals with a summary of their local travel choices, along with details of where further information and tools can be accessed online. It will also be used to encourage individuals to consider the use of sustainable travel options, by highlighting the various benefits this can have.
- 4.2.1 **In the interim, and until an appointment is made, contact details of the interim Travel Plan Coordinator are as follow:**
- Joe Manson – MJM Consulting Engineers
 - T: 01924 811 000
 - E: joem@mjmc.co.uk

4.2.2 Information will be included within the guide on the following measures:

4.3 Active Travel Measures

4.3.1 A summary of local walking and cycling routes will be provided, along with promotion of the benefits associated with the increased use of active travel options. This will include:

- A summary of walking/cycling times/distances to key local areas;
- Details of online journey planning tools and maps, including:
 - The CycleStreets.net journey planning tool;
 - The BMBC cycle map, available on the Council website;
 - The Sustrans website, for details on the local NCN routes.

4.4 Cycle to Work Schemes

4.4.1 The implementation of a Cycle to Work scheme within a workplace can help to significantly reduce the cost of buying a bike and associated equipment. An individual can purchase a bike through a salary sacrifice arrangement, with payments staged over an agreed period of time.

4.4.2 The TPC will work with the end occupier to set up a Cycle to Work scheme (if they don't already have one in place), including advice on how this can be achieved.

4.5 Public Transport Measures

4.5.1 A summary of local public transport options will be provided, along with promotion of the use of public transport as an alternative to the car. This will include:

- The location of the nearby bus stops;
- A summary of local bus services, including their route and frequency;
- Details of where information on timetables can be obtained, including:
 - Bus operators websites;
 - The Travel South Yorkshire website (<https://travelsouthyorkshire.com/>);
 - Smartphone apps, provided by local bus operators;
- Details on journey planning tools, including:
 - The Travel South Yorkshire online journey planning tool;
 - Smartphone apps, provided by local bus operators.
- Advice on ticketing options, including ways to save money when travelling by public transport. Information provided will include:
 - Details of the Travel South Yorkshire website, where information on multi-modal ticketing options is provided;
 - Details of bus operator website, where details of operator specific ticketing options can be found.

- The TPC will work with the end occupier to set up a salary sacrifice scheme for the purchase of public transport season tickets (if they don't already have one in place), including advice on how this can be achieved.

4.6 Reducing the Need to Travel

4.6.1 Sometimes reducing the need for travel can be the most effective measure at minimising private car travel. Some measures that could be considered to support this include:

- Operating flexible working practices e.g. working from home, option to amend working times to align with public transport, video conferencing etc.);
- Local recruitment of staff;
- Local sourcing of raw materials / produce; and
- Fleet management / coordination of deliveries.

4.7 Car Sharing

4.7.1 Car sharing is when two or more people share a journey by car and travel together. It allows people to take advantage of the benefits of using the car, whilst at the same time reduces the overall number of vehicle trips made, and subsequently the impact on the environment. On a personal level, car sharing allows individuals to significantly reduce the cost of travelling by car. It is possible to register on car sharing schemes even if you don't have a car and are hoping to find a match to drive you to your destination.

4.7.2 A great deal of car sharing is arranged informally; however, to assist staff that wish to make more formal arrangements to find a lift, the Liftshare car share scheme (<https://liftshare.com/uk/>) will be promoted within the travel information guide.

4.7.3 A company lift sharing database will be set up, to allow employees to commute with those with similar travel patterns.

5 Implementation and Management

5.1 Introduction

- 5.1.1 When delivering a Travel Plan, it is important to monitor its progress and success. One easy way of understanding the impact of the TP is to consider the number of vehicular trips being generated from the site.

Travel Plan Targets

- 5.1.2 Targets are essential to ensure everyone involved in the Travel Plan process knows what needs to be done and to enable progress to be assessed. Targets should be SMART (see below) and can take the form of 'aim-type' targets and 'action-type' targets:

- **S**pecific;
- **M**easurable;
- **A**chievable;
- **R**ealistic;
- **T**ime-bound

5.2 Action-type Targets

- 5.2.1 Action-type targets are non-quantifiable targets and take the form of actions that need to be achieved.
- 5.2.2 The action-type targets specific to this Travel Plan can be found in **Section 4**, where specific measures for delivery have been identified. **Appendix B** provides an Action Plan, detailing roles, responsibilities and timescales for delivery.

5.3 Aim-type Targets

- 5.3.1 Aim-type targets are quantifiable targets against which the effectiveness of the Travel Plan in achieving its stated aims and objectives can be measured. In order to set aim-type targets it is first necessary to have a 'baseline' modal split against which progress can be assessed.
- 5.3.2 In this instance, the likely mode split at full occupation has been extracted from the 2021 Census for the Barnsley 012 MSOA. The target is then to reduce the proportion of employees travelling to the site by car.
- 5.3.3 The existing mode split is shown in **Table 5.1**, overleaf.

Table 5-1 Transport Statement Mode Split – Barnsley 012

Mode of Transport	% Mode Split
Train	1%
Bus, minibus or coach	3%
Taxi	1%
Driving a car or van	78%
Passenger in a car or van	7%
Bicycle	1%
On foot	10%

5.3.4 At this stage, a target of a 10% reduction in the proportion of employees travelling to the proposed development by driving a car or van is considered appropriate. Should the baseline surveys indicate that car travel is significantly different to that set out in **Table 5-1** then this target may be adjusted.

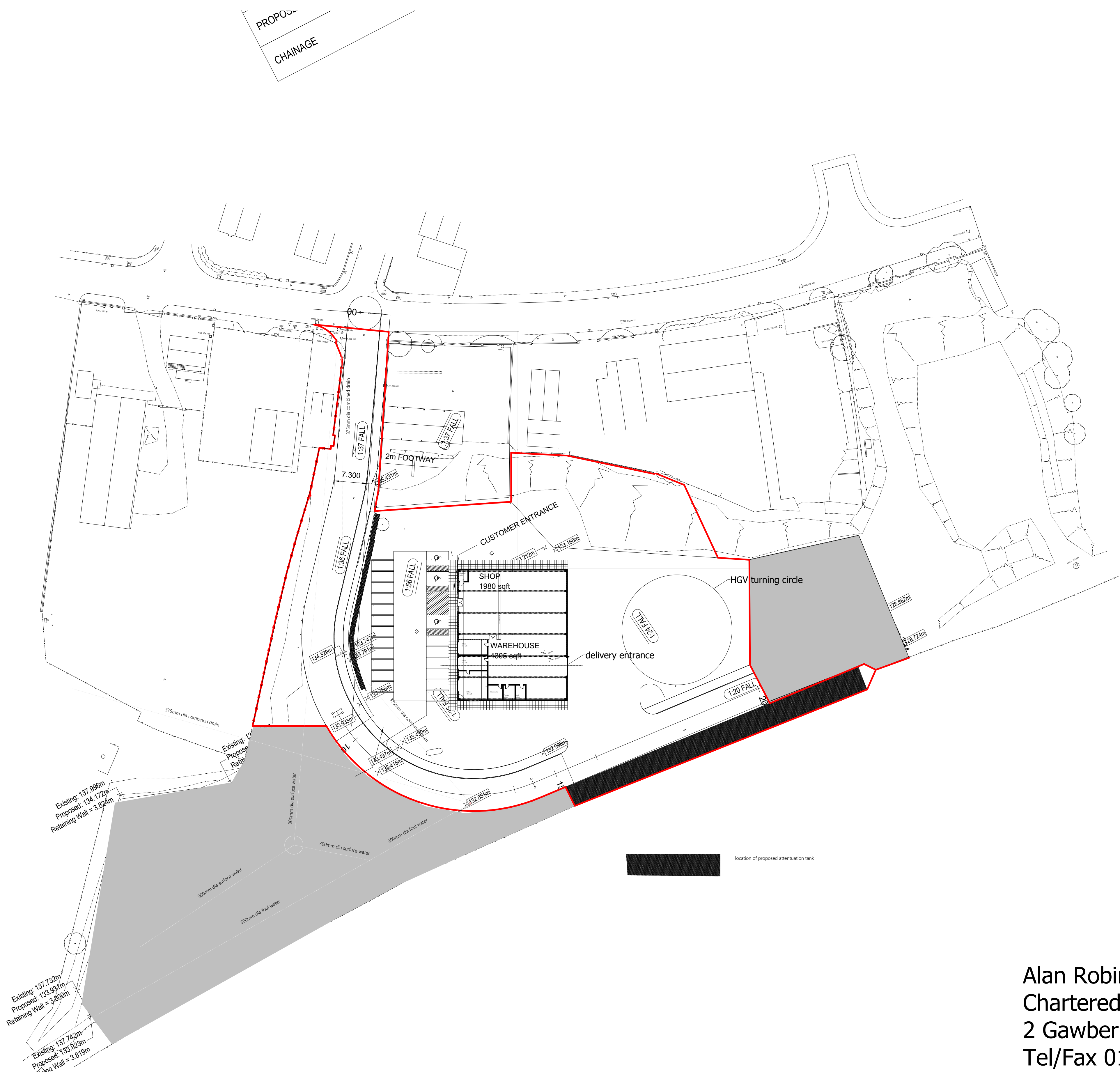
5.3.5 **Table 5.2** provides indicative targets for all modes.

Table 5-2 Proposed Mode Share Targets

Mode	Census Mode Share	Target Mode Share
Train	1%	1%
Bus, minibus or coach	3%	5%
Taxi	1%	1%
Driving a car or van	78%	70%
Passenger in a car or van	7%	9%
Bicycle	1%	1%
On foot	10%	13%

5.3.6 While the potential number of employees is currently unknown, the proposed baseline survey will collect data on employee numbers and, consequently, the Travel Plan measures will be reviewed, and revised as required.

Appendix A
Site Layout Plan



Part G water efficiency calculations are to be provided prior to completion.

Whole sale water supply to be provided by the water supply undertaker.

All baths are to be fitted with a suitable device to limit the hot water temperature to a maximum of 40 degrees C (Thermostatic mixer valves)

All hot water taps to be installed on the left hand side.

A notice confirming that the hot water system has been properly commissioned, and issued by a person competent to do so, is to be provided on completion.

Windows to bedrooms at ground floor level to be suitable for means of escape.

Sockets and switches to be located between 450 - 1100mm from finished floor level.

Any alteration works or new works to existing heating systems to be carried out by a Gas safety registered installer.

Contractor to provide details of Gas Safety Engineer.

All electrical installation works are to be carried out under a competent persons scheme

The contractor is to check all dimensions before commencing work. He is to ensure that he has received all the necessary information and drawings before commencing work.

Any discrepancies found on site with regards to structural items are to be reported back to the architect.

All contractors must ensure that they calculate the finished floor level to finished floor level from first floor level to second floor level when carrying out works to loft conversions. Ensure that the staircase can be constructed in accordance with current building regulations, including all necessary head rooms required under the regulations.

The architect cannot be held responsible for any discrepancies if the contractor starts work on site following the deposit of the full plans drawings under the current building/planning regulations.

If the client or contractor changes the design of the building/extension following the approval of the Town Planning/Building Regulation approval drawings and further information is requested by either the Planning or building regulation department then this will result in an additional fee being charged to the client by the architect.

The architect is unaware at the time of the survey/drawing time that there were any problems with regards to ground conditions. Contractors wishing to start on site prior to full building regulations approval are advised to contact the LAB CO and confirm if there are any structural ground problems of any nature.

The drawings supplied are for building regulations and town planning approval only they are not complete working drawings.

All new doors marked thus are to be FD30 35mm th fire doors onto 13mm rebated frame

SD

Self contained smoke alarm systems should be permanently wired to a separately fused circuit at the distribution board. They may be operated at a low voltage via a mains transformer cable for the power supply to, and interconnection of, self contained smoke alarms need have no special fire survival fitted with battery back up.

Each self contained smoke alarm should be fitted to the ceiling at least 300mm from any wall or light fitting. A central position is preferable. Units designed for wall mounting should be fitted between 150 - 300mm below the ceiling, the method of fixing should comply with the manufacturers instructions. All smoke alarms are to be interconnected between the ground, first and second floor, with battery back up.

RevID	ChID	Change Name	Date
A		areas resized windows added to elevations toilets relocated kitchenette added	2/5/23

Client:

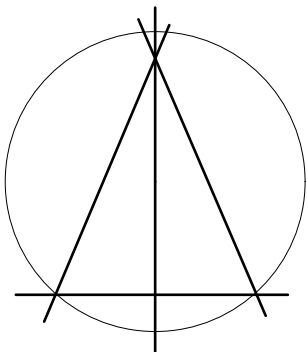
Project:

Drawing Title:

Scale: 1:500 Date:27/06/2023

Drawn By: AR Rev: A

Drawing Nr:



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Appendix B
Action Plan

Action	When	Responsibility	Outcomes
Appoint Travel Plan Coordinator	On occupation	End Users	Appointment of TPC
Identify full Travel Plan budget	On occupation	TPC	Identified budget
Promotion and distribution of the Travel Plan and travel information	On occupation / ongoing	TPC	Information visible and staff well informed
Promote the benefits of alternative modes of transport	On occupation / ongoing	TPC	Information visible and staff well informed
Maintain convenient and safe cycle parking and pedestrian infrastructure	Ongoing	End users	Increased uptake in walking and cycling
Promote local and national cycle initiatives	On occupation / ongoing	TPC	Increased uptake in cycling
Identify cycle training opportunities for staff	After 1 year / ongoing	TPC	Increased uptake in cycling
Develop walking / cycling user groups	On occupation / ongoing	TPC	Increased uptake in active travel modes
Liaise with local bus operators	On occupation / ongoing	TPC	Incentives to travel by bus
Consider implementing salary sacrifice scheme for bus season tickets	On occupation / ongoing	End users	Increased travel by bus
Consider flexible working practices	On occupation / ongoing	End users	Reduced need to travel
Effective fleet management	On occupation / ongoing	End users	Reduced vehicle travel
Promotion of lift sharing opportunities	On occupation / ongoing	TPC	Reduction in private car trips
Development of lift sharing database	On occupation / ongoing	TPC	Increased uptake in lift sharing