

PROPOSED GP PRACTICE

OAK HAVEN AVENUE

GREAT HOUGHTON

INTERIM TRAVEL PLAN

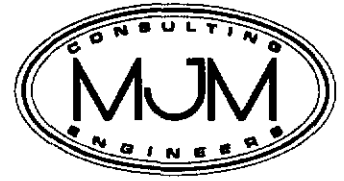
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1.0 Introduction

- 1.1 The proposals for Great Houghton GP Practice are intended to replace and improve the existing services for patients. It is proposed purely to house Dr Neogy's existing GP Practice.
- 1.2 This development is part of a NHS initiative to improve and increase primary care facilities in the Barnsley region and is one of four sites in the third phase of the 25 year 'NHS LIFT' scheme.
- 1.3 The Travel Plan is a commitment designed to encourage employees and visitors to minimise use of the private car and to provide realistic alternatives to travel by car in favour of public transport, walking, cycling or other non-motorised forms of travel leading to less environmental impact and *greater sustainability*. It should be read in conjunction with the Transport Statement.



2.0 Background, Objectives, Benefits

2.1 Background

2.1.1 The proposed Great Houghton GP Practice is to be located on land off Oak Haven Road that is currently occupied by the existing GP Practice in well established residential areas. Directly adjacent to the site is a petrol filling that fronts onto Rotherham Road.

2.1.2 The proposed development will provide a total building area 314.5m² and a total of 9 car parking spaces for staff and visitors of which 1 space will be disabled parking.

2.2 Objectives

2.2.1 The purpose of this Travel Framework is to assist in achieving the following aims. It aims to address three types of people movement – staff commuting and other trips, travel by patients and travel by visitors.

- Minimise the level of travel by reducing the numbers of cars requiring access to the site.
- Reducing any limited potential for increased congestion on the surrounding residential roads in the vicinity.
- To raise awareness of environmental issues especially those that involve transport matters in the workforce, residents and visitors.
- To provide employees and visitors with convenient, safe and viable alternatives to the car in order to travel to the site that minimise the environmental impact on residents, users and other stakeholders within the vicinity and surrounding residential areas.
- To regularly monitor the means of travel used by employees and visitors and seek to encourage transfer to the most sustainable modes.

2.2.2 The Travel Plan will be reviewed and rolled forward on a regular basis by the appointed Travel Plan co-ordinator through liaison with staff and the local authority. The aim and objectives of the plan may also be subject to review and may well evolve and be updated as required.

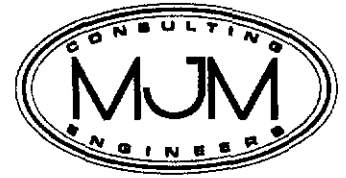


2.3 *Benefits*

2.3.1 As a Health Care Trust the Barnsley PCT is central to the strategy for ensuring the continued and improved health of its employees and patients. They are fully committed to the implementation of the Travel Plan.

The benefits to be realised are:-

- An awareness of the different modes of travel
- Information dissemination of their availability
- Healthier lifestyles from exercising by walking or cycling
- Less congestion on roads in the vicinity
- Reduced pollution
- Potentially reduced accidents and increased safety



3.0 Implementation – Staff & Patient

3.1 *Implementation*

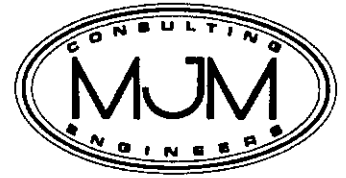
3.1.1 An employee, hereafter referred to as the Travel Plan Co-ordinator (TPC), will be appointed to co-ordinate the Travel Plan and their role is:-

- Overall responsibility for the Travel Plan
- To lead the process of developing targets, implementation and review
- To obtain and maintain commitment and support for the measures contained in the Plan
- To liaise with the Local Authority and Public Transport Operators
- To ensure travel information is readily available to staff and visitors
- To ensure new employees are made aware of alternative travel opportunities
- Set up and maintain a database of staff and patient travel patterns and car sharing
- Monitoring of the Travel Plan and setting realistic targets
- To liaise with other Travel Plan Co-ordinators (TPCs) in the area, contribute to a combined database and pool resources
- To design and implement effective marketing/awareness campaigns and to present a business case to secure budgets for existing and future Travel Plan developments.

3.1.2 The TPC will meet with officers of Barnsley Metropolitan Borough Council for an annual review and prepare annual progress reports for these reviews.

3.2 *Staff*

3.2.1 All staff will complete travel questionnaires and be provided with Travel Plan information packs upon commencement of their employment. The results of the questionnaires will be entered onto the database to assist target setting. Staff leaving employment will be removed from the database. All data will be treated with confidentiality.



3.2.2 Using the results of the surveys, the TPC will seek to address the real and perceived barriers to the adoption of sustainable transport choices among employees including by encouraging staff to seek offers and benefits available from the following sources:-

- Transport Energy Powershift Initiative www.est.org.uk/aboutest/what/evaluation
- Halfords Discount Staff Incentives www.halfordsb2b.com/bikes4work-schemes.asp
- Inland Revenue Green Travel Benefits www.hmrc.gov.uk

3.3 *Patients*

3.3.1 The TPC will initiate a Patient Liaison Group (PLG) that will enable patients to express their views on actions and schemes to support the aims and targets of the Travel Plan.

3.3.2 This group will also discuss appropriate measures to inform patients of the Travel Plan and its progress and promote its benefits.



4.0 Staff and Patient Survey

4.1 A staff survey is currently being undertaken at the existing practice.

4.2 A further survey will be undertaken with 6 months of the opening of the new facility and then annually to monitor the progress of the Travel Plan.

4.3 The result of the surveys will form the basis of targets for modal shift that are then included in the Travel Plan and will be discussed by the TPC with the Local Authority.



5.0 Action – Public Transport

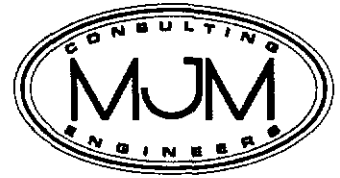
5.1 Bus routes 68 and 219 operated by Stagecoach run along the following routes:-

- 68 Barnsley – Great Houghton
(via Wombwell, Low Valley, Darfield, Billingley, Middlecliffe and Little Houghton)
- 219 Barnsley – Doncaster
(via Darfield, Middlecliffe, Great Houghton, Thurnscoe, Goldthorpe, Hickleton and Scawsby)

5.2 These provide 5 buses per hour during the day Monday to Saturday.

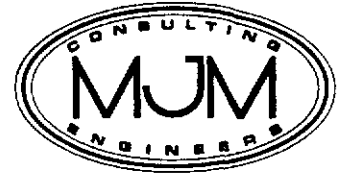
5.3 Both services operate along High Street and the nearest bus stop is located at a walk distance of 65 metres to the proposed health facility site. A total of 4 bus stops are located within 500m of the site.

5.4 Information relating to bus services will be provided to all staff and made available to visitors through information displays at prominent locations within the development. This will take the form of routes and timetables and will be updated by the TPC, through liaison with the South Yorkshire Transport Executive.



6.0 Actions – Cycling

- 6.1 Secure covered cycle parking facilities will be provided adjacent to the main access of the facility to encourage staff to travel by sustainable modes.
- 6.2 Plans of cycle routes in the area will be available to all employees and visitors via the information displays.



7.0 Actions – Parking

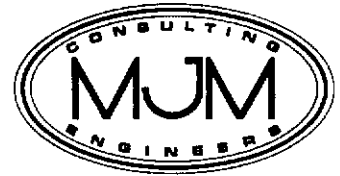
- 7.1 There are a total of 9 parking spaces proposed, including 1 disabled space, 12.5% as a proportion.
- 7.2 The disabled spaces are located within 25m of the entry points to the facility to ensure the minimum travel distance from the car and to comply with BS8300.
- 7.3 The parking provided is considered adequate for the proposals given the variety of services to be provided by the facility. Periodic surveys will establish its use and this information will be made available to the local authority and to allow initiatives to reduce car travel to be evolved.
- 7.4 Vehicular access to the site will be via the existing access off Oak Haven Avenue.

Car Sharing

- 7.5 The TPC will introduce a car sharing scheme for employees who travel from similar areas. The method used will be dependent on the decision of the TPC and PLG once further surveys have been completed to establish the scope for this measure. They will also consider the practicality of extending the car sharing scheme to include staff at other nearby locations.

Pedestrian Routes

- 7.6 Pedestrian access to the site will be provided via a dedicated segregated footway from Oak Haven Avenue with crossing facilities within the car park.
- 7.7 A plan of safe pedestrian routes to be agreed with the Council's Road Safety Officer will be made available to all employees and visitors via the information displays.



7.8 The design of the development encourages walking by including:-

- Pedestrian linkage direct to Oak Haven Avenue
- Safe pedestrian crossing facilities within the car park
- Good quality footpaths with appropriately finished surfaces and lighting on the site.



8.0 Marketing & Targets

8.1 Marketing

8.1.1 The applicant is committed to reducing the number and length of motorised journeys and encouraging alternative means of travel to reduce the environmental impact. To assist in achieving these aims the applicant will encourage future owner/occupiers operating on the site to implement a Travel Plan. Each user will be required, as a condition of lease/sale, to put in place the following strategy, as a framework for encouraging sustainable means of travel to be implemented by each user:-

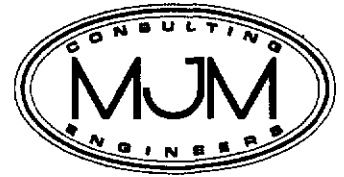
- To inform employees and visitors of convenient, safe and viable alternatives to the car in order to get to the facility.
- To monitor the means of travel used by employees and visitors and seek to encourage transfer to the most sustainable modes.
- To develop a detailed Travel Plan in discussions with the Local Authority.

8.1.2 Travel Information packs will be made available to visitors in addition to a general notice board which will be provided at the new facility to provide guidance on non-car travel options.

8.2 Targets

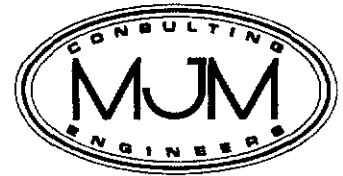
8.2.1 The targets that will be proposed should be in line with targets that the Council is seeking to achieve as part of their Local Transport Plan. In particular their aims are for:

- An increase in bus patronage by 3.2% from 2003/04 to 2010/11 (indicator BYP1/102)
- An increase in cycling trips by 10% from 2003/04 to 2010/11 (indicator LTP3)
- And thereby reduce the growth in car use



The annual targets may need to be reviewed following initial surveys of travel patterns at opening to ensure consistent and appropriate targets.

- 8.2.2 The progress in reaching targets will be reviewed on an annual basis by the TPC and the Local Authority and the initiatives identified will be examined with particular emphasis on those measures that will further encourage specific targets to be met.



9.0 Conclusions

- 9.1 The objective of the Travel Plan is to encourage staff to travel to the development by alternative means of transport to the private car. It is intended to achieve this objective by incorporating specific elements within the development to facilitate trips on foot, by bicycle and by public transport. The plan sets out initiatives to provide information to staff and visitors to encourage alternative means of transport to the development.
- 9.2 The new facility is a replacement for an existing well established practice located in an area which is central to the patient catchment area. This will mean that the centre will remain very accessible to further patients and the opportunity to encourage travel by sustainable modes is good.
- 9.3 The aim of the organisation and the appointed TPC is to regularly monitor and review progress in achieving the aims and objectives of the Travel Plan.
- 9.4 For further information regarding the contents of this framework document or for further copies please contact:-

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