Transportation Planning : Infrastructure Design

Travel Plan

Proposed Discount Food Retail

Hoyland, Barnsley

Resilienti

February 2016

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1.0 INTRODUCTION

1.1 SCP Ltd has been appointed by Resilienti to prepare a travel plan for the Netto retail unit as part of the Hoyland town centre scheme.

1.2 The scheme was granted planning permission on 28/10/15 (application number 2015/0711). This Travel Plan is written to discharge the part of Condition 11 of the planning permission which deals with the approval of the Travel Plan.

1.3 The Netto store forms part of a redevelopment of Hoyland town centre. This Travel Plan sets out a strategy to ensure that the store is operated in a responsible and sustainable manner and provides the necessary tools and resources to enable this to happen.

1.4 As well as the Netto store, the also scheme includes for three small retail units to be occupied by Boyes (789 sqm), Ladbrookes (127 sqm) and a third unit which is still to be let (93 sqm). All of these units fall below the 1500 sqm threshold set out in Guidance on Transport Assessment below which a travel plan is not required. The scheme also includes for a new market facility, which will be operated by Barnsley Metropolitan Borough Council and a new car park, both of which do not require a travel plan.

1.5 The remainder of this document is therefore a travel plan for the proposed Netto store and is structured as follows:-

- **Chapter Two** describes the existing highway network including pedestrian and cycling facilities.
- **Chapter Three** describes the proposed development;
- **Chapter Four** sets out some Travel Plan objectives;
- **Chapter Five** provides a package of Travel Plan initiatives;
- **Chapter Six** details the monitoring and review process;
- **Chapter Seven** provides a summary of the proposed targets and goals of the Travel Plan;
- **Chapter Eight** provides a conclusion to the report.

2.0 THE SITE AND ACCESSIBILTY

2.1 The proposed Netto Store is located to the east of Market Street in Hoyland town centre and is bounded by residential dwellings to the east and north, and by retail units and the Beggar and Gentleman public house to the south.

2.2 A plan showing the location of the site can be seen at **Appendix 1**.

Local Highway Network

2.3 Much of the highway network in Hoyland town centre forms a one-way system surrounding the site which comprises Market Street, King Street, Southgate and Milton Road. The system operates in a clockwise direction.

2.4 The site is close (within 100m) to B6097 High Street / King Street which forms the principal road in Hoyland town centre upon which the majority of retailers are located. This is a typical town centre road, although operating as a one-way street from west to east. It is subject to a 20mph speed limit, it has footways on both sides and parking restrictions present in the form of either single or double yellow lines. This road provides access to the nearby village of Elsecar to the east and to western and southern areas of Hoyland via Southgate.

2.5 Southgate runs from east to west and completes the town centre one-way system providing access to the site and the adjacent Hoyland Centre.

2.6 West Street is a typical suburban street running from the western side of the one-way system. It runs towards the western areas of Hoyland and also forms the primary route to the motorway network at M1 junction 36.

2.7 Milton Road is a wide, suburban road running from the south of the town centre. It has wide footways with verges and is subject to a 30mph speed limit except for a short section where it approaches the one-way system. It is generally fronted by residential properties.

Accessibility on Foot

2.8 The Institute of Chartered Institute of Highways and Transportation (CIHT) provide a schedule of recommended walk distances to local facilities based on journey type in the publication “Guidelines on Providing for Journeys on Foot (2000). For commuting trips, the preferred maximum walk distance is 2000m, with 800m the preferred maximum to a town centre.

2.9 Hoyland town centre lies within walking distance of the majority of the town, as shown in **Appendix 2** which illustrates a 2km walking isochrone from the town centre.

2.10 Several sets of bus stops are located in the vicinity of the site, on Market Street, High Street and Southgate. These lies within the preferred maximum walk distance of a local facility i.e. the Netto store as described in the CIHT guidance and therefore establishes that there are bus services that can be accessed by foot from the site.

Cycle Accessibility

2.11 It is widely accepted that cycling has the potential to replace a significant amount of car journeys of up to 5km. There are a variety of routes and attractive destinations within this distance of the site to encourage cycle trips.

2.12 The plan at **Appendix 3** shows the 5km cycle catchment area around the site which includes the whole of Hoyland, as well as parts of the neighbouring settlements of Wombwell and Birdwell.

2.13 National Cycle Route 67 runs through the south of Hoyland, approximately 1km to the south of the town centre providing a route to Sheffield via a mix of off-road and lightly trafficked roads.

2.14 Cycle parking, in the form of Sheffield stands, exists in the town centre outside the town hall building.

Public Transport Accessibility

2.15 The nearest bus stops to the site are located on Market Street, High Street and Southgate, all well within reasonable walking distance of the site. Table 2.1 summarises the destinations and frequencies of the services.

Table 2.1: Bus service and frequency

Route No.	Route Description	Mon to Fri		Sat		Sun
		Day	Eve	Day	Eve	
7/7A	Barnsley / Hoyland / Pilley Circular	120 mins	No service	120 mins	No service	No service
66/N66	Barnsley / Hoyland / Barnsley	10 mins	10 mins	10 mins	10 mins	30 mins
67/67A	Barnsley - Wombwell	60 mins	60 mins	~60 mins	~60 mins	~60 mins
72/72A	Manvers / Wath / Hoyland / Meadowhall	60 mins	No service	60 mins	No service	No service
227	Rotherham / Hoyland	60 mins	60 mins	60 mins	60 mins	60 mins

2.16 The bus service 66 operates on a frequent basis with around 6 services per hour providing connections to Barnsley. It also operates as a night bus service – the N66. The other routes, whilst not being as frequent, provide a number of supporting services providing connections to the wider area. It is therefore concluded that the site benefits from a good level of accessibility by bus, as would be expected of a town centre location.

2.17 Elsecar railway station is located approximately 800m, or 8 minutes walk, from the town centre therefore making rail a viable option for travelling to the Netto store. Elsecar is generally served by an hourly train between Sheffield and Leeds and by a twice-hourly train between Sheffield and Huddersfield. These services mean that there is a three-hourly service to Barnsley.

2.18 A plan showing the areas within a one hour journey by public transport from the site can be seen at **Appendix 4**.

Summary

2.19 It has been demonstrated that the store has a good level of accessibility by non-car modes of transport as would be expected of a town centre location. There are a number of walking and

cycling routes that link the store to the surrounding area, it is located within close walking distance of bus stops and local services. The store is also close to a railway station offering frequent services to nearby towns and cities such as Barnsley, Sheffield and Leeds.

3.0 THE PROPOSED DEVELOPMENT

3.1 The development consists of 1,045sqm discount food store and associated with vehicular access from a new priority junction on Market Street and pedestrian access from Mallin Croft.

3.2 The new store will feature 75 car parking spaces and appropriate levels of cycle parking will be provided.

3.3 BMBC publish standards for car parking at new developments within a Supplementary Planning Document entitled “Parking”. This sets out the maximum number of spaces allowed for various land-use types. For food retail, this is 1 space per 14-20 sqm which applies for stores above 1000 sqm.

3.4 By applying the standards above to the floor area of the discount food store (1,045sqm), it can be seen that the amount of parking permitted would be between 52 and 75 spaces. This element of the development proposals will provide 75 parking spaces and therefore is in accordance with standards.

3.5 The layout of the proposed development is shown on the plan at **Appendix 5.**

4.0 TRAVEL PLAN OBJECTIVES

Introduction

4.1 This section sets out the objectives associated with the implementation of the Travel Plan.

4.2 A Travel Plan is not a static document but is intended to be constantly evolving to best suit the needs of Netto and reflecting changing local circumstances in the centre of Hoyland.

Objectives

4.3 This Travel Plan sets out a number of objectives which accord with both local and national transport planning policy namely:-

- To encourage safe and viable alternatives to travel by motorised vehicles, wherever possible, for journeys to and from the Netto Store;
- To improve accessibility to public transport for feasible journey purposes to and from Netto Store;
- To discourage single-occupancy car trips but accommodate those journeys that do need to be made by car; and
- To encourage implementation of sustainable travel practices for future employees and customers.

4.4 The following sections of this Travel Plan detail a package of initiatives that will be put in place to achieve the above objectives and in turn promote sustainable travel.

5.0 TRAVEL PLAN INITIATIVES

Introduction

5.1 This section of the Travel Plan outlines a range of initiatives which will be implemented in order to achieve the objectives.

Initiative 1 – A Travel Plan Coordinator will be appointed to oversee the ongoing development and implementation of the Travel Plan.

5.2 In order to be successful, the Travel Plan requires the support of the client organisation, in this case Netto, whereby funding is allocated to ensure the Travel Plan Coordinator can fulfil their duties.

5.3 The Travel Plan Coordinator for the scheme will be an employee of Netto who is familiar with the site and its operation and will be named 3 months prior to the opening of the store. In the interim, the Travel Plan Coordinator is Kerrie Whiteley of Resilienti Ltd who can be contacted on 08450 615141 or by email on kerrie@resilienti.com.

5.4 The role of Travel Plan Coordinator will be to act as a point of contact dealing with all travel related issues and provide a coordinated and proactive approach to the implementation of Travel Plan initiatives.

5.5 The Travel Plan Coordinator may of course use additional resources as required from time to time. It follows that any actions assigned to the Travel Plan Coordinator may actually be carried out by the Travel Plan Coordinator or any other member of their team.

5.6 The Travel Plan Coordinator will be a senior member of staff of the managing agents for the development.

5.7 The nominated Travel Plan Coordinator may change from time to time but the Council's travel plan team will be advised of any changes of personnel.

5.8 The Travel Plan Coordinator will responsible for advising the Council that work on the travel plan has commenced.

Initiative 2 –The Travel Plan Coordinator for Netto will liaise with other TPC's across Hoyland town centre wherever possible.

5.9 The Travel Plan Coordinator will endeavour to liaise with Travel Plan Coordinators for other developments in Hoyland regarding all manner of travel related issues. The objective is that any

issues or initiatives are dealt with on a town wide basis, rather than being disadvantaged by a 'piecemeal' approach, although this does require the co-operation of Third Parties which may not necessarily be forthcoming.

Initiative 3 – A programme for the implementation of the Travel Plan will be produced and will be adhered to where possible.

5.10 A programme for implementing the Travel Plan will be agreed from the outset. This will be important to the success of the Travel Plan, as an unplanned approach to implementation will have a detrimental effect on its success. The aim of the programme is to specify timescales for implementing, monitoring, reviewing, and developing the Plan.

Initiative 4 – The Travel Plan Coordinator will liaise and negotiate with external bodies in order to promote improved public transport, walking and cycling facilities.

5.11 The health and fitness benefits of walking and cycling will be promoted to staff and customers.

5.12 This may include campaigns such as those which appear on www.sustrans.org and those on Barnsley Council's website. DfT and Travel South Yorkshire travel promotions will also be disseminated to staff.

5.13 The TPC will investigate how bus travel discounts for staff can be promoted. Further information on this can be found on service provider websites.

5.14 Netto will be encouraged to put public transport links such as http://www.travelsouthyorkshire.com/timetablefinder.aspx?searchtext=bus on to their intranet and internet sites as appropriate.

Initiative 5 – Place Travel Plan notice boards at prominent locations in staff areas.

5.15 The Travel Plan Coordinator will ensure that travel related information is prominently displayed on notice boards in staff areas. The information on these notice boards will be clear, easily understandable, well maintained and up to date. Individuals should not be discouraged from using sustainable modes of transport because of complex or out of date information. The notice boards will be regularly updated to maintain interest in the Travel Plan.

5.16 Promotional materials will be persuasive in encouraging individuals to travel to the site by means other than the private car. These will include information as to the financial and health and environmental benefits of the Travel Plan. Alternative methods of travel to the car will be

promoted in formats which appeal to all individuals. Public transport help lines and websites exist and will be promoted.

Initiative 6 - Travel Information Packs will be issued to all members of staff via the tenants.

5.17 The Travel Information Packs will include information about

- bus and train services and frequencies;
- bus stop locations, route and timetable information,
- walking routes,
- cycle parking facilities,
- reference to www.traveline.info and journey planning web sites which provide journey planners, copies of local timetables and details of an special offers,
- information on schemes to help reduce car usage and encourage cycling, walking and the use of public transport, such as www.acttravelwise.org/home ,
- contact details of taxi firms; and
- anything that is relevant to sustainable travel.

5.18 Travel Information Packs will be distributed to all staff at the commencement of the Plan and subsequent staff who join the company after the opening of the store.

5.19 It is proposed to treat staff differently to customers as they have different travel patterns and different requirements. It is not practical to issue Travel Information Packs to customers.

Initiative 7 – Provide employees with newsletter information on the Travel Plan.

5.20 Newsletter type information will be provided to staff so that they can further disseminate Travel Plan information and encourage them to use sustainable transport. This will be provided by the Travel Plan Coordinator on an annual basis and will include forthcoming initiatives and events.

5.21 Such communications could be ‘hard copy’ printed leaflets, e mails or notices displayed on notice boards. This will continually raise and maintain awareness of the Travel Plan and give all staff an opportunity to participate and understand the progress of the Plan.

Initiative 8 – Organise travel related events in order to promote the Travel Plan and sustainable travel to staff and customers.

5.22 The Travel Plan Coordinator will organise travel related events and promotions. Promoting sustainable transport use should be an ongoing process. Part of delivering a successful Travel Plan is to organise sustainable travel events and targeted promotion events such as national Liftshare day, Bike Doctor workshops, cycle to work day etc. These events would utilise resources and information from bus operators, Barnsley Council, rail operators and those with specific knowledge of walking and cycling routes within the vicinity of the site.

Initiative 09 – The health benefits associated with walking or cycling will be promoted.

5.23 The promotion of health and lifestyle improvements linked with walking and cycling will be explained to staff. This information will be communicated via the methods outlined in the previous initiatives.

Initiative 10 – Secure cycle and motor cycle parking will be provided on site.

5.24 The Travel Plan Coordinator will ensure that the cycle parking is implemented and maintained in accordance with the relevant planning conditions.

5.25 The Travel Plan Coordinator will ensure that the cycle parking stands and lockers are being used appropriately and are well maintained.

Initiative 11 – Staff and Customer awareness of available public transport will be raised through improved access to information.

5.26 The information will be given to staff via the Travel Plan notice boards, leaflets, the Travel Plan website and newsletters.

5.27 Timetables can be ordered from http://www.travelsouthyorkshire.com/ .

5.28 Upon request, each member of staff will be provided with a personalised journey plan with personalised information to cover their individual journeys.

5.29 The Travel Plan Coordinator will ensure that the information is kept up to date and will provide leaflets and the like to staff. They will also show each member of staff how they can access their place of work.

Initiative 12 – Provide a web site link to a car cost calculator.

5.30 To allow staff to gauge the financial benefits of car sharing elements, details of a car cost calculator will be provided with the sustainable transport leaflets.

Initiative 13 – Encourage Car Sharing.

5.31 Car sharing is a realistic alternative for those who travel by car alone. There are significant financial benefits which can be realised by car sharing which include the reduction in time spent driving; reduction of the carbon footprint; reduction in parking demand and reduction in congestion and delays. From an environmental and sustainability point of view, car sharing is a realistic and effective travel planning tool.

5.32 Some previous car sharing schemes have been shown to reduce single occupancy car trips by up to 20% and therefore such a scheme has the potential to significantly reduced traffic impact.

5.33 A car sharing database is impractical and the best approach is for car sharing to be encouraged informally. This could be done by the use of staff notice boards for staff to give their postcodes to identify car sharing opportunities with fellow employees.

5.34 Use will be made of the car sharing web site www.liftshare.com/ to link drivers and passengers on line where appropriate.

Initiative 14 – Increase Staff and Customer awareness of pedestrian linkages within Hoyland.

5.35 The site is extremely sustainable and it has been shown that there are a wide variety of facilities within Hoyland. The TPC will publicise the fact that it is quicker, healthier and more sustainable to walk from the surrounding area especially residential areas within 2km of the store.

Initiative 15 –The TPC will develop and implement a communication strategy

5.36 Communication between the staff at the store will be encouraged. Travel issues will be discussed at staff meetings which the TPC should attend.

5.37 The TPC will encourage staff to communicate with each other about travel issues via internet forums, facebook, social media, the development web site or internet site, laptop, pc and mobile phones. This encourages staff to interact, share and discuss travel arrangements.

5.38 The Travel Plan will identify incentives which will be offered to staff and customers to promote, encourage and deliver each of the Travel Plan measures. These incentives need to persuade customers not to drive to the development.

6.0 MONITORING AND REVIEW

6.1 This Section describes a strategy for monitoring and reviewing the progress of the Travel Plan.

Monitoring and Review

6.2 The Travel Plan needs to be monitored in order to ensure that the aims and objectives are being met. There is also a need to demonstrate progress and show whether targets are met through the planning process.

6.3 Monitoring the process is the responsibility of the Travel Plan Coordinator and is a key action to determine the effectiveness of the initiatives and thus to identify any remedial action to address key travel plan issues.

Travel Surveys

6.4 Travel Surveys are an important aspect of the Travel Plan process as they are a means of capturing information about travel behaviour at the site.

Survey 1 – A staff survey will be carried out within three months of the Netto Store opening

6.5 In order to establish a baseline dataset, a staff survey will be undertaken within three months after initial occupation of the store. It will be the responsibility of the Travel Plan Coordinator to conduct the surveys and will encourage staff to complete the surveys or questionnaires. The Travel Plan Coordinator may also use tenant organisations to pass surveys or questionnaires to staff.

6.6 The results of the survey will provide information regarding employee travel habits including, for example, mode of travel, distance travelled, and an assessment of measures which would encourage travel by sustainable modes.

Survey 2 – The staff surveys will be repeated annually after the initial survey

6.7 A survey will be carried out on an annual basis in order to monitor travel patterns. Analysis will allow an assessment of the progress made towards the targets of the Travel Plan and indicate areas where further improvement may be required.

Survey 3 – Undertake customer surveys within three months of the unit being occupied

6.8 Customer surveys will also be carried out. This is in order to establish an overall picture of customer travel to the site. It is important to ascertain this information in order to design appropriate measures which are likely to influence travelling habits to the site. They will be repeated on an annual basis.

6.9 All survey data will be submitted to Barnsley Council within 3 months of the survey being carried out for comparison against agreed targets.

6.10 The surveys for staff should include questions to gather the following information :-

- Home post code
- Mode of travel to get to work
- Availability of car
- If they are permitted to park at work

6.11 The surveys for customers should include questions to gather the following information :-

- Home post code
- Where they travelled from
- How they travelled
- If they intend to visit any other shops and how will they travel there from the store.
- If they travel by car, are they aware of where to obtain information on travel by sustainable modes sustainable mode

6.12 The TPC must endeavour to ensure the survey responses rate is as high as possible.

Review

6.13 The monitoring of the progress of the Travel Plan towards the targets and objectives will allow the Travel Plan Coordinator to determine which of its initiatives have been most successful, and those that have not been effective. This will allow the way forward for the next period of the Travel Plan to be set and will inform the prioritisation of initiatives that are most likely to be successful in the future.

6.14 The review of the TP will take place annually in conjunction with Barnsley Council. The TPC will submit an annual monitoring report, any proposed revisions to the Travel Plan and the annual action plan for the next 12 months.

Summary

6.15 The monitoring of the progress of the Travel Plan towards the targets and objectives will allow the identification of the initiatives that have been most successful, and those that have not been as effective. This will allow actions for the next period of the Travel Plan to be identified.

7.0 TRAVEL PLAN TARGETS AND GOALS

7.1 This section sets out Travel Plan targets to enable progress towards achieving the objectives set out previously to be monitored.

7.2 The targets selected are Specific, Measurable, Achievable, Realistic and Time-constrained (SMART).

Staff Modal Split Targets

7.3 The surveys will provide baseline modal split figures for staff.

7.4 The target will be to maintain a minimum of 45% staff trips by sustainable modes over the first 5 years of the Travel Plan.

Customer Modal Split Targets

7.5 These surveys will provide baseline modal split figures for customers.

7.6 The target will be to improve the proportion of customers travelling by sustainable modes by 5% over the first 5 years of the Travel Plan.

Peak Hour Trips

7.7 The number of vehicular trips to the development has been identified in the accompanying Transport Statement.

7.8 The target in this respect is to ensure that the number of car borne trips in the peak periods does not exceed the predicted flows. Table 6.1 shows the Travel Plan target for the number of trips to and from the site in the peak hours.

	Total
Weekday PM Peak	66
Saturday Peak	129

Table 6.1 – Travel Plan Target Trips

7.9 The TPC must not omit or change the agreed targets without prior consultation and agreement of Barnsley Council.

8.0 SUMMARY AND CONCLUSIONS

8.1 This travel plan reviews the existing transport facilities at the development site and identifies a range of measures for implementation by the travel plan coordinator to reduce overall car usage and promote the use of sustainable transport modes.

8.2 Through the delivery of the measures discussed within this travel plan, the objectives identified should be fulfilled. These include:

- Reducing reliance upon the private car and improving awareness and usage of alternative modes of transport;
- Promoting walking, cycling, public transport and car sharing;
- Minimising the total travel distance of staff and customers; and
- Promoting healthy lifestyles and sustainable, vibrant communities, accessible by all.

8.3 This document will therefore ensures that sustainable access to the development is provided and encouraged.

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APPENDIX 1

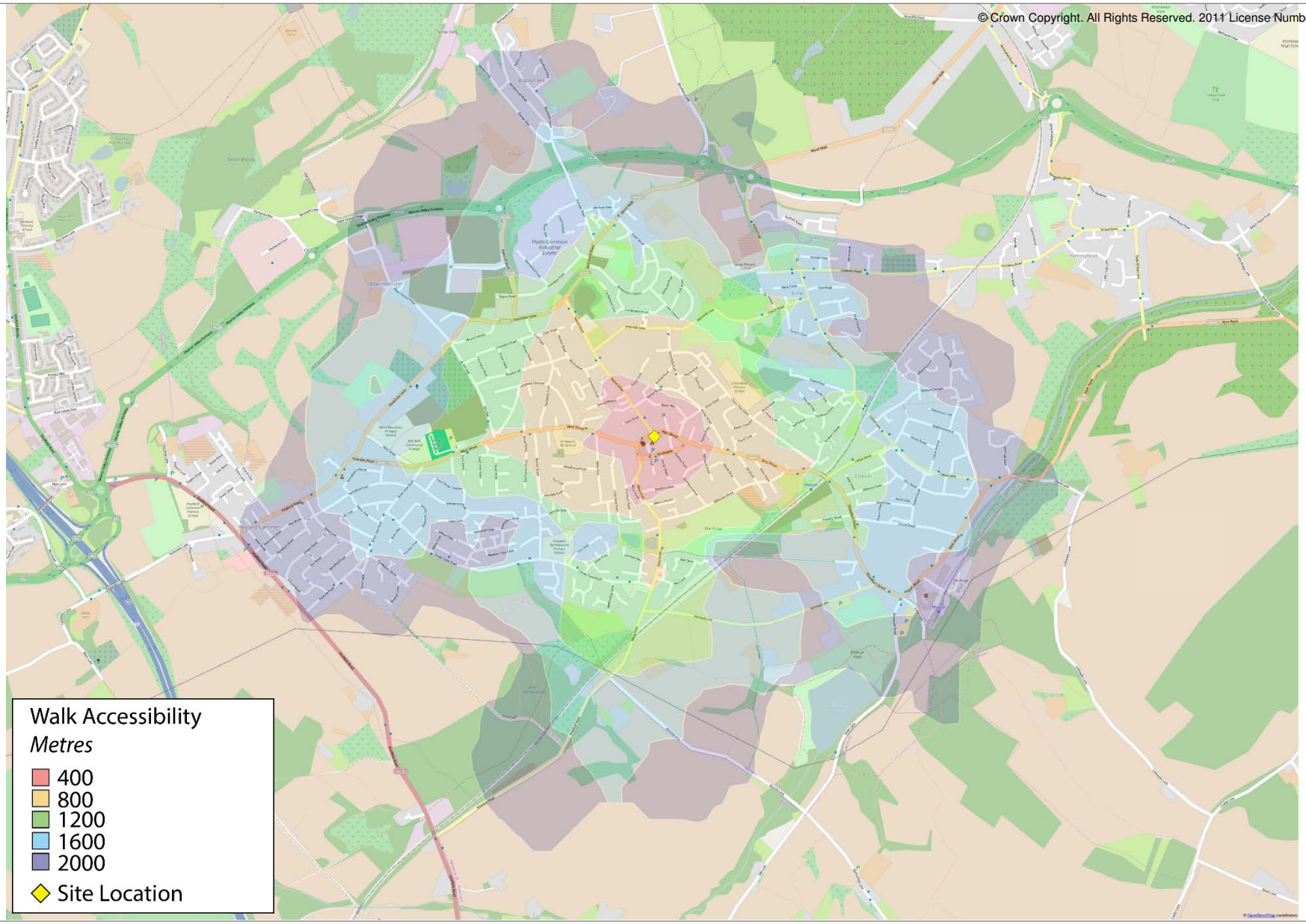


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APPENDIX 2

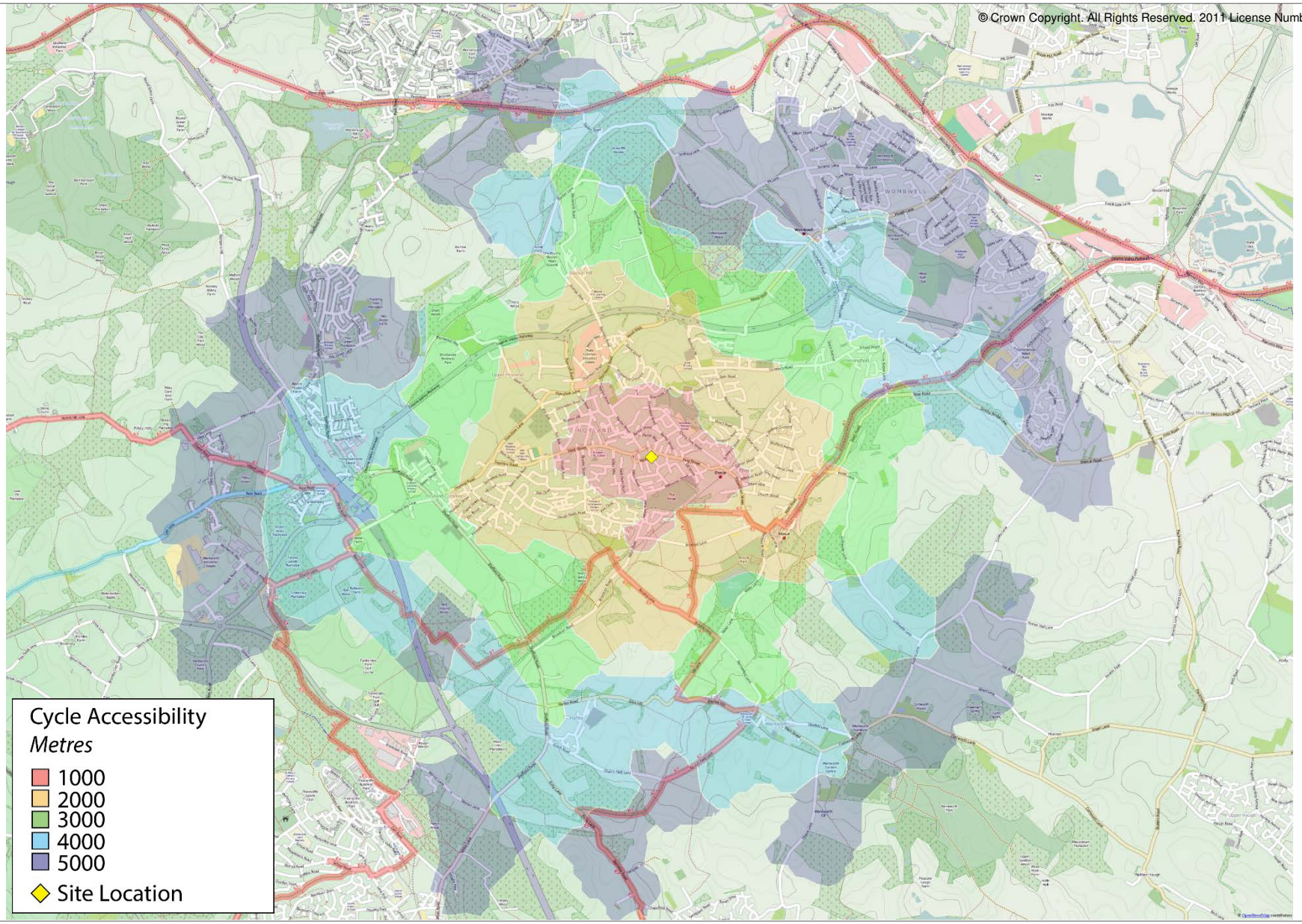
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APPENDIX 3



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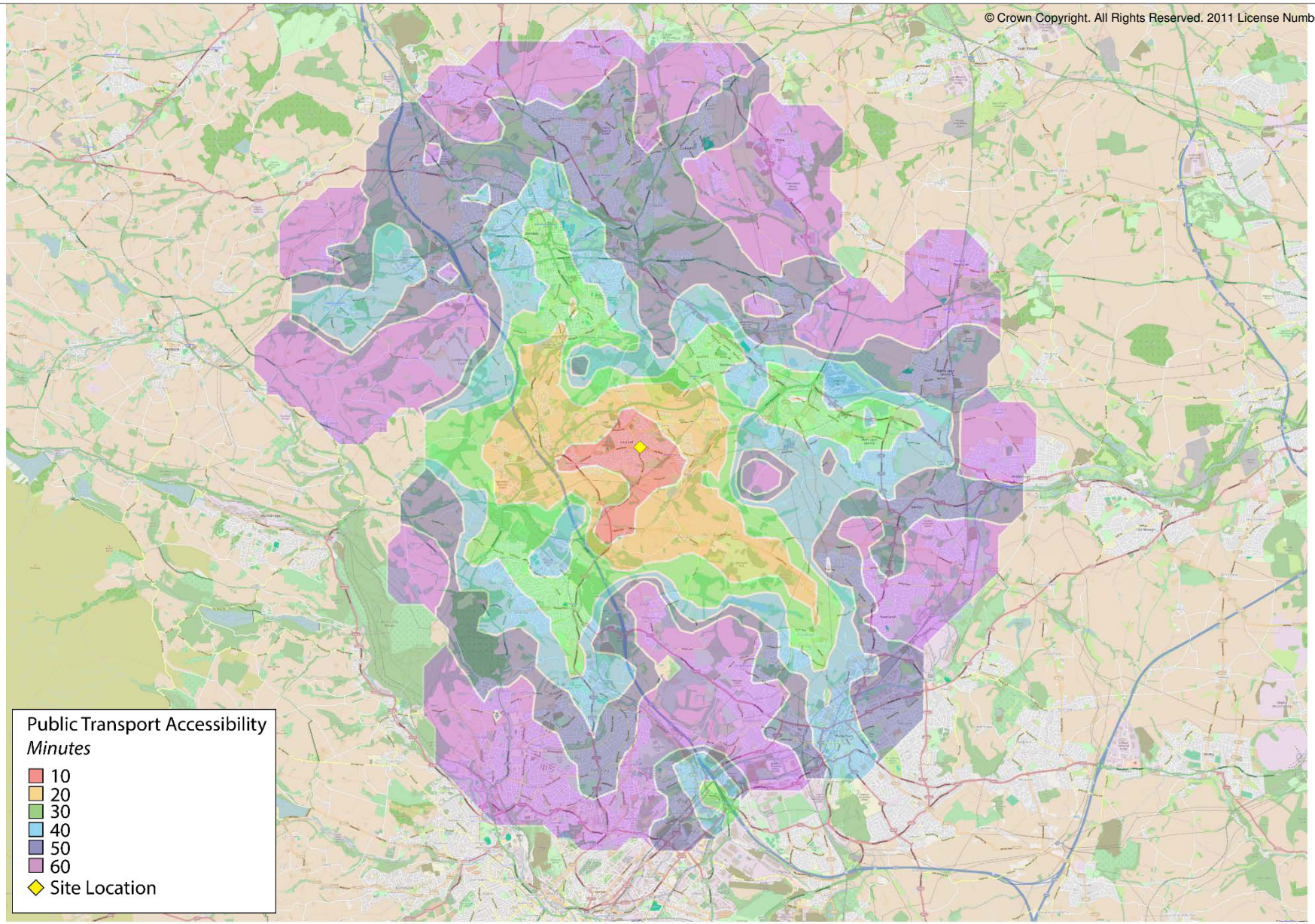
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APPENDIX 4



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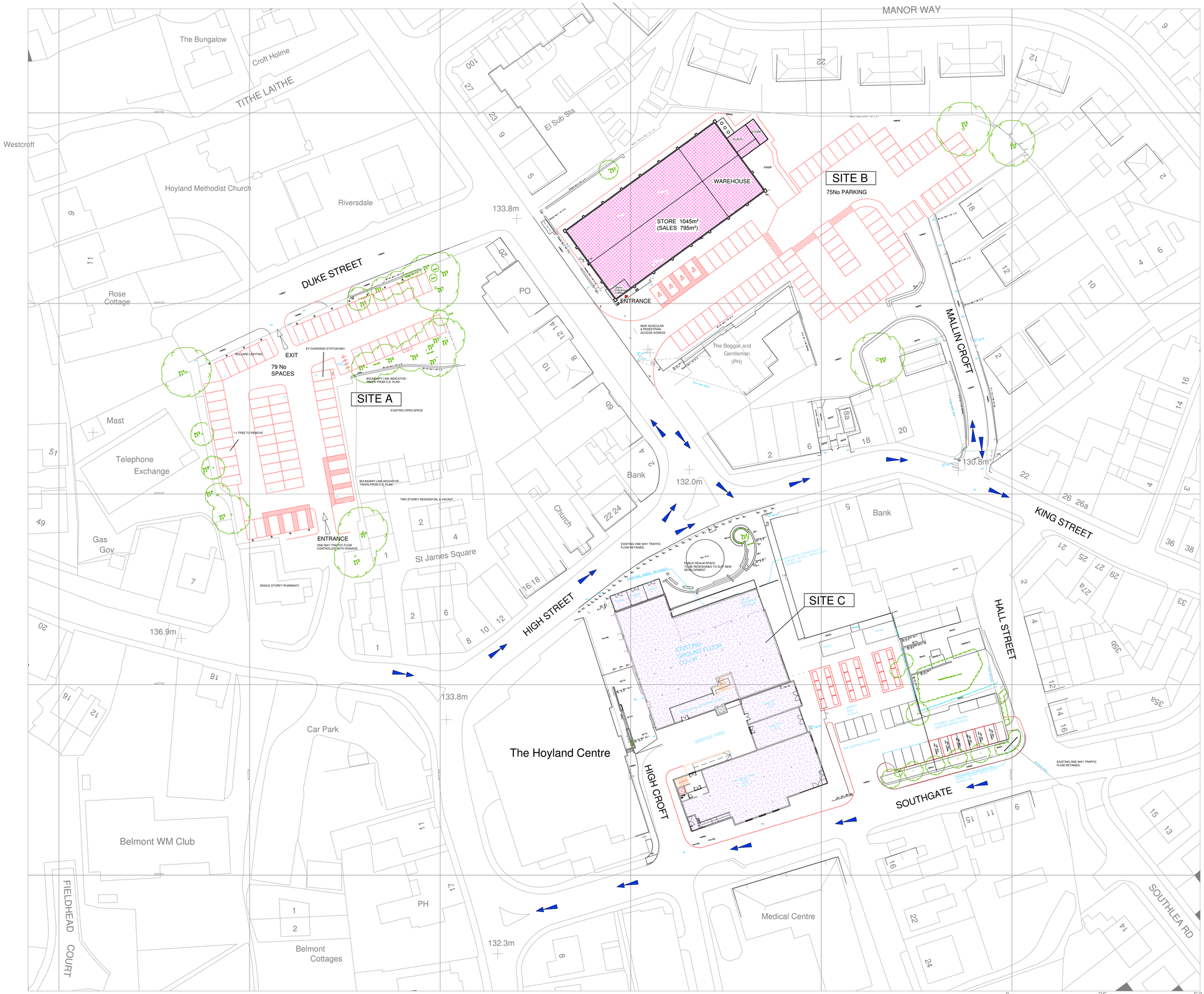
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APPENDIX 5



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