Framework Travel Plan
Proposed Foodstore, Barnsley

For Peel Land and Property

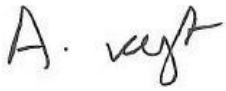
By Curtins Consulting Ltd
May 2012

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Control Sheet

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For and on behalf of **Curtins Consulting Ltd**

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1.0 Introduction

Introduction

1.1 This Framework Travel Plan has been prepared by Curtins Consulting in conjunction with a proposed foodstore on land adjacent to the A61 Old Mill Lane in Barnsley.

1.2 The application site is located approximately 1km to the northeast of Barnsley town centre. To the north, the site is bounded by the existing Wickes warehouse and associated car parking. To the east, the site is bounded by the River Dearne. To the south, the site is bounded by Twibell Street which currently provides access to a number of residential properties and a Booker Cash and Carry. Finally to the west, the site is bounded by the A61 Old Mill Lane, which provides access, via the A61 Harborough Hill Road/Old Mill Lane gyratory, to Barnsley town centre to the south west and conurbations to the north including New Lodge, Staincross and ultimately Wakefield.

1.3 The location of the site is shown from a regional perspective in Plan 001 and from a local perspective in Plan 002.

Proposed Development

1.4 Barnsley Metropolitan Borough Council (BMBC) is currently on-site implementing the Wakefield Road A61 Quality Bus Corridor Phase 3. As part of this proposal, a new roundabout will be constructed on the Burton Road Bypass linking Old Mill Lane with Burton Road to facilitate access to Wickes. It is envisaged that this roundabout will also facilitate general vehicular access to the proposed foodstore development. Access to the main road network will be via the new junctions on the link Bypass at Old Mill Lane and at Burton Road.

1.5 A total of 772 parking spaces will be provided at-grade but below the proposed foodstore which will be on stilts. This includes 41 spaces for the mobility impaired and 37 parent and child spaces

1.6 Service access will be provided by the arrangements described above for general vehicular access. However, on entry to the site there will be a ramp up to the elevated service area, thus separating service and general traffic at the point of entry to the site.

1.7 Pedestrian access to the site will be via the main vehicular access point which includes 2m footways along the Bypass with additional pedestrian facilities being provided within the proposed car parks. In addition, there will also be a pedestrian/cycle bridge which connects the western facade of the building at the shop floor level to Old Mill Lane near to the Harborough Hill Road gyratory. This will facilitate direct pedestrian access to the existing bus stops on Old Mill Lane.

1.0 Introduction

1.8 Cyclist access from the highway network will be via the proposed main vehicular access described above. As also described above, there will be an additional pedestrian/cycle bridge which connects the western facade of the building at shop floor level to Old Mill Lane. The Harborough Hill Park proposals will also connect the site to the River Dearne pathways, offering a high quality cycle route.

Structure of the Report

1.9 Following this introduction, Section 2 of the report discusses the background to travel planning in respect to both local and regional policy and guidance.

1.10 Section 3 contains a description of the aims and approach of the Travel Plan.

1.11 The existing transport conditions surrounding the proposed development site have been discussed in Section 4 while the objectives and targets of the Travel Plan have been discussed in Section 5.

1.12 Section 6 lists a number of Travel Plan initiatives that will be considered as part of this Travel Plan while Section 7 discusses how the Travel Plan will be managed and co-ordinated.

2.0 Transport Planning

Background to Travel Plans

4.1 Every development has potential implications for local transport systems. Travel Plans help to assess staff travel patterns in order to identify, and provide a package of measures to reduce, negative travel impacts.

4.2 Travel Plans are an important element of the government's integrated transport strategy. They are a means of managing the transport generated by a development and of implementing initiatives to reduce any potential adverse effects. The principal aim of a Travel Plan (TP) is to remove the need to travel where possible or encourage modes of travel other than the private car.

4.3 The proposals within this TP are prepared in accordance with national and local transport policy. The objectives of the proposals are to reduce the number and length of journeys by private car, and to help encourage the use of more environmentally friendly alternative means of travel. To achieve these aims, a three stage approach has been adopted.

- Provide a number of measures to help employees use safe and visible transport alternatives to the car for accessing the store;
- Provide information to increase customer awareness of alternative travel options to the store; and
- Once travel patterns to the store have become established, to periodically monitor the travel patterns of employees to ensure that the most sustainable travel patterns to and from the store are encouraged.

National Planning Policy Framework (March, 2012)

4.4 The National Planning Policy Framework (NPPF) replaces a series of 44 separate planning policy documents covering a wide range of areas of planning policy. The NPPF is therefore a comprehensive document which forms the basis of planning policy in all areas of planning other than waste policy.

4.5 While the NPPF is a material consideration in planning decisions, emphasis is given in the document to *"distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities."* The NPPF does not change the status of the local development plan as the starting point for decision making.

4.6 Paragraph 32 of the NPPF states that:

"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

4.7 Paragraph 35 and 36 of the NPPF state the following:

(Para 35) *"Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:*

- *accommodate the efficient delivery of goods and supplies;*
- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *consider the needs of people with disabilities by all modes of transport."*

(Para 36) *"A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan."*

4.8 This Travel Plan therefore aims to "protect and exploit" opportunities for the use of sustainable transport modes at the development, as required by the NPPF.

Local Travel Planning Policy

4.9 The South Yorkshire Local Transport Plan (2011 – 2026) is the third Local Transport Plan (LTP) for South Yorkshire which includes the districts of Barnsley, Doncaster, Rotherham and Sheffield.

4.10 The LTP provides details on transport policies in regards to Travel Plans. This states that,

"To provide information and travel advice for the users of all modes of transport so that they can make informed travel choices".

4.11 In addition, the Barnsley Core Strategy contains a number of policies relating to transport. Policy CSP 25, "New Development and Sustainable Travel" states the following:

> *"New development will be expected to… provide a travel plan statement or a travel plan in accordance with the thresholds and guidance set out in Department for Transport 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' as published April 2009 (or any subsequent version). Travel plans will be secured through a planning obligation or a planning condition."*

4.12 This Travel Plan has therefore been produced in accordance with the Department for Transport Good Practice Guidelines, as required by the Core Strategy.

Foodstore Travel Planning

4.13 Foodstores endeavour to reduce the need to travel at peak times. This is achieved by offering 24 hour store opening. In general, people need to travel, for example to work or to schools, at particular times. Shopping trips are usually more flexible and may be undertaken at any time of day. Extended opening hours allow customers to combine their shopping trips with other less flexible journeys, thus reducing the overall need to travel.

4.14 Home shopping enables customers to order their shopping via the internet. This method of ordering, coupled with a home delivery service, eliminates the need for customers to visit the store at all. Home Shopping is planned to be provided at this store which will reduce the mileage associated with individual shopping trips significantly.

4.15 A predicted increase in home shopping in future years is likely to assist with the attainment of the key objectives of the TP. The average spend for each delivery is proportionally more than the average for customers who visit the store and thus one delivery from the home shopping service may potentially negate several trips to the store by other means.

3.0 Aims and Approach

The Aims of the Travel Plan

3.1 In line with Central Government Policies and Guidance, the aims of the TP are to:

- Reduce the need to travel;
- Discourage the use of unsustainable modes of transport and enable users of the development to make travel choices that benefit themselves and their community;
- Maximise social inclusion by making the development accessible to all members of the community; and
- Raise awareness of alternative modes of transport and thus encourage a modal shift towards more sustainable travel modes.

Benefits of a Travel Plan

3.2 The most easily identifiable benefits are those that are directly related to reductions in vehicle use; namely significantly less congestion, noise, air pollution and accidents. However, there is also a broader range of more intangible benefits that can occur from the implementation of travel plan initiatives. These benefits include:

- Improved health (i.e. increased fitness and reduced stress and obesity);
- A reduction in travel costs;
- A cleaner local environment;
- Meeting an organisation's environmental standards;
- Increase business efficiency and equality;
- Improved accessibility to local services;
- Increased road safety;
- Reduced travel times;
- Improved travel choice;
- Reduced congestion and demand for parking spaces; and
- A reduction in the need to travel.

3.0 Aims and Approach

Focus of the Travel Plan

3.3 The majority of measures proposed within the plan are intended to encourage staff working at the store to vary, or change, from any current reliance on private car travel. This focus on staff has been adopted as it is considered more effective to evaluate and influence staff travel patterns through quantifiable initiatives.

3.4 It is intended that this plan should be written for, and read by, all staff at the store.

4.0 Existing Conditions

Introduction

4.1 A key element of national, regional and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.2 In this instance the location of the proposed foodstore in close proximity to the town centre and surrounding areas of employment ensures that there is the potential for linked trips and opportunities for reducing overall car travel.

Pedestrian Accessibility

4.3 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution for Highways and Transportation (CIHT) document entitled *'Providing for Journeys on Foot'* suggests walking distances which are relevant to this planning application. These are reproduced in Table 4.1.

Table 4.1 Suggested Acceptable Walking Distances

	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

4.4 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. Plan 003 shows distances of 500m, 1000m and 2000m which are termed *'Desirable'*, *'Acceptable'* and the *'Preferred Maximum'* by the CIHT for commuting trips.

4.5 Plan 003 shows that within 1,000m there are large residential areas located to the northwest and northeast (Monk Bretton) of the proposed site. These areas are linked via a connected, well-lit, footway network.

4.6 Furthermore there are numerous employment sites such as large retail stores and Barnsley town centre which are also accessible within 1,000m of the proposed foodstore.

4.7 Within a 2,000m of the site the whole of Barnsley town centre is available as well as sections of the residential areas located to the west, southwest and southeast of the site.

Accessibility by Cycle

4.8 To assist in assessing the accessibility of the site by cycle, Plan 004 presents a 5km cycle catchment for the site. This distance equates to a journey time of around 25 minutes, while cycling at a leisurely speed of 12 kilometres per hour.

4.9 The 5km catchment encompasses the whole of Barnsley including the peripheral districts of Carlton, Athersley South, Gawber, Dodworth and Worsbough.

4.10 The closest designated cycle route in the vicinity of the site is the National Cycle Route 67 located approximately 1km to the south of the site.

4.11 National Cycle Route 67 links Loughborough and Northallerton. Locally it connects Barnsley Railway Station to the Trans Pennine Trail.

4.12 The initial route eastbound from the station is on-road while the majority of National Route 67 is off-road and traffic free.

4.13 There is an additional section of designated cycle way located approximately 2.5 km to the north. This connects New Lodge with Athersley South.

Bus Accessibility

4.14 There are a number of bus services accessible from Old Mill Lane. The closest bus facilities to the site are located on the western southbound carriage way of Old Mill Lane and consist of a shelter, timetable information and seats. The facilities will be located approximately 200m from the site.

4.15 There is an additional bus stop located across Old Mill Lane on the edge of the eastern carriageway which is also within 400m of the site. The services that utilise these stops have been summarised in Table 4.2.

Table 4.2 – Bus Services accessible in the vicinity of the site from Old Mill Lane

Bus Service	Journey	Frequency (Per Hour)	
		Mon – Sat	Sunday
1	Barnsley – New Lodge – Mapplewell - Staincross	6	2
4, 4A	Barnsley – Mapplewell – Darton – Kexborough	1	-
11	Barnsley – Smithies – Athersley	3	2
12	Barnsley – Smithies – Athersley	4	2
31	Barnsley – Cudworth	1	-
48, 48A	Barnsely – Hemsworth	Limited	-
57, 59, 59A	Barnsley – Mark Bretton – Carlton – Royston – Notton - Sandal	4	1
58, 58A	Barnsely – Royston – Carlton – Hemsworth	2	-
194	Barnsley – Royston – Wakefield	1	1

4.16 As part of the development proposals a new link road connecting the site with Burton Road will be constructed. This will provide a link from the site to bus facilities on Burton Road which will be accessible in approximately 300m from the store.

4.17 As with Old Mill Lane bus stops on Burton Road consist of shelters, timetable information and seating. The services that utilise these stops have been summarised below.

Table 4.2 – Bus Services accessible in the vicinity of the site from Old Mill Lane

Bus Service	Journey	Frequency (Per Hour)	
		Mon – Sat	Sunday
31/31A	Barnsley – Monk Bretton – Athersley – Carlton – Shafton – Cudworth – Lundwood	1	-
48, 48A	Barnsely – Hemsworth	Limited	-
57, 59, 59A	Barnsley – Mark Bretton – Carlton – Royston – Notton - Sandal	4	1

4.18 In total, 21 bus services will be accessible from within 400m of the proposed foodstore. Many of the services have a frequency of two services an hour or more to key local destinations such as Barnsley Interchange and local residential areas.

4.19 In conclusion the site is considered to be highly accessible by bus.

Rail Accessibility

4.20 Barnsley Railway Station is located approximately 800m to the south west of the site. It forms a large transport interchange with Barnsley Bus Station which is located opposite.

4.21 Frequent rail services operate from the station to a variety of local and regional destinations. During peak periods there are typically three trains an hour to Sheffield, Wakefield, Kirkgate and Leeds and further hourly services to Huddersfield and Nottingham.

Summary

4.22 In summary, it can be concluded that the foodstore will be well located for access by public transport, walking and cycling.

5.0 Objectives and Targets

Introduction

5.1 In order to develop the scheme proposals, it is necessary to understand the national and local transport related planning policies. Therefore, the following section sets out key policies and how the proposals accord with these.

5.2 This Travel Plan is primarily focussed on the store staff and therefore the majority of measures proposed within the plan are intended to encourage staff to change from current reliance on private car travel.

5.3 This focus on staff has been adopted because the Government's main focus for TPs has been towards employers, and as such, it is considered realistically more feasible to evaluate travel patterns and successfully implement quantifiable targets with store staff than with the more variable customer base.

5.4 It is however recognised that there is the potential to influence the travel behaviour of customers to a certain degree. Many of the facilities being promoted within this TP will be just as attractive to customers as staff.

5.5 It is likely the foodstore operator will promote its home shopping facility with the aim of increasing the number of shoppers using the internet rather than visiting the store.

Objectives

5.6 There are a number of objectives, both at national and local level, that the implementation of the TP is intended to help fulfil:

- To influence the travel behaviour of employees;
- To generate fewer staff single-occupancy car trips than would otherwise be the case by encouraging a modal shift in travel to the store;
- To reduce the need for unnecessary journeys by store employees;
- Reduction in overall mileage;
- To help improve the health of staff and customers; and
- Accommodating those journeys that need to be made by car.

5.0 Objectives and Targets

Targets

5.7 Once initial travel surveys have been undertaken and a Travel Plan Co-ordinator (TPC) appointed it will be necessary to agree suitable targets for the development discussed in consultation with BMBC.

Smart Targets

5.8 To accord with national government guidance, the progress of the Travel Plan should be measured by a number of Specific, Measurable, Achievable, Realistic and Time bound (SMART) targets. The SMART targets will aim to increase the use of sustainable travel modes and thereby seek to achieve a change in modal split. To ensure that progress is being made, annual surveys will be undertaken in a manner that is agreed with the Local Authority.

5.9 Provisional targets are provided in Table 5.1 and have been split over three timescales as indicated below:

- Short term (within one year of the implementation of the Full Travel Plan);
- Medium term (within three years of the implementation of the Full Travel Plan); and
- Long term (within five years of the implementation of the Full Travel Plan).

Table 5.1 - Potential Travel Plan Targets

Travel Mode	Existing Modal Split Percentage	AM & PM Short Term Target Modal Shift Change	AM & PM Medium Term Target Modal Shift Change	AM & PM Long Term Target Modal Shift Change	Total AM & PM Target Modal Shift Change
Car Driver	To be determined via surveys post occupation	+2%	+3%	+5%	**-10%**
Car Passenger		+0.5	+0.5	+0.5	**+2%**
Public Transport		+2%	+0.5	+0.5	**+3%**
Cycle		+1%	+1%	+1%	**+3%**
Foot		+1%	+0.5%	+0.5%	**+2%**

6.0 Travel Plan Initiatives

Introduction

6.1 In order to ensure that the opportunities for modal shift can be realised, there are a number of measures that will be implemented and encouraged by the store.

Measures to provide Travel Plan Information

6.2 Information relating to potential means of sustainable travel to the store will be publicised on notice-boards within the store. A copy of this TP will be made available on the staff notice board and a letter will be circulated to staff via their pay packet following commencement of the Plan. The letter will announce the launch of the TP, location of the notice board and the name of the TPC.

6.3 Additional information for the notice board will include bus and rail timetables, cycle routes and pedestrian access. This information will be reviewed on a monthly basis by the TPC and updated as necessary.

Measures to Promote Walking

6.4 Increasing the viability of accessing the store on foot will be based on the provision of facilities and benefits at the store. These will include:

- Changing and washing facilities for employees;
- Secure lockers for staff;
- Information on the 'on and off highway' pedestrian network routes to employees and visitors to be produced and made available through the TP notice board at the store;
- Promotion of a 'walking buddy' scheme for staff;
- Offer a free ride home for staff that walk to work in the event of an emergency; and
- Raise awareness of the health benefits of walking through TP material.

Measures to Promote Cycling

6.5 Measures aimed at increasing the viability of accessing the store by cycling will also be based on the provision of facilities and benefits at the store. These will include:

- Changing and washing facilities for staff;
- Five enclosed cycle facilities for staff to be located near the staff entrance;
- Information on the local cycle network routes for staff and visitors to be produced and made available through the TP notice boards;
- Promote events such as "National Bike Week";

- Arrangement of free transport home for pedal cyclists in the event of emergency;
- Set up a bicycle user groups (BUG) for store employees; and
- Discussions with local bike shop to investigate the possibility of obtaining a discount for staff.

Measures to Promote Public Transport Use

6.6 Increased accessibility to, and use of, public transport is considered to be a key element of any TP. The following measures will be implemented to encourage the use of public transport:

- Provide up to date public transport information including timetables and contact information on staff and customer notice boards;
- Organise a free ride home for employees travelling by public transport in the event of an emergency;
- Encourage participation in national events such as “In town without my car day”; and
- Discussions with local transport operators to explore the possibility of bulk buying weekly or season tickets with the subsequent savings passed on to staff.

Measures to promote Car Sharing

6.7 Car sharing is a potential means of reducing single occupancy car travel, although it is noted that the varying shift patterns associated with the staffing of a 24 hour store may inhibit car-sharing to a certain extent.

6.8 A car sharing scheme will be set up for staff at the store to facilitate those driving to work to offer lifts to colleagues. A guaranteed ride home will be provided for car sharers in the event of emergencies.

6.9 Only a small proportion of staff are likely to have access to a networked computer terminal, and hence the use of a central database may not be the most effective means of implementing a car-sharing scheme. Therefore, a basic scheme using the staff notice board will be adopted in the first instance, the success of which will be reviewed after one year.

6.10 Car sharing leaflets are to be made available on staff notice boards detailing proposals and how employees can participate.

Staff Shifts

6.11 While it may not be feasible to re-arrange the entire shift structure of the store, owing to the range of functions and need for operational flexibility, the store will ensure that where staff submit a reasonable

request for minor amendments to their working hours (for example starting half an hour later) to facilitate use of non-car modes of transport, the store management will endeavour to accommodate this wherever possible. This pledge will be made known to staff via the transportation notice board.

7.0 Management & Co-ordination of the Travel Plan

Introduction

7.1 Overall responsibility for the implementation and development of the Travel Plan will lie with the end operator of the development.

The Travel Plan Co-ordinator

7.2 The TP will be implemented by a nominated TPC, who will work in partnership with BMBC, the local community and other interested parties. Upon commencement of this TP the TPC will take on the following roles:

- Provide a point of contact and travel information for staff;
- Promote and encourage the use of travel modes, to staff, other than the car, including publicity;
- Ensure that all relevant information is provided to all new members of staff and that up to date information is clearly displayed on the TP notice boards;
- Ensure that relevant information is made available to customers and updated as necessary; and
- Provide a point of contact with transport operators and officers of the council and to work with other local businesses to pursue joint plans and initiatives.

7.3 Day to day responsibility for the TP, its publicity and operation will lie with an appointed TPC based at the store. This may be the store manager or a designated member of staff. The TPC will take responsibility for ensuring that the various elements of the Plan are monitored and operate effectively to offer a genuine choice of travel modes.

7.4 A TPC will be nominated and details provided to the Local Authority prior to the decked car park proposals being brought into operation.

Monitoring and Feedback Procedure

7.5 It is intended that the TP will be subject to continuous monitoring and feedback to minimise the effects of staff travel and to give staff the ability to make informed choices about their travel mode.

Staff Travel Surveys

7.6 A travel survey will be prepared at the store to gain an understanding of the patterns of staff travel. The key objective of the survey is to gauge modal split and then assign or revise targets for the subsequent store TP.

7.0 Management & Co-ordination of the Travel Plan

7.7 Surveys of staff travel will be undertaken as part of the review process. Surveys will be undertaken annually for the first five years of operation.

7.8 The information gained from these surveys will be analysed and used to assist in identification of any further measures or incentives needed.

Plans

Drg No:	Rev:
90095 / 001	-

Project: BARNSLEY, PROPOSED FOOD STORE

Drg Title: REGIONAL SITE LOCATION PLAN

Drawn: CMC

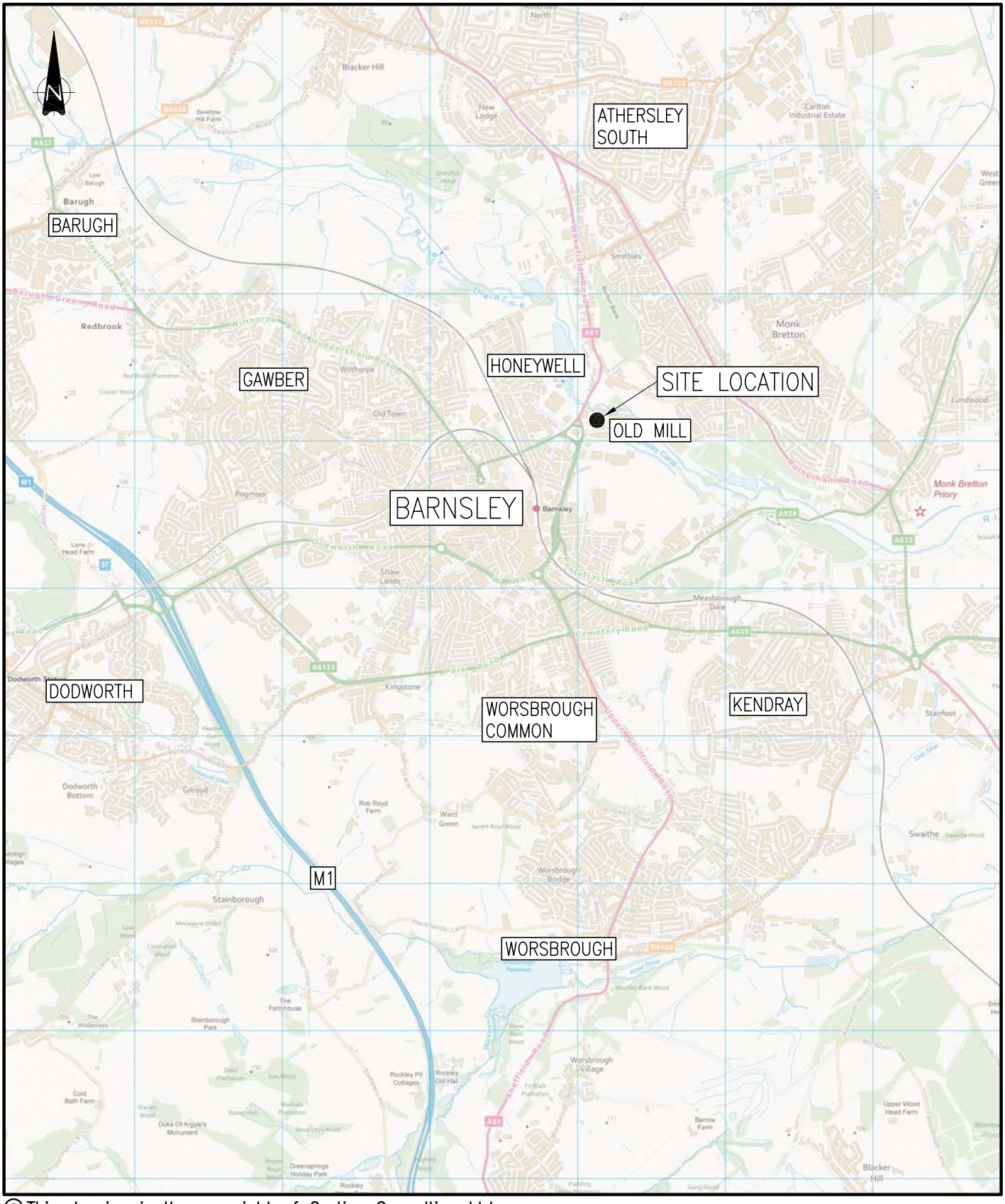
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Drg No:	Rev:
90095_002	-

Project: BARNSLEY, PROPOSED FOOD STORE

Drg Title: LOCAL SITE LOCATION PLAN

Drawn: CMC

Checked: AV

Scale: NTS

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Drg No:	Rev:
90095 / 003	-

Project: BARNSLEY, PROPOSED FOOD STORE

Drg Title: PEDESTRIAN CATCHMENT PLAN

Drawn: CMC

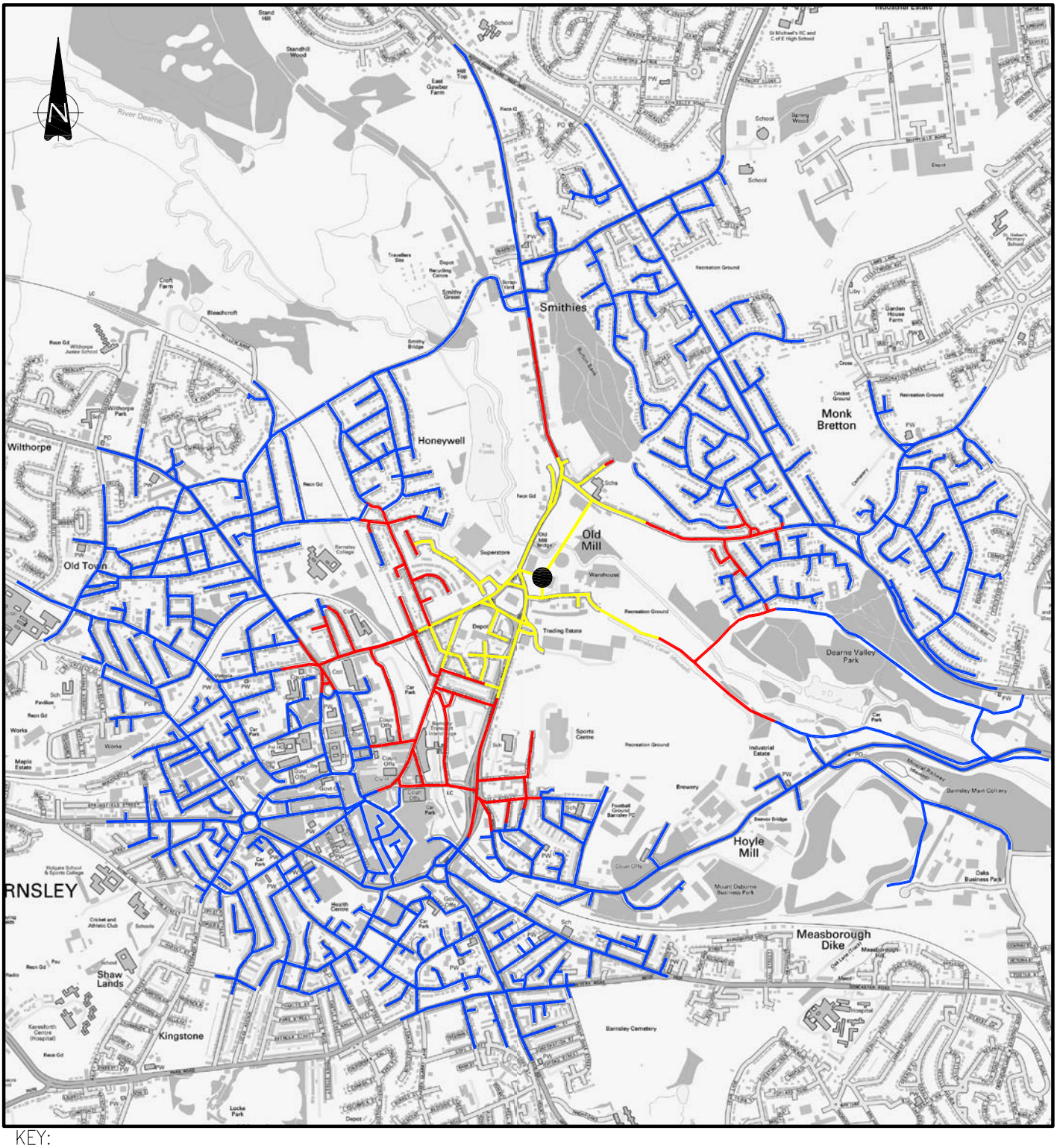
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KEY:

SITE LOCATION

2000m CATCHMENT

500m CATCHMENT

1000m CATCHMENT

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Drg No:	Rev:
90095 / 004	-

Project: BARNSLEY, PROPOSED FOOD STORE

Drg Title: INDICATIVE CYCLE CATCHMENT

Drawn: CMC

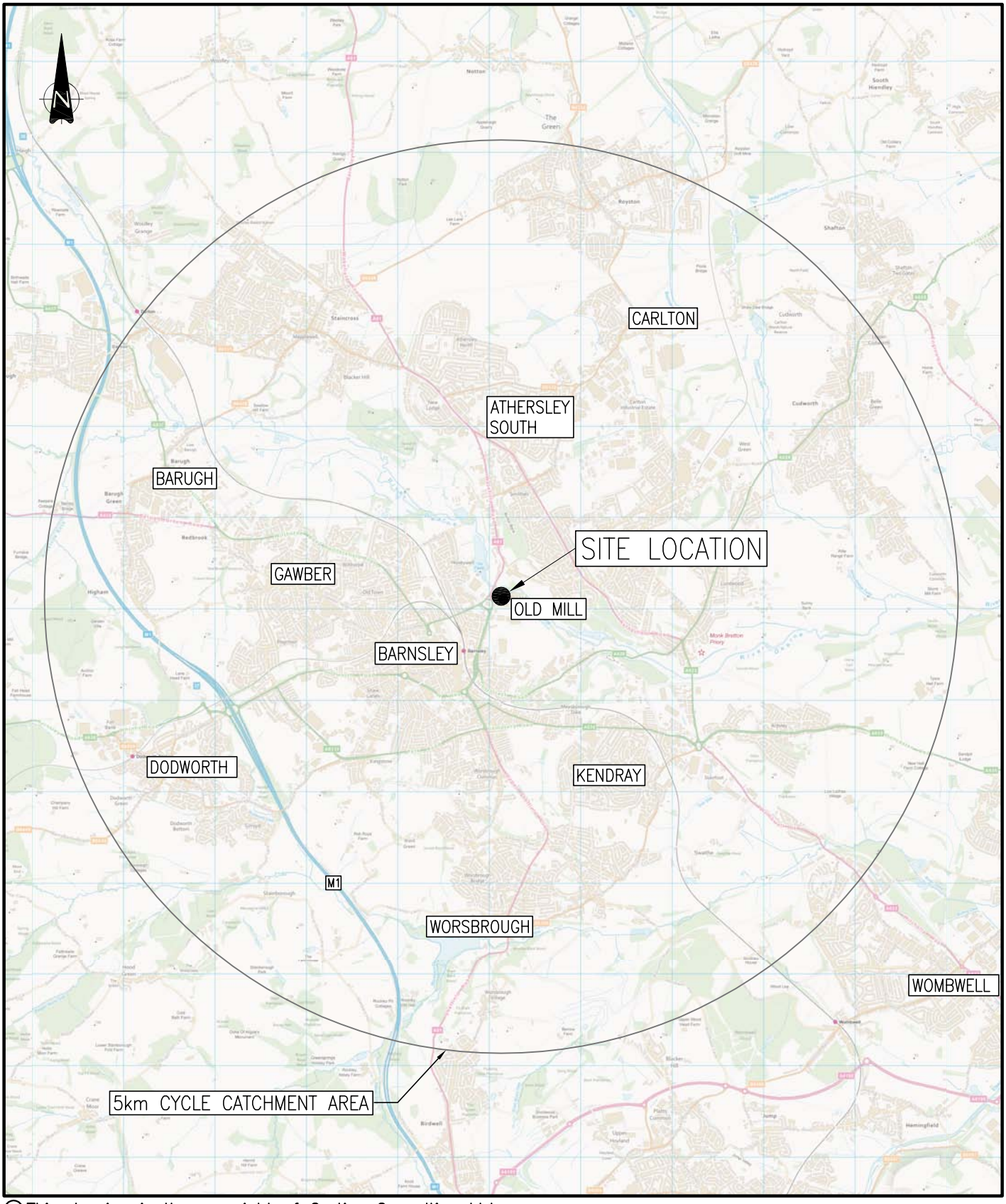
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