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Proposed Mixed Use Development at Nanny Marr Road, Darfield, Barnsley.

Framework Travel Plan

October 2014

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Document Control Sheet

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Framework Travel Plan – Action Plan

	Action	Owner	Timescale
1	Travel Plan information will be displayed on a prominently placed Travel Plan Notice Board within the unit.	Travel Plan Co-ordinator.	From Occupation.
2	All prospective employees will be provided with sustainable travel information.	Travel Plan Co-ordinator.	Prior to occupation and as required thereafter.
3	Employees will be offered Personalised Travel Planning information.	Travel Plan Co-ordinator.	From employment.
4	The site will participate in local and national events to promote sustainable travel.	Travel Plan Co-ordinator.	As required.
5	Peveril Securities Limited (or the owner/occupier of each unit) will designate a Travel Plan Co-ordinator.	Peveril Securities Limited (or the owner/occupier of each unit) .	3 months prior to the site becoming operational.
6	The Travel Plan Co-ordinators will co-operate to address site wide issues.	Travel Plan Co-ordinator	Prior to first occupation.
7	The Travel Plan Co-ordinator will liaise with external bodies to ensure that issues raised by staff are addressed at the earliest opportunity.	Travel Plan Co-ordinator.	As required from occupation.
8	The Travel Plan Coordinator will encourage off-site pedestrian routes that are well lit and maintained, communicating regularly any deficiencies to the local authority.	Travel Plan Co-ordinator.	As required from occupation.
9	All staff who use those modes of transport will be provided with a locker in which to store personal items, such as walking and cycling equipment.	Peveril Securities Limited (or the owner/occupier of each unit).	On employee appointment.
10	The development will provide secure cycle parking in line with current local authority standards.	Peveril Securities Limited (or the owner/occupier of each unit)	During design and construction.
11	The Travel Plan Co-ordinator will promote cycling, providing staff with local cycle route maps (where available).	Travel Plan Co-ordinator.	Within 3 months of site opening.
12	The Travel Plan Co-ordinator will investigate the potential for discounted public transport tickets / passes and season ticket loan agreements.	Travel Plan Co-ordinator.	Prior to site opening.
13	The Travel Plan Coordinator will encourage informal car share arrangements within the site and publicise any local web site.	Travel Plan Co-ordinator.	On employee appointment
14	The Office and/or Unit Managers will administer a Guaranteed Ride Home scheme for employees.	Office/Unit Manger.	From first occupation.

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1 Introduction

1.1 Background

Peveril Securities Limited has appointed EJS Associates (EJSA) to produce a Framework Travel Plan (TP) to support a planning application for a proposed mixed use development (with an adjacent residential development) at Nanny Marr Road, Darfield, Barnsley on the site of the former Foulstone School.

A location plan of the development site is shown at Figure 1.

The development is to provide new retail facilities in the area, consisting of a new Discount Foodstore, and 5 retail units. There is also an adjacent development of up to 35 dwellings, which will be the subject of a separate planning application.

The drawing attached at the end of this report shows the proposed development layout. The mixed use retail development will have its own access off Nanny Marr Road, and the residential development will have another.

A Travel Plan can act as a strategic tool to promote more sustainable travel choices and reduce the reliance on the car resulting in benefits including reduced parking demand and improved accessibility. It can bring about a number of benefits to staff, customers and the wider local community and is also likely to result in localised environmental benefits as a consequence of a reduction in vehicular traffic.

The Travel Plan can result in:

- Improved accessibility to the site for visitors;
- Health benefits for visitors resulting from increased levels of walking and cycling and fewer vehicular emissions in the immediate vicinity of the site;
- Cost savings associated with travelling on foot, cycling, using public transport or car sharing (as compared with single occupancy car use);
- A reduction in road traffic accidents;
- A pedestrian / cycle friendly environment;
- Improved public transport facilities;
- A reduction in the level of vehicular trips likely to be generated by the development;
- A reduction in sick leave for staff; and
- An improved environmental awareness.

This Framework Travel plan is written as though Peveril Securities Limited will own and operate all the retail units. Although this is unlikely to be the situation, the Travel Plan measures will be applied by Peveril Securities Limited to any operator/owner of the foodstore or units who is ultimately identified, such that they may apply them themselves. The residential site will have its own Travel Plan measures identified by the eventual operator/owner.

Peveril Securities Limited trust the preparation of a Travel Plan from this Framework will make this development an attractive place to work and visit and may alleviate any concerns with respect to the traffic impact of the development by offering realistic and attractive alternatives to the private car for trips to the site.

1.2 Structure of the Document

This document is divided into the following Sections:

Section 2 – Travel Plan Policy – provides details of the policy context within which this Framework Travel Plan has been developed;

Section 3 – Existing Conditions - describes the proposed development site and summarises the existing provision for sustainable travel;

Section 4 – Objectives of the Travel Plan – outlines some initial Framework Travel Plan objectives (to be confirmed once the site is operational);

Section 5 – Travel Plan Initiatives - details the costs and benefits associated with the implementation of a Framework Travel Plan;

Section 6 – Targets and Monitoring - describes the package of initiatives to be implemented and identifies how progress towards these targets will be monitored;

Section 7 – Implementation – describes how the Framework Travel Plan will be implemented; and

Section 8 – Summary – provides a summary of the Framework document.

These sections are followed by Figures as appropriate.

2 Travel Plan Policy

2.1 Introduction

This section of the report details the policy and administrative framework within which this Framework Travel Plan has been developed and outlines the aims and objectives behind the introduction of Travel Plans for new developments.

2.2 National Policy and Guidance

Transport and land-use planning seeks to support the promotion of accessibility by all travel modes. The proposed development has, therefore, to be viewed in the context of National (and local) Government planning guidelines and strategies. A number of pertinent documents that relate specifically to Travel Plans, in the context of the wider planning policy agenda, have been issued over recent years, but he most important are summarised below.

2.2.1 National Planning Policy Framework (NPPF)

Published in March 2012 this replaced many other documents and provided a whole new context for planning applications. Its thrust is to promote sustainable development, and "*A key tool to facilitate this will be a Travel Plan*" (para 36 of NPPF).

2.2.2 National Planning Policy Guidance (NPPG)

NPPG was issued to supplement NPPF. It contains 15 paragraphs under the heading "Travel plans, transport assessments and statements in decision making". There are 4 paragraphs which relate to Travel Plans in particular:

Paragraph 003 - "What are Travel Plans?", notes that "Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling)."

Paragraph 010 - "how should the need for and scope of a Travel Plan be established?" notes that "the anticipated need for a travel Plan should be established early on, preferably in the pre-application stage but otherwise within the application determination process itself." In this case, the need for, and scope of, the Travel Plan was established in accordance with Department for Transport guidance (see below) and confirmed at pre-application meetings with Barnsley MBC.

Paragraph 011 - "What information should be included in Travel Plans?" notes that "Travel Plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate. They should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met.

Travel Plans should set explicit outcomes rather than just identify processes to be followed (such as encouraging active travel or supporting the use of low emission vehicles). They should address all journeys resulting from a proposed development

by anyone who may need to visit or stay and they should seek to fit in with wider strategies for transport in the area."

Paragraph 012 - "How should Travel Plans be monitored?" notes that "Travel Plans need to set out clearly what data is to be collected, and when, establishing the baseline conditions in relation to any targets."

2.2.3 DfT's Guidance on Transport Assessments (GTA)

Published in March 2007, the GTA places an increased emphasis on reducing the traffic impact of new developments, specifically through the implementation of Travel Plans that detail a range of objectives, measures and targets for improving accessibility to a particular site by non-car modes. In contrast to the traditional approach which was to mitigating the impact of development generated traffic, the GTA prioritises sustainable transport initiatives over mitigation through highway improvements (which is now seen as the last resort).

With this in mind, this Travel Plan has been prepared so as to maximise the potential for travel to the proposed Peveril Securities Limited site by means other than the private car, thus promoting social inclusiveness, whilst minimising traffic impact.

2.3 Local Policy and Guidance

Travel Plans can, as discussed, help to deliver sustainable transport objectives including:

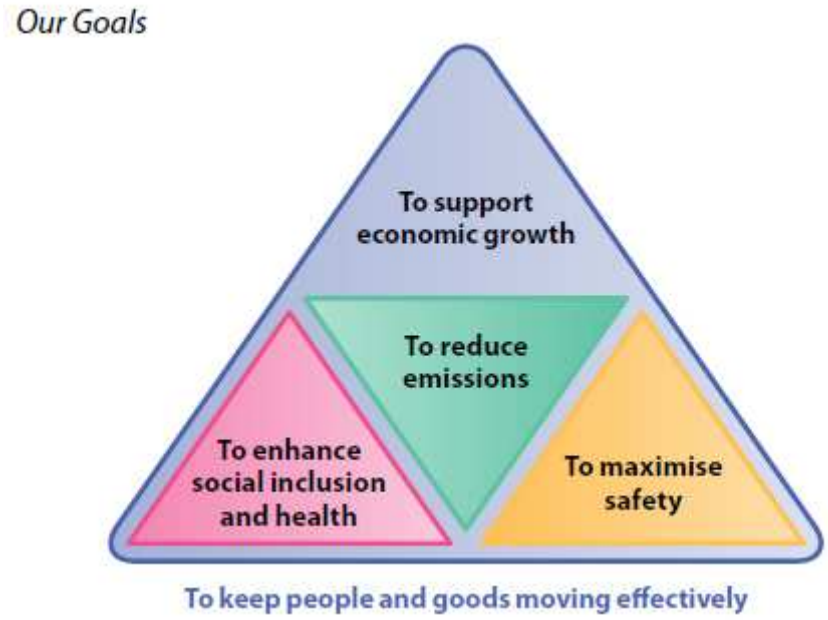
- Reductions in car usage (particularly single occupancy journeys) and increased use of public transport, walking and cycling;
- Reduced traffic speeds and improved road safety and personal security particularly for pedestrians and cyclists; and
- Reduced overall traffic generation from the site and the associated impacts in terms of congestion and pollution.

2.3.1 South Yorkshire Local Transport Plan 3.

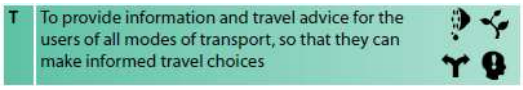
The local authorities within South Yorkshire, Sheffield City Council, Doncaster Metropolitan Borough Council, Barnsley Metropolitan Borough Council, and Rotherham Metropolitan Borough Council make up the participating organisations which are responsible for the South Yorkshire Local Transport Plan. However, due to more recent Government Policy, a body called the "Sheffield City Region" is recognised as the driving force behind the economic well-being of the South Yorkshire area, including the Councils covering Derbyshire Dales, North East Derbyshire, Chesterfield, Bolsover and Bessetlaw.

Therefore the Sheffield City Region Transport Strategy 2011 to 2026 is the document which forms the Policy background in this area.

The Strategy has 4 Goals:



To meet the 4 Goals, the Strategy has an A to Z of 26 Policies which summarise the highest priorities for transport improvements over the 15 year period. Policy "T" has the most relevance to the provision of a Travel Plan:



Another document published by the South Yorkshire Local Plan Partnership, called the "South Yorkshire cycle Action Plan" (April 2011) notes the current situation and the aspirations with regard to cycling in the area. It notes the situation in Barnsley as:

BARNSLEY

3.3 BMBC is at present developing an Active Travel Strategy, which includes an action plan for cycling and one for walking. This strategy is accompanied by a joined up programme which illustrates the plans for Barnsley in terms of cycle routes that could be funded through the LTP; publicity and promotions; potential routes that are in the vicinity of development sites; and routes that are targeted at the communities in the Barnsley Dearne.

3.4 NHS Barnsley have funded a specific post (Wider Determinants of Health Officer) to support the Transportation unit to develop active travel (including cycling) across Barnsley and strengthen the links with the authority's planning service.

3.5 BMBC are the lead authority in the UK for the Trans Pennine Trail (TPT) hosting the co-ordination of the TPT partnership. The TPT has formed key element in the nurturing of active travel in the borough over the last 20 years and with over a million users annually, will provide a major supporting role in the development of the Active Travel Strategy.

3.6 To date 3205 year 6 pupils have been trained to level 2 Bikeability since 2007. 70% of these pupils are year 5, giving them the opportunity to use the skills gained throughout year 6 and before starting secondary school. 97% of Schools have an active travel plan and 26 schools have safe, secure cycle parking.

3.7 Key cycle routes linking communities with the Town Centre have been developed e.g. a signed safe cycle route from Kingstone School to the Town Centre. Also, safe, secure and covered cycle parking has been put in at Dodworth, Silkstone, Barnsley Interchange, Bolton on Dearne and Elsecar rail stations.

3.8 The Building Schools for the Future Programme for Barnsley is putting in place world class educational facilities namely Advanced Learning Centres (ALC). A total of 9 ALCs will be constructed in over the period 2010 to 2013. To encourage sustainable travel to school, Framework Travel Plans have been produced for all 9 ALCs all of which have identified a number of cycling/walking routes, highway infrastructure interventions and promotional material/incentives.

3.9 The first ALC to be constructed as part of this programme was Carlton Community College ALC which brings together pupils from Royston High School and Edward Sheerien School. A successful bid through the Sustrans Safe Routes to school grant mechanism secured over £350k of funding for this ALC. The location of the ALC required new routes to be constructed to enable pupils to continue cycling and walking as safely as possible, and with minimal impact on other community users. The completed routes are:-

- Route 1 - Ollerton Road to Roystone Lane
- Route 2 - Laithes Lane, Carlton Road, Crookes Lane
- Route 3 - Carlton Road to Royston Lane
- Route 4 - Royston Lane
- Route 5 - Pinfold Lane

3.10 Furthermore all Year 6 pupils from the surrounding feeder schools identified above have received Bikeability accredited cycle training to levels 1 and 2. To accommodate and encourage cycling Carlton Community College will have a total of 160 safe and secure cycle facilities, which will be available to students, staff and visitors.

3.11 In addition BMBC is bidding for European Regional Development Funding (ERDF) to provide a suite of safe cycling and walking routes in the Dearne Valley. This will allow for sustainable travel to employment sites and the new Dearne ALC.

2.3.2 Barnsley MBC Statutory Development Plan.

According to Barnsley MBC, the Statutory Development Plan for Barnsley consists of several elements. These are "The Core Strategy, The Barnsley Education Sites DPD (both of which form part of the Local Development Framework) the remaining saved policies of the Unitary Development Plan and the Regional Spatial Strategy."

2.3.3 The Core Strategy.
This was adopted in September 2011. It has 8 Strategic Objectives:

1. To be the spatial interpretation of the Sustainable Community Strategy;
2. To improve access, movement and connectivity with sustainable travel;
3. To secure safe, healthy and inclusive communities and promote wellbeing;
4. To make efficient use of land and infrastructure;
5. To accelerate economic growth;
6. To ensure all new development is sustainably designed and built to the highest standards;
7. To deliver a sufficient supply of housing to provide balanced mixed communities and support economic growth; and
8. To protect and improve the countryside and natural environment.

There are 43 Core Policies. The Transport Strategy starts at paragraph 9.6 and the Council's aims for sustainable travel are clearly set out at paragraph 9.121:

9.121 The overall aim for sustainable travel is firstly to reduce the need to travel, but where travel is necessary to make it easy for people to move between home, work, health, community and leisure facilities by walking, cycling, or where necessary using public transport. We want to reduce the need for individuals with a car to use it for these journeys. We also need to ensure that everybody has a real alternative option, other than the car.

Also, Policy CSP25 makes specific reference to Travel Plans and their importance to any new development:

CSP 25 New Development and Sustainable Travel

New development will be expected to:

- be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists
- provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people, and should not provide more than the maximum number of car parking spaces set out in a Supplementary Planning Document
- provide a transport statement or assessment in line with the thresholds and guidance set out in Department for Transport 'Guidance on Transport Assessments' as published March 2007 (or any subsequent version)
- 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

Where levels of accessibility through public transport, cycling and walking are unacceptable, we will expect developers to take action or make financial contributions in accordance with policy CSP 42.

If it is not possible or appropriate for the minimum amount of parking for cycles motorbikes, scooters and mopeds to be met on site, the developer must provide, or contribute towards, off-site parking, or improve or provide other forms of travel.

2.3.4 The Unitary Development Plan.
None of the Saved Policies relates specifically to Travel Plans.

2.3.5 The Regional Spatial Strategy.
This is no longer supported by Government and so no further reference is made to it.

2.4 Summary

A number of pertinent national and local policies have been reviewed in the context of the proposals for the redevelopment of the former Foulstone School site in Darfield. The sustainable travel characteristics of the site are enhanced by the provision of a Travel Plan in accordance with National and Local Policies.

3 Existing Conditions

3.1 Introduction

This section describes the existing provision for travel to the site by all modes. They reflect a number site visits carried out by EJSA.

3.2 Location

The site is currently open, and was formally occupied by the Foulstone School. The Site is bounded to the west by Nanny Marr Road, and to the south by Barnsley Road (e). The junction of these two roads forms the south western corner of the site.

A plan of the location is shown at Figure 1.

3.3 Provision for Public Transport (Bus)

Guidance, offered by the Chartered Institution of Highways and Transportation (CIHT), suggests a maximum acceptable walking distance of 400m (and preferable distance of less than 300m) to access the nearest bus stop ('Planning for Public Transport in Developments 1999').

The nearest public bus stops are located on Nanny Marr Road along the site frontage. The southbound bus stop is at the south western corner of the site frontage, near to the Barnsley Road junction. It has a shelter, a bin, a flag and timetable information - and is located within the larger bus layby and therefore, protected by Waiting Restrictions.

The northbound bus stop on Nanny Marr Road is approximately 150m north of the residential site, or approximately 250m north of the retail site access road. It has a shelter, flag and timetable information.

There is an eastbound bus stop on Barnsley Road (west) approximately 50m from the Nanny Marr Road junction. It has a shelter and seat, and timetable information. A further 200m to the west of that stop there are bus stops in both directions - just a flag and timetables at each.

Table 3.1 below, details the bus services which pass the site, and frequencies.

Table 3-1 – Bus Services on Nanny Marr Road.

Service Number	Services From / To	Frequency Monday to Saturday	Frequency evenings and Sundays
26/26A	Barnsley - Cudworth - Grimethorpe - Great Houghton - Middlecliffe - Darfield - Wombwell - Brampton service operated by Stagecoach.	Every 60 minutes early mornings and evenings.	Every 60 minutes
219	Barnsley - Darfield - Great Houghton - Thurnscoe - Goldthorpe - Sprotborough - Doncaster servcie operated by Stagecoach.	Every 30 minutes	Every 60 minutes

Therefore, it can be seen that access by bus is readily available.

3.4 Railway Network

The nearest railway station is in Goldthorpe, over 2km away. Hence, rail based travel is unlikely to be a major mode of transport at this site.

3.5 Provision for Pedestrians

The proposed development site is easily accessed by pedestrians. There are footways on both sides of Nanny Marr Road, Barnsley Road (both sections) and Garden Street, and these footways continue throughout the local road network allowing pedestrian access from a large area. There are pedestrian facilities in the solid splitter islands in both arms of Barnsley Road at their junction with Nanny Marr Road and Garden Street, which allow pedestrians free movement across these roads.

Guidance, offered by the Chartered Institution of Highways and Transportation (CIHT), suggests a maximum acceptable walking distance of 400m (and preferable distance of less than 300m) to access the nearest bus stop ('Planning for Public Transport in Developments 1999'), as well as general figures as follows:

Table 3.2 – Walking Distances.

	Town Centres (m)	Commuting (m)	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Two bus stops are within 250m of the site, and therefore, both are well within the desirable walking distance.

Transport Statistics Great Britain (TSGB) provides an accurate, comprehensive and meaningful picture of transport patronage within Great Britain. The document includes data relating to the average distances people are prepared to travel by varying modes. TSGB shows that people are prepared to walk on average a distance of 1km. Additionally, it is normally recognised that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometers. It is clear that, the 800m walking catchment includes a large proportion of the residential areas within and surrounding Darfield – see Figure 2.

Hence, it can be seen that pedestrian connectivity is good and walking distances reasonable. This will ensure that pedestrians will be able to use the new development.

Also, the indicative development proposals include the potential for a new footpath connection between Nanny Marr Road and the Park to the east of the site (and hence, to School Street), and so additional pedestrian facilities will be created by the development.

It is anticipated that a high level of Linked Trips will occur within the site such that one car journey to the site will be supplemented by several journeys on foot within the site

3.6 Provisions for Cyclists

There are no bespoke cycle facilities in the vicinity of the site. However, it is generally accepted that cycling is a feasible alternative mode of transport particularly for journeys of up to 2km length, and that 5km is the normal maximum which might be expected for a cycle journey. Figure 3 shows the 2km and 5km radius from the site, and it can be seen that large areas of urban population in Darfield, Wombwell, Brampton, Wath upon Dearne, Bolton upon Dearne, Thurnscoe, Goldthorpe, Great Houghton, Grimethorpe, Hemingfield, Brampton Bierlow, and are within cycling distance of the site.

Cycle parking will be provided as part of the development. Barnsley MBC have published a Supplementary Planning Document (SPD) covering Parking in general, but section 5 covers cycle parking in particular. Food retail is not mentioned, but standards are noted for non-food retail, and hence that has been used here. The SPD suggests 1 long stay space per 400m^2 GFA and 1 short stay space per 1,000m^2 GFA. Therefore, with a combine GFA of 1,765 + 1,644 = 3409 m^2 GFA, a total of 9 long stay and 3 short stay spaces will be provided - using Sheffield stands

3.7 Taxi Provision

There are no taxi ranks as such in close proximity to the site, but given the excellent road network, and proximity to the rest of the urban area, journeys by taxi are suitably available.

3.8 Provisions for Vehicular Access

The retail development will be accessed by a new vehicular access off Nanny Marr Road, which will serve the customer car park and the serving of the units.

3.9 Summary

The location of the former Foulstone School site in Darfield is considered to be sustainable in terms of its transport characteristics. Public transport and pedestrian facilities are good and cycling is readily available. There is, therefore, considered to be significant potential to encourage travel to the site by sustainable modes of transport.

4 Objectives of the Travel Plan

4.1 Initial Objectives

The Framework Travel Plan Objectives provide a focus for the on-going development of the Plan and progress towards them can be used as an indicator in the monitoring process.

The Objectives and the reasons for implementing a Travel Plan will be site specific. The following provides a set of initial Objectives, which will require verification once the offices and store becomes operational:

- To reduce the impact of the site on local congestion and localised parking issues (should they arise);
- To reduce the environmental impact of site-related travel, and promote the occupier's commitment to environmental values;
- To reduce the need for unnecessary car travel through the promotion of suitable and reliable alternatives to the private car; and
- To raise awareness amongst staff and customers of the detrimental impacts of car use in order to encourage the use of alternatives.

5 Travel Plan Initiatives

5.1 Introduction

This Section of the document describes the issues to be addressed by Peveril Securities Limited (and the owners/occupiers of each unit in due course) as part of the Framework Travel Plan, the initiatives that will be introduced to overcome these issues, and also gives an indication of the timescale for the implementation of each measure.

Within 3 months of occupation of the development a full staff/customer survey, including stated preferences questions, will be undertaken to determine those measures that are likely to be most effective. A package of initiatives will be implemented, based on their relative impact in terms of reducing the need for car travel.

5.2 Initiatives to Raise the Awareness of the Travel Plan

The provision of information related to walking and cycling routes, and public transport services, is particularly important to raise awareness of alternative modes of transport which are available to employees and customers. There are a number of national and local public transport help lines, websites and car share databases that will assist individuals in making informed travel choices - these will be advertised to employees on an information notice board within the units.

> **Initiative 1**: Travel Plan information will be displayed on a prominently placed Travel Plan Notice Board within the unit.

New staff members will be given sustainable travel information to assist them in making informed travel choices from their first day of employment. This will highlight pedestrian and cycle routes in the area and provide information on public transport routes and frequencies. This will encourage sustainable travel habits to be established at the earliest opportunity. This information can also be included within the invitation to interview.

> **Initiative 2**: All prospective employees will be provided with sustainable travel information.

> **Initiative 3**: Employees will be offered Personalised Travel Planning information.

A range of national and local events are available in which the site could take part e.g. Bike Week. For national events, free publicity materials and ideas on how to encourage engagement are usually provided by the organisers.

> **Initiative 4**: The unit will participate in local and national events to promote sustainable travel.

5.3 Initiatives to Ensure Effective Management of the Travel Plan

To be successful, a Travel Plan needs to be fully supported by senior management and have the support of their employees. It is important to impress upon all employees the reasons for implementing the Travel Plan and the benefits that will occur. Peveril Securities Limited (or the owner/occupier of the unit) will identify a

Travel Plan Co-ordinator at least 3 months prior to the unit becoming operational in order to facilitate the delivery of the initiatives detailed within this document.

Given, the size of each unit, and the likely diversity of owner/occupiers, a full time Travel Plan Coordinator for each unit is not considered to be likely. However, it is recognised that at the commencement of Travel Plan delivery, ie prior to the unit becoming operational and during the early stages of operation, there is likely to be an increased demand for the Travel Plan Coordinator's time. As such, the Coordinator will be given sufficient time to complete the duties required of them at each stage of Travel Plan development and implementation. The Travel Plan Co-ordinator will work proactively with senior management to maximise the potential for the Travel Plan to reduce the reliance on the private car, particularly amongst employees.

> **Initiative 5**: Peveril Securities Limited (or the owner/occupier of each unit) will designate a Travel Plan Co-ordinator – **3 months prior to the site becoming operational.**

> **Initiative 6**: The Travel Plan C-ordinators of each unit will co-operate to address site wide issues to ensure the Travel Plan is implemented to maximum effect – **Prior to first occupation.**

The Travel Plan Co-ordinator will take responsibility for liaising with external bodies including the local authority and public transport operators, to investigate the potential for improvements to facilities and services and will ensure that issues raised by employees are relayed back to those concerned.

> **Initiative 7**: The Travel Plan Co-ordinator will liaise with external bodies to ensure that issues raised by staff are addressed at the earliest opportunity- **As required**.

5.4 Initiatives to Promote Walking

The health benefits of walking will be advertised to employees and customers by means of the Travel Plan Notice Board (Initiative 1). Improved health can have a positive impact on the productivity of employees. Peveril Securities Limited (or the owner/occupier of each unit) will liaise with the local authority to ensure off-site provision for pedestrians is well maintained and the development will be designed in such a way so as to facilitate ease of pedestrian movement between the site and the external network.

> **Initiative 8**: The Travel Plan Coordinator will encourage off-site pedestrian routes that are well lit and maintained, communicating regularly any deficiencies to the local authority - **As required.**

All staff who use those modes of transport will be provided with a locker in which to store equipment / clothing used to walk or cycle to work. This is likely to overcome any barriers in terms of encouraging walking and cycling to work.

> **Initiative 9**: All staff who use those modes of transport will be provided with a locker in which to store personal items, such as walking and cycling equipment **– On appointment.**

5.5 Initiatives to Promote Cycling

Cycling to work produces healthier and therefore, more productive employees, in addition to reducing car-parking demand. A key measure is the provision of cycle parking. This immediately removes a significant barrier to cycling. Cycle parking should be secure, safe, covered and conveniently located. It is proposed to provide cycle parking facilities in line with the current local authority parking standards. These will be Sheffield type stands.

> **Initiative 10**: The development will provide secure cycle parking in line with current local authority standards – **Included in the design of the development.**

The Travel Plan Co-ordinator will liaise with the local authority to source cycle route maps for the local area to provide to employees.

> **Initiative 11**: The Travel Plan Co-ordinator will promote cycling, providing staff with local cycle route maps (where available) – **Within 3 months of site opening.**

5.6 Initiatives to Promote Travel by Public Transport

Public transport is often perceived as being unreliable and infrequent, and also failing to offer direct routes from origin to destination. The public transport marketing strategy should address this issue by identifying the comparative reliability problems of the private car due to congestion etc. In undertaking a staff / customer surveys it will be possible to confirm the predicted catchment for the site and thus encourage targeted (and thus more effective) improvements.

It is important to provide highly accessible travel information in the workplace, to guarantee that all staff are aware of the services and incentives available. To encourage the use of public transport, the provision of maps, written directions and easy to understand timetables are invaluable. As indicated previously the Travel Plan Co-ordinator will use the Travel Plan Notice Board to publicise public transport information.

Many bus / rail companies offer monthly or annual tickets at a discounted price (as compared with daily tickets). The Travel Plan Co-ordinator will liaise with the local authority and public transport operators to identify the availability of discounted tickets.

> **Initiative 12**: The Travel Plan Co-ordinator will investigate the potential for discounted public transport tickets / passes and season ticket loan agreements – **Prior to site opening.**

Season ticket loan agreements offer an opportunity for staff to take advantage of annual (and thus cheaper) tickets, with repayment made directly from salary on a monthly basis. Peveril Securities Limited (or the owner/occupier of the unit) will offer all staff the opportunity to take up a season ticket loan agreement (co-ordinated centrally through HR). Where employees leave the company prior to the completion of payment for their ticket through the scheme, monies will be recouped from the

employee's final salary payment such that the company does not suffer a loss as a result of the scheme.

5.7 Initiatives to Encourage Car Sharing

Car sharing is an effective way to reduce the number of single occupancy trips made by staff, particularly. The identification of staff with similar work and travel patterns is an essential element for a successful car-sharing scheme. However, given the minimal number of staff at each unit at any one time, it is likely that informal car share matches will be made within the site where appropriate, rather than more formal ones with other sites (for example). As such, it is not considered beneficial to develop a bespoke car share database for each unit, but rather to supplement any informal arrangements with the promotion of any local web site.

> **Initiative 13**: The Travel Plan Coordinator will encourage informal car share arrangements within the unit and publicise any local web site – **On employee appointment**.

All staff will be able to take advantage of a guaranteed ride home in an emergency should they require it. This would give peace of mind to those choosing to car share in the event that they needed to leave work for personal reasons. The scheme would be administered by the Office and/or Unit Managers to ensure no abuse of the system occurs.

> **Initiative 14**: The Office and/or Unit Mangers will administer a Guaranteed Ride Home scheme for employees – **From first occupation.**

5.8 Summary

A package of measures aimed at facilitating smarter travel choices and reducing the reliance on the private car have been identified. The measures will be reviewed once the staff / customer travel surveys have been undertaken, to ensure they reflect the needs of site users with respect to provision for travel by means other than the private car.

6 Targets and Monitoring

6.1 Introduction

This section of the document describes the initial trip generation targets for the site and provides the indication of how progress towards these targets will be monitored, including details of methodology, responsibilities and timescales. It also details remedial action that will be introduced in the event that targets are not being met.

6.2 Targets

The results of the staff and customer questionnaires will be used to develop mode share targets having regard to baseline travel characteristics at the time of the site opening. However, until the surveys are undertaken the predicted modal spit is as shown in the Transport Assessment:

Table 6.1 – Percentage of Person Trips by Mode – Friday.

Time Period 07.00 – 19.00	Car trips		Pedestrians		Cyclists		Public Transport	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Retail units	87%	88%	11%	10%	1%	1%	1%	2%

Table 6.2 – Percentage of Person Trips by Mode – Saturday.

Time Period 07.00 – 19.00	Car trips		Pedestrians		Cyclists		Public Transport	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Whole site	67%	65%	31%	33%	2%	2%	0%	0%

Notwithstanding this, the Transport Assessment for the development includes the maximum predicted vehicle trip generation of the development proposals. In the absence of baseline data then, the maximum vehicle trip generation has been used as a basis for measurable targets. Table 6.3 identifies the agreed trip generation (taken from the Transport Assessment that supports the application).

Given the nature of the development, it is likely that the predominant influence of the Travel Plan will be on staff travel and, given the minimal number of staff in each unit, the actual reduction in single occupancy car trips will be minimal as a consequence of the Travel Plan (reflected in the 5% reduction in vehicular trips target). However, the Travel Plan measures herein will ensure that all staff and visitors are able to make informed travel choices and that these choices can be translated into actual behaviour change as a consequence of Peveril Securities Limited (or the owner/occupiers of the unit) providing the relevant information and facilities at the store.

The travel surveys, to be undertaken within 3 months of occupation (see details below), will enable the measures and targets to be refined to reflect the likely modal shift (the targets below, therefore, are indicative only).

Table 6.3 – Vehicle Trip Generation Targets to 2020.

	Friday pm peak	
	arrivals	departures
Maximum Vehicle Trip Generation (as per Transport Assessment)	119	113
Trip Generation with Travel Plan	113	107
Difference	6	6

	Saturday peak	
	arrivals	departures
Maximum Vehicle Trip Generation (as per Transport Assessment)	215	214
Trip Generation with Travel Plan	204	203
Difference	11	11

Where progress towards targets is slow (identified through the monitoring process discussed below), the Travel Plan Coordinator will seek to identify remedial action to get the Travel Plan back on track. Additional measures over and above those identified within this Travel Plan might be proposed. These would be agreed with the local authority prior to implementation.

6.3 Monitoring

A Travel Plan is not a static document and once the Travel Plan is in place, continuous monitoring will be required to validate the effectiveness of the initiatives therein. Monitoring is essential in the development of the Plan, as is the dissemination of information to employees and customers to show how their actions contribute to meeting its objectives / targets.

Once the store is operational the Travel Plan Coordinator will undertake an employee / customer travel survey within 3 months of occupation, to understand travel needs and enable the Travel Plan Co-ordinator to:

- Review the suitability of existing public transport services to meet the needs of employees / customers;
- Ascertain employee attitudes towards sustainable modes of transport;
- Determine employee preferences for their intended mode of transport;
- Assess employee attitude to changing their preferred mode of transport if necessary; and
- Identify any additional measures (over and above those identified in this Framework document) that will be most effective in encouraging a reduced reliance on the private car or reducing the need to travel.

Having established the baseline situation, the most useful means of monitoring progress made is the use of snapshot surveys that will give information regarding any changes in employees'/customers' mode of travel. Repeating these surveys over time will show whether the Travel Plan is succeeding in persuading a greater number

of customers to travel by more sustainable travel modes. Snapshot surveys will be undertaken on an annual basis, with a full travel survey undertaken every other year.

To support the employee / customer survey, traffic count data will be collected at the car park entrance on an annual basis, at the same time each year. Additional data may also be used to validate progress made, including car park utilisation, use of cycle stands and uptake of the Travel Plan measures. The monitoring of the Travel Plan will be the responsibility of the Travel Plan Coordinator, who will report the results to the local authority annually.

6.4 Summary

In order to demonstrate the progress of the Travel Plan to the local authority it is essential that an on-going monitoring and review programme is implemented. To this end, the Travel Plan Coordinator, will record progress made against the Travel Plan objectives and targets through the use of employee and customer travel surveys, traffic counts and other supplementary indicators.

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7 Implementation

7.1 Introduction

This Section of the document identifies an indicative programme for the implementation of the Travel Plan. The date of the unit opening has been used to set the relative timescales for implementation of the initiatives. The implementation of the measures will be the responsibility of the Travel Plan Coordinator.

7.2 Timescales and Responsibilities

Table 7.1 identifies an Action Plan for the delivery of the Framework Travel Plan measures. The Action Plan provides a strategy for ensuring the timely implementation of measures and ensures all parties are aware of their respective duties. The Action Plan will be updated to reflect any supplementary measures identified through the employee / customer surveys and will be reviewed annually as part of the ongoing monitoring of the Travel Plan.

Table 7.1 – Framework Travel Plan – Action Plan

	Action	Owner	Timescale
1	Travel Plan information will be displayed on a prominently placed Travel Plan Notice Board within the unit.	Travel Plan Co-ordinator.	From Occupation.
2	All prospective employees will be provided with sustainable travel information.	Travel Plan Co-ordinator.	Prior to occupation and as required thereafter.
3	Employees will be offered Personalised Travel Planning information.	Travel Plan Co-ordinator.	From employment.
4	The site will participate in local and national events to promote sustainable travel.	Travel Plan Co-ordinator.	As required.
5	Peveril Securities Limited (or the owner/occupier of each unit) will designate a Travel Plan Co-ordinator.	Peveril Securities Limited (or the owner/occupier of each unit) .	3 months prior to the site becoming operational.
6	The Travel Plan Co-ordinators will co-operate to address site wide issues.	Travel Plan Co-ordinator	Prior to first occupation.
7	The Travel Plan Co-ordinator will liaise with external bodies to ensure that issues raised by staff are addressed at the earliest opportunity.	Travel Plan Co-ordinator.	As required from occupation.
8	The Travel Plan Coordinator will encourage off-site pedestrian routes that are well lit and maintained, communicating regularly any deficiencies to the local authority.	Travel Plan Co-ordinator.	As required from occupation.
9	All staff who use those modes of transport will be provided with a locker in which to store personal items, such as walking and cycling equipment.	Peveril Securities Limited (or the owner/occupier of each unit).	On employee appointment.
10	The development will provide secure cycle parking in line with current local authority	Peveril Securities	During design and construction.

	standards.	Limited (or the owner/occupier of each unit)	
11	The Travel Plan Co-ordinator will promote cycling, providing staff with local cycle route maps (where available).	Travel Plan Co-ordinator.	Within 3 months of site opening.
12	The Travel Plan Co-ordinator will investigate the potential for discounted public transport tickets / passes and season ticket loan agreements.	Travel Plan Co-ordinator.	Prior to site opening.
13	The Travel Plan Coordinator will encourage informal car share arrangements within the site and publicise any local web site.	Travel Plan Co-ordinator.	On employee appointment
14	The Office and/or Unit Managers will administer a Guaranteed Ride Home scheme for employees.	Office/Unit Manger.	From first occupation.

7.3 Summary

The implementation of the initiatives within this document will be phased in order to reflect the on-going development of the Travel Plan. With respect to individual initiatives, responsibility for their delivery has been identified, together with an associated timescale (relative to the store opening).

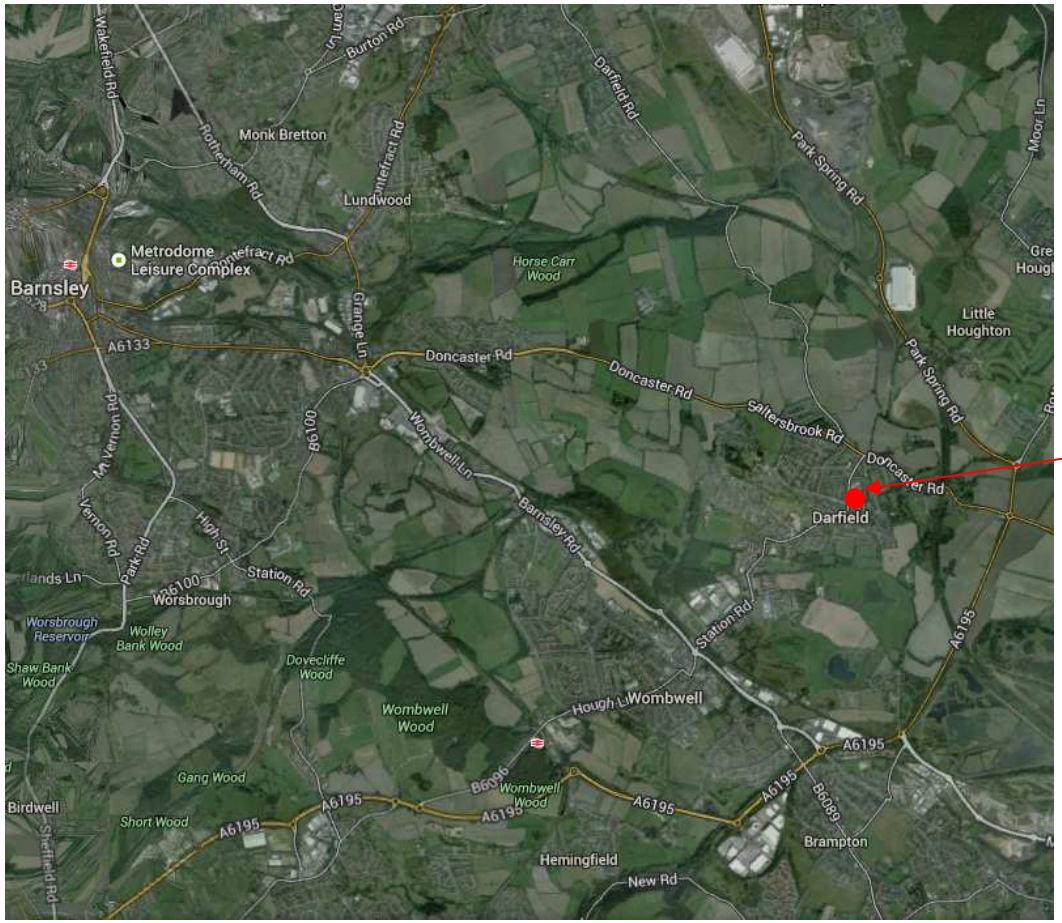
Figures

Figure 1 – Site Location plan.

Figure 2 – 400m and 800m Walking Radius.

Figure 3 – 2km and 5km Cycling Radius.

Site Plan - 5364 PO3 by Smith Smalley Architects.



Notes:

Project::

Proposed Discount Foodstore and 5 Retail units, Nanny Marr Road, Darfield.

Client::

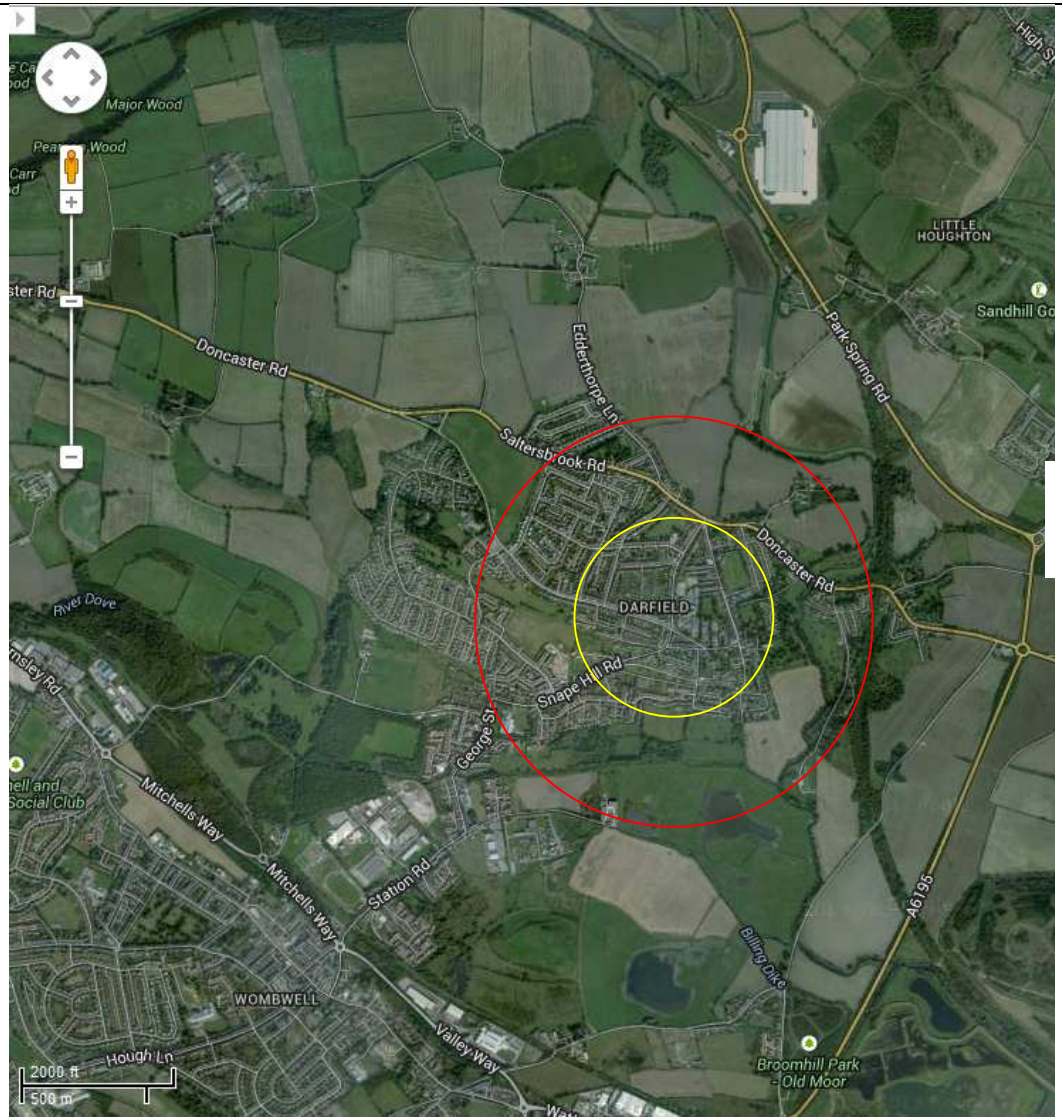
Peveril Securities Limited.

EJSAssociates
Consulting Engineers

Leathley House
New Street
Clifton
Brighouse
HD6 4HN

Tel: 07841 870477
Email: spivey.edward@gmail.com

Figure 1 – Location Plan



Notes:

400m
800m

Project::

Proposed Discount Foodstore and 5 Retail units at Nanny Marr Road, Darfield.

Client::

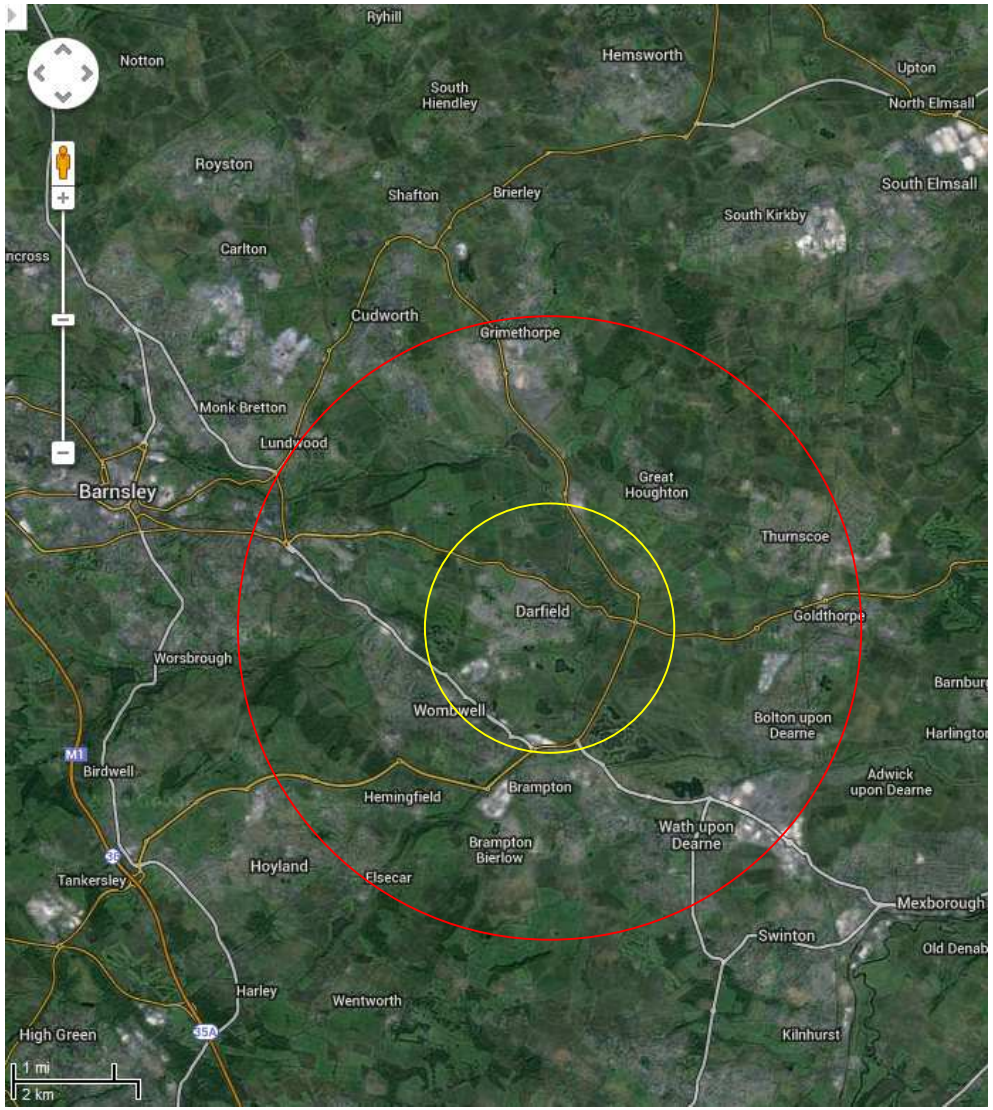
Peveril Securities Limited.

EJSAssociates
Consulting Engineers

Leathley House
New Street
Clifton
Brighouse
HD6 4HN

Tel: 07841 870477
Email: spivey.edward@gmail.com

Figure 2 – Walking Distances



Notes:

2km
5km

Project::

Proposed Discount Foodstore and 5 Retail units at Nanny Marr Road, Darfield.

Client::

Peveril Securities Limited.

EJSAssociates
Consulting Engineers

Leathley House
New Street
Clifton
Brighouse
HD6 4HN

Tel: 07841 870477
Email: spivey.edward@gmail.com

Figure 3 – Cycling Distances



PROPOSED SITE PLAN

* FOR ADDITIONAL DETAIL ON EXISTING TREES PLEASE SEE ARBORICULTURAL REPORT PRODUCED BY AWA TREE CONSULTANTS

Do not scale this drawing.
Architects are to be notified of any discrepancies.
Contractors must check all dimensions on site.
This drawing is subject to copyright laws and is for use on this project only.
This drawing is to be used solely for the information as titled only.
For other information refer to the latest revision of any cross referenced drawings.
To be read in conjunction with relevant design standards/protocols

RETAIL SITE AREA	15,100 SQM	3.73 ACRES
RESIDENTIAL SITE AREA	9,391 SQM	2.32 ACRES
TOTAL SITE AREA	24,491 SQM	6.05 ACRES

PROPOSED TENANT	AREA (GIA)
FOODSTORE	19,000 SQFT
RETAIL UNIT 1	2,500 SQFT
RETAIL UNIT 2	4,000 SQFT
RETAIL UNIT 3	4,200 SQFT
RETAIL UNIT 4	5,000 SQFT
RETAIL UNIT 5	2,000 SQFT

* DIVISION OF RETAIL SPACE INDICATIVE AND SUBJECT TO CHANGE AND APPROVAL AT RESERVED MATTERS

TOTAL PARKING SPACES	166
FOODSTORE PARKING RATIO	1:17
NON-FOOD RETAIL PARKING RATIO	1:30

* ALL PARKING SPACES ARE 2.5x5m w/ 6m LANE WIDTHS;
* PARKING RATIO EXCLUDES SPECIAL NEEDS SPACES

POTENTIAL RESIDENTIAL SITE CAPACITY

TOTAL: UP TO 35 x 2 TO 3-BED UNITS @ 2-STOREYS

SKETCH SCHEME FOR INDICATIVE CAPACITY STUDY PURPOSES ONLY - FINAL DETAILS INC. P.O.S AND ASSOCIATED REQUIREMENTS SUBJECT TO AGREEMENT WITH L.A. PLANNING DEPARTMENT AND A RESERVED MATTERS APPLICATION

#	Rev	Date	Description	Drn	Ckd
			Amendments		
#		25/06/13	First issue	JLT	SR

Status: PLANNING

Client: PEVERIL SECURITIES LTD.

Project name: FOULSTONE SCHOOL SITE

Project address: NANNY MARR ROAD, DARFIELD, BARNSLEY

Drawing Title: PROPOSED INDICATIVE SITE LAYOUT

Job No:	Drg No:	Revision:
5364	P03	#
Date:	Scale:	Sheet size:
OCT '14	1:500	A1

SMITH SMALLEY ARCHITECTS
Craven Lodge
37 Victoria Avenue
Harrogate
North Yorkshire
HG1 5PX
Tel: +44(0) 1423 531 100
Fax: +44(0) 1423 531 449
Web: www.smithsmalley.co.uk
Email: admin@smithsmalley.co.uk

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