

Travel Plan

**PROPOSED ALDI STORE**

Old Mill Lane, Barnsley

September 2016

Aldi Stores Ltd



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### **Appendix A**

Location Plan

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Proposed Site Layout

**1. EXECUTIVE SUMMARY**

**1.1** This Framework Travel Plan (TP) has been prepared in support of a planning application for a new Aldi Store, on land adjacent to Old Mill Lane, Barnsley.

**1.2** This Travel Plan has been prepared to achieve the following aims:

- To increase the awareness of the advantages and potential for travel on sustainable modes
- To introduce a package measures that will facilitate travel on sustainable modes to access the site

**1.3** In order to achieve these aims the following measures are being proposed;

- Provision of information related to walking, cycling and bus routes / timetables,
- Internet Access to real time bus information,
- Provision of travel advice on how to get to and from the site.
- Staff and customer travel surveys are to be carried out, and a baseline position will be established. Targets will be set to encourage those that can travel sustainably to do so and to reduce single car occupancy trips.

Travel Plan Co-ordinator \_\_\_\_\_

Date Plan Activated \_\_\_\_\_

**1.4** The contact details for the company responsible for preparing the Travel Plan is as follows:

Exigo Project Solutions  
Unit 2c - The Gateway  
Silkwood Park  
Wakefield  
WF5 9TJ  
01924 600560

## 2. INTRODUCTION

- 2.1** This Travel Plan (TP) has been prepared in relation to a proposal for a new Aldi Store. As stated on the Barnsley Council website, "All new developments must have a travel plan", as such, this Travel Plan supports the planning application for the Aldi store. The government requires new developments to have a Travel plan as part of the planning process to reduce congestion and increase social inclusion. It has been proactive in taking the lead in promoting the development, delivery and monitoring of various travel plan schemes".
- 2.2** This document has been written in conjunction with National Guidance for Travel Plans and relevant local policy documents.
- 2.3** The development site is currently unoccupied. A location plan is included within the drawings section of this report.
- 2.4** This travel plan has been provided to encourage non-car use, and reduce the impact demonstrated within the supporting Transport Assessment.

### Site Details

- 2.5** The site is located adjacent to the A61 Old Mill Lane, to the south of the Burton Road junction. A recently constructed highway forms the sites southern boundary. The location of the site is shown in Appendix A.
- 2.6** The proposed development consists of an Aldi Store with associated car parking.
- 2.7** The delivery requirements on an Aldi store have been rationalised to maximise efficiently and mean that there is usually only to deliveries from an articulated vehicle to the store each day to deliver a load of mixed foods assembled at a centralised distribution depot. Additional deliveries of bread and milk are usually made in smaller vehicles prior to the store opening.
- 2.8** An Aldi store would generally employs around 40 employees. The shift times are likely to be between 08:00 – 22:00, Monday to Saturday and 09:00 – 18:00. This takes into account preparing the stores stock for a trading day.
- 2.9** The development would result in staff and customers accessing the site using various modes of transport.
- 2.10** The proposed site is located within the Middle Layer Super Output Area (MSOA) of Barnsley 009 MSAO. The population of Barnsley 009 MSAO is 5,987 and is therefore representative of the selected area.
- 2.11** The modal split for Barnsley 009 MSAO is shown below in Table 2.1.
- 2.12** Table 2.1 omits those 'working from home; and 'unemployed' within the area, denoting a remaining 3,765 people in Barnsley 009 MSAO.

Location	Car	Walk	Cycle	Public Transport	Other	Total
Barnsley 009 MSAO	3,019 (82%)	305 (8%)	19 (1%)	272 (7%)	60 (2%)	3,657 (100%)

Barnsley Metropolitan Borough District	78,403 (78%)	10,349 (10%)	720 (1%)	8,782 (9%)	1,809 (2%)	100,063 (100%)
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**Table 2.1 – Mode of Travel to Work in MSOA 009, in Comparison to Barnsley Metropolitan Borough District**

**2.13** The modal split shown in table 2.1 identifies a clear dominance of the car as a mode of transport to work within the Barnsley 009 MSOA area. The propensity for pass-by trips to the proposed site is high as a consequence of the modal split exhibited above.

**2.14** As mentioned, due to the nature of the development, a number of staff would have to be at the site before trading hours, to prepare the store and stock for the day. Similarly, staff would leave once all preparation has been completed for the next day.

#### **On Site Facilities**

**2.15** The car park has capacity for 93 vehicles. This level of parking was agreed at the planning application stage, and is therefore considered to be acceptable.

**2.16** Cycle parking in the form of cycle stands and shelters will be provide at a scale to be agreed with Barnsley Council.

**2.17** The proposed site layout is included in Appendix B.

#### **Objectives of the Travel Plan**

**2.18** This Travel Plan will act in encouraging staff and customer to travel to the site by sustainable modes of travel, thereby reducing the number of trips made to and from the site by single occupancy private cars.

**2.19** The following objectives of this Travel Plan are;

- To reduce the impact and frequency of car travel
- To deliver mode shift from single occupancy car journeys to alternative modes
- To reduce vehicle emissions through taking up alternative transport modes
- To improve the health and well-being of employees and customers.

**2.20** These objectives reflect current national and Barnsley Council Travel Plan guidelines.

### **3. RELEVANT POLICY GUIDELINES**

#### **National Policy**

- 3.1** One of the 'core principles' of the NPPF is 'promoting sustainable transport'. The main objective of the NPPF is to "actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in location which are or can be made sustainable" (page 6). Paragraph 37 states that planning policies should aim for "a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities."
- 3.2** Paragraph 32 of the NPPF continues the requirement of Transport Assessments for all developments that generate significant amounts of movement. In addition a Travel Plan is required which will promote the use of sustainable modes of transport (Paragraph 36).

#### **Local Policy**

##### **Barnsley LDF – Core Strategy Adopted September 2011**

- 3.3** The document provides a spatial strategy for future development in Barnsley up to the year 2026. The core strategies are displayed within the document, setting out the key elements of the planning frameworks for Barnsley and the approach to its long term and physical development to achieve the Councils vision of what sort of place Barnsley wants to become.

##### **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 Supplementary Planning Document
- Provide a transport statement or assessment in line with the thresholds and guidance set out in Department for Transport Guidance of Transport Assessments as published March 2007 (or and subsequent version)
- Provide a travel plan statement or a travel plan in accordance with the threshold 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 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'.

- 3.4** The proposed development will adhere to the policy aims set out above. The site location provides an alternative food retail destination which is easily accessible by sustainable means of transport.

- 3.5** Levels of parking will meet the standards of Barnsley Council and will accommodate for all types of vehicles.

#### **CSP 26 New Development and Highway Improvement**

'New development will be expected to be designed and built to provide safe, secure and convenient access for all road users. If a development is not suitably served by the existing highways, or would create or add to highway safety problems or the efficiency of the highway for all road users, we will expect developers to take mitigating action or to make a financial contribution to make sure the necessary improvements go ahead. Any contributions will be secured through a planning obligation or planning condition'.

- 3.6** The proposed development will be served by the existing highways, as stated within the Transport Assessment. No contributions will be needed in terms of highways.

#### **CSP 27 Parking Strategy**

'We will develop a parking strategy that will help to influence people's travel choice in line with the challenges set out in 'Delivering a Sustainable Transport System' (Department of Transport, November 2008).

The Strategy will include:

- A review of the number and location of short and long term car parking spaces, taking account of development proposals in Barnsley town centre
  - An action plan to improve the management of new and existing car parks
  - Maximum car parking standards
  - Variable car parking charges dependant on location
  - Parking permits including residential parking schemes
  - A programme for monitoring car park usage'
- 3.7** As stated, the car parking operation will be designed in line with Barnsley Councils standards. The travel plan will manage the proposed parking strategy and will try to mitigate travel by single use car trips for both staff and customers.

#### **CSP 28 Reducing the Impact of Road Travel**

'We will reduce the impact of road travel by:

- Developing and implementing robust, evidence based air quality action plans to improve air quality
- Working with our sub regional partners, fleet and freight operators to improve the efficiency of vehicles and goods delivery, and reduce exhaust emissions
- Implementing measures to ensure the current road system is used efficiently.

- 3.8** As mentioned, this Travel Plan will address the aims and objectives of reducing the impact of single trip car usage. This document will support aims of sustainable transport where suitable.

**Summary**

- 3.9** Overall the proposed development meets the aims of the National Planning Policy Framework and those of the Core Strategy issued by Barnsley Metropolitan Borough Council. The development provides an ideal proposal, accessible by all, reducing the need for people to leave this area of Barnsley to carry out their local shop and it served by frequent public transport.

#### 4. PROPOSED DEVELOPMENT – ACCESSIBILITY – SITE ASSESSMENT

##### Pedestrian Accessibility

- 4.1** Old Mill Lane is located less than 1 kilometre to the northeast of Barnsley town centre.
- 4.2** Due to the residential nature of this area of Barnsley, to the north and east, the site is highly accessible by foot and cycle.
- 4.3** Dropped kerbs surround the proposed site along each footway of the newly constructed highway, Burton Road and Old Mill Lane.
- 4.4** It would be expected that customer travelling by foot would utilise Both Old Mill Lane and Burton Road, to access the store, as they both provide a direct route depending on direction of travel.
- 4.5** The recently constructed highway provides a link between Old Mill Lane and Burton Road, and provides access to Wickes as well as the development site. The Old Mill lane junction is signalised, whilst the junction with Burton Road is a roundabout.
- 4.6** There is a signalised pedestrian crossing located where the A61 Wakefield Road/ Burton Road/ Old Mill Lane is, to the north of the development site.
- 4.7** There are currently no on street cycling facilities present along the unnamed road, or those that connect Old Mill Lane and Burton Road. However a reasonable vehicle speed limit of 30mph, would mean that there is safe opportunity for cyclists to utilise the study network while travelling to the store, with approximately 3 metres of lane width available.
- 4.8** Sufficient cycle parking will be provided for those who choose to access the proposed facility by bicycle.

##### Public Transport Accessibility

- 4.9** Bus stops are located on Burton Road approximately 330 metres east of the proposed site, on both flanks. On the eastern flank, allowing south bound travel, the bus stop is equipped with a shelter and timetable. On the western flank, a temporary bus stop is present and is equipped with a bus sign.
- 4.10** Additional bus stops are located on Wakefield Road, which is just north of Old Mill Lane. These bus stops are located approximately 440sqm north of the proposed site. These bus stops are equipped with shelters and timetables, providing travel in north and south bound directions.
- 4.11** A bus stop is also located on Old Mill Lane, providing northbound travel, located 340sqm. This bus stop is equipped with a shelter, timetable and bus layby.
- 4.12** The bus routes, times and frequencies are shown in Table 4.1.

Number Route	Start /Finish	Weekday Frequency	Saturday Frequency	Sunday Frequency
1 –	06:25 – 23:37	10 mins	20 mins	30 mins

Barnsley Town Centre, Eldon Street - New Lodge, Wakefield Road				
11/12 – Barnsley Interchange – Athersley North, Lindhurst Road - Smithies, Wakefield Road	05:20 – 23:34	10 mins	20 mins	1 Hour
31 – Barnsley Town Centre, Barnsley Interchange – Monk Bretton, Cross Street – West Green, Hope Street	10:15 – 16:30	1 Hour	1 Hour	No Service
57/59/59A – Barnsley Town Centre, Barnsley Interchange - Calrton, Woodroyd Avenue - Wakefield City Centre -	05:20 – 00:04	10 mins after 09:00	10 mins after 09:20	30 mins

Royston, Newtown Avenue				
193/194 – Barnsley, Interchange - Athersley South, St Michaels Bus Park - New Crofton, Spring Lane - Belle Isle Wakefield City Centre	05:45 – 32:51	1 Hour	1 Hour	1 Hour
488 – Barnsley Town Centre, Barnsley Interchange - Mapplewell, Eastfield Crescent - Staincross, Broadway	08:10 – 08:45	Fridays Only	No Service	No Service

**Table 4.1 - Bus Frequency Table**

**4.13** Overall, the site is considered to be accessible by public transport, with bus stops within walking distance of the site and regular services serving these stops.

**4.14** Staff and customer would be encouraged to use public transport.

#### **Proposed Accessibility Enhancements**

**4.15** Sustainable travel can be achieved through different means for staff and customer accessing the site.

**4.16** Car sharing will be encouraged, especially to help members of staff who are reliant on non-car modes of transport. However it is acknowledged that this would only be viable for staff who live close to each other, or would travel on the same route. This will be discussed in the section 8 of this Travel Plan.

**4.17** Cycle parking provision and Staff changing rooms will be provided, to encourage cycle trips to the site.

**Car Parking**

**4.18** The use of the car park would be regularly monitored to ensure that the development does not create on-street parking issues.

**4.19** Based on the information agreed at the planning application stage, it is noted that the council were of the opinion that the car park could accommodate the likely level of parking demand, provided that a robust Travel Plan was in place.

**4.20** The proposed car park would therefore be monitored and would be managed as required. Measures to manage the car park would include allocating a level of parking for car sharers only.

## **5. FOOD RETAIL AND TRAVEL CHARACTERISTICS**

- 5.1** The delivery requirements of a food retail unit have been rationalised to maximise efficiency and means that there is usually only 2 deliveries via an articulated vehicle to the store every day, which delivers a single load of mixed goods assembled at a centralised distribution depot.
- 5.2** The efficient layout of the proposed development site, also means that products can be brought straight from the food retail unit warehouse onto the shop floor. These measures help to maximise efficiency.

### **Food Retail Customer Travel Patterns**

- 5.3** Existing trends of food retail units reveal that a significant proportion of customers regularly walk from surrounding residential areas to purchase a carrier bag of items.
- 5.4** Given the location and surrounding environment there is a high propensity for linked trips to the development site. These linked trips can be undertaken on foot or by car and is in line with government policy by the reducing the need to travel by car.
- 5.5** It is proposed that a survey will be undertaken within 3 months of the stores opening to establish a baseline of how staff and customers are travelling to the development site.

### **Store Questionnaire**

- 5.6** In order to establish a customer base point a random customer questionnaire will be recorded within 3 months of opening. This will be carried out at the checkout and will record the following information
- How did you travel to the store today?
  - Is the journey today solely to Aldi, as part of an existing trip en route to somewhere else or are you visiting Aldi then Barnsley town centre?
- 5.7** Aldi stores typically employ around twenty to forty employees at each store. All employees are part time working on a shift pattern except for the Store Manager. The number of employees present within the store at any one point in time is dependent upon the trading pattern and flow of customers, but typically ranges between two to five at maximum. Aldi stores have advise that the majority of store staff tend to live locally to the store they work at as Aldi aim to recruit locally in order to maximise flexibility of shift patterns.
- 5.8** A more details staff travel survey will be undertaken annually.

## **6. THE TRAVEL PLAN - OPERATION**

- 6.1** Aldi will appoint a Travel Plan Co-ordinator to implement and administer the Travel Plan. The Travel Plan Co-ordinator would be appointed prior to the day care centre becoming operational.
- 6.2** Once the Travel Plan Co-ordinator has been appointed, their contact details will be shared with Barnsley Council.
- 6.3** The duties of the TPC are permanent and regular updating of the plan document is part of the responsibility of the nominated person.
- 6.4** The Travel Plan Co-ordinator will be responsible for the administration of the Plan, the implementation of the Travel Plan measures, the initial Site Audit and travel surveys and for on-going monitoring and review of the Plan.
- 6.5** A filing system will be implemented for recording all correspondence relating to the Travel Plan, the results of periodic monitoring and the results of each annual review. The store Travel Co-ordinator will be responsible for this system.
- 6.6** The Travel Plan mainly focuses on measures relating to staff travel as there is good potential for high proportion of staff to travel to the store via sustainable modes.
- 6.7** A Travel Survey will be undertaken annually for a period of 5 years, in order to inform the annual monitoring and review of the Travel Plan.
- 6.8** A period of 5 years is considered sufficient to establish sustainable travel habits.

## **7. TRAVEL PLAN TARGETS**

### **Targets**

- 7.1** It is important for Travel Plans to set targets, in order to work towards a goal that the Travel Plan is aiming to achieve.
- 7.2** In the case of the proposed development, setting customer targets would be difficult as the nature of the development means that customer targets cannot be guaranteed to be achieved.
- 7.3** The local census 'journey to work' data; has been demonstrated within this Travel Plan in table 2.1. It is clear that in MSOA 009, and Barnsley as a whole, that travel by car is a dominating factor within the area.
- 7.4** As discussed within section 6 of the supporting Transport Assessment, it is predicted that a total of 123 two way vehicles will travel to and from the proposed development during the Weekday peak between 16:00 -17:00 and 185 vehicles during the Saturday Peak between 11:00 – 12:00.
- 7.5** Customer travel is considered in this Travel Plan, however as previously discussed, it does need to be noted that customer travel behaviour is more difficult to influence through a Travel Plan as the nature of retail shopping trips often means that customers would choose to use their preferred mode of transport in order to visit the development site.
- 7.6** For staff, car sharing will be strongly encouraged. It is considered that car sharing would be a viable option for staff who live in the same area, or travel along the same route to work. The financial and sustainable benefits of car sharing would also be promoted.
- 7.7** The use of public transport, walking and cycling would also be promoted. The measures to encourage sustainable travel are discussed in the next section of the Travel Plan.
- 7.8** Given the nature of the development, it may be difficult to fully achieve the targets, as the success of the Travel Plan would be dependent on factors which would be outside of the control of the site operator. Notwithstanding this, it is proposed that a target of a 10% reduction in single occupancy staff car journeys is set, to be achieved over a five year period.

## **8. TRAVEL PLAN MEASURES**

### **Introduction**

- 8.1** This section of the Travel Plan considers the potential for promoting sustainable travel and outlines the specific physical and management measures to be undertaken as part of the Travel Plan. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, is the core of the plan.
- 8.2** At the outset it is proposed that Travel Guide detailing sustainable access to the site will be prepared and made available to staff and customers.
- 8.3** Further measures will then be implemented based upon the results of the Staff and Customer Travel surveys which will be undertaken within 3 months of opening. The following section details potential measures that will be considered in light of these surveys.
- 8.4** As far as possible, the obligations outlined below are designed to be suitable for review and monitoring. The Travel Plan Co-ordinator can investigate other potential initiatives, to achieve the targets and minimise parking within the site.

### **Measures to Reduce the Need to Travel**

#### **Walking**

- 8.5** There is great potential for promoting walking as a means of accessing the store. This could include new trips to the store, but as discussed there is potential for a significant amount of linked trips. The large amount of residential properties within the area and proximity to the town centre will increase the propensity to travel by foot.
- 8.6** The Travel Plan Co-Ordinator will promote walking as part of the staff travel reviews.
- 8.7** In terms of promoting walking as a means of accessing the development, then the following measures would be considered.
- Displaying information and advice discussing safe pedestrian routes to the store in a location accessible to staff and customers.
  - The staff toilet and/or staff room will be provided with coat hooks and a seat to enable staff to get changed.
  - Displaying information on the occupiers website offering links to [www.transportdirect.info](http://www.transportdirect.info)
  - A walkers group would be set up to encourage pedestrian trips

#### **Cycling**

- 8.8** The following measures to promote cycling as a means of accessing the store could be promoted through following measures:
- Displaying information and advice concerning safe cycle routes within the store in a location accessible to staff and customers.

- The staff toilet and/or staff room will be provided with coat hooks and a seat to enable staff to get changed;
- Staff that cycle to work will be able to store their cycles in the store's storage area providing a secure environment;
- Displaying information on the occupiers website offering links to [www.transportdirect.info](http://www.transportdirect.info)

### **Car Sharing**

- 8.9** Some customers would already car share when accessing the proposed development. However, this obviously occurs on an informal basis and in reality, there is little an end occupier could do to promote this to customers.
- 8.10** For staff however, car sharing can represent convenient alternative form of travel and would be promoted as part of the Travel Plan. This would include promotion of car sharing websites such as [www.liftshare.com](http://www.liftshare.com).
- 8.11** The Travel Plan Co-Ordinator will encourage 'mutual assistance' between members of staff living in similar areas by identifying other car sharers who may live reasonably close by to ensure a guaranteed ride home. This will help to reduce concern of being stranded if a lift falls through due to an emergency.

### **Public Transport:**

- 8.12** The occupiers will promote the use of public transport for accessing the store through measures such as:
- Displaying up-to-date details of bus and rail services, including bus stop and station locations, route information and service frequencies, within the store in a location accessible to staff and customers.
  - Providing details of ticketing options to both staff and customers.
  - Displaying route disruption notices and alternative routes, when essential maintenance takes place
  - Provision of up to date removable timetables and rail maps

### **Taxis**

- 8.13** Taxis have an important role in providing for staff trips when other modes of transport may not be available. It is also usual practice for a store to provide a free phone service to enable customers to call a taxi when leaving the store. This enables the use of a sustainable mode for at least part of the journey. This facility could also be used by staff if necessary.

## 9. MONITORING AND REVIEW

### Action Plan

- 9.1 An outline timetable for the production and ongoing monitoring and review of the Travel Plan has been produced, which details the key elements of the process and the approximate timescales. This is shown within Table 9.1.

Action	Timescale
Appoint Travel Plan Co-ordinator prior to occupation	Prior to first occupation
Produce baseline staff and customer travel information	Within 4 months of occupation
Develop Travel Plan and submit to Barnsley Council	Within 6 months of occupation
Finalise and adopt the Full Travel Plan	Within 9 months of occupation
Monitor success of Travel Plan actions and targets. Amend if necessary	Ongoing
Undertake travel surveys and discuss findings with council. Review Travel Plan and amend as necessary	Ongoing. Surveys to be undertaken annually for five years.

**Table 9.1 – Travel Plan Timetable**

- 9.2 As with all elements of the Travel Plan process, these timescales are not prescriptive, but should be modified according to the circumstances to ensure that they allow the end user to produce a Travel Plan which benefits their company and employees, and remains relevant throughout.

### Monitoring

- 9.3 A programme of monitoring and review has been designed to generate information to evaluate the Travel Plan.
- 9.4 Monitoring and review is the responsibility of the Travel Plan Co-ordinator.
- 9.5 The monitoring tasks are outlined below;
- Registering the development on iTrace
  - Undertake initial travel surveys within three months of operation, in order to establish a baseline
  - Ongoing monitoring of the level of car usage, both single occupancy and car sharing journeys
  - Monitor the level of usage of cycle parking
  - Monitor demand for additional cycle parking for staff
  - Monitor the use of the car park
  - Monitor pedestrian trips
  - Record customer travel habits

- Record comments received from management and from staff and pupils relating to the operation and implications of the plan.

**9.6** Information gathered through the monitoring process will be recorded for input to the annual review.

**9.7** The information will be made available to the planning authority and added onto iTrace, once collated and analysed.

### **Annual Review**

**9.8** Each year, on the anniversary of the introduction of the Travel Plan and initial survey, the Travel Plan Co-ordinator will review the Plan.

**9.9** The review will assess the success of the Plan and to identify the potential for future refinement of the details of the Plan.

**9.10** The major element of the review will involve the re-issue of the staff and customer travel surveys.

**9.11** The new surveys gather new information about wider attitudes to travel. Comparison with data collected at the introduction of the Plan, will allow the effect of the plan to be measured.

**9.12** The Travel Plan Co-ordinator will compile a Review Report outlining the results of the annual review. The report will also incorporate the results of on-going monitoring throughout the preceding period. The report will be filed for record, with copies provided to the planning authority.

**9.13** A consideration of how the Travel Plan has performed in relation to the set targets will be made.

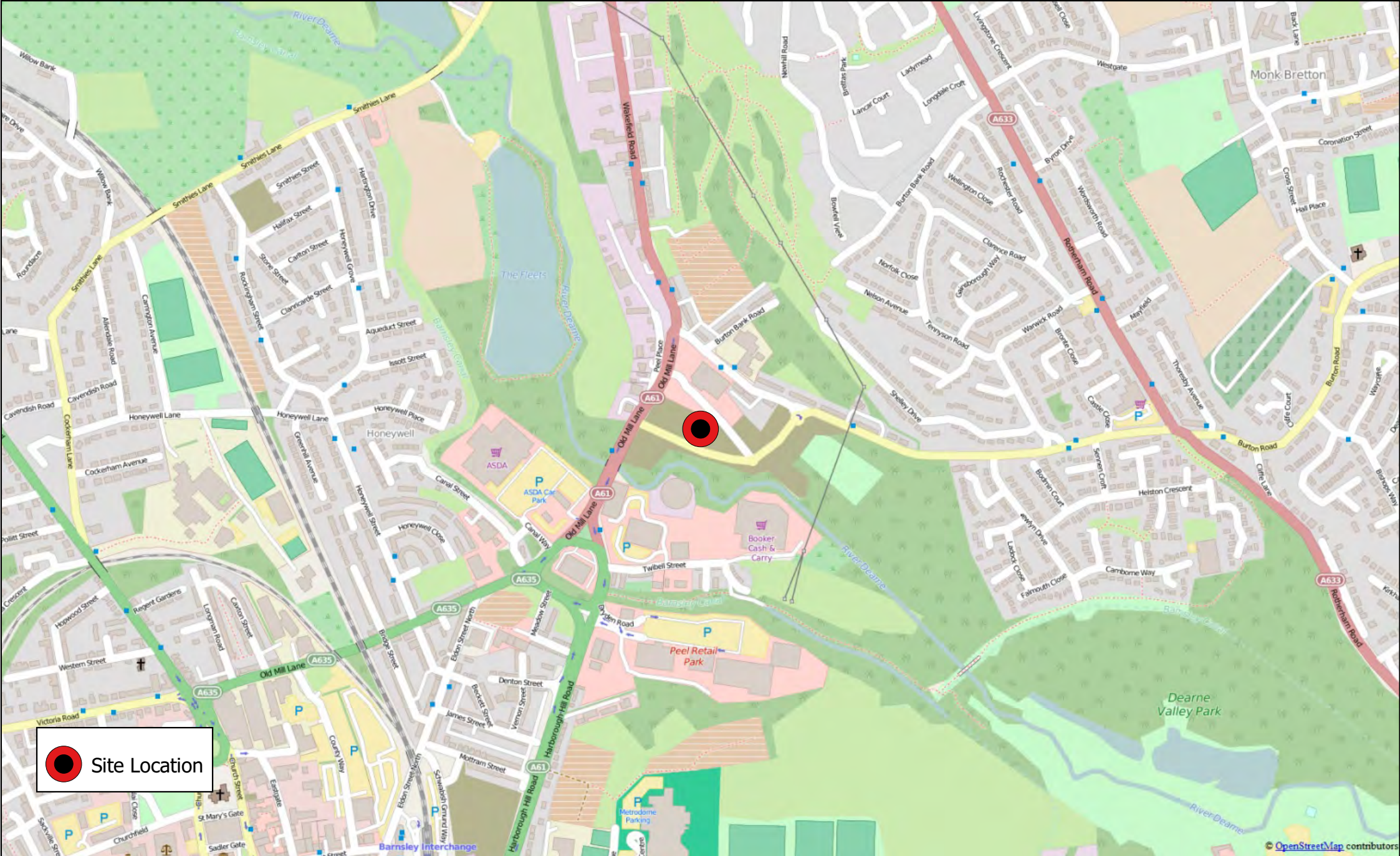
**9.14** Furthermore, employees will be given the chance to offer suggestions and ideas via a suggestion box and /or informal discussions with the Travel Plan Co-ordinator.

**9.15** The Travel Plan Review will identify successes and also consider improvements or alterations necessary to achieve or improve on targets. This could include identifying which measures are not effective and asking staff what measures would change their travel habits. This will be undertaken in collaboration with the local authority.

## **10. CONCLUSIONS**

- 10.1** This Travel Plan has been prepared in accordance with standard guidelines for developers. It aims to introduce integrated measures to reduce car usage and promote more sustainable forms of travel.
- 10.2** A Travel Plan Co-ordinator will be appointed and will be required to increase the awareness of car sharing opportunities, cycling and walking opportunities, and more sustainable and environmentally friendly modes of transport. Sustainable travel will be marketed to all staff and customers through identifying travel alternatives in information packs, notice boards and verbally.
- 10.3** Staff and customers will be encouraged to use sustainable transport modes to travel to the site.
- 10.4** The staff travel surveys will enable the Travel Plan Co-ordinator to identify users which could car share, or switch to sustainable modes of travel. This will enable the Travel Plan Co-ordinator to tailor make measures to encourage sustainable travel modes, and meet the target to reduce private car use and encourage a further modal shift.

**APPENDIX A**  
Location Plan



 Site Location

DRAWN BY: RF    CHECKED BY: JA    REV: A

DRAWING REFERENCE: T155/GIS/01

DATE: 18/9/2015    SCALE: 1:10,000



Unit 2c - The Gateway, Silkwood Park, Wakefield, WF5 9TJ

SHEME  
Old Mill Lane, Barnsley

ON BEHALF OF  
Aldi Stores Ltd

DRAWING TITLE

Location Plan

**APPENDIX B**  
Proposed Site Layout



**Proposed Foodstore  
Old Mill Lane  
Barnsley**

Client: Aldi Stores Limited  
Date: 17/05/16  
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