Proposed Mixed-Use Development

Little Houghton, Yorkshire

Framework Travel Plan

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RPS Planning & Development

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1 Introduction

1.1. RPS Transport (RPS) has been commissioned by UK Coal Ltd to prepare a Framework Travel Plan in support of a planning application for a mixed-use development in Little Houghton, east of Barnsley. The proposed development will be a mixture of residential and B2 employment units.

1.2 As it is likely that residents, employees and visitors will have different needs, and travel options available to them, this Travel Plan will consider each user separately where necessary. This produces a relevant and detailed package of travel options for each user of the site.

1.3 This Travel Plan has been prepared in recognition of the importance of Government Policy aimed at reducing the reliance upon the private car, as set out in Planning Policy Guidance 13: Transport (PPG13). The overall aim of the Travel Plan is to minimise the total travel distance associated with trips to and from the site. However, it does also take into account the size and location of the development, and considers realistic travel options that can be used by residents, employees and visitors of the site.

2 Roles and Responsibilities

2.1 General

2.1.1 This section will outline who is responsible for the development and implementation of the Travel Plan. To ensure the success of the Travel Plan, this will involve representatives from the employment and residential elements of the site.

2.2 Travel Plan Co-ordinator

2.2.1 The Travel Plan Co-ordinator (TPC) will be the main driving force for implementing the Travel Plan throughout the site. The role of TPC could be filled by a resident with a keen interest in sustainable transport use; an employee from one of the B2 units who will have a number of hours a month allocated for TPC duties; or a member of the site management team could undertake the role, or commission it out to an external consultant.

2.2.2 Regardless of who undertakes the role of TPC, their duties will inevitably be the same, and once the TPC has been determined, the Travel Plan will be updated to include their name and contact details. The general roles and responsibilities of the TPC will be:

- to promote and encourage the use of travel modes other than the car, including publicity;
- to provide a point of contact and travel information for staff, residents and visitors;
- to ensure all relevant information is provided to all new members of staff and up-to-date information is displayed on notice boards within the employment and residential areas;
- to ensure relevant information is available and on display for customers visiting the site;
- to promote all initiatives (included later) within the Travel Plan to staff, customers and residents where necessary;
- to arrange the Travel Surveys (more detail later);
- to provide a point of contact with transport operators and officers of the Council.

2.3 Steering Group

2.3.1 A steering group will be set up to help support the TPC with the running of the Travel Plan. This is essential within a mixed-use development as it means there are representatives from

all users of the site involved with the development of the Travel Plan. As a minimum, one resident and one member from each of the businesses on site should be involved in the steering group. Local residents will also be invited to join the group.

2.3.2 It is not essential for the steering group to be involved in the day-to-day running of the plan; however it is useful to have representatives of the site involved to ensure any new initiatives are satisfactory to all. The group will also help the TPC promote new initiatives within each unit, and formulate new ones.

2.3.3 The steering group can oversee the direction of the plan, and how it's being financed if necessary. They can also be involved with the monitoring of the plan.

3 Existing Conditions

3.1 Site Location

3.1.1 The site is located at the western end of Little Houghton village, to the west of Middlecliffe. Little Houghton is a settlement of around 150 dwellings arranged along a spine road, Middlecliffe Lane, to which there is a mixture of direct access and minor residential roads.

3.1.2 The site is bounded to the north-west by the existing Pro-Logis site; to the west by the A6195 Park Spring Road; to the south-east by Ings Lane; and to the north-east and remainder of the site boundary by open land.

3.1.3 The site location is indicated in **Figure 1**.

3.2 Highway Network and Site Access

Highway Network

3.2.1 The site is located at the western end of Middlecliffe Lane, Little Houghton. Middlecliffe Lane is a bus route and a bus turn-around is provided at the western end of the road adjacent to the proposed site.

3.2.2 The site is also located on the A6195 Park Spring Road, which meets the principal routes of Doncaster Road (A635) and Dearne Valley Parkway (also the A6195) just south of Little Houghton. These roads provide access to all the major centres of population and employment in the area, which include Darfield, Bolton-upon-Dearne and Barnsley. Dearne Valley Parkway provides a linkage to Junction 36 of the M1 motorway approximately 10km west of the site.

3.2.3 The A6195 Park Spring Road also gives access to the A628 to the north. This connector road gives access to local villages and towns, as well as the M62 Motorway to the north. A partly unsurfaced road, namely Chapel Lane, connects the western end of Middlecliffe Lane with Great Houghton also.

Site Access

3.2.4 Access to the site is via a new proposed roundabout off the A6195 Park Spring Road. The roundabout consists of three arms for the northbound and southbound traffic on the A6195,

and the new proposed access road. The bus turn-around on Middlecliffe Lane remains, however this can not be used for vehicular access into the site.

3.2.5 The site access leads to the B2 employment area initially, following on to the residential element of the site afterwards.

3.3 Public Transport

3.3.1 There is a bus stop ideally located at the western end of Middlecliffe Lane at the bus turn-around adjacent to the site. This is within 400m of the entire site, which is the recommended walk distance to a bus stop (Institute of Highways and Transportation publication 'Guidelines for Planning for Public Transport in Developments).

3.3.2 The number 68 bus serves the bus turn-around at the western end of Middlecliffe Lane. It calls at this stop twice in the morning; three times in the afternoon and it operates one evening service on Monday - Saturday. This service runs to Barnsley Interchange via places such as Darfield, Great Houghton and Low Valley.

3.3.3 As this service gives direct access to Barnsley Interchange, onward travel to other destinations in the region is accessible.

3.3.4 An hourly frequency is available for this service from the bus stop outside Little Houghton Post Office on Rotherham Road. This is situated at the bottom of Middlecliffe Lane, and is over the reasonable walking distance of 400m, however does offer a more frequent service to Barnsley Interchange. Further services are also available from the A635 to Rotherham and Robin Hood Airport.

3.4 Pedestrian and Cycle Access

3.4.1 An upper limit of 2km is recommended in Planning Policy Guidance Note 13: Transport (PPG13) as the distance for which walking provides a reasonable alternative to car use. The area covered by a 2km walk distance from the development site is shown in **Figure 2**. This area includes Little Houghton, Middlecliffe and part of Great Houghton.

3.4.2 An upper limit of 5km is recommended in PPG13 as the distance for which cycling provides a reasonable alternative to car use. The area covered by a 5km cycle distance is shown in **Figure 3**. The figure shows that this area includes Middlecliffe, Great Houghton, Darfield, Billingley, Thurnscoe and parts of Bolton-upon-Dearne.

4 Objectives, Current Travel Patterns and Targets

4.1 Focus of the Travel Plan

4.1.1 This Travel Plan is primarily designed for residents and employees of the site. It will explain the opportunities available for sustainable travel use, and offer incentives/initiatives to encourage the use of these modes instead of the private car.

4.1.2 The Travel Plan will also attempt to encourage customers/visitors to the site to use sustainable transport to access the site; however this will be more of a challenge as information will need to be available to them before visiting the site. Methods for doing this will be explained later.

4.2 Objectives

4.2.1 The main objectives of the Travel Plan are to:

- Influence travel behaviour of employees, residents and visitors where possible
- Generate fewer staff single-occupancy car trips that would otherwise be made by encouraging a modal shift to sustainable travel
- Encourage residents to use sustainable travel modes for day-to-day errands and trips to work where possible
- Encourage safe and viable alternatives for accessing the site
- Reduce the need for unnecessary journeys by employees by having amenities on site
- Reduce the overall vehicle mileage produced by the workforce
- Help improve the health of staff, residents and customers
- Accommodate the journeys that need to be made by car.

4.2.2 Most of the measures within the Travel Plan are user-specific, however some will cover all users of the site. This will be made clear throughout this report.

4.3 Current Travel Patterns

4.3.1 Once the modal split for a site is known, more detailed initiatives can be constructed, and targets set. However, as the sites occupants have not been determined yet this is not possible.

4.3.2 Data extracted from the 2001 Census Special Workplace Statistics gives an indication of the modal split in the site's ward, which is Darfield. This data can be used as an estimate of the site's modal split. For the residents this involved data for people who reside in the Darfield ward and work elsewhere; and for employees of the site this involved data for people who work in the Darfield ward and live elsewhere.

4.3.3 The modal split has been applied to TRICS output for residential and employment uses to provide an indication of total travel requirements of the development (full output included in the accompanying Transport Assessment).

4.3.4 The different uses of the site have been assessed separately due to the differing modal split. **Table 1** below presents a summary of likely peak hour and daily trips to and from the proposed site for resident movements.

Table 1: Proposed Site's Residents – Person Trip Summary

		AM PEAK HOUR			PM PEAK HOUR			DAILY TOTAL		
		Arrival	Departure	Total	Arrival	Departure	Total	Arrival	Departure	Total
Underground, metro, light rail, tram	0.0%	0	0	0	0	0	0	0	0	0
Train	1.0%	0	0	0	0	0	0	2	2	4
Bus, minibus or coach	7.5%	1	3	3	2	1	3	15	17	32
Taxi	0.2%	0	0	0	0	0	0	0	0	1
Car – driver	66.6 %	7	24	31	18	11	29	135	147	282
Car – passenger	11.5 %	1	4	5	3	2	5	23	26	49
Motorcycle etc	1.4%	0	0	1	0	0	1	3	3	6
Bicycle	1.0%	0	0	0	0	0	0	2	2	4
On foot	1.0%	0	0	0	0	0	0	2	2	4
Car or Van pool, sharing driving	8.8%	1	3	4	2	2	4	18	20	37
Other	0.8%	0	0	0	0	0	0	2	2	4
Total	**100%**	**10**	**36**	**46**	**27**	**17**	**44**	**202**	**221**	**423**

4.3.5 The information tabulated indicates that approximately two thirds of daily trips would be car driver movements with other modes accounting for the remaining third.

4.3.6 The corresponding anticipated movements associated with the employees of the proposed site are included below as **Table 2**.

Table 2: Proposed Site's Employees – Person Trip Summary

		AM PEAK HOUR			PM PEAK HOUR			DAILY TOTAL		
		Arrival	Departure	Total	Arrival	Departure	Total	Arrival	Departure	Total
Underground, metro, light rail, tram	0.00%	0	0	0	0	0	0	0	0	0
Train	0.80%	1	0	1	0	0	1	4	4	8
Bus, minibus or coach	3.89%	3	1	4	1	2	3	19	19	37
Car – driver	61.66%	40	19	59	21	33	55	297	294	591
Car – passenger	10.60%	7	3	10	4	6	9	51	50	102
Motorcycle etc	0.53%	0	0	1	0	0	0	3	3	5
Bicycle	0.27%	0	0	0	0	0	0	1	1	3
On foot	0.27%	0	0	0	0	0	0	1	1	3
Car or Van pool, sharing driving	22.00%	14	7	21	8	12	19	106	105	211
Total	**100%**	**64**	**31**	**96**	**34**	**54**	**88**	**482**	**476**	**958**

4.3.7 The above table illustrates that just over 60% of the employees of the site will arrive and depart by car. It also shows a high proportion (c.20%) is expected to use car-sharing which is a more sustainable travel mode.

4.3.8 This data can be updated/ confirmed once Travel Surveys have been conducted at the site.

4.3.9 The TPC will be responsible for conducting a residential and employment Travel Survey once the site becomes occupied. The TPC will update the Travel Plan with the results of this survey, and then adapt the initiatives and targets to be more specific to the needs of the site.

4.3.10 The travel surveys will continue to be carried out as long as the Travel Plan is in place at the site (for a minimum of 5 years), and they will occur at a frequency of once per year. The surveys will give an indication of how people's travel behaviour is changing, and this will indicate the level of success of the Travel Plan.

4.3.11 More details of the travel surveys and their results will be updated into future versions of this Travel Plan.

4.4 Targets

4.4.1 Targets set out in a Travel Plan should be **S**pecific, **M**easurable, **A**chievable, **R**ealistic, and **T**ime-bound (SMART). This will not be feasible until more information is known about the occupants and their travel patterns; therefore targets will be produced by the TPC once the Travel Survey has been conducted.

4.4.2 Notwithstanding that, the overarching emphasis of the targets will be to reduce car trips and increase walking, cycling and trips by public transport. An idea of how the targets should be presented is illustrated below in **Table 3**.

Table 3 Target Table Example

Objective	Targets	Timescale and Percentage Split			
		Jan 09 Baseline	Jan 10 Target	Jan 11 Target	Jan 12 Target
Reduce single-occupancy Car Journeys	Increase walking trips	28.5%	29%	30%	31%
	Increase Cycling trips	31.7%	33%	34%	35%
	Reduce car trips	65%	60%	55%	50%
	Increase/Introduce car sharing trips	0%	5%	7%	10%

5 Travel Plan Initiatives

5.1 Scope of Section

5.1.1 To encourage modal shift to sustainable modes throughout the site, a number of measures will be implemented. These measures will include making best use of the current facilities, as well as creating incentives for residents and employees to use sustainable modes of travel.

5.1.2 This section will outline the measures that will be implemented throughout the site for each user individually, due to their different needs. This list is not exhaustive however, and the TPC will further develop these measures once the occupants of the site are determined.

5.2 Measures to Reduce Car Use by Residents

5.2.1 It is essential that measures are introduced soon after residents occupy the site as they will easily become set in their ways in relation to travel patterns. The range of measures in place will vary depending on the suggestions of the residents that occupy the site, and the judgment of the TPC.

5.2.2 Some possible measures that would be suitable for the proposed site's size and location are set out below. Once the TPC has been determined, they can assess the necessity of the stated measures and amend the Travel Plan accordingly.

Promote Walking & Cycling

5.2.3 Although the site is situated in a rural location, there are useful locations within a suitable walk/cycle distance from the site. There are restaurants, shops and other amenities located in Great Houghton which is within a 2km walk distance of the site via Chapel Lane. The TPC should create a leaflet aimed at advertising the health benefits of walking and cycling, as well as pointing out the local cycle routes and amenities within a suitable distance.

5.2.4 A local cycle group could be set up if there are enough people interested in one. This could involve other local residents near to the site, as well as from local villages if there is interest. Advertisement for this club would be initiated by the TPC.

5.2.5 If there are residents who work within the recommended cycle distance of 5km, i.e. in Darfield, Bolton-upon-Dearne, Thurnscoe, etc., the TPC could encourage them to cycle to their place of work.

Car-share scheme

5.2.6 A car-sharing scheme only needs two members to help reduce the number of car trips from a site, therefore there is opportunity to have one at the proposed site. The TPC could advertise the scheme via leaflets through residents' doors, or via a communal notice board.

5.2.7 If the scheme is set-up, then the TPC will produce a database containing the information for residents who wish to car-share. The TPC will then suggest suitable matches based on places of employment as well as other commitments such as taking children to school. If there are a number of children going to the same school, there is scope for advertising a car-sharing scheme for this use also.

Home-delivery Network

5.2.8 Many leading supermarkets offer a home delivery service so residents can order their groceries online, and have them delivered straight to their door. If the service incurs a delivery charge, they can combine their orders and only pay one charge between them also.

5.2.9 If there is a significant demand for one particular delivery service, the TPC could try and negotiate with the supermarket to get either a free or discounted delivery service for residents.

Provide Up-to-Date Travel Information

5.2.10 Residents will only use a mode of transport if they know that it exists. This is why it is essential that the TPC makes sure that travel information is relevant and up-to-date. This information can be communicated via leaflets through the door, or via a communal resident's notice board.

5.2.11 The Travel Plan should be part of the welcome package for all new residents to the site. This will make them immediately aware of the travel options available to them, and inform them of the site's commitment to the aims of the Travel Plan.

5.3 Measures to Reduce Car Use by Staff

5.3.1 There may be potential to provide on-site facilities such as a café, shop, etc. for staff where possible, although they may already be present within each unit. There will also be a wide range of initiatives to try and encourage staff to use sustainable travel modes to travel to and from the site.

Promote Walking to Work

5.3.2 Walking may not be a realistic option for most employees unless they live in Little Houghton or Middlecliffe, however they may be able to use walking as part of their journey, i.e. get a bus to the post office in Little Houghton and walk up Middlecliffe Lane.

5.3.3 Some of the measures used to encourage residents to walk can be used for employees also, such as promoting the health benefits and giving out information on local routes. However, each company that occupies a unit on the site can do more to give incentives for their staff to walk.

5.3.4 Companies could organise a 'Walk to Work' campaign, or car-free day to encourage employees to experience the benefits of walking to work. Incentives could also be offered for employees who partake in these days.

5.3.5 Pool umbrellas should be available for walking to/from work, as well as going out for lunch. Lockers should also be provided to store a change of shoes or clothes.

Promote Cycling to Work

5.3.6 Cycling is a realistic option for travelling to work for employees who live in neighbouring villages such as Bolton-upon-Dearne, Darfield and Great Houghton.

5.3.7 To encourage employees to use these methods of travel, secure and safe cycle parking needs to be provided next to all units in the development. Lockers and showers also need to be provided. These facilities may be shared by the units, or housed within each individual unit depending on the size of the workforce.

5.3.8 There are many cycle-related groups, schemes and sessions that could be offered at the site to help promote cycling. Some of them have been outlined below, however this list is far from exhaustive.

5.3.9 Companies may wish to join the Governments Cycle to Work scheme, where employers can offer tax-free bicycles for their employees. Employers get to benefit from a healthier workforce, and employees get the benefit of big savings on bikes. For more information visit www.cyclescheme.co.uk.

5.3.10 Bicycle cycle maintenance sessions may be offered to help employees keep a safe and reliable bicycle. Basic repair equipment should be kept on site to help employees in an

emergency. Adult training courses could be offered if there is a requirement for them by staff also.

5.3.11 A Bicycle User Group could be set up within the site where employees meet together and discuss any issues or concerns surrounding cycling to/from the site, and come up with suggestions for improvements. These suggestions and concerns could then be passed on to the TPC for consideration.

5.3.12 If there are a significant number of employees cycling to work, the TPC could organise for local companies to come in and sell cycle-related equipment, possibly at a discounted rate depending on orders.

Car-share Scheme

5.3.13 A car-sharing scheme could be a realistic option for employees of the site. It would be set-up in the same way as detailed above in the residents section via a database, however the TPC would gather home postcode information for each employee and match them up that way. Once suitable members have been selected, the TPC will then contact them individually to confirm they are happy with the choice.

5.3.14 Leaflets will be available within the communal staff areas advertising the car-share scheme and how it works.

Promoting Public Transport Use

5.3.15 The TPC will need to keep up-to-date bus timetables and maps within the communal areas of the employment units. This will include informing employees of any new services that are negotiated, or amendments to existing routes.

5.3.16 To help encourage the use of public transport, a library of books could be kept onsite for free use by employees. There could also provide pool umbrellas and lockers.

5.3.17 The TPC could help to create a public transport intranet site where employees can get travel information and use a Journey Planner tool. If this is not a realistic or viable option, employees can access travel information and a journey planner via www.travelsouthyorkshire.com.

5.3.18 Companies who occupy the site may offer a free work bus for travel to/from the site depending on cost and demand. Private minibuses and taxis may also be provided if shift work is a factor.

5.3.19 Discount season tickets could be negotiated with local transport providers by the TPC if there is sufficient demand for a particular service.

Car Park Management

5.3.20 When the amount of car parking available at the site is right, use of other more sustainable travel methods will increase naturally. It isn't effective to just have a very small number of car parking spaces, as people will just find somewhere on-street to park. The right balance, based on need, needs to be found.

5.3.21 Priority car parking spaces will be made available for car sharers. There will also be disabled spaces, and then a rota should be used for the remaining spaces if there is a higher demand than spaces left. This rota could mean you get a parking space every other week for example.

5.3.22 Employers could consider providing travel passes in lieu of parking spaces to minimise the demand for parking.

5.3.23 As a last resort, if the demand is extremely high for the car park available, car parking charges could be considered.

Provide Up-to-Date Travel Information

5.3.24 The TPC will provide up-to-date travel information within the communal areas of the employment units. This will include maps, timetables, and any changes to normal service on routes. Leaflets could be made available that highlight the key information for public transport in the area.

5.3.25 The Travel Plan will be given to all new employees as they join the companies and updates will be distributed to all employees via the staff areas. This will make new staff immediately aware of the travel options available to them, and inform them of the company's commitment to the aims of the Travel Plan.

5.4 Measures to Reduce Car Use by Customers/Visitors

5.4.1 Although it is difficult to influence the behaviour of customers, several measures could be put in place to increase awareness and encourage them to change their mode of travel by making the site as accessible as possible. This can be done by:

- Provision of Travel information
  - A notice board will be provided within the units to publicise up-to-date public transport information, cycle and pedestrian route maps, and any local initiatives they could get involved in
  - Travel information should be made available on the occupying companies websites, or a specific website setup for the whole employment site.
- Leaflets
  - Free leaflets will be available within the units for customers to pick up and this will give an immediate advertising tool for sustainable travel.
- Cycle Parking
  - The site will provide secure and dry cycle parking close to the entrance of the development

5.5 Marketing and Communication

5.5.1 In addition to all the above measures, there needs to be an ongoing marketing campaign to ensure the success of the Travel Plan. This will be co-ordinated by the TPC with the help of the steering group if/when needed.

5.5.2 As the above measures have mentioned, communication of information is a key element to the Travel Plan's success. A Travel Pack will be created by the TPC to assist in doing this, which will contain all important walking, cycling and public transport information. This will be in the form of timetables, maps, leaflets, etc. The steering group can assist the TPC in providing the most relevant information for the site's users. The information contained in these Travel Packs will differ for residents and employees.

6 Monitoring

6.1 In attempting to change employee, resident and visitor travel patterns and overcome natural resistance to measures that discourage car use, it is essential that these parties are included within the whole Travel Plan process throughout.

6.2 Consultation will therefore be essential for the success of the Travel Plan. The TPC will be encouraged to liaise regularly with residents, employees, visitors of the site, to understand their particular needs and concerns and to examine ways of addressing them. Copies of the Travel Plan will be made widely available to all users of the site, to ensure that people are fully aware of the objectives of the Plan and of the full range of measures proposed.

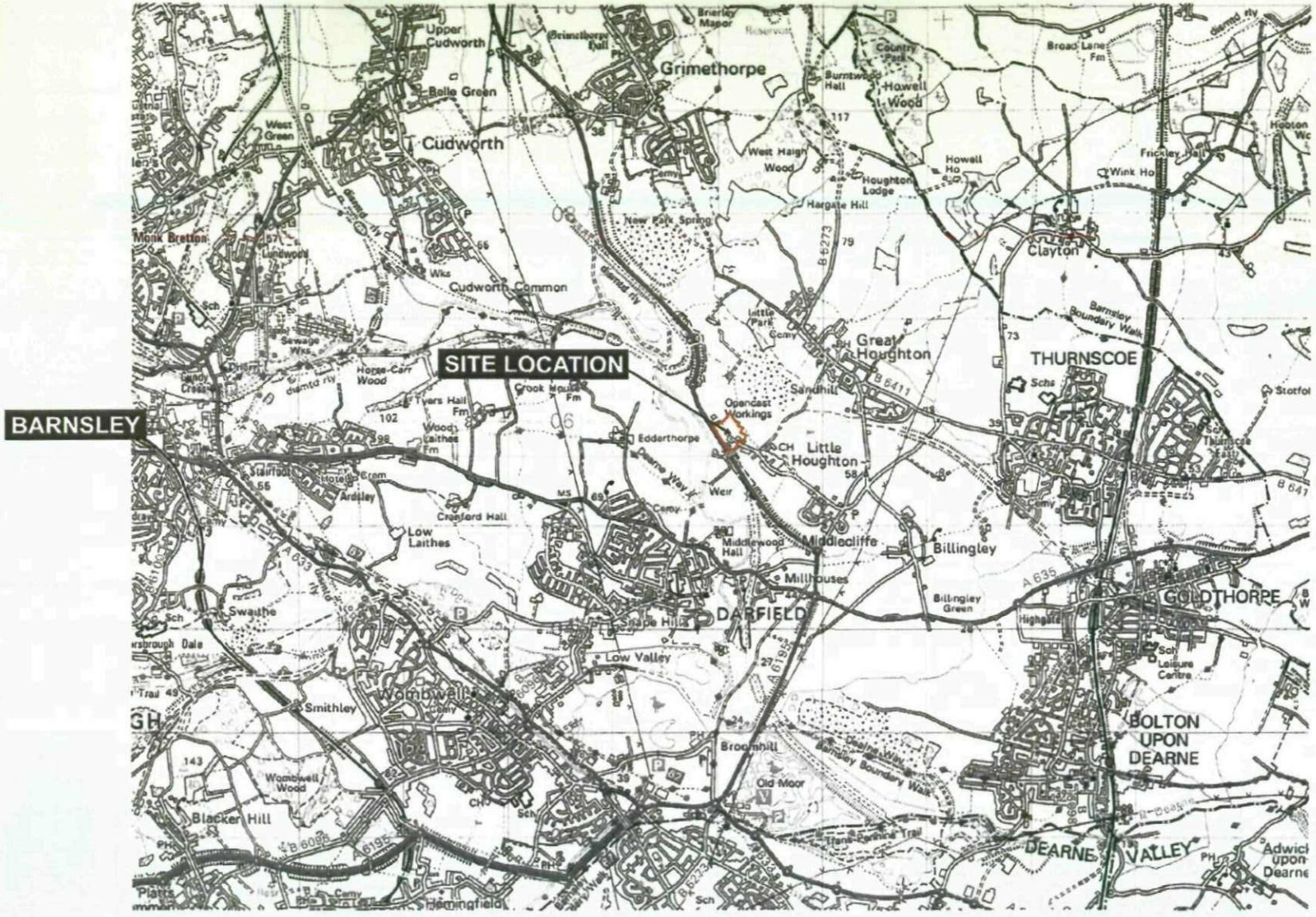
6.3 The Travel Plan will need to be monitored to ensure it is still relevant, up-to-date and having an effect on sustainable travel use on the site. The Plan should be monitored by the Local Authority periodically and the TPC should continue to do so regularly for as long as the Travel Plan is actively used within the site.

6.4 The TPC will supply the Local Authority with updated statistical data showing how employees and visitors travel to the development and details of the measures employed to encourage sustainable travel.

6.5 The results of these surveys and statistical analysis will form the basis of discussions with the local planning and highway authorities to examine how the Travel Plan is continuing to influence travel behaviour. Alternative measures that could be incorporated within the Plan to achieve further success will also be discussed. The frequency of these discussions will [as a minimum] focus around the timings of the annual travel surveys. However, it is expected that more unstructured contact would occur on an ongoing basis as appropriate.

6.6 The TPC will monitor and review the progress and success of the Travel Plan and make all users aware of the progress the Travel Plan is making and the effectiveness of the sustainable travel solutions. Newsletters will be distributed to all users to inform them of any new measures, and give them an understanding of the effect the Travel Plan is having on the site.

Figures



RPS

Project:
Proposed Mixed Use Development, Little Houghton

Title:
Site Location Plan

Date: 11.12.08 Scale: NTS Rev:

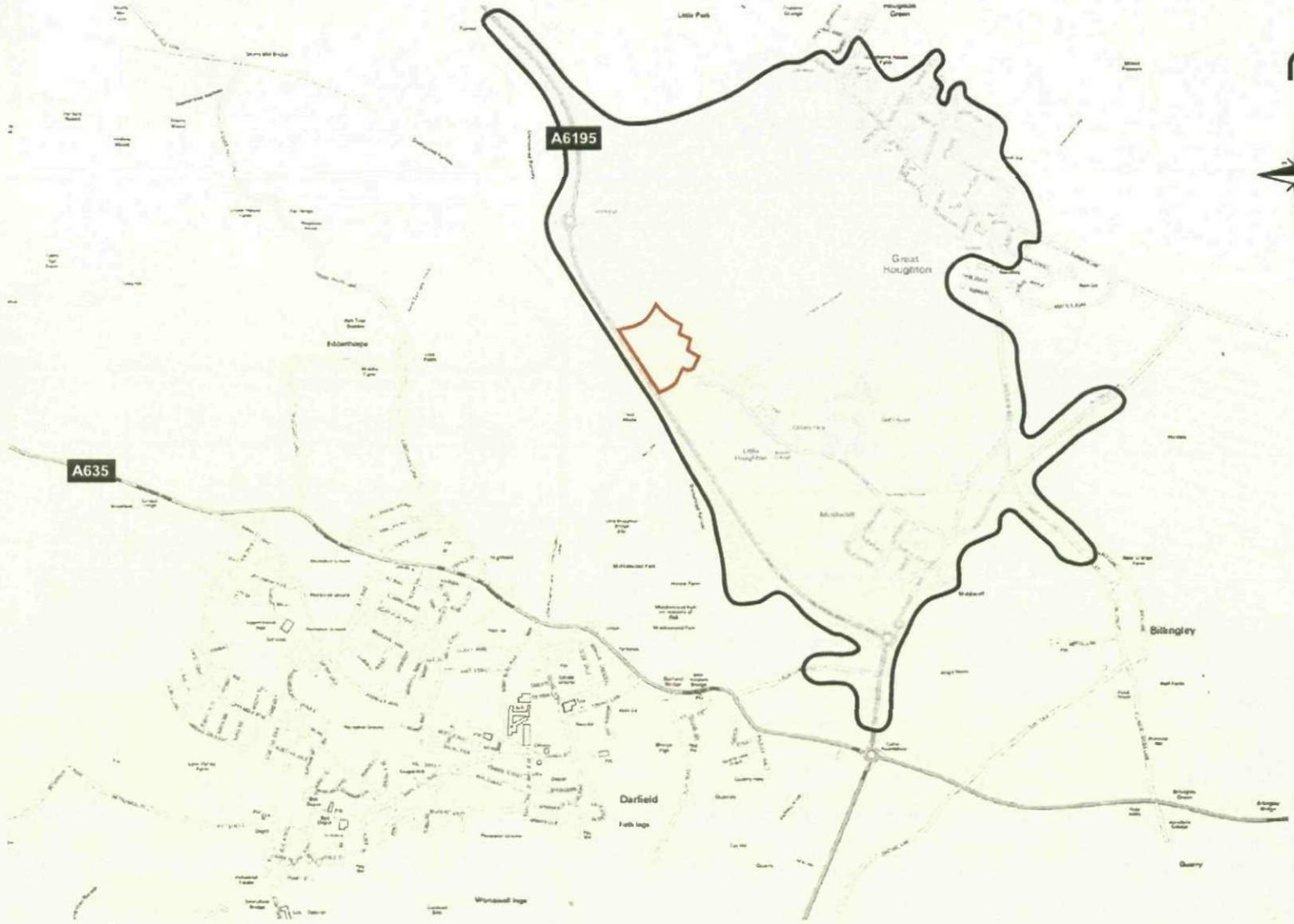
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Figure No:
1

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Drawing ref.

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Project:
Proposed Mixed Use Development, Little Houghton

Title:
2km Pedestrian Isochrone

Date: **07.01.09** Scale: **NTS** Rev: B

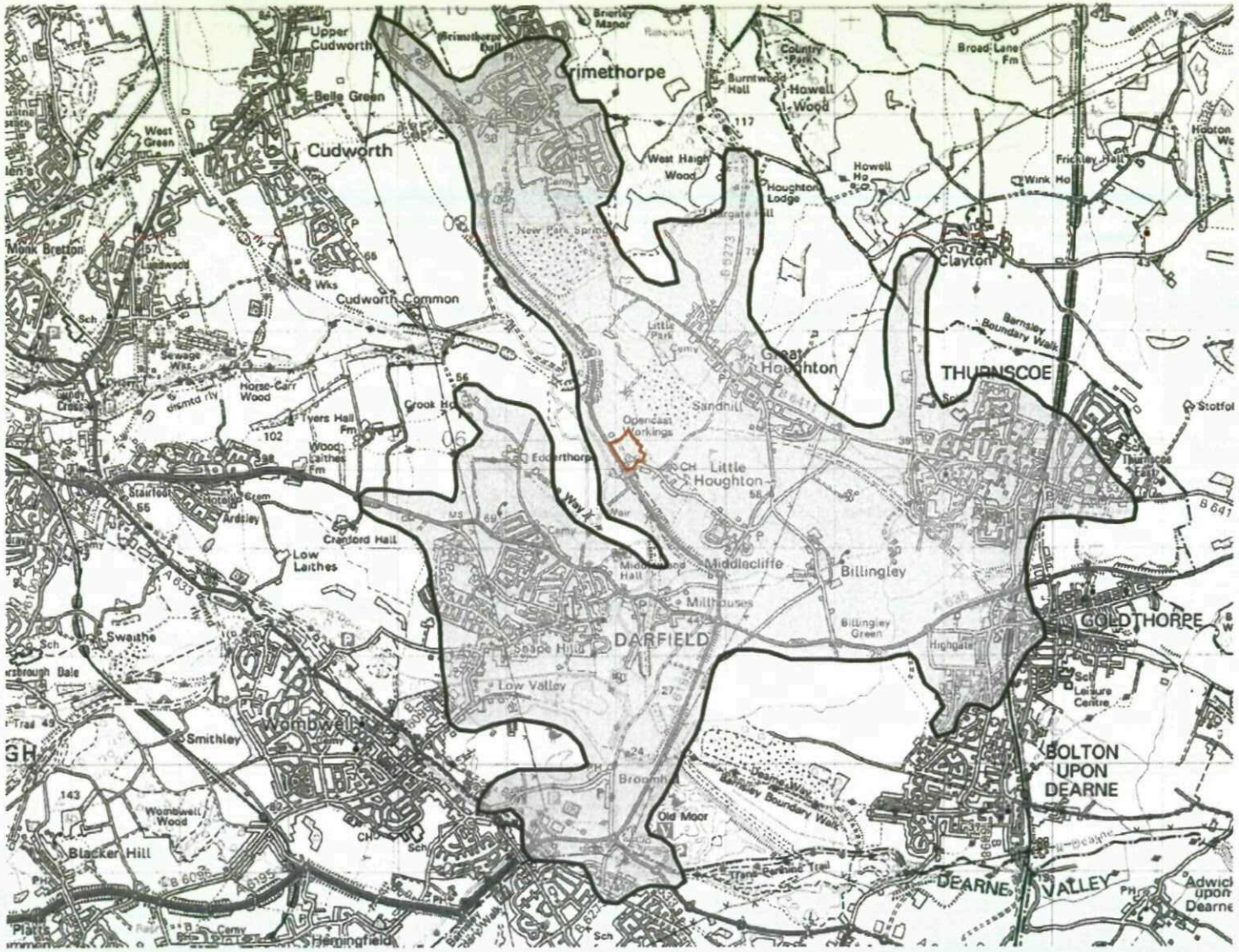
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Figure No:
2

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Project:
Proposed Mixed Use Development, Little Houghton

Title:
5km Cycle Isochrone

Date: 11.12.08 Scale: NTS Rev:

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