



Proposed Lidl Foodstore Sheffield Road, Hoyland

Travel Plan

February 2023

PROPOSED LIDL FOODSTORE
SHEFFIELD ROAD
HOYLAND

LIDL GREAT BRITAIN

TRAVEL PLAN

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1.0 INTRODUCTION

- 1.1 This Travel Plan (TP) forms part of a full planning application submitted by Lidl Great Britain (hereafter known as Lidl). The application seeks planning permission to erect a new Lidl foodstore on land adjacent to Sheffield Road, Hoyland.
- 1.2 The site currently comprises undeveloped land on the outskirts of Hoyland, to the north-east of the A6195 roundabout junction with Sheffield Road. The site is bound to the north by undeveloped land, to the east by Cross Keys Lane, to the south by Sheffield Road, and to the west by the Sheffield Road link of the Birdwell gyratory. Figure 1.1 below shows the location of the site and a plan showing the site is also included at **Appendix TP1**.

Figure 1.1: Site Location



- 1.3 The planning application seeks full permission for the erection of a new foodstore, with a gross internal floor area (gfa) of 1,900m² and a retail floor area (rfa) of 1,267m². The proposals also include a car park with a total provision of 108 parking spaces, comprising of 91 standard spaces, 6 accessible spaces, 9 parent and child spaces and 2 electric vehicle charging (EVC) spaces. 20% of the standard parking

spaces will be provided with infrastructure to allow easy conversion to EV charging spaces in the future.

- 1.4 Access to the proposed Lidl foodstore will be provided from a new priority-controlled T-junction with Cross Keys Lane to the south-east of the site, located some 50 metres to the north of the existing priority-controlled T-junction between Cross Keys Lane / Sheffield Road. Cross Keys Lane will be widened in the vicinity of the access to the Lidl store, as part of the proposals, and the Cross Keys Lane / Sheffield Road T-junction will also be improved via associated widening on the minor arm.
- 1.5 Pedestrian access to the site will be provided alongside the vehicular access and via a footpath link to the south of the site directly onto Sheffield Road. This footpath link is connected to the store through the car park via an internal pedestrian route which includes pedestrian crossings to ensure safe access to the store. Access for cyclists will be provided via the vehicular site access with Cross Keys Lane. The proposed site layout plan is included at **Appendix TP2**.
- 1.6 This TP has been prepared for Lidl, predominantly for staff at the store, but also for customers where applicable. The implementation of this TP will help to make this development an attractive place to work and shop offering realistic and attractive alternatives to the private car for trips to the site.
- 1.7 A Transport Assessment (TA) has been prepared by BGH and should be read alongside this TP. The Transport Assessment demonstrates that the development proposals accord with relevant national and local transport planning policy and that they will not have a significant residual traffic impact on the operation of the local highway network.

Lidl's Commitment to Sustainability

- 1.8 Lidl are one of the UK's largest food retailers and, as such, takes its responsibilities for the environment very seriously. Lidl have a major focus on reducing the carbon footprint of its delivery fleet, aiming to be diesel free by 2030. This will be achieved through the implementation of biogas vehicles that are powered by Lidl's food waste. Helping to reduced carbon emissions associated with the delivery fleet by 90%.
- 1.9 The proposed Hoyland Foodstore will receive deliveries from a biogas powered lorry, one of the first of its kind in the region. Helping to massively reduce the carbon footprint of the store.

1.10 Lidl recognises that through developing an effective TP, travel patterns can be analysed and colleagues directed to more sustainable modes, thereby reducing carbon emissions and local traffic levels, improving air quality, road safety and consequently the health of colleagues.

1.11 An effective TP will promote sustainable methods of transport to both customers and colleagues. The benefits are felt by all parties and range from financial savings through reduced fuel consumption, improved health through active travel modes and greater choice in travel options.

1.12 Lidl are therefore committed to ensuring this TP is prepared and implemented to achieve a real change in travel behaviour, through the measures described in this TP and by providing resources where necessary to ensure they are maintained.

Travel Plan Objectives

1.13 In order to assist Lidl with its commitment to minimising the number and length of car trips associated with the store, and encouraging alternative and more sustainable means of travel, Lidl has identified the following objectives:

- 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 company'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.

1.14 A TP is not a static document; it evolves over time and adapts to reflect new guidance and emerging best practice. As such this TP will be updated by the Travel Plan Coordinator (TPC) to implement revised measures and to incorporate best practice following a review of the findings from the annual travel surveys.

1.15 The site is seeking an 'Excellent' BREEAM rating. It is considered that the application will achieve a number of credits for TRA 01: Transport Assessment and Travel Plan and a number of credits for TRA 02: Sustainable Transport Measures.

1.16 Following this introduction, the TP is set out as follows:

Table 1.1
Travel Plan Report Structure

Section	Title	Description
2.0	Relevant Planning and Transport Policy	This section sets out the relevant national and local policies for the site
3.0	Site Accessibility	This section describes the accessibility of the site in terms of the sustainable modes of transport.
4.0	Travel Plan Coordinator	This section identifies the role of the Travel Plan Coordinator.
5.0	Targets and Monitoring	This section sets out the targets and associated forms of monitoring.
6.0	Travel Plan Measures	This section highlights the package of TP measures and the initial action plan.
7.0	BREEAM Compliance	This section sets out how the site complies with the Tra 01 and Tra 02 categories of BREEAM

2.0 RELEVANT PLANNING AND TRANSPORT POLICY

National Policy

National Planning Policy Framework (NPPF)

- 2.1 The NPPF sets out the Government's planning policies and how they are expected to be applied. At the heart of the NPPF is a presumption in favour of sustainable development (paragraphs 10 and 11).
- 2.2 In relation to transport, the NPPF states that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes (paragraph 105). This can help to reduce congestion and emissions, improve air quality and public health. It is noted that opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this needs to be taken into account.
- 2.3 This TP sets out the sustainable nature of the site in terms of access to and from the surrounding residential areas on foot, by bicycle and those locations further afield which are accessible by public transport.

Planning Practice Guidance: Travel Plans, Transport Assessments and Statements

- 2.4 This guidance was released in March 2014 by the Department for Transport to bring together planning practice guidance for England in an accessible and usable way.
- 2.5 This guidance states that TPs should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be appropriate. TPs should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met.
- 2.6 It goes on to suggest that all TPs should evaluate and consider:
- Benchmark travel data including trip generation databases;
 - Information concerning the nature of the development and the forecast level of trips by all modes of transport likely to be associated with the development;
 - Relevant information about travel habits in the surrounding area;
 - Proposals to reduce the need for travel to and from the development via all modes of transport; and
 - Consideration of public transport services.

Local Policy

South Yorkshire Local Transport Plan 2011 – 2026

- 2.7 The Local Transport Plan (LTP) has a vision towards a “transport system that encourages people to get around their communities and centres under their own steam, by walking and cycling and not needing to get out the car for short trips. This will have health benefits and improve quality of life”. The site proposals and this TP have been prepared to be complementary to this vision.

South Yorkshire Cycling Action Plan 2015 (Sustrans)

- 2.8 Following the Tour de France visiting the region in 2014, there has been an increase in recreational cycling and an increase in the number of people cycling to school and to work.
- 2.9 The Action Plan aims to increase the mode share of cycling to 10% of all journeys by 2025 and to 25% by 2050. This TP therefore recognises the importance of promoting cycling through the provision of cycle storage at the Lidl store as well as promoting measures to encourage cycling as part of the TP implementation.
- 2.10 The plan recognises that through realising the economic potential of cycling, improving health and reducing health inequalities, improving cycle safety and providing leadership and partnership, cycling will increase across the region.

Local Policy

Barnsley Local Plan 2019-2033

- 2.11 Barnsley Metropolitan Borough Council’s (BMBC) Local Plan was adopted in January 2019. With respect to development proposals the Plan objective is :-

“...to create more and better jobs to improve earnings and increase opportunities for local residents...”

- 2.12 BMBC, working with city region partners and other stakeholders, has prepared a Transport Strategy for Barnsley. The strategy seeks to facilitate:-

- Economic growth and strategic connections;
- Inclusion, accessibility and a better quality of life;
- High quality natural environment, local air quality and climate change; and
- Safety, security and health.

- 2.13 There are a number of Local Plan policies which are applicable to this TP, including Policy I1 ‘Infrastructure and Planning Obligations’ and Policy T3 ‘New Development and Sustainable Travel’

Barnsley Transport Strategy 2014 – 2033

- 2.14 BMBC's Transport Strategy was developed to improve transport links and public transport offered within the authority's area.
- 2.15 The four key transport priorities, which the Local Plan supports, are:-
1. *"Promote Economic Growth and Strategic Connections;*
 2. *Promote Inclusion, Accessibility, and Better Quality of Life;*
 3. *Promote High Quality Natural Environment, Local Air Quality and Climate Change; and*
 4. *Promote Safety, Security and Health."*
- 2.16 The report sets out that by 2033 Barnsley will have:-
- *"Enhanced connectivity to the international airports and ports serving the city regions;*
 - *Improved connections between Barnsley, the city regions and other economic centres especially Leeds, Manchester and London;*
 - *A transport system that will meet the needs of businesses to access markets and their supply chains;*
 - *Well connected employment, recreation, social and housing locations;*
 - *Connections to High Speed rail and the regional transport hubs;*
 - *Targeted improvements that enable our road network to perform in the most effective way."*

Barnsley Active Travel Strategy 2019-2033

- 2.17 BMBC have developed an Active Travel Implementation Plan, which will establish a rolling programme of interventions which will help to deliver their actions, and which will align with their stated outcomes.
- 2.18 These interventions will be delivered between 2019 and 2024 and consist of hard and soft measures financed by internal and external sources. In 2024 the Implementation Plan will be refreshed with a new set of interventions proposed covering the period up to 2029. This rolling programme will be set out and agreed via the Active Travel Group and Sustainable Travel in Barnsley board (STIB).
- 2.19 One of their targets is for the numbers travelling to work/study via active travel to increase to over 50% by 2033. (currently 36% - Active Travel Study 2018).
- 2.20 This Strategy will contribute to the following outcomes:

- Improved health and reduced health inequalities by introducing active travel into everyday life;
- Increased economic growth and productivity leading to higher living standards;
- Reduced congestion on the highway network by providing better travel choices;
- Improved Air Quality;
- Safer active travel routes.

2.21 Action 1: Integrate Active Travel into the Planning Process

This Strategy will ensure active travel is prioritised in future planning processes. In addition, it will encourage active travel to be better integrated with other types of transport, e.g. walking to the bus stop or cycling to the train station. This Strategy will link with the BMBC Sustainable Transport SPD to provide a commitment to encourage active travel.

2.22 Action 2: Support Active Travel in the Community.

There is a need to encourage and promote active travel in our community. People need the skills, confidence, correct information and most importantly the motivation to make active travel a preferred choice. Initiatives to support this change include pedestrian and cycle training, road safety campaigns, projects to encourage active travel to schools and employment and promotion and advertisement of available routes.

Summary

2.23 This TP has been prepared in line with national and local policies outlined above and will reflect TP best practice.

3.0 SITE ACCESSIBILITY

- 3.1 National and local transport policies seek to reduce the need to travel and to promote the use of alternative sustainable modes of travel to the private car. In line with this guidance, and in light of the current advice from Central Government to pursue walking and cycling, the facilities available for these sustainable modes within the vicinity of the site have been reviewed and are summarised below.

Application site

- 3.2 The site currently comprises of undeveloped land on the outskirts of Hoyland, to the north-east of the A6195 roundabout junction with Sheffield Road. The site is bound to the north by undeveloped land, to the east by Cross Keys Lane, to the south by Sheffield Road, and to the west by the Sheffield Road link of the adjacent Birdwell gyratory. A location plan of the site is attached at **Appendix TP1**.

- 3.3 Access to the proposed Lidl food store will be provided via a new priority-controlled T-junction with Cross Keys Lane, approximately 50 metres to the north of the Cross Keys Lane junction with A6135 Sheffield Road.

Existing Highway Network

- 3.4 Cross Keys Lane runs in a north to south direction to the east of the site and is a local access road serving a number of residential properties, industrial units and The Keys public house. Cross Keys Lane continues north from the site access for 100 metres before terminating. To the south, Cross Keys Lane meets with Sheffield Road at a priority-controlled junction, with the access to The Rockingham Centre on the opposite side of the road some way to the west. Cross Keys Lane currently has a variable carriageway width, however, is generally in the order of some 5.0 metres along the initial section to the access in front of The Keys public house then narrows down to around 3.6m. It has no footways and is currently not street lit.
- 3.5 Sheffield Road is a local distributor road in Hoyland and runs in a north-west to south-east direction along the southern boundary of the site. To the north-west Sheffield Road continues for some 100 metres before meeting with A6195, Sheffield Road and A6135 Olympus Way at a 4-arm priority-controlled roundabout. This roundabout links to Birdwell Roundabout and Birdwell Gyratory which in turn provide links to Birdwell, A6195 Dearne Valley Parkway, A61 and Junction 36 of the M1. The southern arm of this roundabout provides access to a new Evri distribution warehouse and provides a link road with A6135 Sheffield Road some 1.3 kilometres to the south-east, this link road acts as a bypass for Hoyland. The A6135 Olympus Way link road is understood to have been completed in August 2022.

- 3.6 To the south-east of its junction with Cross Keys Lane, Sheffield Road provides a connection to the residential areas of Hoyland Common and Hoyland. Some 390 metres to the south-east of Cross Keys Lane, Sheffield Road meets with Hoyland Road and Tankersley Lane at a 4-arm traffic signal-controlled junction. Tankersley Lane continues to the south-west and is a cul-de-sac, providing frontage access to a number of residential properties. Hoyland Lane continues to the north-east and provides a route towards the main residential areas of Hoyland. Some 650 metres to the south-east of this junction, Sheffield Road meets with A6135 Olympus Way at a new 3-arm roundabout junction at the eastern extent of the new link road. The A6135 in this direction provides access to neighbouring towns such as Harley, Hood Hill, Chapeltown and Ecclesfield.
- 3.7 Sheffield Road is a single carriageway road with single lanes in either direction. In the vicinity of the site, Sheffield Road has a width of some 7.5 metres. To the north-west of Cross Keys Lane, the footways provide a shared footway / cycleway on both sides with a width of circa 3.0 metres. To the south-east of Cross Keys Lane, the footways on Sheffield Road are of variable width. Sheffield Road is subject to a 30mph speed limit, is street lit and is predominantly subject to double yellow line parking restrictions in the vicinity of the site.

Walking

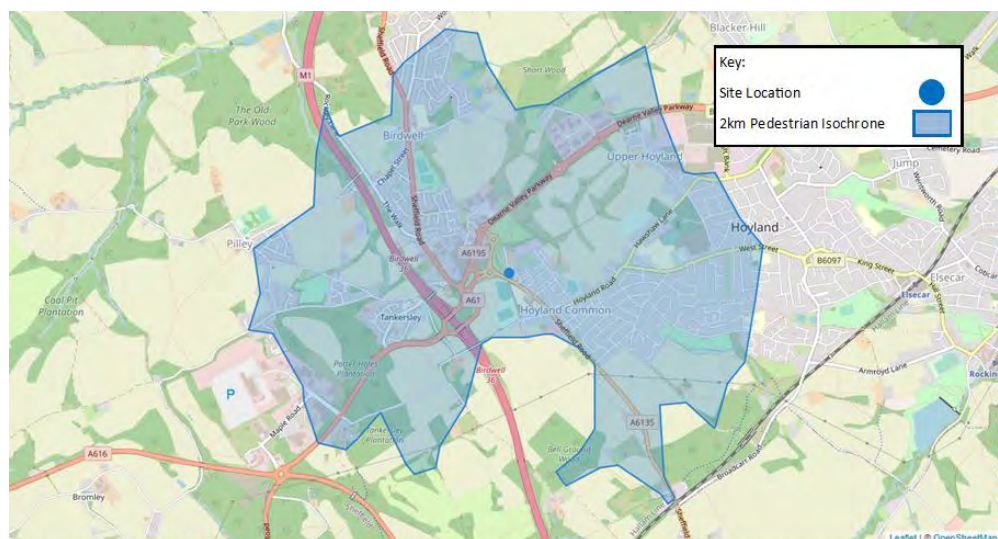
- 3.8 With regard to pedestrian provision at new developments, guidance is set out within the CIHT document 'Planning for Walking' (March 2015) and describes how approximately 80% of all journeys, shorter than 1 mile (1.6 kilometres), are made wholly on foot. If destinations are within a convenient walking distance, people are more likely to walk if it is safe, comfortable, and the surrounding environment is attractive. Walking is also regarded as an essential part of public transport travel, as bus stops are usually accessed on foot.
- 3.9 Further guidance is also detailed within the earlier CIHT Publication "Guidelines for Providing for Journeys on Foot" (2000) which sets out the suggested acceptable walking distances for pedestrians without any mobility impairment. The recommended desirable, acceptable and preferred maximum walking distances for commuting/school and other journeys, such as retail/shopping, are shown in Table 3.1.

Table 3.1 - Recommended Walking Distances

	Trip Purpose	
	Commuting/School	Other Journeys (Retail/Shopping)
Desirable	500 metres	400 metres
Acceptable	1,000 metres	800 metres
Preferred Maximum	2,000 metres	1,200 metres

3.10 As can be seen above, the preferred maximum walking distance for ‘other journeys’ is 1,200 metres (1.2 kilometres); whilst for commuting the preferred maximum walking distance is 2,000 metres (2 kilometres). A 2-kilometre pedestrian isochrone is illustrated in Figure 3.1 (prepared using Iso4app) and is provided at **Appendix TP3**.

Figure 3.1: 2 kilometre Pedestrian Isochrone



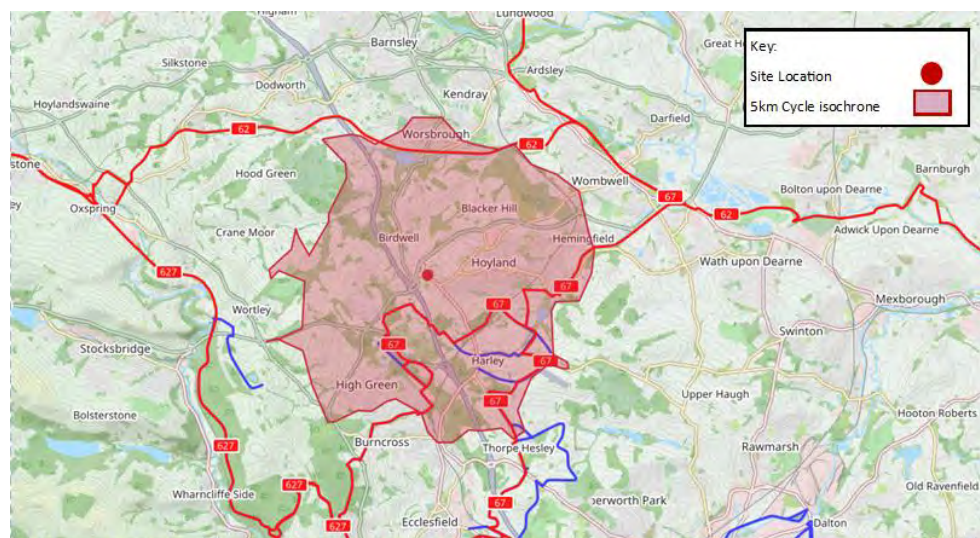
3.11 As can be seen in the isochrone provided above, there are a large number of surrounding residential areas within the preferred maximum walking distance for future staff commuting to the development site (with many of these areas also located within the preferred maximum walking distance for residents walking to the site to shop). These include Hoyland Common, Tankersley, South Birdwell, and the west of Hoyland.

- 3.12 Footways will be provided alongside the proposed vehicular access with Cross Keys Lane, and along the western side of Cross Keys Lane to the south up to the junction with Sheffield Road. Footpath links will also be provided directly to the south of the site onto Sheffield Road and directly to the west on to the Sheffield Road arm of the Birdwell gyratory.
- 3.13 The proposed development is easily accessed by pedestrians via the existing network of footways on both sides of Sheffield Road and through the footway network that exists through the Birdwell roundabout and gyratory to the west. The existing footways provide a direct link to Hoyland Common and Hoyland to the south-east, and footways are provided throughout the gyratory to the north-west in order to provide a pedestrian route to Birdwell. The roundabout junction to the west benefits from dropped kerbs, tactile paving and pedestrian refuge islands, whilst the Birdwell roundabout further to the west benefits from traffic signal-controlled 'toucan' crossings.

Cycling

- 3.14 It is generally accepted that cycling is an ideal mode of transport for journeys under 8 kilometres (5 miles). Good practice guidance also suggests that cycling has clear potential to substitute for short car trips, particularly those under 5 kilometres, and has the potential to form part of a longer journey by public transport.
- 3.15 A 5-kilometre cycling isochrone is illustrated in Figure 3.2 below (prepared using Iso4App) and is provided at **Appendix TP4**.

Figure 3.2: 5 kilometre Cycle Catchment



- 3.16 Figure 3.2 shows that there is a large residential area within a 5-kilometre cycling distance of the site, including the areas of Hoyland, Birdwell, High Green, Harley, Blacker Hill and Elsecar. These areas combined provide a significant residential catchment area within a reasonable cycling distance of the site, from where future staff and customers can reasonably be expected to cycle to the store. Elsecar Rail Station is located some 3.2 kilometres to the east of the site within Hoyland and is within a convenient cycling distance of the site.
- 3.17 There are shared footways / cycleways on Sheffield Road to the north-west of the site, providing part of an off-road route through the Birdwell gyratory in this direction. Towards Hoyland to the south-east, cyclists would be required to cycle along the highway. The roads in the vicinity of Hoyland are all subject to a maximum speed limit of 30mph and are considered appropriate to accommodate cyclists.
- 3.18 Figure 3.2 shows that national cycling route (NCR) 67 is well within cycling distance of the store. NCR 67 is an official Sustrans National Route that runs from Long Whatton to Northallerton, the total route is some 200 kilometres in length. The route is accessible by cycling south-east from the site along Sheffield Road for some 400 metres until coming to the crossroads with the Tankersley Lane. Cyclists would then turn south-west along Tankersley Lane for 950 metres before reaching this route.

Public Transport

Bus

- 3.19 With regard to public transport provision at new development, the CIHT publication 'Buses in Urban Developments' (January 2018) recommends that sites be designed to enable access to public transport services and ensure that these are located within reasonable walking distances, as shown in Table 3.2. The guidance also notes that these standard distances should not be applied uniformly without regard to the specific characteristics of the particular location or route.

**Table 3.2 - CIHT Recommended Walking Distance for
Bus Stops**

Trip Purpose	Maximum Walking Distance
Core bus corridors with two or more high-frequency services	500 metres
Single high-frequency routes (every 12 minutes or better)	400 metres
Less frequent routes	300 metres
Town / city centres	250 metres

- 3.20 The nearest bus stop to the site is located on Sheffield Road, approximately 50 metres to the south-east of the junction with Cross Keys Lane. This bus stop is on the eastern side of the carriageway and can be reached by heading south-east along Sheffield Road. This stop benefits from a flag, pole and timetable information. A bus stop is in place on Sheffield Road a further 80 metres to the south-east for journeys in the opposite direction. This stop also benefits from a flag, pole and timetable information. A summary of the services available from these bus stops is provided in Table 3.3 below.

Table 3.3 - Available Bus Services

Route Number	Operator	Route Description	Frequency			
			Weekday	Weekday Evening	Saturday	Sunday
2, 2a	Stagecoach Yorkshire	Barnsley, Birdwell, Hoyland Common, Chapeltown, Ecclesfield, Pitsmoor, Sheffield Centre	30 mins	60 mins	60 mins	60 mins
66	Stagecoach Yorkshire	Barnsley, Birdwell, Hoyland Common, Hoyland, Elscar	30 mins	60 mins	30 mins	60 mins
67, 67a	Stagecoach Yorkshire	Barnsley, Worsbrough, Hoyland Common, Hoyland, Wombwell	30 mins	60 mins	30 mins	60 mins
72	Stagecoach Yorkshire	Chapeltown, Burncross, Tankersley, Hoyland Common, Hemmingfield, Cortonwood, Wath Bus Station	60 mins	No services past 17:27	60 mins	No services

- 3.21 As can be seen from the table above, the bus stops in the immediate vicinity of the site provide a number of regular services to a wide range of local areas including Sheffield city centre, Barnsley, Chapeltown, Wombwell, Wath and Hoyland. This provides a good opportunity for future staff and customers visiting the store to travel by bus.

Rail

- 3.22 Elsecar railway station is located approximately 3.2 kilometres to the east of the site. This is a reasonable distance for a combined rail / cycle journey. Bus service No. 66 also provides a direct link to Elsecar railway station, providing further opportunities for combined rail / bus journeys to the site.
- 3.23 Elsecar railway station provides regular services to Leeds, Sheffield, Huddersfield, Barnsley, Wakefield, Darton, Castleford, Meadowhall, Wombwell and Dodworth. Trains to Sheffield currently operate at approximately 1 train every 30 minutes, and every 60 minutes to Leeds and Huddersfield.

Public Transport Accessibility Index

- 3.24 As a measure of the general accessibility of the site by public transport, the existing Accessibility Index (AI) for the site has been calculated using the BREEAM 2018 Accessibility Index Calculator. This calculation takes into account the distance to the nearest public transport nodes, which are the bus stops on Sheffield Road and Elsecar Railway Station. Along with the average number of services available to these stops per hour during the main operational hours of the site (07:00 – 19:00).
- 3.25 Using the walk distance and frequency of services an Access Index (AI) score is calculated for each public transport service in the vicinity of the site. The accessibility index rating of the site is calculated to be 4.52. Whilst this represents a low level of public transport accessibility, with appropriate knowledge of the service timetables and routes bus travel will be appropriate for future employees.

Summary

- 3.26 The development is considered to be well located to encourage journeys by all modes of sustainable transport. The proposed site is within a convenient walking and cycling distance of a significant built-up area of Hoyland Common, Hoyland and Birdwell, providing a real opportunity for future staff and customers living in this area to walk or cycle to the store. Existing bus stops on Sheffield Road are conveniently located very close to the site to provide a very good opportunity for travel to and from the site by bus, for any staff or customers travelling from further afield. Elsecar railway station is also conveniently placed to promote combined trips

by cycle or bus for future staff, and provides regular services for those wishing to do so.

4.0 TRAVEL PLAN COORDINATOR

- 4.1 Lidl will designate a Travel Plan Coordinator (TPC) for the store. The TPC will initiate contact with BMBC within three months of approval of the application. Given, the size of the store and the anticipated number of staff, a full time TPC is not considered to be a requirement. However, it is recognised that at the commencement of TP delivery there is likely to be an increased demand for the TPCs time. As such, the TPC will be given sufficient time to complete the duties required of them at each stage of TP implementation. The TPC will work proactively with senior management at the store to maximise the potential for the TP to minimise the reliance on the private car, particularly amongst staff.
- 4.2 The TPC will work in partnership with BMBC and use the resources available to ensure that the TP is effective as it can be. If the TPC changes, BMBC will be provided with the updated contact details.
- 4.3 The TPC is responsible for the management, implementation and monitoring of this TP. Key responsibilities of the role are summarised below:
- To promote and guide the development of the TP;
 - To ensure partnership working between the developer, the managers, the staff at the store and BMBC;
 - To ensure that the TP, and records relating to it, are kept up to date and accurate;
 - To undertake annual surveys in a timely manner, for a period of 5 years;
 - To update the TP as and when necessary, implementing new TP measures and best practice where appropriate; and
 - Providing an outline of the features and benefits of the TP to all new staff, delivered as part of the induction.
- 4.4 Lidl are fully supportive of encouraging their staff and customers to consider the way they travel, having demonstrated their commitment to travel planning through the preparation and development of this TP. They will support the TPC in the implementation, maintenance and monitoring of this TP in store. The TPC will work proactively with senior management to maximise the potential for the TP to reduce the reliance on the private car amongst staff and customers.

5.0 TARGETS AND OBJECTIVES

- 5.1 One of the major indicators by which the success of the TP will be measured is through the delivery of a modal shift towards the sustainable modes of transport. Baseline modal split proportions will first be identified before realistic targets can be set and used to measure any shift in travel patterns.
- 5.2 The baseline modal split proportions will be identified following the first staff travel survey. Staff surveys will ideally be undertaken within three months of store opening and then annually for a period of 5 years.
- 5.3 Modal split targets will be established within one month of survey completion and agreed with BMBC via a monitoring report. It is standard practice to aim for a 10% reduction in staff travelling to work through single occupancy vehicle journeys over a 5-year period with a subsequent increase in the use of sustainable modes.
- 5.4 When annual surveys are undertaken, progress towards modal shift targets will be measured and an increase in using sustainable modes of travel will be reviewed and compared to the baseline modal split data. The TPC will aim to achieve at least a 50% response rate, with the survey period ending once BMBC have approved the response rate. Feedback from staff can also be captured by their awareness, understanding and engagement with the TP.
- 5.5 In the absence of any existing baseline survey data, the presumed modal split for the store has been derived from National Statistics Census 2011 data for Method of Travel to Work – Daytime population, for the Middle Super Output Area (MSOA) of Barnsley 028, which includes the site. This provides a percentage breakdown by different modes of transport used to travel to/from work by people employed inside this area. These percentages can then be applied to the site to establish baseline figures.

Table 5.1
National Statistics Census 2011 Ward Data – Barnsley 028 MSOA
Method of Journey to Work

Modal Split	Percentage Split
Train	0%
Bus, Minibus or Coach	6%
Powered Two-Wheelers	1%
Driving a Car/Van	76%
Passenger in a Car/Van	7%
Taxi	1%
Bicycle	1%
On Foot	8%
Total	100%

- 5.6 The above table demonstrates the likely mode split for staff travelling to work at the store. The results show that the majority (83%) of people within the MSOA travel to work by car (76% as a driver and 7% as a passenger), 8% of people within this MSOA travel to work on foot and 6% travel by bus.
- 5.7 Initial modal split targets have been based on census data for Barnsley 028. These targets will be refined and agreed with BMBC on collection of baseline travel surveys.

Table 5.2
National Statistics Census 2011 Ward Data – Barnsley 028 MSOA
Method of Journey to Work, Initial Modal Split Targets

Modal Split	Percentage Split	Target Modal Split
Train	0%	1% (+1)
Bus, Minibus or Coach	6%	8% (+2)
Powered Two-Wheelers	1%	1%
Driving a Car/Van	76%	68% (-8)
Passenger in a Car/Van	7%	9% (+2)
Taxi	1%	1%
Bicycle	1%	2% (+1)
On Foot	8%	10% +(2)
Total	100%	100%

5.8 The initial modal split targets have been based on a 10% reduction in those driving a car/van. Table 5.2 shows a reduction from 76% to 68%. Targets for travel by walking, bicycle, bus, car share and rail have therefore been increased to reflect these changes, these figures represent significant percentage increases in use of sustainable modes.

Objectives

5.9 In addition to the modal split targets, the objectives of this TP will be actively pursued as the TP is implemented, as detailed below:

- 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 company'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.

5.10 This TP will initially seek to achieve these targets through measures described in Chapter 6. The main indicator of progress towards the targets will be the results of the travel surveys, along with other indicators such as participation in travel events promoted by the TPC. The targets will be agreed with BMBC following the baseline surveys and adjusted accordingly.

6.0 TRAVEL PLAN MEASURES

- 6.1 It is acknowledged that no single measure will meet the needs of all staff or customers, as such a package of measures has been prepared so that staff can pick and choose the most appropriate measures for their circumstances. Given the location of the site within large surrounding residential areas, the measures outlined below focus initially on promoting access to these surrounding residential areas.
- 6.2 The uptake of any measures will be monitored and reviewed to ensure that they remain appropriate. The measures should not be considered fixed, nor are they an exhaustive list. Measures will be adapted to reflect national and local initiatives, guidance and best practice.

Measure 1 **Site Design**

Lockers will be provided for staff in store. This will offer staff an area to store any equipment/clothing used for travel and is likely to overcome any barriers in terms of encouraging walking and cycling to work.

The site will benefit from cycle parking in the form of 5 Sheffield Stands. This will provide staff and customers with a convenient location to secure their bicycle during their shift or visit to the store.

Two electric vehicle charging points are also to be provided in the store car park, allowing staff and customers the opportunity to charge their vehicles while at work or shopping. 20% of the standard parking spaces will be provided with infrastructure to allow easy conversion to EV charging spaces in the future.

Pedestrian routes throughout the site will be well lit, signed and marked with crossing facilities provided as appropriate to provide good pedestrian permeability. This further encourages staff and customers to travel to the store; on foot, by bike and by using public transport.

To ensure the facilities provided by Lidl as part of the store's construction are both well used and regularly maintained an on-site audit will take place by the TPC.

Measure 2 **Sustainable Travel Board**

All staff will be provided with sustainable travel information. This will be provided in the form of dedicated notice boards located in a prominent location in staff areas, or a travel folder accessible to staff. Information on the following will be provided as a minimum:

- Latest government advice regards walking, cycling and use of public transport;
- Walking and cycle routes within the vicinity of the site;
- Details of local cycling groups;
- Associated health, wellbeing and financial benefits of adopting active modes of travel;
- Promotion of local Car Share scheme- <https://liftshare.com/uk>
- Bus timetables (which will be reviewed regularly to ensure that they are up to date, especially over holiday periods);
- Links to websites and apps which allow users to get regular travel updates in real time; and
- National and local sustainable travel initiatives such as Bike Week/Walk to Work Week/National Liftshare Week

The TPC will ensure that the information is kept up to date and will work with BMBC to access the most appropriate information and timetables and ensure that any local campaigns are well advertised internally at the store.

Measure 3 **Advice on personal safety**

Walking is an important mode of sustainable travel not only as a discrete journey, but it is critical as part of other journeys by public transport, it is expected many of the staff walk for at least part of their daily journeys. Providing advice on personal safety could help relieve safety concerns for staff choosing to walk to the site as part of their journey. Details of this will be provided on the travel board. If staff do have safety concerns, they can be discussed with the TPC.

Measure 4 **Participate in National and Local events**

A range of initiatives promoting national and local sustainable travel which the store could take part in such as; South Yorkshire Cycling Plan, Bike Week/Walk to Work Week/National Liftshare Week are available. Staff at the Lidl store will

also be encouraged to use a Cycle to Work scheme, offering staff financial support in buying a bike and accessories. The TPC will source materials from organisers to promote these schemes to staff.

Measure 5
Liaising with External Bodies

The TPC will take responsibility for liaising with external bodies including BMBC and public transport operators to investigate the potential for improvements to facilities and services and to ensure that issues raised by staff and customers are relayed back to those concerned.

Measure 6
Discounted Public Transport Tickets

Many bus/rail companies offer monthly or annual tickets at a discounted price (as compared with daily tickets). The TPC will investigate the potential for discounted public transport tickets/passes and season ticket loan agreements such as the Flexi 5 offered by Stagecoach South Yorkshire.

Measure 7
Staff Induction

All new staff members will be given personalised sustainable travel information and made aware of the TP as part of their induction. This should include an outline of the TP and its main features and contact details for the TPC.

Measure 8
Sustainable Travel Assistant

A 'Sustainable Travel Assistant' will be identified within the store. The Assistant and TPC will convene bi-monthly and communicate regularly to ensure the TP is implemented to maximum effect.

Measure 9
Encouraging Car Sharing

Car sharing is an effective way to reduce the number of single occupancy trips made by staff. The identification of staff with similar work and travel patterns is an essential element for a successful car-sharing scheme.

However, given the number of staff at the store at any one time, it is likely that informal car share matches will be made within the store where appropriate, rather than more formal ones with other companies (for example). Informal car

share arrangements will be encouraged in store by sharing information on the benefits of car sharing as well as a sign-up sheet.

Consideration will be given to staff wishing to car share when shift patterns are arranged. If possible, shift patterns will be adjusted to allow members of staff to work the same shifts as others who wish to car share. There are three main shift starting times for staff at the store: 6:00, 12:00 and 16:00.

Measure 10
Guaranteed Ride Home

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 Store Manager to ensure that no abuse of the system occurs.

Measure 11
Taxi phone for customer use

A free taxi phone is available in the Lidl store for customers, this is particularly useful for those customers who have travelled to the store on foot but having completed their shopping would rather travel home by taxi.

- 6.3 An initial action plan has been prepared to guide the implementation of this TP, as shown in Table 6.1. The action plan summarises the TP measures, identifies the associated timescales for implementation and identifies the person responsible for undertaking the action.

Table 6.1 Initial Action Plan

Action	Date	Progress / Responsibility
Appoint TPC	Within three months of approval of the TP	Lidl
Prepare on site audit	As the Travel Plan is implemented	TPC
Liaise with BMBC regarding bus, train posters, leaflets and timetable information	As the Travel Plan is implemented	TPC
Prepare bespoke Travel Board or Travel Folder	As the Travel Plan is implemented	TPC
Prepare staff induction pack	As the Travel Plan is implemented	TPC and Lidl
Provide advice on Personal Safety	As the Travel Plan is implemented	TPC
Identify and work collaboratively with the Sustainable Travel Assistant	As the Travel Plan is implemented	TPC and Lidl
Prepare survey in line with BMBC guidance	Prior to undertaking travel surveys	TPC
Carry out Travel Surveys	Annually for a period of 5 years (once it is considered that 'normal' travel patterns have resumed)	TPC
Review TP and Action Plan in conjunction with BMBC	Following each travel survey	TPC and BMBC

7.0 BREEAM COMPLIANCE

- 7.1 The proposed development has been assessed against TRA 01 and TRA 02 Sustainable Transport Measures within BREEAM New Construction 2018 (UK).

TRA 01 Transport Assessment and Travel Plan

- 7.2 The aim of TRA 01 is to reward the awareness of existing local transport and identify improvements to make it more sustainable. To comply with TRA 01 and achieve the two credits available, the following values must be met:

- Promote the development of an initial transport assessment for the site;
- Promote the implementation of travel solutions that are relevant to the challenges and opportunities of a specific site;
- Raise awareness, understanding and accessibility of travel options, and local amenities, allowing for affordable access to services;
- Encourage more sustainable transport and movement of people and goods, to and around the site;
- Encourage designers to account for the travel needs of future occupants, thereby allowing for better management in operation;
- Reduce congestion and improve safety on the site and local roads; and
- Increase attractiveness of the site to potential users.

- 7.3 These values have been addressed within the accompanying TA prepared for the development.

TRA 02 Sustainable Transport Measures

- 7.4 The aim of TRA 02 is to maximise the potential for local public and active transport through provision of sustainable transport measures appropriate to the site.

- 7.5 The site is also in a sustainable location, as demonstrated in Section 3 and also by Table 7.1 which is taken from Table 7.1 of the BREAAM amenities criteria. The site would be categorised as a 'retail' building and as such the following amenities are applicable and within a 500-metre proximity.

Table 7.1
Facilities within a 500m Walking Distance of the Site

Facilities	
The Keys PH (1)	35 Metres
The Rockingham Centre (2)	80 Metres
Mace Convenience Store (3)	115 metres
ATM (Mace Convenience Store) (4)	115 metres
Postal Facility (Mace Convenience Store) (5)	115 metres
Bus Stop – Sheffield Road Eastbound (6)	90 Metres
Bus Stop – Sheffield Road Westbound (7)	170 Metres
Hoyland Common Primary School (8)	200 Metres
Well Pharmacy (9)	490 Metres
Takeaways, Restaurants and Convenience Stores in the vicinity of Sheffield Road (10)	250 – 500 Metres
Starbucks Coffee (11)	440 Metres

7.6 Table 7.1 demonstrates that the site is in close proximity to a multitude of amenities, and as such would be eligible for 1 BREEAM credit as there are more than 3 amenities within 500 metres of the site.

Public Transport Accessibility Index

7.7 As a measure of the general accessibility of the site by public transport, the existing Accessibility Index (AI) for the site has been calculated using the BREEAM 2018 Accessibility Index Calculator. This calculation takes into account the distance to the nearest public transport nodes, which are the bus stops on Sheffield Road and Elsecar Railway Station. Along with the average number of services available to these stops per hour during the main operational hours of the site (07:00 – 19:00).

- 7.8 Using the walk distance and frequency of services an Access Index (AI) score is calculated for each public transport service in the vicinity of the site. The accessibility index rating of the site is calculated to be 4.52. Whilst this represents a low level of public transport accessibility, with appropriate knowledge of the service timetables and routes bus travel will be appropriate for future employees.

BREEAM Credit Score

- 7.9 Based on the above, the total number of sustainable transport measure points achieved from the development is 11. These are achieved through the following measures which are cycle parking, updated public transport information and a sustainable travel board. These points are then awarded based on the existing Accessible Index (AI) of the site. Table 7.2 summarises the assessment criteria by which points have been achieved.

Table 7.2: Anticipated BREEAM Points Based on TRA 02

Assessment Option	Action	Number of Points
2	Liaise with local bus operators to explore methods to increase bus use, if unsuccessful upgrades to local bus stops will be explored.	2 / 3 points
3	Provision of site specific travel board which includes up to date information on local travel options	1 point
5	Set up a car sharing group or facility to facilitate and encourage building users to car share.	1 point
6	Liaise with BMBC to discuss potential improvements to the footway / cycleway network in the vicinity of the site.	1 point
7	Provision of cycle parking in line with minimum cycle parking requirements as requested by BMBC	1 point
8	Provision of cycle facilities for staff	1 point
9	At least three existing accessible amenities are present	1 point
10	. Ensure a minimum of one new accessible amenity, in accordance with Table 7.6, for the relevant Building Group, is provided.	2 points

- 7.10 Furthermore, the assessment criteria 3, 4 and 5 of the TRA 01 section are addressed by the preparation of this Travel Plan, specifically by providing a long-term management strategy to encourage sustainable travel, including details of the measures to be implemented prior to, during and after the completion of construction at the site, which are specified within the guidance.

APPENDIX TP 1



Rev:	Date:	Amendment:	DRN	CHK	APR
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Title: SITE LOCATION PLAN

Client: LIDL GREAT BRITAIN

Scale: NC

Size: A4 - 297 x 210

Project: HOYLAND

Drawn: KP

Chkd: -

Appvd: -

Drawing No: 20/369/LOC/002

Revision: -

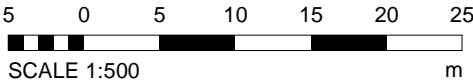
Job No: 20-369

Date: 31/01/2022

APPENDIX TP 2

This is a colour drawing. In order to ensure any subsequent reproduction is viewed correctly it should be printed in full colour.

PARKING SCHEDULE	
LIDL ACCESSIBLE SPACES	6
LIDL EVC SPACES	2
LIDL PARENT & TODDLER SPACES	9
LIDL STANDARD SPACES	91
GRAND TOTAL	108

 RETAINING WALL

Status

PLANNING

SMALLEY MARSEY RISPIN

Floor 2 The Exchange Station Parade Harrogate HG1 1TS
01423 707 757 admin@smrarchitects.co.uk

Project

HOYLAND, CROSS KEYS LANE

Client



Drawing Title

PROPOSED SITE PLAN.

SMR Job Ref	Sheet	Scale	Drawn
7579-00-2003	A2	NOTED	BC/MN

LANDSCAPE BUFFER; REFER TO
LANDSCAPE DRAWINGS FOR DETAILS

**PROPOSED
LIDL BBS
ECO 2021**

CROSS KEYS LANE

PROPOSED LOCATION OF LIDL FLAGPOLE

PROPOSED PEDESTRIAN ACCESS 1:3 MAX
EMBANKMENT REQUIRED TO EITHER SIDE.

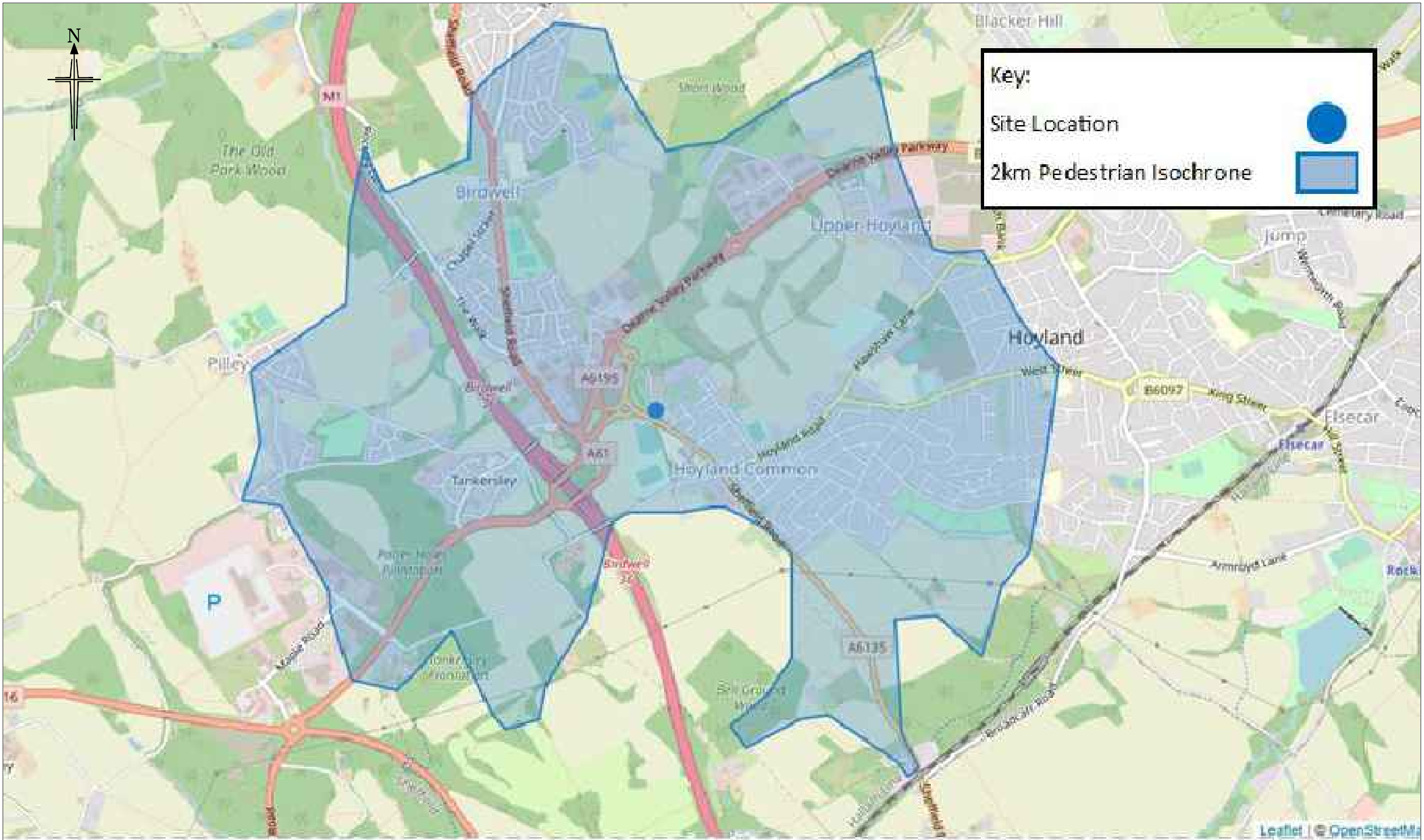
PROPOSED RETAINING WALL

LAYOUT SUBJECT TO TRACKING
BY HIGHWAY ENGINEERS

EXISTING JUNCTION RETAINED.
IMPROVEMENT WORKS &
DETAILED DESIGN BY HIGHWAY
ENGINEERS/OTHERS

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APPENDIX TP 3



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Title: 2KM PEDESTRIAN ISOCHRONE

Status: FOR INFORMATION

Scale: N.T.S.
Size: A3 - 420 x 297

Drawn: AH Chkd: GH Appvd: NC

Rev:	Date:	Amendment:	DRN	CHK	APR
Client: LIDL GREAT BRITAIN					
Project: SHEFFIELD ROAD, HOYLAND					
Drawing No: 20/369/TR/002		Revision: -			
Job No: 20-369		Date: 22/12/2021			

APPENDIX TP 4

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