PROPOSED JOINT SERVICES CENTRE

SOUTHGATE / MILTON ROAD

HOYLAND

INTERIM TRAVEL PLAN

JULY 2009

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1.0 Introduction

1.1 The proposals for Hoyland Joint Services Centre (JSC) are intended to combine a variety of services provided by Barnsley PCT and Barnsley MBC to provide a single point of access for the general public. It is proposed to house three existing GP Practices (Dr Bhartia, Dr Walker and Dr Wood) plus podiatry, community medical officer, district nurses, family planning, health visitors, mental health, substance misuse, speech therapy, dietetics, school health, CAMHS, diabetics and continence services. In addition to this pharmacy and library services will also be available via services provided by Barnsley MBC.

1.2 This development is part of a joint Barnsley MBC and NHS initiative to improve and increase primary care and public facilities in the Barnsley region and is one of four sites in the third phase of the 25 year 'NHS LIFT' scheme programme.

1.3 The Travel Plan is a commitment designed to encourage employees and visitors to minimise use of the private car and to provide realistic alternatives to travel by car in favour of public transport walking, cycling or other non-motorised forms of travel leading to less environmental impact and greater sustainability. It should be read in conjunction with the Transport Statement.

2.0 Background, Objectives, Benefits

2.1 Background

2.1.1 The proposed Hoyland Joint Services Centre is to be located on land which currently forms part of Hoyland Town Centres currently occupied by a public house and a retail factory outlet..

2.1.2 The proposed development will provide a total building area 2891m^2 and a total of 44 car parking spaces for staff and visitors.

2.1.3 Barnsley MBC and Barnsley PCT will operate from the proposed JSC.

2.2 Objectives

2.2.1 The purpose of this Travel Framework is to assist in achieving the following aims. It aims to address three types of people movement – staff commuting and other trips, travel by patients and travel by visitors.

- Minimise the level of travel by reducing the numbers of cars requiring access to the site.
- Reducing any limited potential for increased congestion on the surrounding residential roads in the vicinity.
- To raise awareness of environmental issues especially those that involve transport matters in the workforce, residents and visitors.
- To provide employees and visitors with convenient, safe and viable alternatives to the car in order to travel to the site that minimise the environmental impact on residents, users and other stakeholders within the vicinity and surrounding residential areas.
- To regularly monitor the means of travel used by employees and visitors and seek to encourage transfer to the most sustainable modes.

2.2.2 The Travel Plan will be reviewed and rolled forward on a regular basis. The aim and objectives of the plan may also be subject to review and may well evolve and be updated as required.

2.3 Benefits

2.3.1 As a Health Care Trust the Barnsley PCT is central to the strategy for ensuring the continued and improved health of its employees and patients. They are fully committed to the implementation of the Travel Plan.

2.3.2 As an organisation Barnsley MBC are also committed to promoting alternative modes of transport through existing policies within their Local Transport Plan.

The benefits to be realised are:-

- An awareness of the different modes of travel
- Information dissemination of their availability
- Healthier lifestyles from exercising by walking or cycling
- Less congestion on roads in the vicinity
- Reduced pollution
- Potentially reduced accidents and increased safety

3.0 Implementation – Staff & Patient

3.1 Implementation

3.1.1 For each organisation it is envisaged that an employee, hereafter referred to as the Travel Plan Co-ordinator (TPC), will be appointed to co-ordinate the Travel Plan and their role is:-

- Overall responsibility for the Travel Plan
- To lead the process of developing targets, implementation and review
- To obtain and maintain commitment and support for the measures contained in the Plan
- To liaise with the Local Authority and Public Transport Operators
- To ensure travel information is readily available to staff and visitors
- To ensure new employees are made aware of alternative travel opportunities
- Set up and maintain a database of staff and patient travel patterns and car sharing
- Monitoring of the Travel Plan and setting realistic targets
- To liaise with other Travel Plan Co-ordinators (TPCs) in the area, contribute to a combined database and pool resources
- To design and implement effective marketing/awareness campaigns and to present a business case to secure budgets for existing and future Travel Plan developments.

3.1.2 The appointed TPC's will meet with officers of Barnsley Metropolitan Borough Council for an annual review and prepare annual progress reports for these reviews.

3.2 Staff

3.2.1 All staff will complete travel questionnaires and be provided with Travel Plan information packs upon commencement of their employment. The results of the questionnaires will be entered onto the database to assist target setting. Staff leaving employment will be removed from the database. All data will be treated with confidentiality.

3.2.2 Using the results of the surveys, the TPC's will seek to address the real and perceived barriers to the adoption of sustainable transport choices among employees including by encouraging staff to seek offers and benefits available from the following sources:-

- Transport Energy Powershift Initiative — www.est.org.uk/aboutest/what/evaluation
- Halfords Discount Staff Incentives — www.halfordsb2b.com/bikes4work-schemes.asp
- Inland Revenue Green Travel Benefits — www.hmrc.gov.uk

3.3 Patients

3.3.1 The TPC's will initiate a Liaison Group (LG) that will enable users of the JSC to express their views on actions and schemes to support the aims and targets of the Travel Plan.

3.3.2 This group will also discuss appropriate measures to inform visitors to the JSC of the Travel Plan and its progress and promote it's benefits.

4.0 Staff and Patient Survey

4.1 A staff survey is currently being undertaken at the relevant existing practices and Barnsley MBC services that will be relocated to the proposed development.

4.2 A further survey will be undertaken with 6 months of the opening of the new facility and then annually to monitor the progress of the Travel Plan.

4.3 The result of the surveys will form the basis of targets for modal shift that are then included in the Travel Plan and which will be discussed by the TPC's with the Local Authority on an annual basis.

5.0 Action – Public Transport

5.1 Bus routes 60, 64, 66, 67, 72 and 227 run to Hoyland along the following routes:-

60 (Expressways)	Wombwell – Hoyland (Circle) (via Broomhill, Brampton, Elsecar and Jump)
64 (Red Line)	Barnsley – Elsecar (Circle) (via Worsbrough Bridge, Birdwell, Hoyland Common, Hoyland and Jump)
66 (Stagecoach)	Barnsley – Elsecar (Circle) (via Birdwell, Hoyland Common, Hoyland and Jump)
67 (Stagecoach)	Barnsley – Wombwell (via Worsbrough, Hoyland, Jump and Elsecar)
72 (Sheffield Community)	Manvers – Chapeltown (via Wath-upon-Dearne, Brampton, Elsecar, Hoyland, Tankersley and High Green)
227 (Stagecoach)	Rotherham – Barnsley (via Greasbrough, Nether Haugh, Wentworth, Elsecar, Hoyland and Wombwell)

5.2 These provide 15 buses per hour during the day Monday to Friday.

5.3 The nearest bus stop is located immediately opposite the site on High Street. A further bus stop is located on Southgate opposite the Town Hall a walk distance of 25m from the proposed health facility site. Other bus stops are located on Market Street 115m away, King Street 190m away and West Street 225m away.

5.4 Information relating to bus services will be provided to all staff and made available to visitors though information displays at prominent locations within the development. This will take the form of routes and timetables and will be updated by the TPC's, through liaison with the South Yorkshire Transport Executive.

6.0 Actions – Cycling

6.1 Secure covered cycle parking facilities with lockers will be provided in close proximity to the main access to encourage staff to travel by sustainable modes.

6.2 Plans of cycle routes in the area will be available to all employees and visitors via centralised information boards in dedicated display areas.

7.0 Actions – Parking

7.1 There are a total of 44 parking spaces proposed, including 7 disabled spaces.

7.2 The parking provided is considered adequate for the proposals given the variety of services to be provided by the facility. Periodic surveys will establish its use and this information will be made available to the local authority and to inform initiatives to reduce car travel.

7.3 Vehicular access to the existing public parking areas directly adjacent to the site will be via the existing access off Southgate, access to the proposed car park areas is via West Street and High Croft.

Car Sharing

7.4 The TPC's will introduce a car sharing scheme for employees who travel from similar areas. The method used will be dependent on the decision of the TPC's and LG once further surveys have been completed to establish the scope for this measure. They will also consider the practicality of extending the car sharing scheme to include staff at other nearby locations.

Pedestrian Routes

7.5 Pedestrian access to the site will be provided via a dedicated segregated footway around the site with crossing facilities to the adjacent car parks.

7.6 A plan of safe pedestrian routes to be agreed with the Council's Road Safety Officer will be made available to all employees and visitors via the information displays.

7.7 The design of the development encourages walking by including:-

- Pedestrian linkage direct to the adjacent public car park areas.
- Safe pedestrian crossing facilities to the car parks on High Croft and West Street.

- Good quality footpaths with appropriately finished surfaces and lighting at the site.

8.0 Marketing & Targets

8.1 Marketing

8.1.1 The applicant is committed to reducing the number and length of motorised journeys and encouraging alternative means of travel to reduce the environmental impact. To assist in achieving these aims the applicant will encourage future owner/occupiers operating on the site to implement a Travel Plan. Each user will be required, as a condition of lease/sale, to put in place the following strategy as a framework for encouraging sustainable means of travel to be implemented by each user:-

- To inform employees and visitors of convenient, safe and viable alternatives to the car in order to get to the facility.
- To monitor the means of travel used by employees and visitors and seek to encourage transfer to the most sustainable modes.
- To develop a detailed Travel Plan in discussions with the Local Authority.

8.1.2 Travel Information packs will be made available to visitors in addition to a general notice board which will be provided at the new facility to provide guidance on non-car travel options.

8.2 Targets

8.2.1 The targets that will be proposed should be in line with targets that the Council is seeking to achieve as part of their Local Transport Plan. In particular their aims are for:

- An increase in bus patronage by 3.2% from 2003/04 to 2010/11 (indicator BYP1/102)
- An increase in cycling trips by 10% from 2003/04 to 2010/11 (indicator LTP3)
- And thereby reduce the growth in car use

The annual targets will need to be reviewed following initial surveys of travel patterns at the opening of the JSC to ensure consistent and appropriate targets.

8.2.2 The progress in reaching targets will be reviewed on an annual basis and the initiatives identified will be examined with particular emphasis on those measures that will further encourage specific targets to be met.

9.0 Conclusions

9.1 The objective of the Travel Plan is to encourage staff to travel to the development by alternative means of transport to the private car. It is intended to achieve this objective by incorporating specific elements within the development to facilitate trips on foot, by bicycle and by public transport. The plan sets out initiatives to provide information to staff and visitors to encourage alternative means of transport to the development.

9.2 The new facility will be located in an area which is central to the existing patient and customer catchment areas. This will mean that the centre will be very accessible to all users and the opportunity to encourage travel by sustainable modes is good.

9.3 The aim is to regularly monitor and review progress in achieving the aims and objectives of the Travel Plan.

9.4 For further information regarding the contents of this framework document or for further copies please contact:-

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