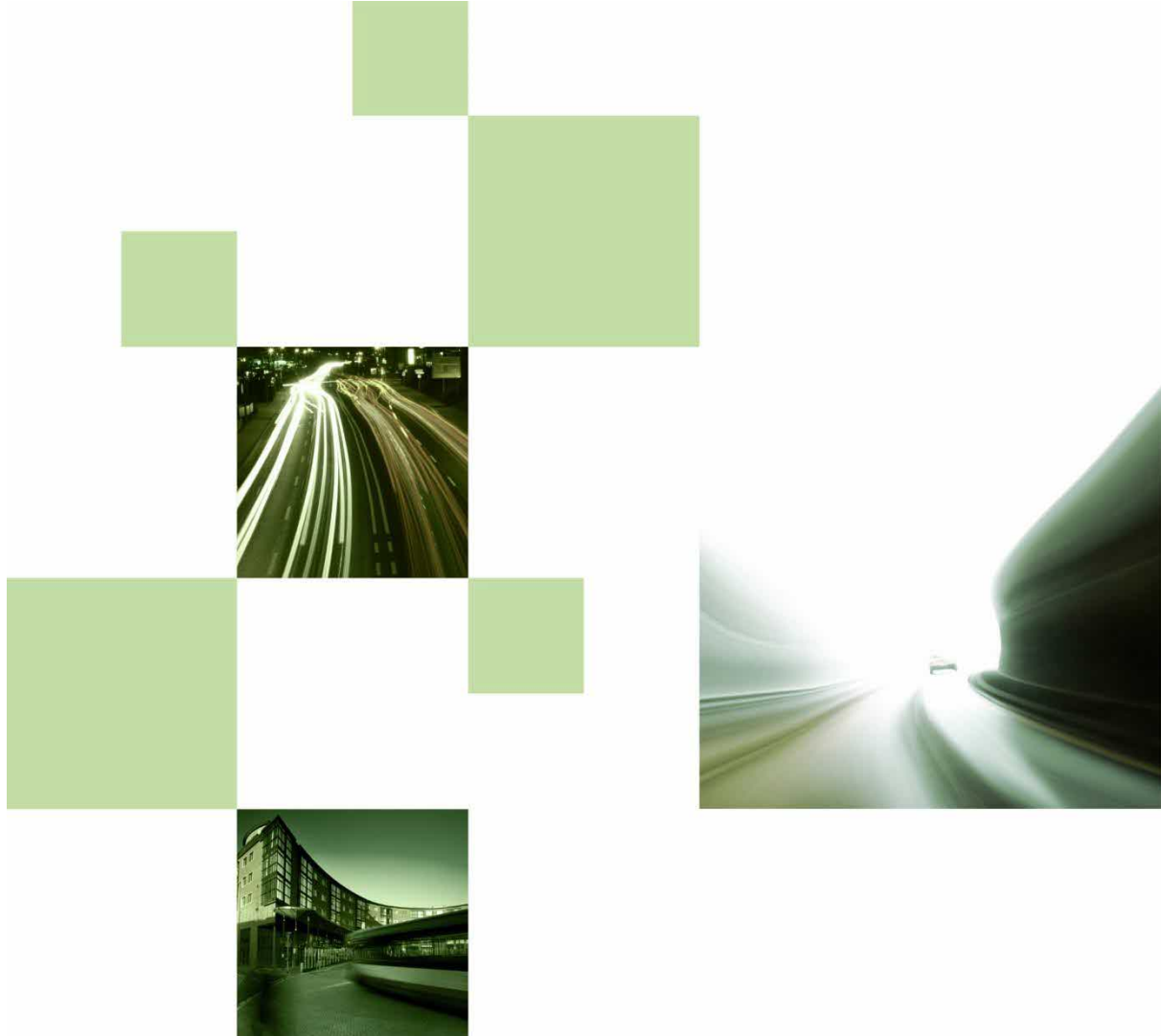


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Proposed Lidl Foodstore, Monks Cross Road, Huntington, York

Travel Plan

November 2023

PROPOSED LIDL FOODSTORE
MONKS CROSS ROAD
HUNTINGTON, YORK

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 for the 'Demolition of the existing building and erection of a new Lidl food store (Use Class E) and drive-through unit with associated car parking and landscaping' at Monks Cross, Huntington, York.
- 1.2 The site is bound to the north by an office premises, Monks Cross Drive to the east, a Sainsburys Supermarket and associated car park to the south, and by an industrial estate to the west. The site is currently occupied by a vacant building which was formerly occupied as a TK Maxx superstore and an Argos store. The location of the site is shown below in Figure 1.1 and a location plan is also provided at Appendix TP1.

Figure 1.1: Site Location



- 1.3 The planning application seeks permission for the construction of a new Lidl foodstore with a gross internal floor area (gfa) of 2,172m² and a retail floor area (rfa) of 1,512m². The application also seeks permission to construct a fast food drive thru unit with a gfa of 242m². The proposals also include a shared car park for both

units with a total provision of 137 parking spaces, comprising of 117 standard spaces, 9 disabled spaces, 9 parent and child spaces and 2 electric vehicle (EV) charging spaces. 20% of the standard spaces will be provided with appropriate infrastructure to allow easy conversion to EV spaces in the future.

- 1.4 Two points of access will be provided into the site, the main access is from an existing priority-controlled T-junction with Monks Cross Drive at the north-eastern corner of the site whilst a secondary access would also be available via the car park to the south of the site associated with the Sainsbury's foodstore. The main entrance to the Sainsbury's car park to the south provides access to the 6-arm roundabout junction between Jockey Lane / Julia Avenue / Monk's Cross Drive. The form of both access points is discussed in detail within the accompanying Transport Assessment (TA). The proposed site layout plan is attached at Appendix TP2.
- 1.5 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.
- 1.6 A TA has been prepared by Bryan G Hall and should be read alongside this TP. The TA demonstrates that the development proposals accord with relevant national and local transport planning policy and that they will not have a significant traffic impact on the operation of the local highway network.

Travel Plan Objectives

- 1.7 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.
- 1.8 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.

1.9 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.

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 103). 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

- 2.7 This TP has also been prepared in line with local guidance. The site lies within City of York Council's (CYC) area.

City of York Local Plan – Local Plan

- 2.8 The CYC currently adopted Local Plan is named 'City of York Draft Local Plan Incorporating the 4th Set of Changes' and was adopted in April 2005, this represents the planning framework which should be applied to all new development in York. A new Local Plan is currently being examined by Independent Planning Inspectors, but at the time of writing (November 2023) is yet to be adopted.

- 2.9 Policy SP8 of the Local Plan is with regard to 'Reducing Dependence on the Car' and states:

"Applications for large new developments, such as housing, shopping, employment, health or leisure proposals, must be able to demonstrate that they will reduce dependence on the private car by providing for more environmentally friendly modes of transport."

In particular, a proposal must demonstrate that:

- a) It is well related to the primary road network; and
 - b) i) Within an Air Quality Management Area (AQMA), defined in Appendix K, and does not compromise the achievements of air quality improvement targets; and
 - ii) outside an AQMA it does not give rise to an unacceptable increase in vehicular traffic, air pollution or parking on the public highway; and
 - c) It is immediately accessible to existing or proposed pedestrian, cycle and public transport networks; and
 - d) Adequate provision is made for car and cycle parking in accordance with the standards set out in Appendix E; and
 - e) Measures are incorporated to control traffic speeds and provide appropriate priority and a safe environment for pedestrians and cyclists; and
 - f) It does not give rise to an unacceptable deterioration in air quality.
- 2.10 Policy T2a of the Local Plan is with regard to 'Existing Pedestrian / Cycle Networks' and states:

"The planning permission will not be granted for any development that would prevent the use of any part of the existing pedestrian and cycle networks or other rights of way, or compromise the safety of users thereon,

unless alternative routes will be provided that are similar or better in quality, safety, convenience and length”.

City of York Council Local Transport Plan (LTP3) 2011-2031

2.11 The CYC LTP3 sets out the transport policies and measures that will contribute to the city’s economic prosperity.

2.12 The transport strategy has been developed with the following five themes:

Providing quality alternatives to the car to provide more choice and enable more trips to be undertaken by sustainable means.

Improving Strategic Links to enhance the wider connections with the key residential and employment areas in and around York, and beyond.

Encouraging Behavioural Change to maximise the use of walking, cycling and public transport and continue improving road safety.

Tackling Transport Emissions to reduce the release of pollutants harmful to health and the environment.

Enhancing Public Streets and Spaces to improve the quality of life, minimise the impact of motorised traffic and encourage economic, social and cultural activity.

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 is located within the Monks Cross Shopping Park and is currently occupied by a vacant building, formerly occupied as a TK Maxx superstore and Argos store. The site is bound to the north by an office premises, Monks Cross Drive to the east, a Sainsburys Supermarket and associated car park to the south, and by an industrial estate to the west. A site location plan is attached at Appendix TP1.
- 3.3 Two points of access will be provided into the site, the primary access is from an existing priority-controlled T-junction with Monks Cross Drive at the north-eastern corner of the site with a secondary access being available via the existing car park to the south of the site associated with the Sainsbury's foodstore. The Sainsbury's car park to the south provides access to the 6-arm roundabout junction with Jockey Lane / Julia Avenue / Monk's Cross Drive.

Existing Highway Network

- 3.4 Monks Cross Drive runs in a north-south direction along the eastern boundary of the site. Access is provided into the site via an existing ghost island right turn lane junction. Monks Cross Drive is a single carriageway road with single lanes in both directions. It has a typical carriageway width of 7.3 metres, with 2.0-metre-wide footways on both sides. Monks Cross Drive is subject to a speed limit of 30mph, has street lighting along its length and is subject to double yellow line parking restrictions.
- 3.5 To the north of the site access junction, Monks Cross Drive continues for some 75 metres before meeting with Alpha Court and 2 service yard accesses at a 5-arm roundabout. The 2 service yard access arms are located to the south-east of the roundabout and allow one-way movements into Monks Cross retail park servicing areas from the roundabout; no vehicles can enter the roundabout from these arms. Alpha Court is the north-western arm of this roundabout and provides access towards multiple business, retail and hospitality units. Monks Cross Drive continues via the eastern arm of this roundabout and provides access to further parts of the Monks Cross Shopping and Employment Park, including some

employment premises. Monks Cross Drive also provides access to Monks Cross Link and the wider highway network, including the A1237 York Outer Ring Road to the north.

3.6 Returning to the site access, Monks Cross Drive continues to the south for some 250 metres before meeting with Jockey Lane, Julia Avenue and 2 shopping park access roads at a 6-arm priority-controlled roundabout ('Jockey Lane roundabout'). Julia Avenue forms the southern arm and provides access to a small number of commercial / employment units. The 2 shopping park access roads lead to the north-east and north-west respectively. The north-eastern arm leads to Monks Cross retail park with a large car park, with shops including Schuh, Superdrug, TK Maxx, Primark, B&M and an Asda superstore. The north-western arm of the roundabout leads to a large car park serving the adjacent Sainsbury's superstore and petrol filling station (PFS). As indicated earlier travelling through this car park to the north leads to the proposed application site.

3.7 To the east of this roundabout, the Jockey Lane arm is a dual carriageway that travels south away from the Monks Cross shopping park. Jockey Lane in this direction provides a link to Monks Cross Link leading to the north, and to the A1036 Malton Road to the south. Jockey Lane also forms the western arm of the roundabout and provides a link to the Huntington residential area of York.

Walking

3.8 With regard to pedestrian provision at new development, the Chartered Institution of Highways and Transportation (CIHT) document 'Planning for Walking' (April 2015) describes how approximately 80% of all journeys under 1 mile are made wholly on foot. If destinations are within a convenient walking distance, people are more likely to make journeys on foot as long as it is safe, comfortable, and the environment is attractive.

3.9 Further relevant guidance is set out within the CIHT document 'Guidelines for Providing for Journeys on Foot' (2000), which summarises suggested acceptable walking distances to and from development for commuting / school and for other journeys, including retail and shopping.

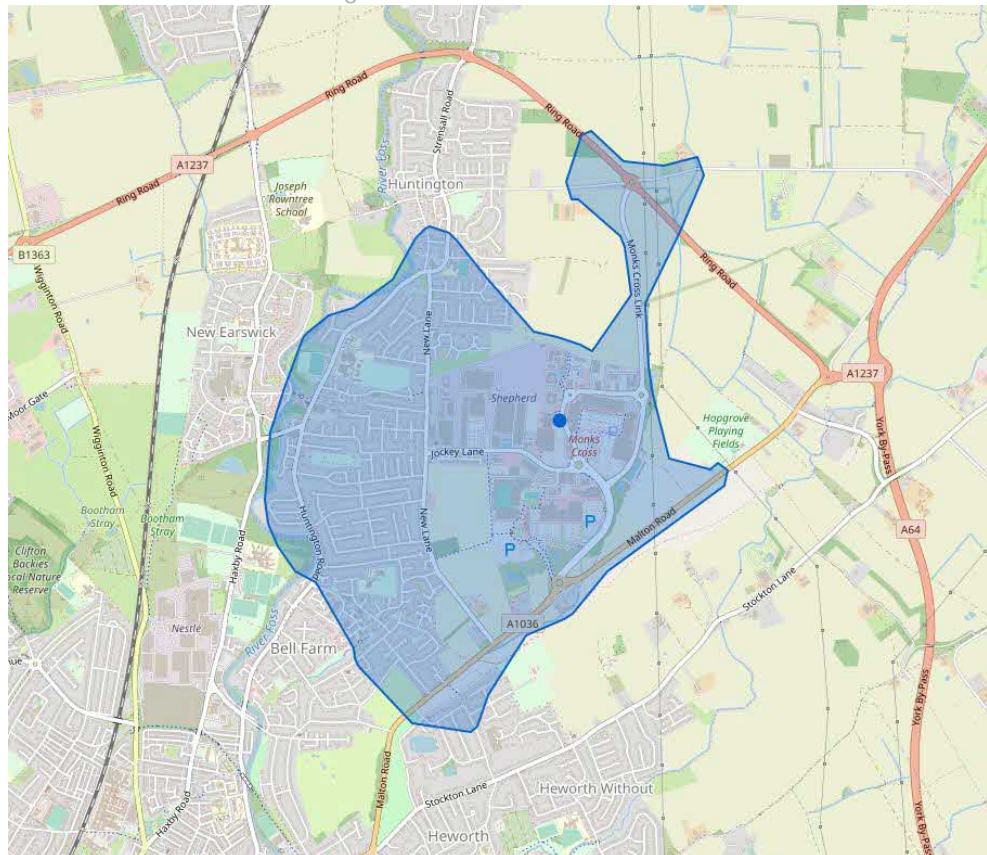
Table 3.1
CIHT Recommended Walking Distances

	Trip Purpose	
	Commuting	Other Journeys (Retail/Shopping)
Desirable	500 metres	400 metres
Acceptable	1,000 metres	800 metres
Preferred	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; whilst for commuting the preferred maximum walking distance is 2,000 metres. 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 Catchment Plan

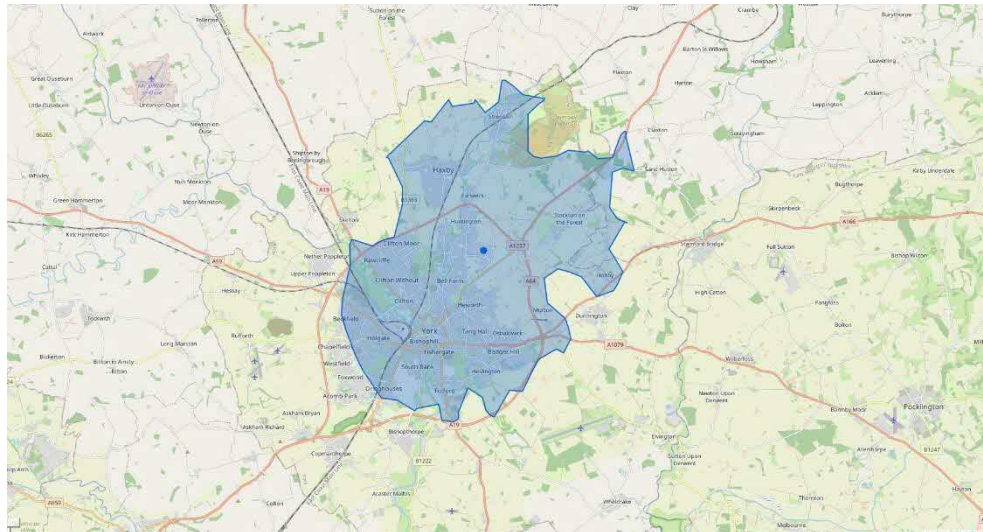


- 3.11 As can be seen on the isochrone provided above, the site is located within a convenient walking distance of the wider Monks Cross Shopping Park and this will promote linked pedestrian trips between the various retail offers. The site is also located within a reasonable walking distance of residential areas to the west within Huntington. Any staff or customers living in these areas can conveniently walk to the proposed development.
- 3.12 The proposed development site is easily accessed by pedestrians. There are footways provided on both sides of Monks Cross Drive and these link with the footway network in the wider vicinity. Footway links are provided throughout the Sainsbury's car park to the south, and there are multiple footpath links onto Monks Cross Drive to the east and on to Jockey Lane to the south.
- 3.13 Tactile paving and dropped kerbs are provided at the existing site access junction with Monks Cross Drive and these will be maintained to provide a crossing facility for pedestrians. There is an existing footpath link from the site car park onto Monks Cross Drive, approximately 55 metres to the south of the site access; this link will be retained as part of the proposals.
- 3.14 Pedestrian crossings are provided on Monks Cross Drive at a number of locations. Uncontrolled pedestrian crossing points with tactile paving, dropped kerbs and a central refuge island are provided some 70 metres to the north of the site access junction adjacent to the roundabout with Alpha Court, and some 40 metres to the south of the site access junction. A traffic signal controlled 'toucan' crossing is also provided on Monks Cross Drive some 160 metres to the south of the site access junction. To the south of the site and to the south of the Sainsbury's car park, traffic signal-controlled crossings are provided at the junction of Jockey Lane and Kathryn Avenue, providing a safe facility for pedestrians to cross the carriageway. A zebra crossing is also provided on Jockey Lane at the south-western corner of the Sainsbury's site, and a traffic signal controlled 'toucan' crossing is provided on Jockey Lane to the south-east of the roundabout junction, facilitating access to / from the Vanguard shopping centre.
- 3.15 The nearest residential areas to the site are located in Huntington to the west of the site, some 850 metres walking distance away. Any staff or customers living in this area wishing to walk to the proposed store would walk east along Jockey Lane from its junction with New Lane, using the existing footways on either side of the carriageway. Pedestrians would be required to cross several minor arms where they meet with Jockey Lane, tactile paving and dropped kerbs are provided across the majority of these minor junctions. After some 600 metres, pedestrians would turn north onto the footpath link to the Sainsbury's car park, then follow the existing footway adjacent to the Sainsbury's foodstore to reach the proposed site.

Cycle

- 3.16 Guidance in the Department for Transport's (DfT) 'Cycling and Walking Investment Strategy' (April 2017) and 'Cycle Infrastructure Design' (LTN 1/20 - July 2020) sets out that two out of every three personal trips are within 5 miles (8 kilometres), which is an achievable distance to cycle for most people.
- 3.17 It is also generally accepted that the bike is an ideal mode of transport for journeys under 8 kilometres and that cycling has clear potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport.
- 3.18 An 8-kilometre cycling isochrone is illustrated in Figure 3.2 below (prepared using Iso4app) and is provided at Appendix TP4.

Figure 3.2: 8 Kilometre Cycle Catchment Plan



- 3.19 The above plan in Figure 3.2 shows that there is a significant residential catchment within an 8-kilometre cycling distance. These include the majority of the city of York and areas to the north including Earswick, Haxby and Wigginton. These areas combined provide a significant residential catchment from where future staff and customers can reasonably be expected to cycle to the store. York railway station is also located within a reasonable cycle distance of the site and offers the chance for multi-modal trips by rail and cycle.
- 3.20 The highway network within the immediate vicinity of the site is considered to be suitable to accommodate cyclists. In addition, a shared footway / cycleway is provided on Monks Cross Drive to the south of the existing pelican crossing. This shared footway / cycleway extends to the south to the Jockey Lane roundabout,

and around all arms of this roundabout. Cycle lanes are also provided through the Monks Cross Shopping Park car park to the east of the site, to the east of Monks Cross Drive.

3.21 York City Centre provides access to various routes including the National Cycle Network (NCN). This includes NCN route 66, that provides a route towards Kingston upon Hull and route 65 that runs from Hornsea to Middlesbrough. These routes are fully signposted and provide a mixture of on and off-road cycling facilities.

3.22 A copy of the CYC Cycle Map is attached at Appendix TP5 and this shows the extensive network of cycle routes and cycle facilities within the wider York area. It shows that there is an extensive network of off-road shared use cycleways within Monks Cross Shopping Park and in the vicinity of the site as described above. It also shows the network of on-road cycle lanes and advisory cycle lanes in the wider area, promoting travel by cycle for any staff or customers living in the wider York area.

Public Transport

Bus

3.23 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

3.24 The nearest bus stop to the site is on Monks Cross Drive for northbound services only, located some 130 metres to the south of the vehicular access into the site. The footpath links into the proposed site car park and Sainsbury's car park and

provides a direct link to the site for pedestrians from this stop. The bus stop benefits from a shelter, seating and timetable information. Due to the nature of routes around Monks Cross Shopping Centre, this stop acts as both an arrival and departure stop into the site, so no bus stop is provided on the opposite side of Monks Cross Drive. A summary of the services (accurate at the time of writing) is provided in Table 3.3 below.

Table 3.3
Summary of Existing Bus Services

Route Number	Operator	Route Description	Frequency			
			Weekday	Weekday Evening	Saturday	Sunday
9 P&R	First York	Monks Cross Park and Ride – York Rougier Street – York Stonebow	12 mins	15 mins	12 mins	12 mins
Y12	First York	Monks Cross – York Rail Station – Woodthorpe Shops	Hourly	Hourly	Hourly	-
20	Transdev York	Rawcliffe – Haxby – Huntingdon – Monks Cross	Hourly	-	Hourly	-
Castleline	Transdev York	York – Monks Cross – Castle Howard - Malton	5 services a day	-	5 services a day	-

3.25 It can be seen that the bus stop on Monks Cross Drive offers frequent and regular bus services across all days of the week, to and from the City Centre, the Monks Cross Park & Ride and wider York areas. The York Bus network map is attached at Appendix TP6 and provides further information on routes and frequencies of all other bus routes within the wider York area.

Rail

3.26 York railway station can be reached by cycle in around 20 minutes and offers a good opportunity for multi-modal trips by rail and cycle. Bus services also run between the railway station and the proposed site at a frequency of around every 12 minutes, via the Park & Ride No. 9 service and therefore offer a good opportunity for multi-modal trips by rail and bus.

3.27 York Railway Station provides regular rail services to surrounding towns and villages, including Malton, Poppleton, Hammerton and Church Fenton. York is also on the East Coast Main Line (ECML), and as such provides frequent services to major cities such as London, Newcastle, Leeds, Manchester and Edinburgh, and all stations in between.

Summary

- 3.28 The development is considered to be well located to encourage journeys by all sustainable modes of transport. There is a good network of footways and crossing facilities provided throughout the Monks Cross Shopping Retail Park, and local residential areas in Huntington are within a reasonable distance to promote walking trips to the site. The proposed store is within a convenient cycling distance of the majority of York, providing a real opportunity for future staff and customers living in this area to cycle to the store. The existing bus stop on Monks Cross Drive is conveniently located very close to the site to provide a very good opportunity for travel to and from the store by bus given the frequency and locality of the services.

4.0 TRAVEL PLAN COORDINATOR

- 4.1 Lidl will designate a Travel Plan Coordinator (TPC) for the store. The TPC will initiate contact with CYC within three months of approval of the TP. 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 reduce the reliance on the private car, particularly amongst staff but also amongst customers.
- 4.2 The TPC will work in partnership with CYC and use the resources available to ensure that the TP is as effective as it can be. If the TPC changes, CYC 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 CYC;
 - 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 CYC 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 CYC 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 York 005, 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 – York 005 MSOA
Method of Journey to Work

Modal Split	Percentage Split
Train	1%
Bus, Minibus or Coach	9%
Powered Two-Wheelers	1%
Driving a Car/Van	62%
Passenger in a Car/Van	6%
Taxi	0%
Bicycle	12%
On Foot	8%
Total:	99% (subject to rounding)

5.6 The above modal splits demonstrate the likely mode split for staff travelling to work at the store. The results show that the majority (68%) of people within the MSOA travel to work by car (62% as a driver and 6% as a passenger), 8% of people within this MSOA travel to work on foot, 9% by bus and 12% travel by bicycle.

5.7 Initial modal split targets have been based on census data for York 005 MSOA. These targets will be refined and agreed with CYC on collection of baseline travel surveys.

Table 5.2
National Statistics Census 2011 Ward Data – York 005 MSOA
Method of Journey to Work, Initial Modal Split Targets

Modal Split	Percentage Split	Target Modal Split
Train	1%	1%
Bus, Minibus or Coach	9%	10% (+1)
Powered Two-Wheelers	1%	1%
Driving a Car/Van	62%	56% (-6)
Passenger in a Car/Van	6%	7% (+1)
Taxi	0%	0%
Bicycle	12%	14% (+2)
On Foot	8%	10% (+2)

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 62% to 56%. Targets for travel by walking, bicycle, bus and car sharing 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 6.0. 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 CYC 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 within the Lidl foodstore. 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 'Sheffield' cycle stands adjacent to the Lidl foodstore and fast-food drive-thru unit. Increased spacing will be provided at one end of the cycle stands next to the Lidl foodstore to allow for abnormal-sized cycles. This will provide staff and customers with a convenient location to secure their bicycle during their shift or visit to the store.

Pedestrian routes throughout the site will be well lit, signed and marked with crossing facilities provided as appropriate to provide good pedestrian permeability. This presents significant potential for 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 York Car Share scheme – <https://liftshare.com/uk/community/york>
- 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 CYC 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; 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 CYC, 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.

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 shifts 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.

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 CYC 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 CYC guidance	Prior to undertaking travel surveys	TPC
Carry out Travel Surveys	Annually for a period of 5 years	TPC
Review TP and Action Plan in conjunction with CYC	Following each travel survey	TPC and CYC

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