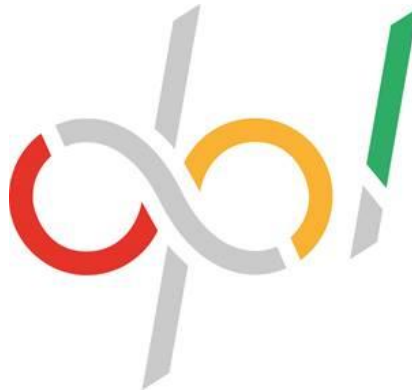


TRANSPORT STATEMENT

GOOLE MARKET HALL
EAST RIDING OF YORKSHIRE COUNCIL

| DOCUMENT QUALITY CONTROL | | | |
|--------------------------|---------------------|---------------|-----------|
| Project Number | 2023336 | Report Number | 001 |
| Report Title | Transport Statement | | |
| Issue | Status | Date | Approved |
| - | First Issue | December 2023 | D Sagstad |
| | | | |

Development Planning Limited
 Old Barn 418 Aberford Road
 Stanley
 Wakefield
 WF3 4AA
 01924 684 000
info@devplanning.co.uk
www.devplanning.co.uk
 Company Number : 08771328



A CARBON NEUTRAL COMPANY

WE ARE PROUD TO BE OFFSETTING
 ALL OUR OPERATIONAL BUSINESS
 CARBON EMISSIONS THROUGH
 INTERNATIONALLY CERTIFIED PROJECTS.

FOR THE PLANET AND FOR THE FUTURE

Contents

| | |
|---------------------------|----|
| 1. Executive Summary | 1 |
| 2. Introduction | 3 |
| 3. Planning Policy | 6 |
| 4. Existing Accessibility | 11 |
| 5. Development Proposal | 23 |

Appendices

None

1. EXECUTIVE SUMMARY

1.1 INTRODUCTION

- 1.1.1 Development Planning Limited have been commissioned by East Riding of Yorkshire Council to produce a Transport Statement relating to the proposed redevelopment of Goole Market Hall.
- 1.1.2 This Transport Statement provides an assessment of access to the development site by appropriate modes of transport and considers the implications on the wider transport network in relation to appropriate planning policies.

1.2 SUSTAINABLE ACCESS

- 1.2.1 Access to the proposed site is likely to form part of a trip-chain, which could originate or continue to one, or more, other locations across the town (and potentially beyond). As such, it is appropriate to consider the accessibility of the site, as well as the town centre area as a whole.
- 1.2.2 The site is located within the town centre, with the majority of the town centre land uses within a 500m walking or wheeling distance of the site. The 500m distance represents a circa 5-minute travel time at typical pedestrian speeds (walkers and wheelers).
- 1.2.3 Immediately outside the site, Boothferry Road and Paradise Place are pedestrian priority spaces, providing access to a wide-range of town centre locations. Beyond these pedestrian priority spaces, signalised and formal pedestrian crossings are provided across the town centre including at key locations such as Edinburgh Street and Mariners Street.
- 1.2.4 Cycle trips of up to 5km are common and cycle trips of 10km, and beyond, could reasonably be undertaken by e-bike or longer distance cycle trip. The relatively gentle topography of the local area, aided by the on and off-road cycle route network could result in a higher than average proportion of cycling to the site.
- 1.2.5 There are currently four Sheffield-style cycle hoops provided along the Estcourt Terrace frontage of the site, with a further six publicly accessible cycle hoops provided close to the southern entrance to the market hall, at the southern end of Boothferry Road.
- 1.2.6 There are a number of bus stop locations close to the site. These include:
- North Street – Around 200m southeast;
 - Stanhope Street – Around 200m west;
 - Mariners Street – Around 240m west;
 - Edinburgh Street – Around 170m north;
 - Edinburgh Street – Around 240m northwest; and
 - Boothferry Road – Around 400m to the west.
- 1.2.7 Routes from these stops combine to provide a high frequency of local bus services. These routes include 55, 88, 401, G1, G2, G3, G4, G5, 360 and 361, as well as less frequent services including 358, 488 and 940.
- 1.2.8 Goole railway station is located around 250m to the north of the site, via the pedestrian priority route along Boothferry Road and the signalised pedestrian crossing over Edinburgh Street.
- 1.2.9 Goole station serves routes N30, Hull to Doncaster and Sheffield and N41 Leeds and Wakefield to Knottingley and Goole (Pontefract Line). These services provide frequent and attractive options for access to the site and the wider Goole town centre.

1.3 VEHICLE ACCESS

- 1.3.1 The site will be car-free, except for servicing. Even so, access to the town centre is, and will continue to be, undertaken by car for by some visitors, including as an essential requirement for some user groups, including some with reduced mobility or specific travel requirements.
- 1.3.2 There are four council-owned car parks close to the site offering a total of 355 standard and 21 disabled car parking spaces. Of these, 246 standard and 9 disabled parking spaces are free to use long-stay bays without a height restriction.

1.4 PROPOSALS

- 1.4.1 The Design and Access Statement sets out the design concept of the proposals for the internal area of the site to include:

The proposed interventions retains and enhances the original features of the market hall whilst providing flexible spaces that can be used for several community activities and attractive food kiosks to create a dynamic and active space...

- 1.4.2 The development proposals retain and enhance the southern entrance to the market hall, which connects directly towards the pedestrian priority space along Boothferry Road and Paradise Place.
- 1.4.3 Along the eastern elevation, direct access is retained towards Estcourt Terrace via the pedestrian doors towards the northeast of the market hall building.
- 1.4.4 Northeast of the market hall building, access will be provided to, and through, a new multi-functional urban market garden. The market garden will provide a car-free pedestrian link between Estcourt Terrace and the pedestrian- priority Paradise Place.
- 1.4.5 The proposals incorporate increased and improved cycle parking provision for visitors, cycle couriers and staff (in secure cycle storage sheds), complimenting the existing secure cycle storage provision across the town.
- 1.4.6 A service management plan will be implemented at the site by the site manager and would restrict the waiting times and durations for operators. The space allocated for servicing the site is located to the north of market garden access, providing direct access into the site for operators.
- 1.4.7 The service management plan would include CCTV monitoring of the space and result in the service area being available for use by non-cyclist couriers as part of the proposals.

1.5 CONCLUSION

- 1.5.1 The Government sets out the criteria for assessing all developments which generate significant amounts of movement. This broader guidance is set out in Paragraph 110 that priority should be afforded to sustainable access:

...a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users...

- 1.5.2 And importantly sets out the key test with regard to transport in Paragraph 111 as:

111 Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

- 1.5.3 There are considered to be no reasonable highway reasons for refusal of the application.

2. INTRODUCTION

2.1 BACKGROUND

- 2.1.1 Development Planning Limited have been commissioned by East Riding of Yorkshire Council to produce a Transport Statement relating to the proposed redevelopment of Goole Market Hall.
- 2.1.2 This Transport Statement provides an assessment of access to the development site by appropriate modes of transport and considers the implications on the wider transport network in relation to appropriate planning policies.
- 2.1.3 It is intended that this Transport Statement should be read in conjunction with the documents and plans which have been submitted as part of that package.
- 2.1.4 This Transport Statement has been prepared in accordance with the principles set out within the Government's Revised National Planning Policy Framework (the Framework).

2.2 SITE LOCATION

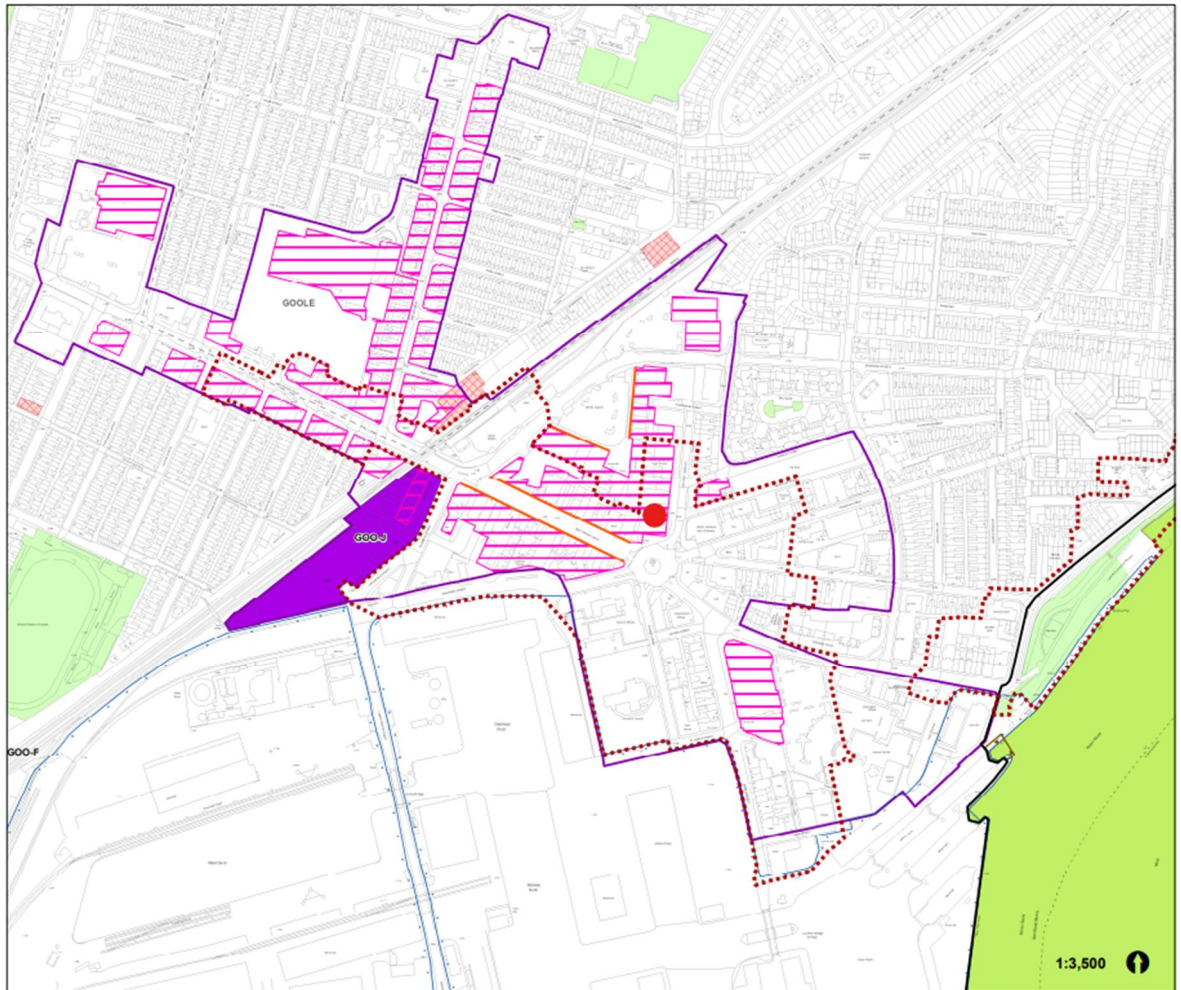
- 2.2.1 The formal site location plan forms part of the planning application package, with an extract shown below for ease of reference.

Figure 2.1 Site Location Plan



- 2.2.2 The site sits within the town centre boundary, as defined within the Local Plan and forms part of, and is adjacent to, the core retail and service area of Goole. The town centre boundary plan is shown below/ overleaf for ease of reference.

Figure 2.2 Town Centre Boundary Plan (Site Highlighted with Red Dot)



2.2.3 Estcourt Terrace forms the eastern boundary of the site, the clock tower roundabout forms the southern boundary of the site, with the western and northern boundaries formed by the retail and service core of Goole, which in turn front on to pedestrianised town centre streets including Boothferry Road and Paradise Place.

2.3 EXISTING LAND USE

2.3.1 The site operated as Goole Market Hall for a significant period, having been constructed in 1896, following a fire which destroyed an earlier building in 1891.

2.3.2 The market hall ceased operating in 2019, however the Goole Town Deal confirms that :

For more than a century, the Market Hall was used by the people of Goole and the surrounding area as a shopping destination and a venue for other activities, such as roller-skating, before the installation of fixed stalls meant that this was no longer possible. Sadly, as people's shopping habits changed, the market gradually fell into decline.

2.3.3 Since it ceased operating on an ongoing basis, the Market Hall has successfully accommodated a wide range of social and commercial events including a Christmas market, jobs fair and roller disco.

2.3.4 It is reasonable to assert that the extant (and ongoing) land use of the site includes a high footfall development with associated servicing.

2.4 DEVELOPMENT PROPOSAL

- 2.4.1 The full details of the development proposal are included within the planning application package, particularly within the Design and Access Statement and the architect's plans. The following development description has been extracted from the Design and Access Statement, which in turn refers to the Goole Town Deal:

The refurbishment will result in the creation of flexible community and cultural space for both residents and visitors to enjoy and will involve improvements to both the interior and exterior spaces.

Bringing the Market Hall back into use will create an anchor point, drawing in people from across the town and addressing the low levels of footfall which were depleted even prior to the COVUD 19 pandemic.

Creating an attractive, unique space for flexible use in a strategic location in the town centre will help reposition the perception of Goole and encourage growth directly within the town centre.

Regeneration of the Market Hall will provide a vibrant destination, based on the success of historic pop-up events such as the Goole Town Beach Day, for the town establishing the area as an attractive proposition for investment and community activity.

- 2.4.2 The proposals would modernise the space to continue the site's role as an anchor within the town in to the future.

3. PLANNING POLICY

3.1 INTRODUCTION

3.1.1 A review of pertinent current local and national planning policy has been undertaken to provide the context within which the proposals should be assessed. The review is summarised below.

3.2 NATIONAL PLANNING POLICY FRAMEWORK

3.2.1 The Revised National Planning Policy Framework was published in July 2021 and sets out the Government's purpose of the planning system in Paragraph 7 as:

The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs...

3.2.2 In Paragraph 10 it goes on to state that:

So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.

3.2.3 It is clear that the Government's aims are to encourage economic growth and, indeed, state that there is a presumption in favour of sustainable development.

3.2.4 There are three dimensions to sustainable development, economic, social and environmental.

a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

3.2.5 With regard to transport, Chapter 9 of the Framework sets out the Government's aims of "Promoting Sustainable Transport". In relation to development proposals, the Framework requires that:

110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

111 Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

3.2.6 In reviewing planning applications, the Framework sets out the hierarchy for consideration of transport issues, which prioritise sustainable travel modes over the private fossil fuel powered car.

112. Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

3.2.7 When considering access by sustainable travel modes, Paragraph 105 of the Framework requires that the nature and location of development is taken in to account:

...However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

3.2.8 In defining how larger developments should protect and exploit opportunities for the use of sustainable transport modes it considers that:

113. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

3.2.9 The planning application for this site is below a reasonable threshold for the submission of a separate Travel Plan, even so the proposals are car-free (on-site), encourage sustainable travel and increased footfall within the local pedestrianised streets. Measures are proposed to help encourage the use of sustainable transport modes as set out in Chapter 5.

3.2.10 When considering the potential for mitigation measures, the Framework sets out in Paragraph 57 that:

Planning obligations must only be sought where they meet all of the following tests:

- a) *necessary to make the development acceptable in planning terms;*
- b) *directly related to the development; and*
- c) *fairly and reasonably related in scale and kind to the development.*

3.2.11 These are the tests that must be applied to the residual impacts of development.

3.3 PLANNING PRACTICE GUIDANCE

3.3.1 The theme of sustainable development runs throughout Planning Practice Guidance, with the detailed elements regarding transport being focussed in the following sections:

- Transport evidence bases in plan making and decision taking; and
- Travel plans, transport assessments and statements in decision-taking.

3.3.2 Both sections of the Guidance provide significant amounts of detail on the information types and sources that are appropriate for helping Local Planning Authorities to take forward their Local Plan with an appropriate evidence base. The Guidance is also a useful reference for assessing schemes such as the Development.

3.3.3 The core components of the requirements for assessment, as set out in the Guidance, can be summarised as:

The key issues, which should be considered in developing a transport evidence base, include the need to:

- *assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms*
- *assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport*
- *highlight and promote opportunities to reduce the need for travel where appropriate*
- *identify opportunities to prioritise the use of alternative modes in both existing and new development locations if appropriate*
- *consider the cumulative impacts of existing and proposed development on transport networks*
- *assess the quality and capacity of transport infrastructure and its ability to meet forecast demands*
- *identify the short, medium and long-term transport proposals across all modes*

3.4 LOCAL POLICY

3.4.1 The Local Plan (Local Plan Strategy Document – Adopted April 2016) sets out the vision for Goole as:

By 2029 Goole will have been the main focus for new development in the southwest area of the East Riding, and this will have played an important role in making the town a more desirable place to live. Higher quality and more varied housing stock will be encouraged to meet the demands of the town and the surrounding area. This will be achieved through the adaptation of existing houses, the redevelopment of previously developed land and the use of suitably located greenfield sites, focusing particularly on the area to the west of the town. New development will have respected Goole's distinctive townscape together with its port heritage.

...The town centre will have become much more cohesive and attractive, with an enhanced retail offer, cultural, arts and sports facilities...

3.4.2 Policy S3 sets out the that Goole is a principal town and, also, the requirements for focussing development, as follows:

... Principal Towns [Goole] will be centres of economic development and housing growth and cater for the service needs of significant parts of the East Riding. They will be a key focus for services and facilities, including shopping, leisure, transport, education, health, entertainment, tourism, recreation and cultural activities...

3.4.3 With regard to principal towns, the Local Plans set out their role as including:

The Principal Towns have a wide range of services and facilities, which will be further enhanced during the plan period, and they fulfil a significant role as service, employment and transport hubs for their surrounding areas. They vary in size and function, complementing and supporting the roles of the region's larger towns and cities.

3.4.4 Policy S8 relates to connecting people and places and requires that:

A. New development should ensure that people and places are well connected.

...I. Proposals which facilitate integration between different modes of travel, especially walking, cycling and public transport, will be encouraged.

3.4.5 Policy EC4 specifically relates to enhancing sustainable transport and states:

A. In order to increase overall accessibility, minimise congestion and improve safety, new development will be supported where it is accessible, or can be made accessible, by sustainable modes of transport and addresses its likely transport impact. Development proposals should:

1. Produce and agree a transport assessment and travel plan, where a significant transport impact is likely;

2. Support and encourage sustainable travel options which may include public transport, electric and ultra low emission vehicles, car sharing, cycling and walking; particularly in the Major Haltemprice Settlements, Principal Towns, and Towns; and

3. Bring forward other necessary transport infrastructure to accommodate expected movement to and from the development.

B. Developments generating significant freight movement located along the East-West Multi-Modal Transport Corridor should capitalise on the opportunities for transferring and transporting freight by means other than road.

C. The number of parking spaces for all new development should reflect:

1. The level of public transport accessibility;

2. The expected car usage on the site; and

3. The most efficient use of space available and promotion of good design

3.4.6 The use of the site is ancillary and complimentary to the town centre and will encourage trips to and around the town centre area, predominantly trips linked across the town centre area by active travel modes.

3.4.7 The development is to be car-free, with only servicing provided on site.

3.5 SUMMARY

3.5.1 The Government sets out the criteria for assessing all developments which generate significant amounts of movement. This broader guidance is set out in Paragraph 110 as:

110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

3.5.2 And importantly sets out the key test with regard to transport in Paragraph 111 as:

111 Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

4. EXISTING ACCESSIBILITY

4.1 INTRODUCTION

4.1.1 Studies show that transportation accounts for one third of CO2 emissions in major cities and is the fastest growing source of greenhouse gases. Whilst this is being tackled through initiatives including C40 Cities, the transport hierarchy remains that active and public travel modes are to be encouraged.

4.1.2 When considering the development implications of a site the first test set out in Paragraph 110 of the Framework is that:

... appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

4.1.3 This chapter reviews access by non-car modes of transport with regard to the guidance provided within the Framework.

4.2 ACTIVE TRAVEL

4.2.1 Active travel consists of walking, wheeling and cycling. Wheeling is defined by Wheels for Wellbeing as:

An equivalent alternative to foot/pedestrian-based mobility. Includes wheeled mobilities such as manual self- or assistant-propelled wheelchairs, including wheelchairs with power attachments or all-terrain attachments (such as the “Freewheel”), powered wheelchairs, mobility scooters (three and four-wheeled) and rollators. Some people rely on their cycle to move (at a pedestrian’s pace) through pedestrianised environments when it is not physically possible to walk/push their cycle. Some people use their cycle as a walking aid, by leaning on it, some people use e-scooters (with or without a seat), to wheel/scoot through pedestrianised environment if they cannot walk unaided.

4.2.2 Terms relating to walking and pedestrians within this chapter are used for highway users who are not travelling by vehicle (motorised or a cycle). Where travel distances and times are quoted, it is accepted that these vary between individual users and have been assessed based upon commonly accepted guidelines.

4.2.3 Active travel modes are affordable and safe transportation options that do not generate emissions, traffic noise or traffic congestion, and instead boost mental and physical health.

WALKING AND WHEELING

4.2.4 Research has indicated that acceptable pedestrian travel distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled Providing for Journeys on Foot (2000) suggests walking distances which are relevant to this application. These distances are shown in Table 4.1.

Table 4.1 Suggested Acceptable Pedestrian Distances

| Criteria | Town Centres (m) | Commuting/ School/ Sightseeing (m) | Elsewhere/ Local Services (m) |
|-----------|------------------|------------------------------------|-------------------------------|
| Desirable | 200 | 500 | 400 |

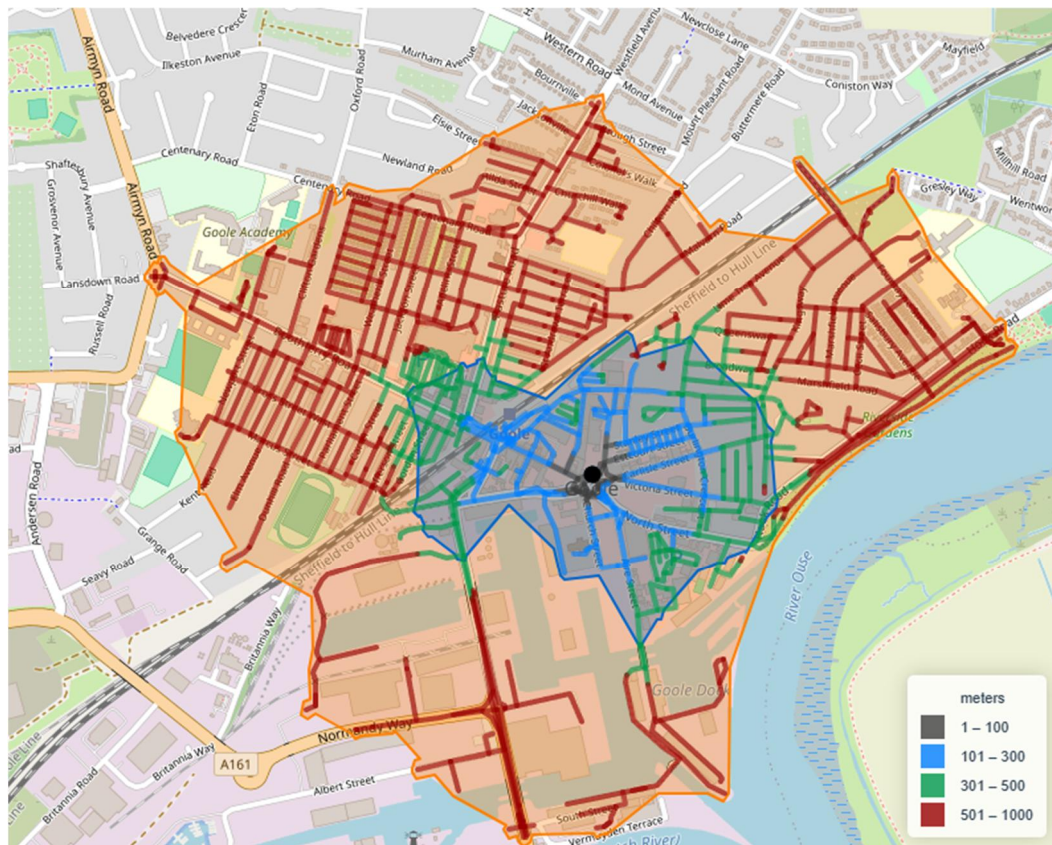
| Criteria | Town Centres (m) | Commuting/ School/ Sightseeing (m) | Elsewhere/ Local Services (m) |
|-------------------|------------------|------------------------------------|-------------------------------|
| Acceptable | 400 | 1,000 | 800 |
| Preferred Maximum | 800 | 2,000 | 1,200 |

4.2.5 Whilst Table 4.1 provides useful guidance on walking distances, Manual for Streets provides a context for interpreting them. Manual for Streets states that:

The propensity to walk is influenced not only by distance, but also by the quality of the walking experience. A 20-minute walk alongside a busy highway can seem endless, yet in a rich and stimulating street, such as in a town centre, it can pass without noticing. Residential areas can offer a pleasant walking experience if good quality landscaping, gardens or interesting architecture are present.

4.2.6 Analysis has been undertaken utilising pedestrian isochrone GIS assessment software. Due to the dense urban area of the site, the 400m and 1km have been selected. The results are shown in Figure 4.1, below/ overleaf.

Figure 4.1 400m (Blue) and 1km (Orange) Pedestrian Isochrones



4.2.7 It can be seen from the isochrones that the majority of the town centre is within the 500m walking isochrone (black, blue and green street pattern), which is just outside a 5-minute travel time at typical pedestrian speeds.

4.2.8 The local area is predominantly formed by the pedestrian priority streets of Boothferry Road and Paradise Place, forming a key area of the town centre. A wide continuous

footway borders the eastern and southern facades of the building, connecting to these pedestrian-priority streets and onwards through the town centre.

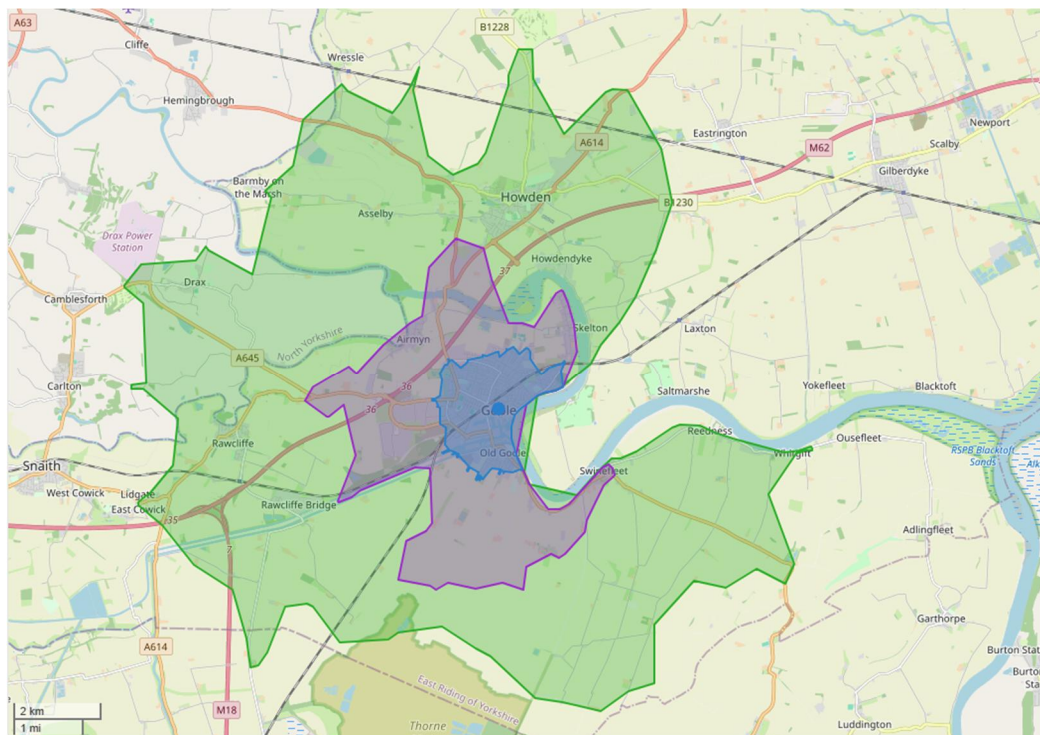
- 4.2.9 The eastern boundary of the site is formed by Estcourt Terrace. Estcourt Terrace is traffic calmed and has weight restrictions in place to restrict heavy vehicle movements along the road.
- 4.2.10 The boundary between the carriageway and footway on Estcourt Terrace is at-grade, with no dropped kerb tactile crossings provided east/ west.
- 4.2.11 There are dropped kerb tactile crossings in place north/south, across both Estcourt Street and Stanley Street.
- 4.2.12 Boothferry Road connects to the southern boundary of the site and is a pedestrian priority route. At its northern end is a signalised pedestrian crossing over Edinburgh Street, located immediately outside of the railway station. A further signalised pedestrian crossing is provided across Mariners Street, which also forms part of the traffic management measures close to the Boothferry Road level crossing.
- 4.2.13 Paradise Place runs north/ south and connects Boothferry Road to the Wesley Square car park (on Edinburgh Street), and Edinburgh Street beyond. A signalised pedestrian crossing is provided across Edinburgh Street, in line with Paradise Place.
- 4.2.14 South of the site is the clock tower roundabout. The northern arms are formed by Estcourt Terrace and the pedestrian priority Boothferry Road, with further arms provided to Carlisle Street, North Street, Church Street and Stanhope Street.
- 4.2.15 The Stanhope Street arm incorporates a staggered zebra crossing point, setback around 15m from the circulatory carriageway.
- 4.2.16 The Church Street arm incorporates dropped kerb tactile crossing points with pedestrian refuge island.
- 4.2.17 The North Street arm incorporates a dropped kerb tactile crossing point setback around 30m from the circulatory carriageway.
- 4.2.18 The Carlisle Street arm has level differences between the carriageway and footway, such that the footway sits lower than the carriageway. As such, there is no crossing of that arm immediately at the junction, with the first dropped kerb crossing point being located to the south of Victoria Street.
- 4.2.19 Carlisle Street is traffic calmed in a similar manner to Estcourt Terrace.
- 4.2.20 The site itself has previously accommodated high pedestrian flows within the existing layout.
- 4.2.21 It is reasonable to conclude that there is appropriate provision for pedestrians within the local area.

CYCLING

- 4.2.22 Cycling is commonly accepted as accommodating longer-distance travel than walking, including longer distance commuting trips. The regularly quoted typical cycling distance is around 5 km, however for some this distances is frequently exceeded, with daily cycle round trips of 20km or more being quite common.
- 4.2.23 Cycling is an increasingly popular mode of transport, particularly for commuting and leisure pursuits. The Covid-19 pandemic saw a significant rise in the use of cycles by all age groups and the popularity of cycling continues to increase.

- 4.2.24 One of the contributing factors to the current popularity is the increase in availability and reduction in price of e-bikes. E-bikes provide opportunity for people of a much broader physical range to access cycling and utilise it for commuting, leisure, health and sightseeing purposes.
- 4.2.25 The range of electric bikes can be considerable, with power-assistance for a typical rider on a typical e-bike being in the region of up to 100km of range (for a circa 500w battery). That will be lower for some city and folding electric bikes, which often have smaller batteries to save weight.
- 4.2.26 Whilst not currently benefitting from type-approval on the UK roads, privately operated e-scooters are currently being assessed by UK Government and are likely to receive approval in the near future. Alongside e-bikes, e-scooters provide an innovative and unique opportunity for people of varying physical abilities to travel without the need for a car. Whilst this section focuses on cycles and e-bikes due to their legal status, the same opportunities could shortly apply to e-scooters.
- 4.2.27 In order to consider the immediate accessibility of the site, the 2km, 5km and 10km isodistances have been assessed. These are shown in Figure 4.2, below/ overleaf.

Figure 4.2 Cycle Isochrones 2km (Blue), 5km (Purple) and 10km (Green)



- 4.2.28 It can be seen from Figure 4.2 that the vast majority of the urban area is within the 2km (blue) cycle isochrone, which encompasses the major residential areas of Goole.
- 4.2.29 Within the 5km isochrone sits the significant employment and commercial areas to the west of Goole.
- 4.2.30 Within the 10km isochron are Howden, Rawcliffe and Rawcliffe Bridge.
- 4.2.31 The council's cycle route maps include Goole and other major towns. The route map for Goole shows that the site sits generally centrally to the town and that the routes which meet the southern boundary of the site benefit from being pedestrianised (Boothferry Road), from on-street cycle lanes (Stanhope Street) or are advisory cycle routes (Victoria Street and North Street).

4.2.32 The cycle route network connects the key areas of the town, including the water side, market hall and town centre.

4.2.33 The cycle route network is shown below/ overleaf for ease of reference.

Figure 4.3 Cycle Route Map (Red Dot Shows Site)



4.2.34 There are currently four Sheffield-style cycle hoops provided along the Estcourt Terrace frontage of the site, with a further six publicly accessible cycle hoops provided close to the southern entrance to the market hall, at the southern end of Boothferry Road. The cycle map shows that secure cycle parking is available across the town centre area (denoted by blue squares in Figure 4.3).

4.2.35 The relatively gentle topography of the local area, aided by the on and off-road cycle route network could result in a higher than average amount proportion of cycling to the site. The 10km isochrone, and beyond, could reasonably be accessed by e-bike or longer distance cycle trip.

4.3 ACCESS BY BUS

4.3.1 There are a number of bus stop locations close to the site. These include:

- North Street – Around 200m southeast;
- Stanhope Street – Around 200m west;
- Mariners Street – Around 240m west;
- Edinburgh Street – Around 170m north;
- Edinburgh Street – Around 240m northwest; and
- Boothferry Road – Around 400m to the west.

4.3.2 Access to the proposed site is likely to form part of a trip-chain, which could originate or continue to one or a number of other locations across the town (and potentially beyond). As such, any of the bus stops across the town could potentially be utilised by visitors to the market hall site.

4.3.3 Consequently, it is reasonable to assert that any of the town centre buses could be utilised for access and egress the site. The key bus routes within the town are summarised below/ overleaf. Whilst Tables 4.2 to 4.11 provides a summary of bus timetables, it is always advisable to confirm the current timetables online at www.traveline.info or similar website to account for service changes and/ or potential delays.

Table 4.2 Bus Timetable Summary - 55

| 55 | From | First | Last | Daytime Frequency | Evening Frequency |
|----------|------------|-------|---|-------------------|-------------------|
| Weekday | Elloughton | 07:25 | 14:11 18:45(Gillerdyke) 22:25(Howden) | Two-hourly | Two-Hourly |
| | Goole | 09:55 | 23:00 | Two-Hourly | Two-Hourly |
| Saturday | Elloughton | 07:25 | 14:12 18:45(Gillerdyke) 22:30(Howden) | Two-hourly | Two-Hourly |
| | Goole | 09:55 | 23:00 | Two-Hourly | Two-Hourly |
| Sunday | Gillerdyke | 10:30 | 14:30 | Two-Hourly | - |
| | Goole | 11:45 | 15:45 | Two-Hourly | - |

Table 4.3 Bus Timetable Summary - 88

| 88 | From | First | Last | Daytime Frequency | Evening Frequency |
|----------|------------------|-------|-------|-------------------|-------------------|
| Weekday | Rawcliffe Bridge | 09:30 | 15:45 | Two-hourly | - |
| | Goole | 09:05 | 15:20 | Two-hourly | - |
| Saturday | Rawcliffe Bridge | 09:30 | 15:45 | Two-hourly | - |
| | Goole | 09:05 | 15:20 | Two-hourly | - |
| Sunday | - | - | - | - | - |
| | - | - | - | - | - |

Table 4.4 Bus Timetable Summary - 401

| 401 | From | First | Last | Daytime Frequency | Evening Frequency |
|----------|-------|-------|-------|-------------------|-------------------|
| Weekday | Goole | 07:08 | 17:38 | Hourly | - |
| | Selby | 07:02 | 17:47 | Hourly | - |
| Saturday | Goole | 08:08 | 18:08 | Hourly | - |
| | Selby | 08:17 | 17:17 | Hourly | - |
| Sunday | Goole | 09:00 | 15:00 | Two-hourly | - |
| | Selby | 09:55 | 15:55 | Two-hourly | - |

Table 4.5 Bus Timetable Summary – G1 (Circular)

| G1 | From | First | Last | Daytime Frequency | Evening Frequency |
|----------|-------|-------|-------|-------------------|-------------------|
| Weekday | Goole | 08:40 | 21:30 | 45-Minutes | Two total |
| Saturday | Goole | 08:40 | 21:30 | 45-minutes | Two total |
| Sunday | Goole | 11:15 | 15:15 | Two-hourly | - |

Table 4.6 Bus Timetable Summary – G2 (Circular)

| G2 | From | First | Last | Daytime Frequency | Evening Frequency |
|----------|-------|-------|-------|-------------------|-------------------|
| Weekday | Goole | 09:00 | 15:45 | 45-Minutes | - |
| Saturday | Goole | 09:00 | 15:45 | 45-minutes | - |
| Sunday | - | - | - | - | - |

Table 4.7 Bus Timetable Summary – G3 (Circular)

| G3 | From | First | Last | Daytime Frequency | Evening Frequency |
|----------|-------|-------|-------|-------------------|-------------------|
| Weekday | Goole | 09:20 | 15:20 | 45-minutes | - |
| Saturday | Goole | 09:20 | 15:20 | 45-minutes | - |

| G3 | From | First | Last | Daytime Frequency | Evening Frequency |
|--------|------|-------|------|-------------------|-------------------|
| Sunday | - | - | - | - | - |

Table 4.8 Bus Timetable Summary – G4 (Circular)

| G4 | From | First | Last | Daytime Frequency | Evening Frequency |
|----------|-----------|-------|-------|-------------------|-------------------|
| Weekday | Old Goole | 06:30 | 07:30 | These times only | - |
| Saturday | - | - | - | - | - |
| Sunday | - | - | - | - | - |

Table 4.9 Bus Timetable Summary – G5 (Circular)

| G5 | From | First | Last | Daytime Frequency | Evening Frequency |
|----------|-----------|-------|-------|-------------------|-------------------|
| Weekday | Old Goole | 16:15 | 17:15 | These times only | - |
| Saturday | - | - | - | - | - |
| Sunday | - | - | - | - | - |

Table 4.10 Bus Timetable Summary – 360

| 360 | From | First | Last | Daytime Frequency | Evening Frequency |
|----------|------------|-------|-------|-------------------|-------------------|
| Weekday | Goole | 07:25 | 17:25 | These only | - |
| | Scunthorpe | 16:05 | 17:30 | Three times | - |
| Saturday | - | - | - | - | - |
| | - | - | - | - | - |
| Sunday | - | - | - | - | - |
| | - | - | - | - | - |

Table 4.11 Bus Timetable Summary – 361

| 361 | From | First | Last | Daytime Frequency | Evening Frequency |
|----------|------------|-------------------------|-------|-------------------|-------------------|
| Weekday | Scunthorpe | 09:30 07:49(Eastoft) | 13:30 | Two-hourly | - |
| | Goole | 09:30 | 15:20 | Two-hourly | - |
| Saturday | Scunthorpe | 10:25 07:29(Eastoft) | 16:30 | Three-hourly | - |
| | Goole | 08:20 | 71:45 | Three-hourly | - |
| Sunday | Scunthorpe | 11:00 | 17:00 | Three-hourly | - |
| | Goole | 09:35 | 15:35 | Three-hourly | - |

- 4.3.4 Service 358 operates once per day in each direction between Goole and Holme upon Spalding Moor, Monday to Friday
- 4.3.5 Service 488 operates once per day in each direction between Goole and Hensall, Monday to Friday.
- 4.3.6 Service 940 operates once per day in each direction between Goole and Bishop Alcock Road, Monday to Friday.
- 4.3.7 It is reasonable to conclude that the town is well-served by buses, which provide access across the region, as well as to interchanges with access to onward connecting services.

4.4 ACCESS BY RAIL

- 4.4.1 Goole railway station is located around 250m to the north of the site, via the pedestrian priority route along Boothferry Road and the signalised pedestrian crossing over Edinburgh Street.
- 4.4.2 Goole station serves routes N30, Hull to Doncaster and Sheffield and N41 Leeds and Wakefield to Knottingley and Goole (Pontefract Line).
- 4.4.3 The route N30 network is shown below/ overleaf for ease of reference.
- 4.4.4 The route N41 network is also shown below/ overleaf for ease of reference.
- 4.4.5 The main daytime routing connects Goole to the key destinations of Sheffield, Doncaster and Hull, as well as the destination between (and beyond). Around four trains per hour operate throughout the day, with trains operating from around 05:50am in the direction of Sheffield Monday to Saturday and 09:00 on a Sunday.
- 4.4.6 Trains run from around 06:39am in the direction of Scarborough Monday to Saturday and 09:08 on a Sunday.
- 4.4.7 Trains operate until around 23:49pm Monday to Saturday and 23:41pm on a Sunday.

4.4.8 It is reasonable to conclude that the site is accessible by rail and that rail provides a frequent and attractive option for access to the site and the wider Goole town centre.

Figure 4.4 Route N30 Network Map

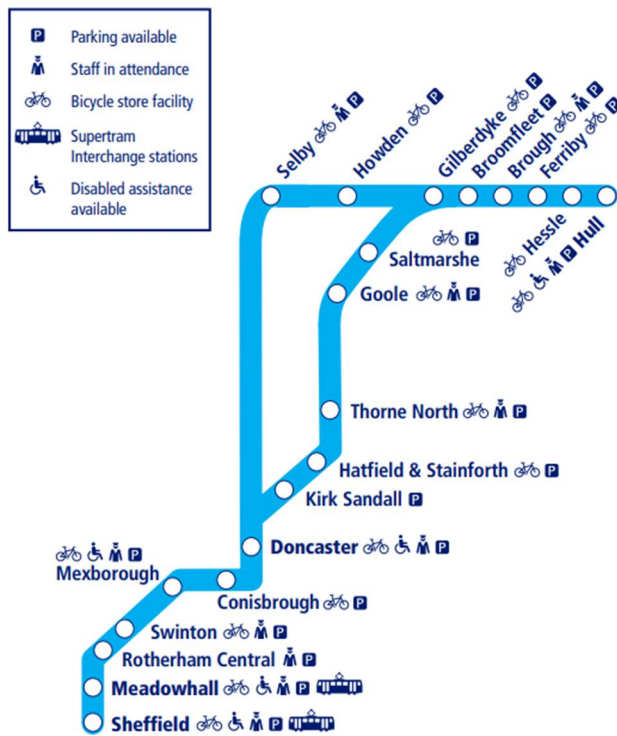
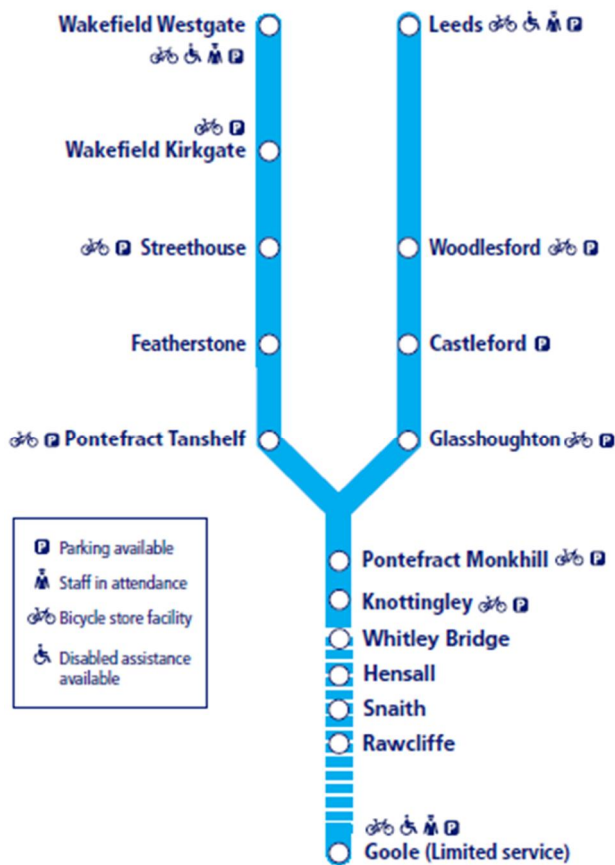


Figure 4.5 Route N41 Network Map



4.5 CAR PARKING

4.5.1 The site itself will be car-free, except for servicing. Even so, access to the town centre is and will continue to be undertaken by car for by some visitors, including as an essential requirement for some user groups, including some with reduced mobility or specific travel requirements.

4.5.2 The details of the main council-owned car parks withing Goole are summarised below:

Table 4.12 Council-Owned Car Parks

| Name | Duration | Cost | Opening | Spaces | | Height Restriction |
|---------------------|------------|---------------|---|----------|----------|--------------------|
| | | | | Standard | Disabled | |
| Estcourt Street | Long Stay | Free | 24 Hour | 115 | 6 | No |
| East Riding Leisure | Long Stay | Free | 24 Hour | 84 | 2 | No |
| Burlington Crescent | Long Stay | Free | 24 Hour | 47 | 1 | No |
| Wesley Square | Short Stay | Charges Apply | 24 Hour (Charges 8am to 6pm Mon-Sat) | 109 | 12 | No |
| Total | | | | 355 | 21 | - |

4.5.3 The charges at the Wesley Square car park are £1.10 for one hour or £2.30 for up to 2 hours.

4.5.4 The nearest car parks to the site are Estcourt Street, (70m to the east via Estcourt Terrace and Estcourt Street) and Wesley Square, (around 130m via Boothferry Road and Paradise Place).

4.5.5 Use of the site is likely to form part of a town centre trip-chain, therefore any of the above council car parks, or any of a number of alternative private car parks, could be utilised as the start/ end point.

4.5.6 Parking/ servicing for market stall operators has historically occurred along the Estcourt Terrace frontage to the site. The servicing arrangements are being revised and formalised as part of the current proposals.

4.6 SUMMARY

4.6.1 Access to the proposed site is likely to form part of a trip-chain, which could originate or continue to one or a number of other locations across the town (and potentially beyond). As such, it is appropriate to consider the accessibility of the site, as well as the town centre area as a whole.

4.6.2 The site is located within the town centre, with the majority of the town centre land uses within the 500m walking or wheeling of the site. The 500m distance represents a circa 5-minute travel time at typical pedestrian speeds (walkers and wheelers).

- 4.6.3 Immediately outside the site, Boothferry Road and Paradise Place are pedestrian priority spaces, providing access to a wide-range of town centre locations. Beyond these pedestrian priority spaces, signalised and formal pedestrian crossings are provided across the town centre including at key locations such as Edinburgh Street and Mariners Street.
- 4.6.4 The relatively gentle topography of the local area, aided by the offroad cycle route network could result in a higher than average amount proportion of cycling to the site. The 10km isochrone, and beyond, could reasonably be accessed by e-bike or longer distance cycle trip.
- 4.6.5 There are currently four Sheffield-style cycle hoops provided along the Estcourt Terrace frontage of the site, with a further six publicly accessible cycle hoops provided close to the southern entrance to the market hall, at the southern end of Boothferry Road.
- 4.6.6 There are a number of bus stop locations close to the site. These include:
- North Street – Around 200m southeast;
 - Stanhope Street – Around 200m west;
 - Mariners Street – Around 240m west;
 - Edinburgh Street – Around 170m north;
 - Edinburgh Street – Around 240m northwest; and
 - Boothferry Road – Around 400m to the west.
- 4.6.7 From these stops, a wide range of frequent bus routes are accessible, including routes 55, 88, 401, G1, G2, G3, G4, G5, 360 and 361, as well as less frequent services including 358, 488 and 940.
- 4.6.8 Goole railway station is located around 250m to the north of the site, via the pedestrian priority route along Boothferry Road and the signalised pedestrian crossing over Edinburgh Street.
- 4.6.9 Goole station serves routes N30, Hull to Doncaster and Sheffield and N41 Leeds and Wakefield to Knottingley and Goole (Pontefract Line). These services provide frequent and attractive options for access to the site and the wider Goole town centre.
- 4.6.10 The site itself will be car-free, except for servicing. Even so, access to the town centre is and will continue to be undertaken by car for by some visitors, including as an essential requirement for some user groups, including some with reduced mobility or specific travel requirements.
- 4.6.11 There are four council-owned car parks close to the site offering a total of 355 standard and 21 disabled car parking spaces. Of these, 246 standard and 9 disabled parking spaces are free to use long-stay bays without a height restriction.

5. DEVELOPMENT PROPOSAL

5.1 INTRODUCTION

5.1.1 This chapter sets out the development proposals in the context of the transport environment.

5.2 DESCRIPTION OF PROPOSALS

5.2.1 The Design and Access Statement forms part of the planning application package and alongside the site layout plans provides a detailed description of the development proposals.

5.2.2 The Design and Access Statement sets out the design concept of the proposals for the internal area of the site to include:

The proposed interventions retains and enhances the original features of the market hall whilst providing flexible spaces that can be used for several community activities and attractive food kiosks to create a dynamic and active space...

5.2.3 In combination with the enhanced internal space, ancillary areas are proposed to include:

- Improved wc layout;
- Toilet facilities sufficient for a 300 person capacity food use; and
- CCTV and communications room.

5.2.4 For the external area, the proposals open up and landscape the space to the north of the building:

The landscape design of the scheme creates a playful, multi-functional urban garden to the rear yard, supporting the events of the market hall. The 'market garden' will also create visual and pedestrian connections from the market entrance and from Estcourt Terrace to Paradise Place.

5.2.5 To the south of the building, the following works are proposed:

On the south side (front) of the market hall, timber benches integrated into metal planters are provided to allow people to rest...

5.2.6 The Design and Access Statement confirms that:

The landscape proposals compliment the wide public realm initiative...

5.2.7 This latter statement applies to ongoing design work along the Estcourt Terrace frontage to the site, and beyond, that form additional elements of the Goole Cultural Quarter proposals and are to be brought forward as part of subsequent proposals.

5.3 ACCESS FOR WALKERS AND WHEELERS

5.3.1 The development proposals retain the southern entrance to the market hall, which connects directly towards the pedestrian priority space along Boothferry Road and Paradise Place.

5.3.2 Along the eastern elevation, direct access is retained towards Estcourt Terrace via the pedestrian doors on this side of the market hall building.

5.3.3 The council are currently undertaking a commission in relation to the public realm works in the vicinity of the site as part of the wider Town Deal works package. It is understood that those works incorporate Estcourt Terrace, to the east of the site, which will be

designed to seamlessly interface with the current proposals and, also, consider and improve the usability of the space for all users groups.

- 5.3.4 Northeast of the market hall building, access will be provided to, and through, the new market garden. The market garden will provide a new car-free pedestrian link between Estcourt Terrace and the pedestrian- priority Paradise Place.
- 5.3.5 The links will be designed to incorporate level thresholds to accommodate the needs of visitors and staff who may have reduced mobility.
- 5.3.6 The proposals are considered to improve the pedestrian environment around the site and provide suitable access options for walkers and wheelers.

5.4 ACCESS BY CYCLE

- 5.4.1 The development proposals include the removal of the existing cycle stands along the Estcourt Terrace frontage, replacing them with an improved provision of ten cycle stands immediately between the new pedestrian access to the market garden and the building's eastern pedestrian access point on to Estcourt Terrace.
- 5.4.2 The cycle stand provision will be suitable for up to 20 cycles at any one time, which is equivalent to around 1 cycle space per 15 patrons, (based upon an estimated 300 patron occupancy).
- 5.4.3 The proposed cycle stands are in addition to the existing six cycle stands at the southern end of Boothferry Road, taking the total to around 16 publicly accessible cycle stands within 20m of the building entrance points.
- 5.4.4 The provision of cycle stands provides for use by the public and, also, by the increasing number of cycle couriers who operate across town centres. Cycle couriers are likely to provide an important role for food establishments within the market hall and, increasingly can provide a delivery role for day to day goods.
- 5.4.5 Cycle couriers can provide a no-impact delivery option for residents across the town, including those who may be unable to travel to the town due to mobility, social or personal reasons.
- 5.4.6 To help deliver the car-free (with the exception of servicing) proposals, the masterplan incorporates two staff cycle storage sheds. The cycle storage sheds are each sized to accommodate up to three cycles and have the potential to allow dry storage of leisure outerwear such as helmets and cycle jackets.
- 5.4.7 The cycle storage sheds are to be located within the secure service/ personnel corridor to the northern boundary of the proposals and could allow up to six members of staff to cycle to work. Based upon an estimate of around 20 to 30 staff on shift at peak times, this could equate to around 20% of staff.
- 5.4.8 Adjacent to the proposed staff cycle storage sheds is additional space which could be utilised to extend the provision for staff cycle storage and could improve provision for adjacent sites such as the Junction.
- 5.4.9 The proposals are considered to provide suitable access and cycle storage options for visitors, couriers and staff.

5.5 PUBLIC TRANSPORT

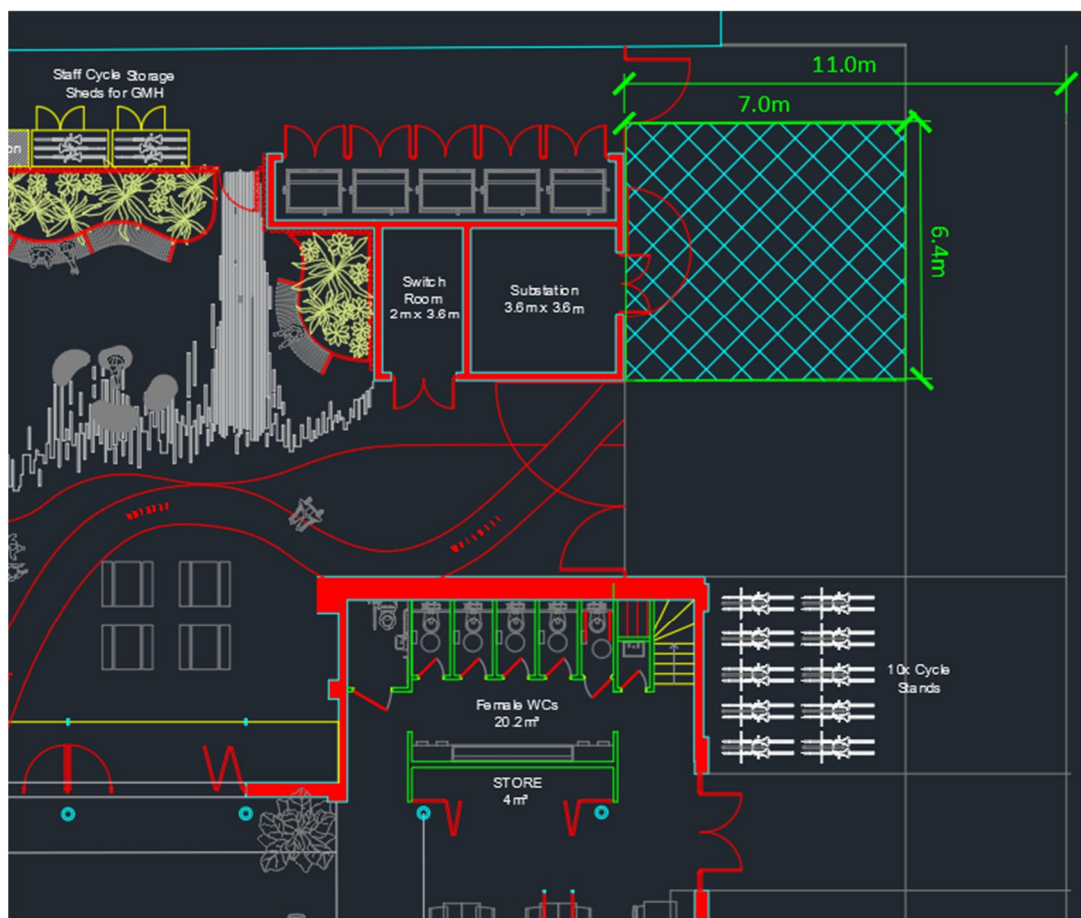
- 5.5.1 The access options for walkers and wheelers also apply to public transport patrons by both bus and rail.

- 5.5.2 The proposed linkage between Estcourt Terrace and Paradise Place could reduce walk times between the site and public transport facilities, as well as for other town centre users across the local area.
- 5.5.3 The provision of cycle stands as part of the development proposals could also provide access options for those wishing to travel to the site and town by a combined cycle/ public transport trip.
- 5.5.4 The proposals are considered to provide suitable access options for public transport patrons.

5.6 SERVICING

- 5.6.1 A service management plan will be implemented at the site by the site manager. The space allocated for servicing the site is located along the frontage of the substation, between the market garden access and the personnel gate which provides access to the service/ personnel corridor along the northern boundary of the site.
- 5.6.2 As part of the service management plan, the servicing area will be covered by CCTV to allow the real-time monitoring of this space.
- 5.6.3 The available space within this area measures around 6.4m wide by 7m long. It is expected that light vehicles would be the largest typical/ daily service vehicle to the site. The width is suitable for accommodating up to two light vehicles at any one time, parked perpendicular to Estcourt Terrace.
- 5.6.4 The area for servicing is shown below/ overleaf for ease of reference. The hatching shown is to highlight the area and does not represent white-lining.

Figure 5.1 Service Area (Showing Cycle Storage)



- 5.6.5 Vehicles would enter in a forwards gear and reverse back towards Estcourt Terrace. This forward-in/ reverse-out movement is that which was previously in operation for the market hall, with historic observations suggesting that up to six light vehicles have parked in a similar arrangement along the Estcourt Terrace frontage previously.
- 5.6.6 The proposals would, therefore, reduce the number of vehicles parked along the Estcourt Terrace frontage at any one time.
- 5.6.7 The reversing movement would benefit from pedestrian intervisibility splays of 2mx2m either side of the servicing area, with the pedestrian routes to the personnel gate and to the market garden to be kept free from obstruction.
- 5.6.8 In order to ensure that the site operates efficiently, servicing times and periods for the units will be minimised and monitored by the site manager. Use of the frontage service space will be limited to essential servicing operations only.
- 5.6.9 Chapter 4 set out that there are 246 standard and 9 disabled parking spaces close to the site which are free to use long-stay bays without a height restriction. Should operators on the site be required to park a vehicle during the day they would be directed to utilise one of these car parks.
- 5.6.10 Section 5.4 sets out the provision being made to accommodate the use of the site by cycle couriers. An additional and essential part of the operation of food outlets now commonly includes powered two-wheeler and car-borne couriers.
- 5.6.11 Managing and restricting the use of the service area for operators provides opportunity for the use of the service area by non-cyclist courier services. As with the use by operators, the centre management will monitor and manage the use of the space by couriers to minimise dwell times.
- 5.6.12 The space within the market garden will be flexible, with benches and other features which will be movable. The market garden space includes the provision of an area which could be utilised by a takeaway merchant operating from a small van. This type of provision can incorporate hot and cold drink or ice cream sales, as well as the sale of hot and/ or cold food products.
- 5.6.13 The use of the space would be organised by the centre manager and arrangements would be made to move furniture during the access and egress movements of the trader.
- 5.6.14 The proposals would include a service management plan which would restrict the waiting times and durations for operators. The service management plan would result in the service area being freed up for use by non-cyclist couriers as part of the proposals.
- 5.6.15 The proposals are considered to provide suitable, managed, provision for servicing.

5.7 REFUSE

- 5.7.1 Refuse storage is proposed within the personnel corridor along the northern boundary of the site. The refuse storage area is within a secure staff-only area of the site.
- 5.7.2 The personnel corridor would lead towards Estcourt Terrace via a lockable personnel gate, which is located within 7m of the edge of footway and 11m of the edge of carriageway.
- 5.7.3 Refuse collection would be undertaken from the street, which is a common arrangement across the town.
- 5.7.4 The proposals are considered to provide suitable provision for refuse collection.

5.8 SUMMARY

- 5.8.1 The Design and Access Statement sets out the design concept of the proposals for the internal area of the site to include:

The proposed interventions retains and enhances the original features of the market hall whilst providing flexible spaces that can be used for several community activities and attractive food kiosks to create a dynamic and active space...

- 5.8.2 The development proposals retain and enhance the southern entrance to the market hall, which connects directly towards the pedestrian priority spaces along Boothferry Road and Paradise Place.
- 5.8.3 Along the eastern elevation, direct access is retained towards Estcourt Terrace via the pedestrian doors towards the northeast of the market hall building.
- 5.8.4 Northeast of the market hall building, access will be provided to, and through, a new multi-functional urban market garden. The market garden will provide a car-free pedestrian link between Estcourt Terrace and the pedestrian- priority Paradise Place.
- 5.8.5 The proposals incorporate increased and improved cycle parking provision for visitors, cycle couriers and staff (in secure cycle storage sheds), complimenting the existing secure cycle storage provision across the town.
- 5.8.6 The space allocated for servicing the site is located to the north of market garden access, providing direct access into the site for operators.
- 5.8.7 A service management plan will be implemented at the site by the site manager and would restrict the waiting times and durations for operators.
- 5.8.8 The service management plan would result in the service area being freed up for use by non-cyclist couriers as part of the proposals.



**A CARBON NEUTRAL COMPANY
FOR THE PLANET AND FOR THE FUTURE**