



FRAMEWORK TRAVEL PLAN
PROPOSED MIXED-USE DEVELOPMENT
LAND OFF BARNESLEY ROAD, GOLDTHORPE, ROTHERHAM, S63 9PJ

On behalf of **Fortitudo (Goldthorpe) Ltd**
Report Reference: **24/384/TP/B**
July 2024

REPORT CONTROL SHEET

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1 INTRODUCTION

1.1 Purpose Of Report

- 1.1.1 Magna Transport Planning Ltd have been appointed by Fortitudo (Goldthorpe) Ltd (“the Applicant”) to prepare this Framework Travel Plan (FTP) in support of a planning application for the mixed use development comprising two restaurant units with drive-thru facilities and an electric vehicle (EV) charging station on the land adjacent to Aldi foodstore and off Barnsley Road, Goldthorpe, Rotherham, S63 9PJ.
- 1.1.2 This FTP sets out a strategy towards the sustainable travel options and measures for the proposed development. This FTP is a live document and will be updated once the development is occupied and baseline travel surveys have been undertaken. These baseline travel surveys will be undertaken within six months of the first year of meaningful occupation of the proposed development.
- 1.1.3 This TP is primarily aimed at the staff, as they will be undertaking regular journeys to and from the development.

1.2 The Proposal

- 1.2.1 The application seeks planning permission to construct two restaurants with drive-thru facilities and associated parking; and electric vehicle (EV) charging station comprising 18 bays.
- 1.2.2 The larger restaurant unit with a gross internal area (GIA) of 355 sqm will be occupied by McDonald’s (a drive-thru restaurant operator) and the smaller unit with a GIA of 171 sqm will be occupied by Starbucks (a coffee drive-thru operator).
- 1.2.3 The proposed site plan is provided in Appendix 1.

Access Arrangements

- 1.2.4 No changes are proposed to the main wider site access junction at Barnsley Road.
- 1.2.5 The access into the application site will be via the existing side road junction off the main access road, located 22 metres north of the junction with Barnsley Road.
- 1.2.6 The footway along the northern side of the main access road will continue into application site, thus providing continuous pedestrian access.

- 1.2.7 The access into the Starbucks unit is located approximately 55 metres north of the main access road. This is followed by the access to the EV charging station (via a side road to the access into the future development within the blue line boundary area), and then McDonald's.
- 1.2.8 A zebra crossing is proposed on the internal access road approximately 30 metres north of the main access road.
- 1.2.9 The vegetation/landscaping adjacent to the Starbucks and EV charging station accesses will be maintained at no more than 600mm height. The visibility splays of 2.4 metres x 25 metres (commensurate to the design speed of 20 mph) are achievable at the individual site access points.
- 1.2.10 All delivery and servicing for both restaurant units and EV charging station will take place internally whereby the delivery and servicing vehicles would enter and exit the development from the main access road.

Internal Layout

- 1.2.11 The layout integrates drive-thru lanes for both restaurants. The layout has been carefully designed to ensure that large cars can use drive-thru lanes with ease. This would assist in reducing any on-site congestion.
- 1.2.12 Appropriate and clear signage and road markings will be in place to ensure drivers are directed to various points within the development correctly.
- 1.2.13 McDonald's drive-thru operation will have three points of interaction between the staff and customers – first will be through Customer Order Display (COD) units via which the customers place their orders; second will be a payment booth and the third will be the order collection booth.
- 1.2.14 McDonald's drive-thru lane will be provided with two side by side (or parallel) ordering facility with individual Customer Order Display (COD) units, which will significantly optimise the drive-thru process by reducing customer processing time and efficiently manage queue length.
- 1.2.15 Starbucks drive-thru operation will have two points of interaction between the staff and customers – first will be through Customer Order Display (COD) units via which the customers place their orders; second will be a payment and order collection booth.

1.2.16 Both restaurants are provided with at least one waiting bay at the end of the respective drive-thru lane. The drivers waiting for larger order (for example) at the drive-thru lane will be directed to these waiting bays. The staff will deliver the order to the customer at these waiting bays.

EV Charging Station

1.2.17 The EV charging station will be provided with 18 bays. Eight of these bays will have the dimensions of 2.8 metres x 5.0 metres with manoeuvring space of six metres in front of these bays, thereby accommodating large EV cars. The remaining 10 bays will have the dimensions of 6.0 metres x 2.8 metres with manoeuvring space of 7.1 metres in front of these bays, thereby accommodating typical transit vans.

McDonald's – Parking Provision

1.2.18 A total of 41 car parking spaces are proposed, including two accessible bays (approximately 5%) located close to the building entrance.

1.2.19 In addition to the above, there will be two waiting bays reserved for drive-thru customers.

1.2.20 Eight cycle parking spaces in the form of four cycle stands are provided with a covered and secure cycle store, adjacent to the COD units.

Starbucks – Parking Provision

1.2.21 A total of 20 car parking spaces are proposed, including two accessible bays (approximately 10%) located close to the building entrance.

1.2.22 In addition to the above, there will be one waiting bay reserved for drive-thru customers.

1.2.23 Eight cycle parking spaces in the form of four cycle stands are provided with a covered and secure cycle store, on the southern elevation of the building.

1.3 Structure of Report

1.3.1 Chapter 2 outlines the site location and accessibility by non-car modes of transport.

1.3.2 Chapter 3 outlines the baseline travel patterns for the site.

1.3.3 Chapter 4 sets out the objectives and targets of the TP.

1.3.4 Chapter 5 outlines the TP strategy.

1.3.5 Chapter 6 sets out the measures that will be implemented to help achieve the objectives and targets of the TP.

1.3.6 Chapter 7 sets out the Action Plan for the TP.

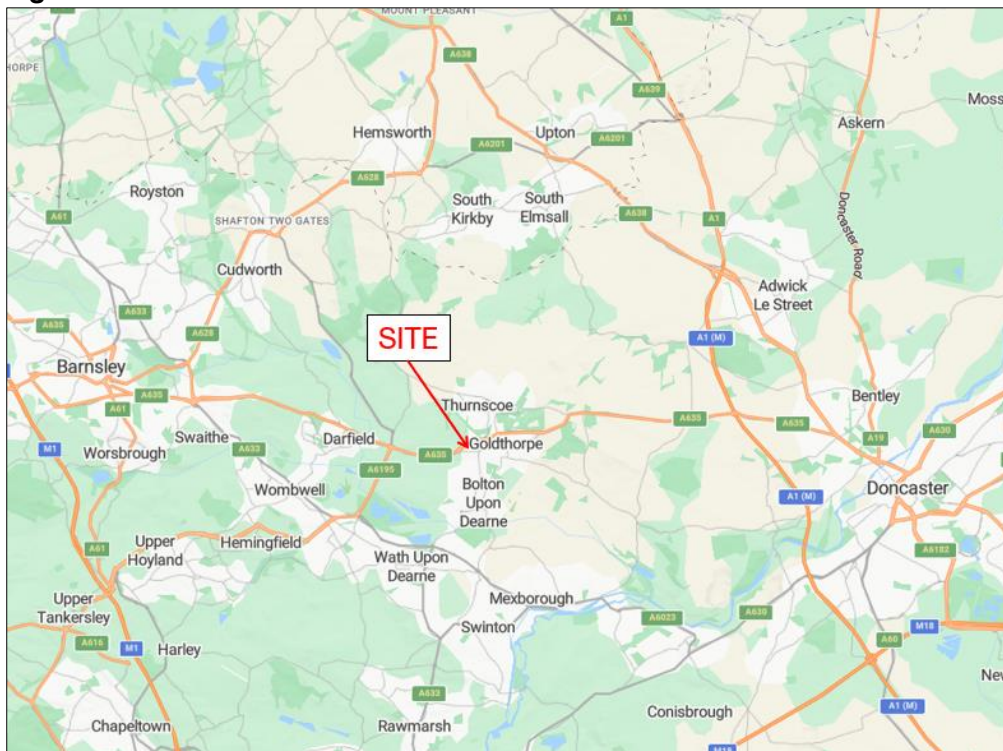
2 SITE AND SURROUNDING AREA

2.1 The Site

2.1.1 The application site is situated at the western outskirts of Goldthorpe, approximately 13 kilometres (driving distance) east of Barnsley Town Centre and 15 kilometres west of Doncaster.

2.1.2 The location of the site in wider context is shown in Figure 2A.

Figure 2A Site Location in Wider Context



2.1.3 The application site encompasses an area of approximately 0.92 hectares; and is bound by Aldi foodstore to the west, the A635 to the north, residential development to the east and Barnsley Road to the south.

2.1.4 The site location in its local context is shown in Figure 2B.

Figure 2B Site Location in Local Context



2.2 Local Road Network

Site Access Junction

- 2.2.1 The wider site (i.e., application site + Aldi) accessed via an existing site access junction off Barnsley Road. This site access junction is located at approximately 130 metres east of the A635/Barnsley Road Roundabout.
- 2.2.2 The site access junction is in the form of a priority T-junction with ghosted right turn lane. The visibility splays of 2.4 metres x 43 metres in both directions are achieved at the junction. These splays are commensurate to the posted 30 mph speed limit in accordance with the Manual for Streets (MfS) visibility splay requirements.
- 2.2.3 This site access junction was secured via the planning permission 2014/1020. The minor arm of the site access junction is at least 14 metres wide. The access into the application site is via a side road junction, located 22 metres north of the main access junction, as shown in Figure 2C.

Figure 2C Application Site Access



2.2.4 Past the side road access to the application site, the minor arm of the main access junction continues west towards Aldi.

2.2.5 The existing design of the main access junction allows an HGV intending to travel into the application site to wait on the minor arm of the main access junction without significantly impeding the flow of traffic on the minor arm.

Barnsley Road

2.2.6 Barnsley Road is a mixed-traffic route through Goldthorpe. It runs broadly in east-west directions, and at both ends it connects to the A635.

2.2.7 Barnsley Road provides connections to various residential and secondary streets and as well as link roads, such as Highgate Lane and Nicholas Lane which provides links to the areas of Bolton upon Dearne and Thurnscoe.

2.2.8 Along with the two connections to the A635 at both ends of Barnsley Road, there is a third connection via the B6098, to the east of the site.

2.2.9 Barnsley Road is subject to a 30 mph speed limit, and benefits from streetlighting and footways.

A635

2.2.10 The A635 is one of the primary roads within BMBC. It runs broadly in east-west directions, connecting Barnsley at the west (approximately 11 kilometres from the site)

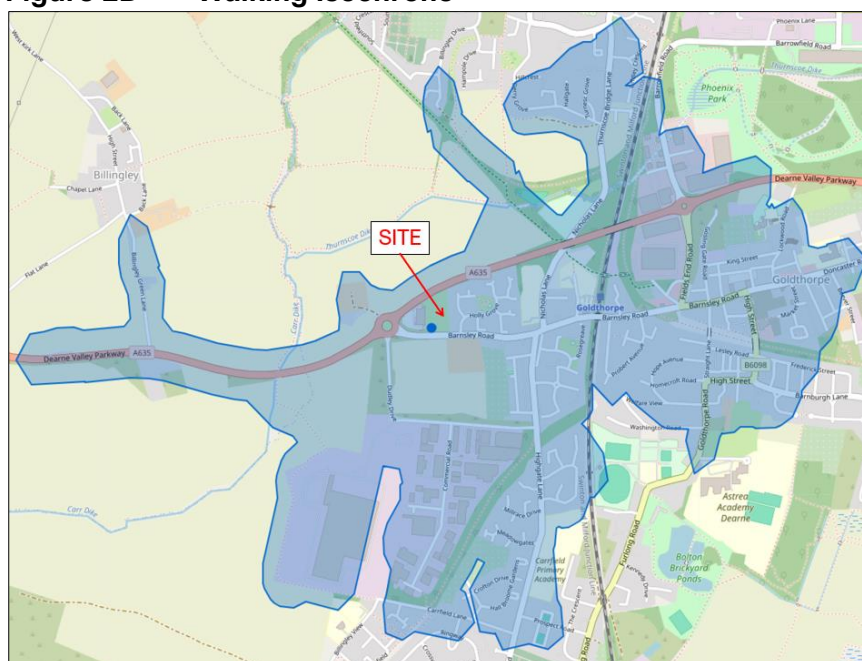
with Doncaster to the east (approximately 15 kilometres from the site). It also provides access to the A1(M) at Junction 37, located at approximately nine kilometres east of the site.

2.2.11 Overall, the site has good access to local and strategic road network.

2.3 Pedestrians and Cyclist Infrastructure

2.3.1 Chartered Institute of Highways and Transportation (CIHT) document – ‘Planning for Walking’ (2015) states that 80% of journeys shorter than one mile (1.6 kilometres) are made wholly on foot. Hence, the distance of 1.6 kilometres could be classed as an ‘acceptable’ walking distance. Figure 2D shows the 1.6 kilometres walking isochrone.

Figure 2D Walking Isochrone



2.3.2 Figure 2D shows that the site is strategically located with a large proportion of Goldthorpe located within the acceptable walking distance from the site. This includes the existing residential and commercial developments to the east and south of the site.

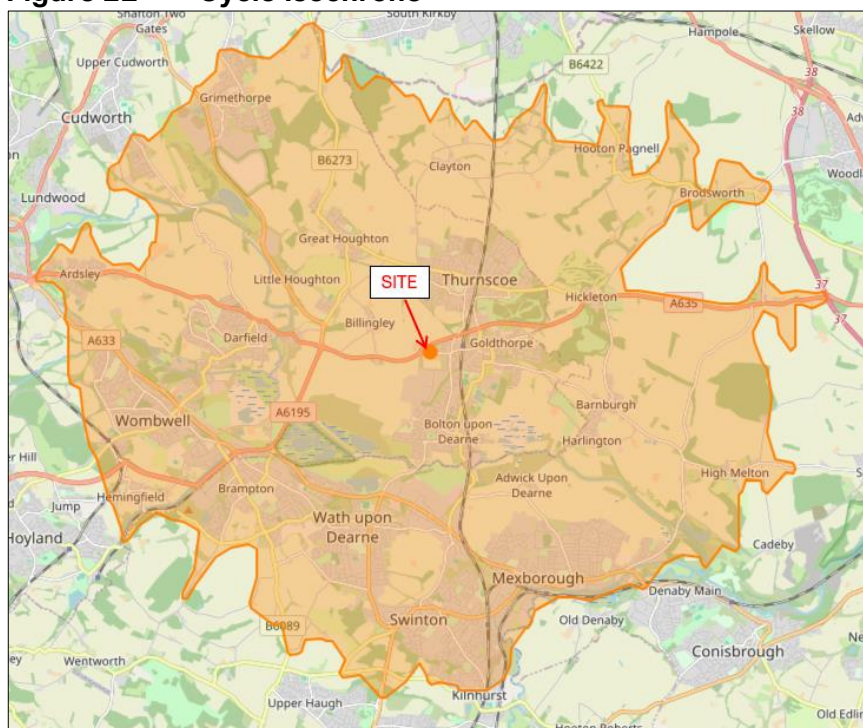
2.3.3 The site access junction has two metres wide footway on both sides of the minor arm. There is a pedestrian crossing facility across the minor arm in the form of dropped kerbs with tactile paving and pedestrian refuge island.

2.3.4 There is a two metres wide footway on the northern side of Barnsley Road, adjacent to the site. This footway continues east, thus providing pedestrian access to various key

destinations within Goldthorpe including bus stops, railway station, residential development, employment and leisure uses.

- 2.3.5 There is a short section of footway on the southern side of Barnsley Road between the site access and the junction with Holly Grove (to the east of the site). This footway provides access to the westbound bus stop on Barnsley Road. There is a crossing facility on Barnsley Road in the form of dropped kerbs with tactile paving and pedestrian refuge island that allows pedestrians to cross the road from the site side to access this footway.
- 2.3.6 At the A635 / Barnsley Road / Dudley Drive roundabout, there appears to be a sufficient footway infrastructure that allows pedestrians to cross the Barnsley Road, Dudley Drive and A635 (southwest) approaches. This facilitates pedestrian connectivity to the commercial and industrial developments to the south (accessed via Dudley Drive), located within the acceptable walking distance.
- 2.3.7 CIHT's "Planning for Cycling" (2014) document states that majority of the cycling trips are for short distances with 80% being less than five miles (or eight kilometres). A plan displaying eight-kilometre cycle isochrone is shown in Figure 2E.

Figure 2E Cycle Isochrone

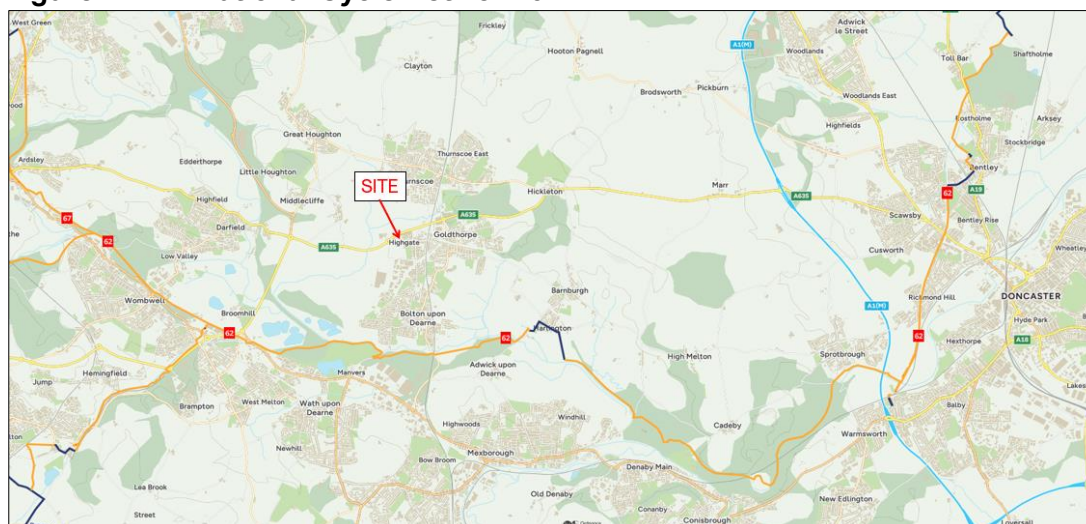


2.3.8 As can be seen in Figure 2E, the cycle isochrone of eight kilometres covers the entirety of Goldthorpe, and the neighbouring areas of Thurnscoe, Mexborough, Swinton, and Wombwell.

2.3.9 Although there are no designated cycle routes in the vicinity of the site, the A635 to the west of the roundabout junction with Barnsley Road and Dudley Drive offers a three metres wide shared footway/cycleway. This continues westwards towards Barnsley. number of active travel schemes have been implemented by BMBC along this section of the A635.

2.3.10 National Cycle Network 62 (NCN 62) is located at approximately 3.5 kilometres south of the site (i.e. 11-minute cycle ride), as shown in Figure 2F.

Figure 2F National Cycle Network 62



2.3.11 As shown in Figure 2F, NCN 62 provides cycle links to Barnsley to the west and Doncaster to the east.

2.3.12 Overall, the existing pedestrian and cycle infrastructure in the vicinity of the site is considered to be good and robust enough to encourage the users of proposed development to take up active travel, thus reducing reliance on private car use.

2.4 Public Transport

2.4.1 The nearest bus stops are located on the A635 adjacent to the site access junction. Both bus stops are equipped with bus flags, and timetable information board. The bus services that stop at these bus stops are detailed in Table 2A.

Table 2A Bus Services

Route No.	Bus Route	Frequency		
		Mon-Fri	Saturday	Sunday
208	Rotherham – Grimethorpe	3 services	3 services	3 services
218, 218A	Barnsley Interchange – Rotherham Interchange	2 per hour	2 per hour	1 per hour
X19	Barnsley Interchange – Doncaster Interchange	1 per hour	1 per hour	1 per hour

2.4.2 Table 2A shows that there are two regular bus services (218/218A and X19) that provide access to Barnsley, Rotherham and Doncaster.

Rail

2.4.3 Goldthorpe Railway Station is located at a distance of 690 metres east of the site (i.e., 10-minute walk).

2.4.4 From Monday to Saturday, there is an hourly service to Rotherham Central and Sheffield southbound and Leeds northbound. A similar frequency operates on Sundays, though starting later in the morning. One service on the Dearne Valley line to York also calls on weekday and Saturday mornings in the northbound direction only.

2.4.5 The existing public transport frequencies and connections in terms of both buses and rail are considered to be good, and likely to be sufficient to accommodate potential demand arising from the proposed development.

3 BASELINE TRAVEL PATTERNS

3.1 Baseline Modal Split

- 3.1.1 In order to estimate how the staff are likely to travel to and from the site, the 2011 Census has been used to ascertain how people travel to the Super Output Area in which the site is located in, i.e., E02001530: Barnsley 022.
- 3.1.2 The travel to work information from the recent 2021 Census is not considered to be representative of how people travel to work due to the fact that the Census was carried out during COVID restrictions when there was a significant proportion of population who worked from home and the Census asked people how they travel to work at the time instead of how they would travel in future.
- 3.1.3 Hence, the 2011 Census still remains the relevant source which allows users to determine the travel mode split to a particular workplace location.

Table 3A Travel to Work Mode Split

Modes	% Split
Driving in a car/ van	68%
Passenger in a car/van	9%
Bicycle	1%
On Foot	14%
Train	1%
Bus	7%
Total	100%

- 3.1.4 The mode split in Table 3A could be used only as a *starting point* to set indicative TP targets for first year of occupation.

3.2 Travel Surveys

Baseline Travel Surveys

- 3.2.1 The baseline staff travel survey will be undertaken to represent the start of the TP for monitoring purposes and will provide a basis for adjusting the targets as set out in the TP. The mode shares shown in Table 4A will use used to derive the interim TP targets.
- 3.2.2 The surveys will be undertaken within first six months of meaningful occupation.

Travel Surveys thereafter

3.2.3 Further staff travel surveys will be undertaken within two weeks of the following monitoring sessions:

- Monitoring Session 1 = One year after baseline travel surveys [Year 1]
- Monitoring Session 2 = Two years after Monitoring Session 1 [Year 3]
- Monitoring Session 3 = Two years after Monitoring Session 2 [Year 5]

4 OBJECTIVES AND TARGETS

4.1 Objectives

4.1.1 The main objectives of the TP are to:

- Reduce single occupancy car, van and motorcycle trips amongst staff;
- Increase staff awareness of TP targets and measures;
- Increase staff participation in/uptake of measures.

4.2 Indicators and Surveys

4.2.1 Indicators and surveys would be used for monitoring purposes to ensure the aforementioned objectives are met. The indicators and surveys are provided in Table 4A.

Table 4A Objectives, Indicators and Surveys

Objective	Indicator	Survey
Reduce single occupancy car, van and motorcycle trips	% Mode Share	Questionnaire Survey
-	Staff awareness of TP targets and measures	Questionnaire Survey
-	Staff participation in/uptake of measures	Questionnaire Survey

4.3 Targets

4.4 TP targets are measurable goals by which progress can be assessed. These targets should be reviewed through a programme of monitoring to ensure they remain SMART (Specific, Measurable, Achievable, Realistic and Timed).

4.5 The results of the baseline travel survey will be used to set targets to assist in achieving the objectives i.e., reduce single occupancy car, van and motorcycle trips and reduce peak hour delivery and service vehicle movements. These targets will be used to evaluate future reviews.

4.6 The indicative targets for the FTP are set over five-year period i.e., Year 1, 3 and 5 based upon mode split in Chapter 4 are provided below and these are subject to initial survey findings and Council's suggestions, whereby Year 1 (i.e., within the first six months of occupation), Year 3 is two years after Year 1 monitoring session and Year 5 is two years after Year 3 monitoring session.

4.7 'Indictive' targets are provided in Table 4B.

Table 4B Staff Travel to Work Mode – Indicative Targets

Modes	Census Mode Split	Year 1	Year 3	Year 5
Driving in a car/ van	68%	62%	53%	45%
Passenger in a car/van	9%	10%	11%	12%
Bicycle	1%	3%	5%	8%
On Foot	14%	16%	18%	20%
Train	1%	1%	3%	3%
Bus	7%	8%	10%	12%
Total	100%	100%	100%	100%

4.7.1 In addition to the above targets, the TP regime would be required to ensure that at least 60% response rate to the travel surveys.

4.8 Benefits of Travel Plan

4.8.1 The benefits of a Travel Plan can be as follows:

- Solve potential problems that could be caused by demand for parking.
- Assure parking for those with most need to access a vehicle or who car share.
- Ensure there are sufficient electric vehicle charging points provided on site.
- Help meet the environmental targets such as global warming emissions targets.
- Solve potential problems caused by traffic congestion on and around the site.
- Encourage more staff and customers to access the site by non-car modes of transport.
- Provide a better experience for staff and customers travelling to your site.
- Improve company's image with both customers and neighbouring developments.
- Improve staff health and reduce absenteeism.
- Assist with recruitment and retention by making staff journeys to work easier and cheaper.
- Help provide less stressful options for travel to work.
- Give opportunities to build healthy exercise into daily life.

5 TRAVEL PLAN STRATEGY

5.1 Travel Plan Co-Ordinator

5.1.1 The FTP will be implemented and managed by a Travel Plan Co-ordinator (TPC). The TPC will be appointed prior to occupation of the development to guarantee the most effective implementation of the FTP.

McDonald's and Starbucks

5.1.2 The Store Manager / Assistant Store Manager of McDonald's and Starbucks restaurants will be the Travel Plan Coordinator (TPC) for the respective restaurants. As they are the senior member of staff, it is likely that they will have sufficient influence amongst the other employee to promote the initiatives within the plan.

5.1.3 Magna Transport Planning Ltd will act as the TPC in the interim until the; and when the Store TPCs are appointed, Magna will hand over the TP to them.

5.1.4 The key role of the TPC will be to:

- Develop and implement the plan
- Promote the TP
- Monitor the TP

5.1.5 The TPCs will be responsible for:

- Issuing Travel Information Packs to their staff
- Acting as a point of contact for giving advice and information on transport related subjects to staff or will direct them to sources of further information such as the Council's websites.
- Co-ordinating the necessary data collection required to develop the plan.
- Co-ordinating the preparation of the required review reports.
- Liaising with the TPC of the adjacent Aldi store on issues which are relevant to the site as a whole.

5.2 Upkeep of the Travel Plan

5.2.1 The Travel Plan stages are as follows:

Stage 1: First Year TP (Year 0)

5.2.2 The Area-wide TPC (Estate Manager) will provide UTPCs with a travel information pack which includes:

- Cycling and Public transport maps and information
- Information about the location and provision of cycle parking
- Information about the cycle training and maintenance providers
- Information about access to other services and facilities, such as car share websites
- Health and environmental benefits of active travel

5.2.3 The TPCs will:

- Distribute the travel questionnaires to the staff. A sample questionnaire form is provided in Appendix 2.
- Collect the answered questionnaires and analyse the results.
- Set the targets for mode shifts by liaising with the Council.
- Update the TP to provide a full Travel Plan and issue to the Council.

5.2.4 In addition to these specific tasks the TPCs have to act as a point of contact for the staff with regards to any transport related issues and initiate appropriate travel initiatives organised by local and national transport groups. Other duties include co-ordinating and promoting car-sharing schemes.

Stage 2.0: Subsequent TP Year 1, Year 3 and Year 5 Updates

5.2.5 This process will need to be repeated 12 months after the first travel survey and then once every two years for the five-year plan period and will involve:

- Updating the travel survey database by re-distributing questionnaires.
- Re-analysis of the results of the survey.
- Review of transport initiatives.
- Compare actual and predicted travel modes.
- Hold meetings with staff to acknowledge their ideas and views.
- Update the travel pack provided to the staff.
- Develop fresh initiatives.
- Update the TP with new targets set for the coming two years and issue it to the Council.

5.3 Monitoring of Travel Plan

5.3.1 Ongoing monitoring and reporting are necessary for ensuring the continued effectiveness of the TP. Following the First Review of the TP, the monitoring of the TP will be undertaken in Years 1, 3 and 5.

Monitoring Schedule

- 6-months of first occupation (baseline survey);
- First and third anniversary of the initial baseline travel survey – Year 1 and 3 (travel survey);
- Fifth anniversary of the initial baseline travel survey – Year 5 (travel surveys).

5.3.2 The monitoring of the TP will be undertaken on a mandatory five-year cycle.

5.4 Review

5.4.1 A review shall be a report prepared by the TPCs; the scope of which will be to provide the results of the travel surveys and comprehensively assesses the effectiveness of the TP in:

- Implementing its terms or recommendations;
- Achieving its targets.

5.4.2 It should also (if necessary) propose further reasonable measures for incorporation which would improve the effectiveness of the TP.

5.4.3 The review should validate and suggest adjustments, if necessary, to the targets in the TP. The timetable for submission of reviews is as follows:

- First Review 3-months after the initial baseline survey
- Second Review 3-months after the Year 1 travel survey
- Third Review 3-months after the Year 3 travel survey
- Final Review 3-months after the Year 5 travel survey

5.4.4 The reviews shall be submitted in writing by the TPC (or on behalf of the TPC) to the Council by the due date as defined in the Action Plan.

5.4.5 The TPC (or acting consultant) shall consult the Council on the content of every TP submission.

- 5.4.6 In the event of a refusal the TPC (or acting consultant) shall address as appropriate the deficiencies highlighted and resubmit within one month of receipt.
- 5.4.7 The recommendations of the review shall be implemented immediately or as soon as possible (as appropriate dependent upon the type of measures) upon completion of an approved review.
- 5.4.8 Should any meetings between the parties be necessary to discuss the contents of the submissions then this shall be arranged in accordance with the above highlighted timescales.

6 MEASURES AND INITIATIVES

6.1 Travel Information Packs

6.1.1 The TPCs will provide Travel Information Packs to all staff. This will include information on existing pedestrian and cycle routes, public transport facilities and other key destinations around the site. This will also include health benefits of walking and cycling.

6.1.2 The information on car sharing, and electric vehicle charging facility will be provided within the Travel Information Pack.

6.2 Travel Plan Awareness

6.2.1 In order to promote and increase awareness of the TP, the following measures will be adopted:

- Display of key TP information within Travel Information Pack;
- Arrange Q&A sessions and offer a personalised travel planning service if demand is identified;
- Promote national travel initiatives and organise events such as national walk to work day and organised cycle rides;
- The provision of travel related information on communal noticeboards.

6.3 Single Occupancy Car Travel

6.3.1 Given the location of the site, it is believed that the proposed number of car parking to be an appropriate to fully meet the parking demand.

6.3.2 Details of local taxi firms will be provided on the staff information boards.

6.3.3 Staff who wish to car share can use several web-based, fully automated journey matching services, which, once registered, provide details of other members making similar journeys to your own. It then provides one with the ability to contact them to arrange an opportunity to share a journey, and any costs.

6.3.4 These schemes are available to everyone and are free to all voluntary organisations and individuals. The organisation which provides matching in the local area is:

- <https://liftshare.com/uk>

6.3.5 The TPCs will regularly monitor the number of staff that car share and general parking demand, with a view to potentially designating more car parking spaces for staff car sharers, thus giving staff who car share a priority parking.

6.3.6 In an event of emergency, a guaranteed taxi ride home will be provided to staff who car share to work.

6.4 Promotion of Walking

6.4.1 Direct pedestrian access into the development via Barnsley Road is provided.

6.4.2 The site will provide well-maintained and lit accesses that link to the external network. The access into the buildings will be step-free.

6.4.3 The staff noticeboard will also include posters displaying health and environmental benefits of walking.

6.4.4 National Walk to Work Day will be promoted to the staff. The next Walk to Work Day is 4 April 2025.

6.5 Promotion of Cycling

6.5.1 Adequate cycle parking is provided with covered cycle stores. Should there be a need for more cycle parking in the future, the occupiers of the respective unit would ensure this is provided.

6.5.2 Information on cycling will be promoted, including route planning websites/apps. This will be in the Travel Information Pack and noticeboards. The TPCs could also look into providing cycle repair kit in communal area and reflective gear and/or bike lights to those who cycle to work.

6.5.3 Local cycle routes could be searched and viewed through Sustrans cycle network map or plan your cycle journey using Cycle Streets planners:

- <https://www.barnsley.gov.uk/services/sport-and-leisure/getting-out-on-your-bike/cycle-lanes-and-routes/>
- <https://www.cyclestreets.net/journey/>
- <http://www.sustrans.org.uk/ncn/map/national-cycle-network>

6.5.4 A Bicycle User Group (BUG) could be considered to enable cyclists to discuss issues and identify areas for enhancement of facilities on site and to identify any off-site facilities that require improvement that could be brought to the attention of the Council.

6.5.5 The organisation known as Active Barnsley delivers Bikeability training in Barnsley. It offers cycle training to those who live and/or work in the borough. The TPCs would contact Active Barnsley should there be a demand from their respective organisation. More information could be found at:

- <http://www.activebarnsley.com/bikeability.asp>

6.5.6 The occupiers could register to *Cyclescheme*. It allows staff to purchase any bike through their monthly salary sacrifice. The payments are taken from their gross salary (before tax) which means that the staff pay less Income Tax and National Insurance.

6.5.7 TPCs will promote Cycle to Work Day which is typically held annually in summer.

6.5.8 In an event of emergency, a guaranteed taxi ride home will be provided to those who cycle to work.

6.6 Promotion of Public Transport

6.6.1 The staff noticeboard and Travel Information Packs will provide details of the public transport website, which provides up to date local bus timetables. The site can be found at:

- <https://www.travelsouthyorkshire.com/>
- <https://www.traveline.info/>

7 ACTION PLAN

7.1 Summary

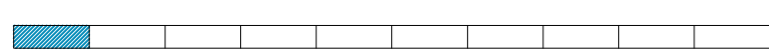
7.1.1 Action Plan is a key part of the document for the TPC and it's a programme for delivering the measures and a means of communicating this to the staff. A tabulated Action Plan is provided in Table 7A.

Table 7A Action plan

Steps	Measures	Timescales	Responsibility
1	Submit FTP as part of planning application	Planning Application	Magna Transport Planning (MTP)
2	Appointment of TPCs	Prior to occupation	Occupiers
3	Information Packs	Upon occupation	TPCs
4	Provision of safe walking routes within site	As part of construction	Developer
5	Provision of cycle parking	As part of construction	Developer
6	Provided bus route maps and other information relating to public transport	Ongoing	TPCs
7	Provided cycle route maps and other information relating to cycling	Ongoing	TPCs
8	Investigate the provision of cycle to work scheme	Ongoing	TPCs
9	Promote available cycle training	Ongoing	TPCs
10	Health benefits of walking and walking cycling to be promoted	Annually	TPCs
11	Car sharing website to be promoted	Ongoing	TPCs
12	Journey planner information to be provided	Ongoing	TPCs
13	Promote initiatives to encourage sustainable travel such as commute challenges and car-free days	Ongoing	TPCs
14	Undertake 1 st travel survey	Within 6 months of first occupation	TPCs
15	Submit the results to the Council	Within 1 month of survey	TPCs
16	Analyse the results and set targets in liaison with the Council	Within 2 months of survey	TPCs
17	Revise the results and set targets in liaison with the Council	Within 3 months of survey	TPCs
18	Repeat steps 14 to 18	Year 1, 3 and 5	TPCs
19	Be a point of contact for all staff with regards to travel matters	On-going	TPCs

Appendix 1. PROPOSED SITE PLAN

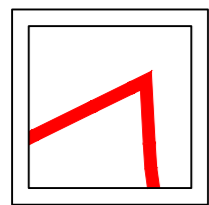
10m @ 1:100



SITE AREA: 0.91 HECTARES / 2.24 ACRES

SITE BOUNDARY / REDLINE
Site boundary / red line based on established boundaries as surveyed by topographical surveyor and compared to fundamental boundaries indicated on title plans provided by Fartludo. Site boundary / red line to be checked and agreed by client on receipt of final plans from ARC.

LEGEND



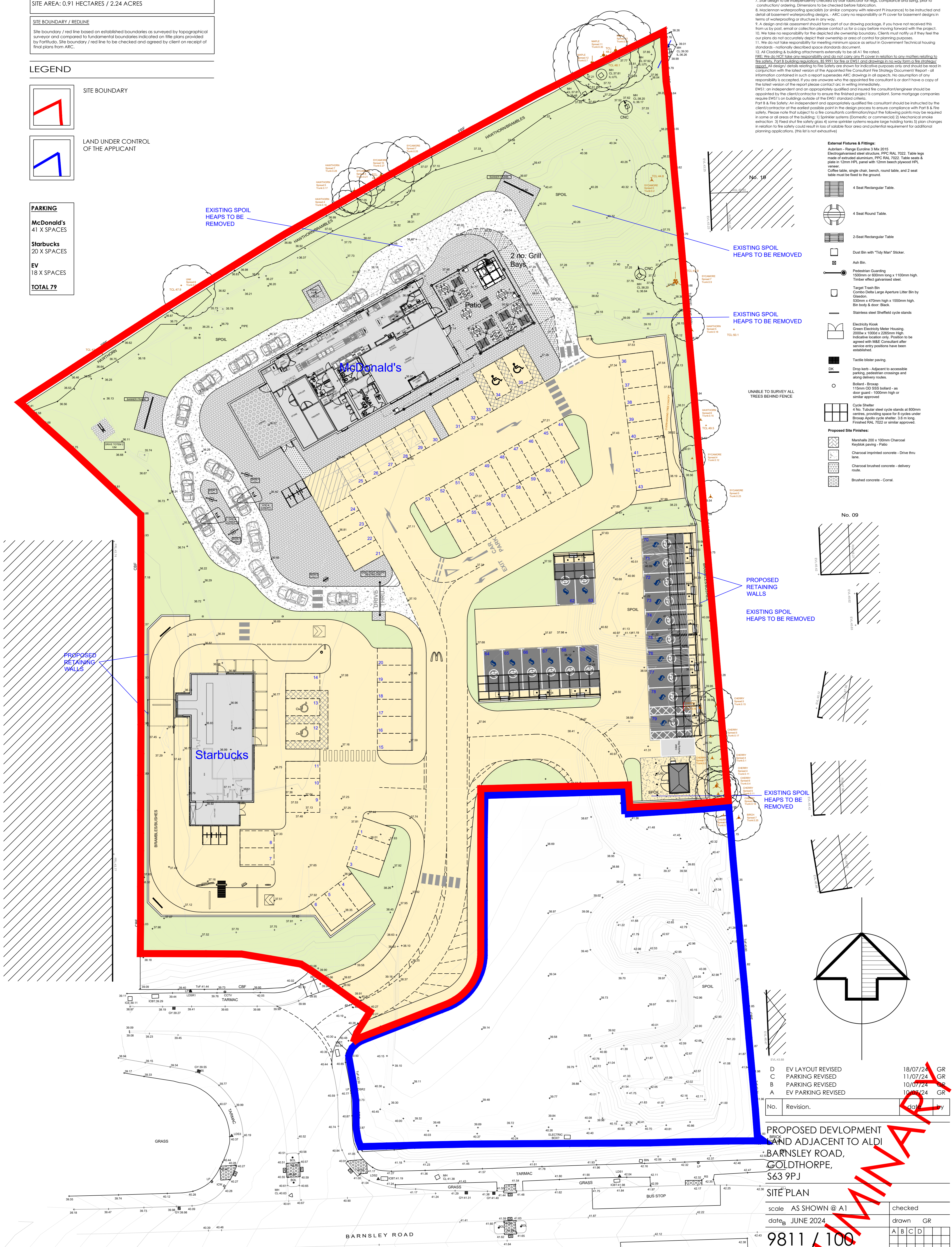
SITE BOUNDARY

LAND UNDER CONTROL OF THE APPLICANT

PARKING
McDonald's
41 X SPACES
Starbucks
20 X SPACES
EV
18 X SPACES
TOTAL 79

- The contents of this drawing are copyright.
- Planning drawings are only to be used for planning purposes & no reliance on compliance with Building Regulations should be assumed.
- Drawings must be read as a complete pack and not individually.
- Do not scale. Figured dimensions only to be used.
- Contractors must verify all dimensions and report any discrepancies before putting work in hand or making any shop drawings.
- All flat roofs to be fitted with a man safe system to satisfy CDM 2015 regulations unless written confirmation from Principle Designer/ Principle Contractor is provided to show alternative compliance has been sought and approved.
- Shop design to be independently checked by third fabricator for regs. compliance and siting, prior to construction/ ordering. Dimensions to be checked before fabrication.
- MacIntosh waterproofing specialists (or similar company with relevant PI insurance) to be instructed and detail of basement waterproofing designs. ARC carry no responsibility or PI cover for basement compliance in terms of waterproofing or structure in any way.
- A design and risk assessment should form part of our drawing package. If you have not received this from us by post, email or collection please contact us for a copy before moving forward with the project.
- We do not take responsibility for the depicted site ownership boundary. Clients must notify us if they feel the our plans do not accurately depict their ownership or area of control for planning purposes.
- We do not take responsibility for meeting minimum space as set out in Government technical housing standards - nationally described space standards document.
- All Cladding & building attachments externally to be all A1 fire rated.
- PIE - We do NOT take any responsibility and do not carry any PI cover in relation to any matters relating to the safety of building regulations, BS 5770 for fire or EWS1 and drawings in no way form or the shoddy aspect. All design details relating to Fire Safety are shown for indicative purposes only and should be read in conjunction with the latest version of the Appointed Fire Consultant Fire Strategy Document Report - all information contained in such a report supersedes ARC drawings in all aspects. No assumption of any responsibility is accepted. If you are unaware who the appointed fire consultant is or don't have a copy of the latest version of the report please contact arc in writing immediately.
- EWS1: an independent and on appropriately qualified and insured fire consultant/engineer should be appointed by the client/contractor to ensure the finished project is compliant. Some mortgage companies require EWS1 on buildings outside of the M51 standard criteria.
- Part B & Fire Safety: An independent and appropriately qualified fire consultant should be instructed by the client/contractor at the earliest possible point in the design process to ensure compliance with Part B & Fire safety. Please note that subject to a fire consultants confirmation the following points may be required in some or all areas of the building: 1) Sprinkler systems (Domestic or commercial) 2) Mechanical smoke extraction 3) Fixed shut fire safety glass 4) some sprinkler systems require large hanging tanks 5) glass changes in relation to fire safety could result in loss of usable floor area and potential requirement for additional planning applications. (this list is not exhaustive)

- External Fixtures & Fittings:**
- Aubrium - Range Euroline 3 Mix 2015
 - Electroplated steel stair. PPC RAL 7022. Table legs made of extruded aluminium, PPC RAL 7022. Table seats & plate in 12mm HPL panel with 12mm beech plywood HPL veneer.
 - Coffee table, single chair, bench, round table, and 2 seat table must be fixed to the ground.
 - 4 Seat Rectangular Table.
 - 4 Seat Round Table.
 - 2-Seat Rectangular Table
 - Dust Bin with "Tidy Man" Sticker.
 - Ash Bin.
 - Pedestrian Guarding 1500mm or 600mm long x 1100mm high. Timber affect galvanised steel.
 - Target Trash Bin Combi Delta Large Aperture Litter Bin by Glasdon.
 - 550mm x 470mm high x 1550mm high. Bin body & door black.
 - Stainless steel Sheffield cycle stands
 - Electricity Kiosk
 - Green Electricity Meter Housing 2000w x 1000w x 2265mm High. Indicative location only. Position to be agreed with M&E Consultant after service entry positions have been established.
 - Tactile blister paving.
 - Drop kerb - Adjacent to accessible parking, pedestrian crossings and along delivery routes.
 - Bolard - Broom 115mm OD SSS bollard - as door guard - 1000mm high or similar approved.
 - Cycle Shelter
 - 4 No. Tubular steel cycle stands at 800mm centres, providing space for 8 cycles under Broom Apollo cycle shelter. 3.6 m long. Finished RAL 7022 or similar approved.
- Proposed Site Finishes:**
- Marshalls 200 x 100mm Charcoal
 - Keylock concrete - F500
 - Charcoal imprinted concrete - Drive thru lanes.
 - Charcoal brushed concrete - delivery route.
 - Brushed concrete - Corral.



No. 18

No. 09

No.	Revision.	date	by
D	EV LAYOUT REVISED	18/07/24	GR
C	PARKING REVISED	11/07/24	GR
B	PARKING REVISED	10/07/24	GR
A	EV PARKING REVISED	10/07/24	GR

PROPOSED DEVELOPMENT AND ADJACENT TO ALDI
BARNSELY ROAD,
GOLDTHORPE,
S63 9PJ

SITE PLAN

scale AS SHOWN @ A1 checked
date JUNE 2024 drawn GR

9811 / 100

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arc
ARCHITECTURE

SITE PLAN 1:250
BASED ON TOPO SURVEY INFORMATION

Appendix 2. SAMPLE STAFF TRAVEL QUESTIONNAIRE (EXAMPLE FORM)

Your Journey to Work Questionnaire

We would be grateful if you would complete the following questionnaire in order that we can understand how our staff travel to work. Your answers will be treated in confidence and will not be disclosed to third parties.

If your address is likely to change within the next 6 months, please answer the questions based on your likely future address.

1. Your home postcode 2. Are you Male Female
3. Your age 16-25 26-40 41-55 56+
4. Do you work Full time Part time

General current start and finish times							
Day	Mon	Tue	Wed	Thur	Fri	Sat	Sun
Start							
Finish							

(Use a tick when the start or finish time is the same as the previous day and leave the days you do not work blank).

5. How do you normally travel to and from work? (Tick one box only)
- Car driver, please state where you park?
 Staff Car Park Other Car Park Street
- Car share with colleague Lift with someone else Bicycle
- Bus (which routes.....) Walk
- Train/Tube Motorcycle Other (.....)

If you do not drive to work you should ignore the remaining questions.

6. If you currently drive to work, would you use any of the following alternatives instead? (Tick all that apply)
- Walk Cycle Buses
- Train/Tube Car-share A staff bus (if provided)
- None of these
-

7. Which of the following prevent you from adopting alternative means of travel?
(tick all that apply)

- | | | |
|---|--|--|
| <input type="checkbox"/> Distance from work | <input type="checkbox"/> Cost | <input type="checkbox"/> Inconvenience |
| <input type="checkbox"/> Personal security | <input type="checkbox"/> Lack of pedestrian routes | |
| <input type="checkbox"/> Frequency of bus/train/tube services | <input type="checkbox"/> Lack of cycle routes | |
| <input type="checkbox"/> Working hours (e.g. early start/late finish) | <input type="checkbox"/> Drop off/collect children | |
| <input type="checkbox"/> Medical | <input type="checkbox"/> Other | |

8. Which of the following would encourage you to use other modes of transport to get to and from work? (Tick all appropriate)

- | | |
|---|---|
| <input type="checkbox"/> Assistance with cycle purchase | <input type="checkbox"/> Improved cycle routes |
| <input type="checkbox"/> Improved cycle storage | <input type="checkbox"/> Improved pedestrian routes |
| <input type="checkbox"/> Bicycle users group | <input type="checkbox"/> Car sharing scheme |
| <input type="checkbox"/> Subsidised fares | <input type="checkbox"/> Minor changes to working hours |
| <input type="checkbox"/> Other | |
| <input type="checkbox"/> None | |

9. How far would you be prepared to walk (as part or all of your journey) to work?
(Tick one box)

- 2 mins 5 mins. 10 mins. 15 mins.

Thank you for completing this questionnaire.

Please return the completed form to the Store Manager