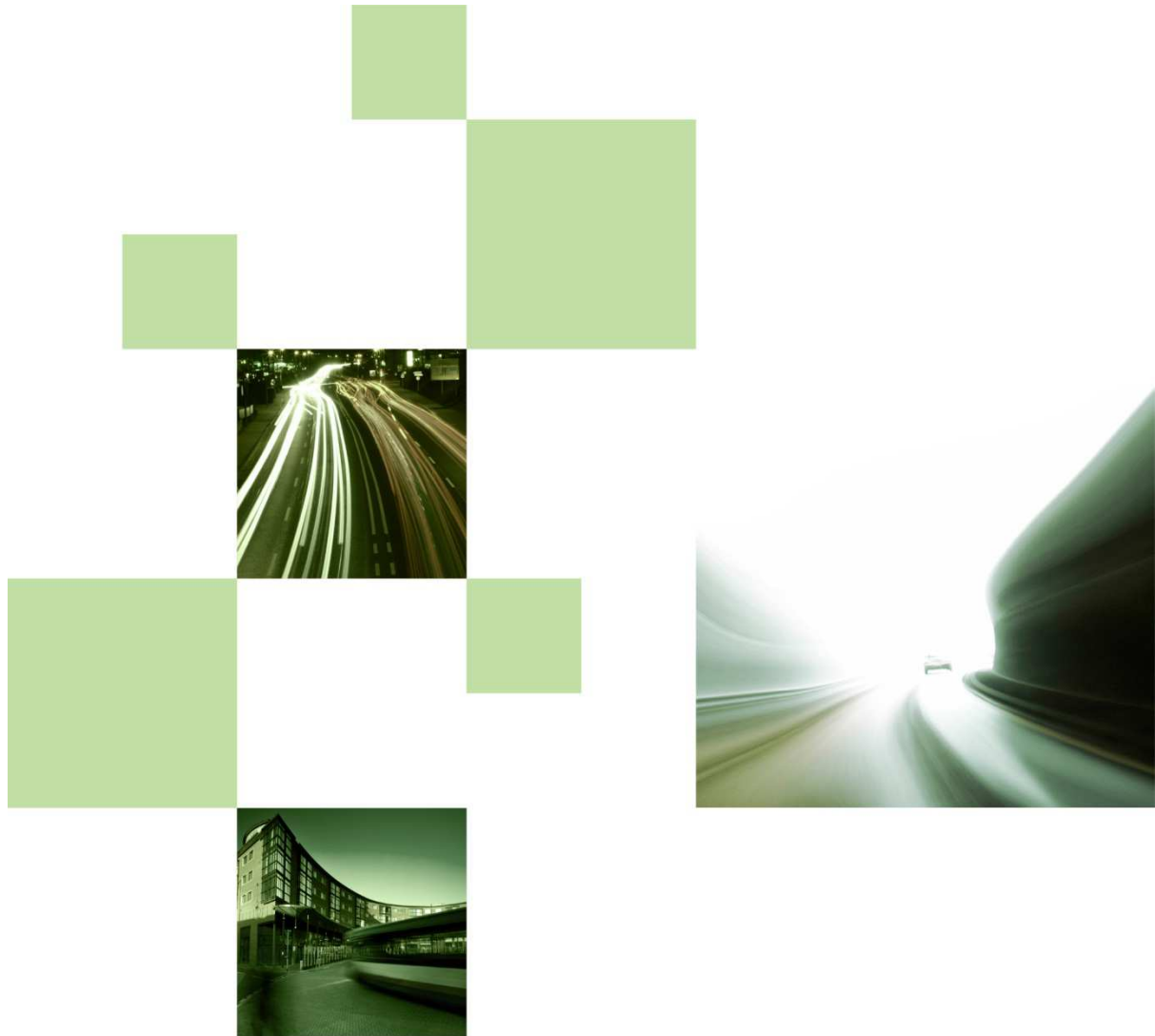




Proposed Amenity Restaurant, Dearne Valley, Barnsley

Travel Plan

August 2015

PROPOSED AMENITY RESTAURANT
DEARNE VALLEY
BARNSELY

ON BEHALF OF
GREEN KING PROPERTY DEVELOPMENTS LIMITED

TRAVEL PLAN

Report by: Robbie Donaldson

Bryan G Hall
Consulting Civil & Transportation Planning Engineers
Suite E15, Joseph's Well, Hanover Walk, Leeds, LS3 1AB

Ref: 15-228-002.02

August 2015

Report Reference No: 15-228-002.02

	Name	Signed	Date
Report prepared by	Robbie Donaldson		August 2015
Report checked by	Alex McGarrell		August 2015
Overview by	Andrew Cooper		August 2015

CONTENTS

1.0	INTRODUCTION	1
2.0	SITE ACCESSIBILITY	4
3.0	PROPOSED DEVELOPMENT	7
4.0	OBJECTIVES AND INITIAL TARGETS	9
5.0	TRAVEL PLAN ADMINISTRATION AND PROMOTION	12
6.0	TRAVEL PLAN MEASURES	14
7.0	PROMOTION AND AWARENESS-RAISING	18
8.0	SURVEY, MONITORING AND REVIEW	19
9.0	ACTION PLAN	20

APPENDICES

Appendix TP1	Proposed Amenity Restaurant Site Plan
Appendix TP2	Site Plan for Overall Approved Site
Appendix TP3	Key Walking Routes Plan
Appendix TP4	Key Cycling Routes Plan
Appendix TP5	Bus Information Summary
Appendix TP6	Action Plan

1.0 INTRODUCTION

- 1.1 One mechanism that can assist in reducing the dependence upon the use of the private car is for new and expanding businesses to introduce a 'Travel Plan' which encourages its employees and customers to travel by modes of travel that have less environmental impact than the car.
- 1.2 The NPPF indicates that a key tool to facilitate this change is a Travel Plan. All developments which generate significant amounts of movement are required to provide a Travel Plan.
- 1.3 The purpose of the Travel Plan is therefore to set out a long-term strategy for reducing employees and customers dependence on travel by private car. Its objective is to reduce private car mileage in favour of more sustainable modes of travel, which reflects current Government policy objectives in respect of transport.
- 1.4 Bryan G Hall has been appointed by Greene King Property Developments Limited to prepare a Travel Plan to be submitted as part of a reserved matters application for an amenity restaurant with associated access, which will form part of the food and drink (A3, A4) element of an outline approved mixed use development at Dearne Valley, Barnsley. A copy of the proposed site plan for the amenity restaurant is attached at **Appendix TP1**.
- 1.5 The overall Dearne Valley mixed use development was granted outline planning approval in January 2015, after a planning application was submitted by Harworth Estates (application number 2014/1055). The outline approved development consists of employment uses (B1b, B1c and B8) with ancillary office (B1a), hotel (C1) and/or car showroom/garage (sui generis B2), food and drink (A3, A4, A5) with associated infrastructure, including access via a new spine road off the existing Rockingham Roundabout junction with the A6195 Dearne Valley Parkway. A Framework Travel Plan was prepared for the overall approved development, which was included as section 5 of the Transport Assessment submitted with the outline application.
- 1.6 The proposed amenity restaurant will have a total gross floor area (GFA) of 1,157 square metres, and will be constructed on the site shown as Unit 8 on the overall approved site plan, which is attached at **Appendix TP2**.

- 1.7 The proposed amenity restaurant will be served by a single vehicular access off the main spine road through the approved development. The site access arrangements are shown on the amenity restaurant Site Plan attached at **Appendix TP1**.
- 1.8 Pedestrian access to the amenity restaurant will be provided via footways to both sides of the proposed access, which will provide a continuous link to the footway provision on the south eastern side of the approved overall development spine road. There will be a designated pedestrian route through the car park which will guide pedestrians from the access to the main entrance of the amenity restaurant.
- 1.9 As stated earlier, a Framework Travel Plan for the mixed use development site was prepared in September 2014 by Optima Highways and Transportation Consultancy Limited. This was included as section 5 of the Transport Assessment, also prepared by Optima, which was submitted as part of the approved mixed use outline application. The Framework Travel Plan identified a number of potential physical and promotional measures that could be introduced in order to encourage the use of non-car modes and reduce the impact of the development on the local highway network during peak periods. This Travel Plan will draw on these measures and apply them where appropriate for the proposed amenity restaurant.
- 1.10 The Framework Travel Plan for the overall approved Dearne Valley site stated that:
- “For the first three years post occupation, the developer will be required to appoint a Travel Plan Coordinator (TPC) that will liaise between the occupants and the highway authorities, following this three year period it will be the responsibility of the tenants to elect a TPC on an on-going basis – this will usually be an existing member of staff that has had the scope of their role broadened.”*
- 1.11 Therefore three years post occupation of the amenity restaurant, Greene King will appoint a TPC who will then be responsible for implementing this Travel Plan. Until then, the Dearne Valley Site Wide Travel Plan Coordinator (SWTPC) will have responsibility for promoting the measures set out in the Framework Travel Plan.
- 1.12 The proposed amenity restaurant has been designed to provide an environment in which business people can socialise, hold meetings and obtain internet access. Use of the restaurant on weekdays will be aimed at business personnel based at Dearne Valley.

- 1.13 The Travel Plan will embrace the travel needs of employees commuting to and from the workplace and customers alike. It will have regard to those employees working conventional shift patterns and those working normal daytime hours.
- 1.14 In encouraging the use of Travel Plans, the Government recognises that there are other key commercial considerations, not least of all the costs involved in developing and implementing Travel Plans. For a Travel Plan strategy to be successful it must be economically/logistically practical and be appropriate to the size of development/number of staff employed.
- 1.15 For the Travel Plan to be successful, employees must also embrace it. It is extremely important, therefore, that employees are given the opportunity to have some input into the initiatives incorporated within the Travel Plan as it develops.

2.0 SITE ACCESSIBILITY

Walking

- 2.1 The Institution of Highways and Transportation publication [2000] 'Guidelines for Providing for Journeys on Foot' notes that walking accounts for over a quarter of all journeys and four-fifths of journeys less than one mile (1.6 kilometres). Walking is also an essential part of public transport travel, bus stops usually being accessed on foot. Promoting sustainable, integrated transport involves providing good pedestrian links to public transport facilities and safe, convenient pedestrian routes.
- 2.2 Access to the amenity restaurant on foot will be provided via footways to both sides of the proposed access, which will provide a continuous link to the footway provision on the south eastern side of the approved overall development spine road.
- 2.3 To walk to the residential area of Birdwell to the west and north of the amenity restaurant, pedestrians can make use of the additional pedestrian access to the mixed use development, which will provide a link to Alverley Way to the west of the site. This provides direct access to the residential area to the west of the site. To access the residential area to the north of the site, pedestrians can continue west along Alverley Way towards the footway provision and pedestrian crossing facilities on the A61 Sheffield Road.
- 2.4 To access the residential area of Hoyland to the south east of the site, pedestrians would use the 2 metre wide footways to be provided to both sides of all internal access roads, which connect with the existing footway provision on the A6195 Dearne Valley Parkway at the Rockingham Roundabout junction. The existing footway provision on the A6195 Dearne Valley Parkway continues to the south west of the Rockingham Roundabout junction towards the Birdwell Roundabout junction. At the Birdwell Roundabout junction, pedestrians can continue east towards Hoyland via a continuous link to the footway provision on the northern side of the A6135 Sheffield Road. Alternatively, to the west of the Birdwell Roundabout junction there is a footway link to the footway provision on the A61 Sheffield Road, which continues north west towards Birdwell.
- 2.5 The residential area of Tankersley, located to the south west of the site, is also accessible to pedestrians via a footbridge over the M1 motorway. The footbridge links the footway provision on the A61 Sheffield Road to the east of the M1 and New Road to the west of the M1.

- 2.6 A plan illustrating the key walking routes to Birdwell, Hoyland and Tankersley and relevant pedestrian crossing facilities along these key routes is attached at **Appendix TP3**.
- 2.7 Given Greene King's policy of recruiting locally, there is a good prospect that employees working on site will be able to travel to and from the workplace on foot, particularly as there is a good network of footways between the site and surrounding residential areas.
- 2.8 Optima's Transport Assessment for the overall approved mixed use development site indicated that there would be ancillary facilities at the site including small scale shops, coffee shops and restaurants, which would reduce the need for vehicle trips outside of the approved mixed use development site. This amenity restaurant is one of these uses and will therefore reduce the number of generated trips on the local highway network.

Cycling

- 2.9 As part of their Transport Assessment for the approved mixed used development site, Optima undertook GIS analysis for cycling trips, which included the following conclusions:
- The Site is accessible from the residential areas of Birdwell and Hoyland Common are within a 5 minute cycle ride;
 - The residential areas of Pilley Green, Tankersley and Worsborough are within a 15 minute cycle time;
 - The further residential areas of Dodworth, Barnsley, Darfield and Brampton (among others) are within a 30 minute cycle time of the site;
 - Barnsley Town Centre with numerous facilities is accessible within a 25 - 30 minute cycle of the Site;
 - The nearest rail station at Elsecar is accessible within a 15 minute cycle ride of the Site. Barnsley station is accessible within a 25 minute cycle time.
- 2.10 A plan illustrating the key cycling routes to Birdwell, Hoyland, Pilley, Tankersley, Worsborough, Dodworth, Barnsley, Brampton, Darfield and Elsecar in the vicinity of the site is attached at **Appendix TP4**.
- 2.11 Given Greene King's policy of recruiting locally, there is a good prospect that employees working at the site will be able to travel to and from the workplace by cycle. There will also be 10 secure and covered staff cycle parking spaces available.

Bus

- 2.12 The nearest bus stops are located on the A61 Sheffield Road to the west of the site. The stops are served by bus numbers 66/N66, 67, 265 and X10, which serve areas including Barnsley, Hoyland, Wombwell, Chapeltown and Sheffield, as well as Meadowhall shopping centre. These services provide a combined frequency of 10 buses per hour Monday to Saturday during the daytime, 3/4 buses per hour through the daytime on Sundays and 2/3 buses per hour during the evenings Monday to Sunday.
- 2.13 A summary of the timetable information for these bus services is included at **Appendix TP5**. Full timetable information will be made available to employees working at the amenity restaurant, who will also be directed to the online Travel South Yorkshire journey planning tool available at the following website:

www.travelsouthyorkshire.com/journeyplanning/

Summary

- 2.14 Overall, the proposed amenity restaurant is easily accessible by public transport, on cycle and on foot. Bus services are frequent and offer accessibility to all main destinations for both staff and customers.
- 2.15 The provision of secure cycle parking facilities within the site for both staff and customers will also assist in taking advantage of the surrounding employments and residential developments by encouraging cycle use.
- 2.16 The proposed restaurant will be within convenient walking (and cycling) distance of all businesses located within the industrial estate and be accessible from the surrounding residential areas by a range of transport choices.

3.0 PROPOSED DEVELOPMENT

- 3.1 The proposed development comprises an amenity restaurant with a total gross floor area of 1,157 square metres, comprising 824 square metres ground floor amenity restaurant and 333 square metres first floor ancillary accommodation, which will form part of the outline approved Dearne Valley mixed use development in Barnsley. The amenity restaurant also proposes 102 parking spaces (including 5 disabled parking spaces). A site layout plan is attached at **Appendix TP1**.
- 3.2 The proposed development will also provide 10 secure and covered cycle parking spaces for staff. In addition, a further 8 cycle parking spaces will be provided for customers close to the main entrance to the building.
- 3.3 The proposed amenity restaurant will be served by a single vehicular access off the main spine road through the approved development. The site access arrangements are shown on the Site Plan attached at **Appendix TP1**.
- 3.4 Pedestrian access to the amenity restaurant will be provided via footways to both sides of the proposed access, which will provide a continuous link to the footway provision on the south eastern side of the approved overall development spine road. There will be a designated pedestrian route through the car park which will guide pedestrians from the access to the main entrance of the amenity restaurant.
- 3.5 The proposed development will employ approximately 65-70 staff of which approximately one third will be full time and the remainder part time. The duties of staff typically fall under the following headings:
- Manager
 - Deputy Manager
 - Assistant Manager
 - Supervisors
 - Back of House Staff
 - Front of House Staff
- 3.6 Residential accommodation has been included as part of the development for the Manager, Deputy Manager and Assistant Manager. This accommodation will be separate and dedicated to those particular members of staff.

- 3.7 Typically, a large proportion of staff who work within the catering industry do not own cars and many are students. The turnover of part time staff within the restaurant/pub trade (on an annual basis) is also in excess of 100 per cent.
- 3.8 Greene King's strategy for the selection of potential sites includes the availability of local labour. It is likely on this site that most of the employees will be recruited from the surrounding area.
- 3.9 It is expected that typically no more than 15 staff will be present on site at any one time with the exception of Sunday lunch time when the number is expected to increase to 21 staff.
- 3.10 In terms of car travel to and from the development it is concluded that:
- Less than 20 staff, the full-time element of the staffing complement, are likely to own a car. A small proportion of the full-time staff will be living on site;
 - Car-borne customers are likely to be almost exclusively couples and families with two, three, four or more people sharing a car;
 - Very few customers drive independently to restaurants due to drink/driving legislation and the social experience of dining out;
 - The location of the restaurant within a large employment park is likely to encourage linked trips by employees/customers, therefore reducing the number and length of journeys; and
 - Only a relatively small number of single occupancy car trips are therefore likely to be made to or from the restaurant by either staff or customers.

4.0 OBJECTIVES AND INITIAL TARGETS

- 4.1 The overall objective of the Travel Plan is to reduce the number of car-borne trips to the site and surrounding area particularly trips during the highway network peak periods and those which involve single occupancy of the vehicle.
- 4.2 In order to achieve this overall objective the Travel Plan therefore aims to:
- Provide adequate facilities on site, from first occupation to encourage employees and visitors to use alternative modes of travel to the private car;
 - Ensure that all employees and customers are provided with sufficient information and advice to allow them to make reasoned choices with regard to sustainable travel;
 - Provide adequate restraint with regard to parking to ensure that unnecessary journeys to the site by car are discouraged;
 - Where possible, limit business travel during the day by car; and
 - Minimise the number of trips generated from deliveries to the site.
- 4.3 Method of Travel to Work Census 2011 data for the ward area of Rockingham, in which the site is situated, has been obtained in order to make an estimate of the percentage breakdown of different modes of transport used to travel to/from work, by people employed within the area, which can then be applied to the proposed development. The results are summarised in Table 1.

Table 1
National Statistics Census 2011 Ward Data
Method of Journey to Work

Method of Travel	%age Modal Split
Public Transport	9%
Motorcycle	1%
Car Driver	74%
Car Passenger	8%
Bicycle	1%
Walking	7%
Total	100%

- 4.4 It can be seen that an estimated 82% of all journeys are undertaken using the private car either as the driver or a passenger.
- 4.5 The above modal splits can be used to agree reductions in car usage and achieve targets for alternative modes of transport as part of the Travel Plan document for the proposed development. This information can be compared with travel mode survey information for the proposed development once the site is fully occupied and travel patterns have been established.
- 4.6 It can be seen that the predominant modal choice to the proposed development is likely to be by private car with 82% of person trips being made this way. Approximately 7% of trips are on foot, 9% by public transport and 1% by cycle. However it is expected that through the implementation of an effective Travel Plan the number of staff who may choose to travel by alternative modes of transport to the private car will be higher than the levels suggested above.
- 4.7 In order to achieve a reduction in the number of car-borne trips and increase the number of trips made by alternative modes of transport, it is necessary for the Travel Plan to set a benchmark from which realistic targets can be set for the individual development depending on its sustainability and accessibility.

- 4.8 The Travel Plan target is for a maximum of 50% of journeys by staff to and from the development to be by single occupancy car. Until the initial travel to work surveys are undertaken it is not possible to say which alternative methods of travel staff may opt for. Targets will be reviewed following the initial travel to work surveys. The targets set are to be achieved within three years of initial implementation of this Travel Plan.
- 4.9 Once the targets have been achieved the level of single occupancy car journeys to and from the site will be maintained at this level, or reduced further. The Travel Plan Co-ordinator (TPC) must not omit or change the targets without prior consultation with Barnsley Metropolitan Borough Council's (BMBC) Travel Plan Team.

5.0 TRAVEL PLAN ADMINISTRATION AND PROMOTION

- 5.1 As stated earlier in this Travel Plan, the Framework Travel Plan for the overall approved Dearne Valley site set out that for the first three years post occupation of the development, a SWTPC will be appointed. Following this initial three year period, the responsibility then falls to the individual tenants to appoint their own TPC's.
- 5.2 The Dearne Valley SWTPC will have responsibility for promoting the measures set out in the Framework Travel Plan, thereby being responsible for the overall objectives of the Framework Travel Plan for the first three years post occupation, which are:
- *"Promoting walking, cycling and public transport as the primary mode of travel; and*
 - *To deliver mode shift from single occupancy car journeys to alternative modes including multi occupancy vehicle trips."*
- 5.3 Three years post occupation of the amenity restaurant, Greene King will appoint their TPC who will then be responsible for implementing this Travel Plan. Once appointed, the Greene King TPC will explore with staff the opportunities available to enhance pedestrian, cycle and public-transport usage for journeys to and from the site. Greene King acknowledges that for the Travel Plan to be successful it will need the support of senior management and therefore the TPC will have this support in all matters appertaining to the implementation, monitoring and maintenance of the Travel Plan.
- 5.4 The TPC's primary responsibilities will be:
- To promote and guide the development of the Travel Plan in general accordance with the approved framework, where relevant;
 - To assemble and maintain current public transport timetable/fare information and ensure this is made readily available to employees;
 - To ensure all other relevant information on sustainable modes of travel such as walking, cycling and car sharing is made readily available to employees, e.g. via a noticeboard in a communal area;
 - To encourage employees living in reasonable proximity to the site to walk or cycle to work;

- To carry out an employee travel survey within six months of implementation of this Travel Plan and at yearly intervals thereafter, to establish site specific travel patterns and set and achieve targets;
- To prepare an annual report reviewing the Travel Plan and to submit it to BMBC; and
- To produce a timetable including the setting of modal split targets, the submission of an annual action plan and monitoring within six months of implementation of this Travel Plan.

- 5.5 The TPC will work with the Local Authority which will offer support and advice regarding the many initiatives for sustainable travel available within Barnsley. The TPC will also look into the possibility of negotiating discounts with local cycle shops and any available bus promotional offers.
- 5.6 The TPC will be able to offer employees advice and information on the following:
- Bus and train service schedule/fare information;
 - The benefits of and facilities for cycle travel to the site, and
 - Walking and pedestrian routes to the site.
- 5.7 The TPC will ensure that all of the necessary systems relating to the Travel Plan, such as data collection and recording, an employee travel database and travel questionnaires are established, maintained and regularly updated.
- 5.8 The TPC will liaise with officers of BMBC, responsible for cycling and public transport as required, to ensure maximum advantage is being taken of these sustainable alternatives for travel.
- 5.9 The TPC will promote a car share facility to all employees, providing for both daily commuting journeys and longer distance work journeys. They will also retain up to date staff travel survey data, shift times and home postcode information.
- 5.10 The TPC will review the Travel Plan annually following the staff travel to work surveys. The reviews will take place in conjunction with the Local Authority and, in particular, targets will be reviewed to ensure that these are being met and thereafter maintained or bettered.

6.0 TRAVEL PLAN MEASURES

- 6.1 The following sections outline the specific measures that will be introduced within the initial Travel Plan, as implementation of the listed measures, which include awareness initiatives, and infrastructure provision is at the core of the Travel Plan proposals.
- 6.2 The Travel Plan measures described below will be regularly monitored and reviewed as necessary. These measures should not be considered to be fixed, nor are they necessarily an exhaustive list of measures that may be implemented. The success of the Travel Plan will depend upon the TPC being free to investigate all potential travel initiatives and adapt the Travel Plan to the evolving circumstances.
- 6.3 The site layout will consider individuals with disabilities and access will be provided for all.
- 6.4 As part of understanding which measures might encourage greater use of public transport, walking and cycling external site audits of the current transport facilities located on and around the site will be conducted. The following provides a guideline of the information that should be collected for a site audit. The list is not exhaustive.

Walking

- Number of people who currently walk to work (travel survey);
- Number of people who could potentially walk to work (travel survey);
- Walking routes from residential areas;
- The state of repair of these routes; and
- Level of storage facilities available for outdoor clothing.

Cycling/Motorcycling

- Number of existing cyclists/motorcyclists (travel survey);
- Number of potential cyclists/motorcyclists (travel survey);
- Number/condition of secure parking facilities, storage and changing facilities; and
- Local cycling route provision.

Public Transport

- Number of existing public transport users (travel survey);
- Number of potential public transport users (travel survey);

- Distance/location of nearest stations/stops;
- Condition of pedestrian routes from stations/stops to workplace;
- Level and times of services;
- Areas served and connections to other areas;
- Level of information available at stops;
- Condition of waiting facilities; and
- Cost and types of tickets.

Car Use/Parking

- Cost of taxi usage;
- Number of car parking spaces (with a breakdown of the number reserved for disabled badge holders, visitors, etc.);
- Level and cost of on-street and off-street parking;
- Any residential areas which may be affected by new parking control measures;
- Type of car park control if any - for example barrier, pay and display, car park attendant; and
- Cost of enforcing any parking control system.

Walking

- 6.5 The Site is easily accessible on foot from the local highway network. Information with regards to walking will be provided within the Staff Induction meetings.
- 6.6 The TPC will provide details of third party walking organisations such as www.walkbudi.com and www.walkit.com which provide a service to match people up who are walking the same journey to work.

Cycling

- 6.7 Cycle parking facilities will be provided within the curtilage of the amenity restaurant in accordance with Greene King's standard level of provision. Secure cycle parking will be positioned within each cycle parking area for customers and staff. Shower/changing facilities and lockers will be available for use by employees cycling to work.
- 6.8 The TPC will provide details of third party cycling organisations such as www.bikebudi.com provide a service to match people up who are cycling the same journey to work. The TPC will also provide details on any cycling events which may take place throughout the year, such as 'Bike to Work Day' and 'Bike Week', as well as looking into the possibility of setting up a DfT Cycle to Work scheme, details of which are available at:

www.dft.gov.uk/pgr/sustainable/cycling/cycletoworkschemeimplementat5732

- 6.9 The TPC will prepare a plan showing the available pedestrian and cycle access/routes within the site and to nearby facilities. The plan will also show cycle parking facilities on site for employees/visitors.

Bicycle User Groups (BUGS)

- 6.10 Bicycle User Groups (BUGS) are created by employees who meet on a regular basis to discuss how to improve facilities for cyclists and encourage increased cycling use. The TPC for the amenity restaurant will liaise with employees in order to establish whether anyone wants to be put forward as a representative within a BUG if one has been formed.

Public Transport

- 6.11 The TPC will positively market and promote the use of bus services to all employees in an effort to encourage the use of public transport. The TPC will ensure that employees/visitors are informed and can access all public service information. Bus timetable information and free public transport journey planners can be obtained from www.travelsouthyorkshire.com
- 6.12 The TPC will provide a simple checklist of all useful information relating to public transport and this will be provided to new employees as part of their Staff Induction.
- 6.13 Train route maps and timetable information can be obtained via the internet at <http://ojp.nationalrail.co.uk/service/planjourney/search>.
- 6.14 Train timetable information and free public transport journey planners can be obtained from <http://www.northernrail.org/>

Powered Two Wheelers (PTWs)

- 6.15 The Government has recognised that PTWs have a part to play in an integrated transport policy and is encouraging Local Authorities to consider the needs of these vehicles within their Local Transport Plans.
- 6.16 PTWs have advantages over cars in terms of flexibility and affordability. They can make more efficient use of road space in congested town and city centres and provide an alternative for people on low incomes and those living in rural areas.
- 6.17 There are various national groups that represent the owners and riders of PTWs including MAG UK (www.mag-uk.org), the British Motorcyclists' Federation

(www.bmf.co.uk), the Motor Cycle Industry Association (www.mcia.co.uk) and the Institute of Advanced Motorcyclists (www.iam.org.uk).

Car Sharing

- 6.18 Car sharing represents a relatively convenient form of travel whilst offering a significant potential to reduce overall private mileage of employees.
- 6.19 Whilst it is considered that the scale of this particular development is not sufficient to warrant an on-site car sharing scheme, the TPC will promote to employees the use of the South Yorkshire Liftshare scheme found at <https://southyorkshire.liftshare.com/default.asp>
- 6.20 The TPC will also provide contact details of local taxi operators should employees require a lift home in an emergency.

Car Park Management

- 6.21 The management of car parking underpins the process of Travel Plan development. In order to develop an approach to managing car parking provision, the TPC will be required to understand existing car parking demand.

7.0 PROMOTION AND AWARENESS-RAISING

- 7.1 The TPC will implement measures to ensure that the Travel Plan is effectively promoted and marketed. Sustainable travel alternatives and accessibility information will be provided to all new starters when taking up employment at the amenity restaurant to ensure that they are aware of the alternatives available before the private car becomes the automatic mode of choice. Staff induction will include a section on sustainable transport and provide assistance, information and contacts to allow staff to fully explore the possible options. The TPC will also explore offering personalised journey planning for new starters at their induction, as well as existing staff.
- 7.2 Other measures that will be investigated and implemented by the TPC include notice boards/display units to promote car sharing schemes, public transport, cycling and walking.
- 7.3 The TPC will ensure that current information is kept up to date, regarding any changes to public transport services, developments to off-site provision for cyclists and the various schemes that offer assistance to cyclists and pedestrians. The TPC will contact the South Yorkshire Passenger Transport Executive (<http://www.sypte.co.uk>), who may be able to supply posters, leaflets and timetables for display on notice boards in communal areas.

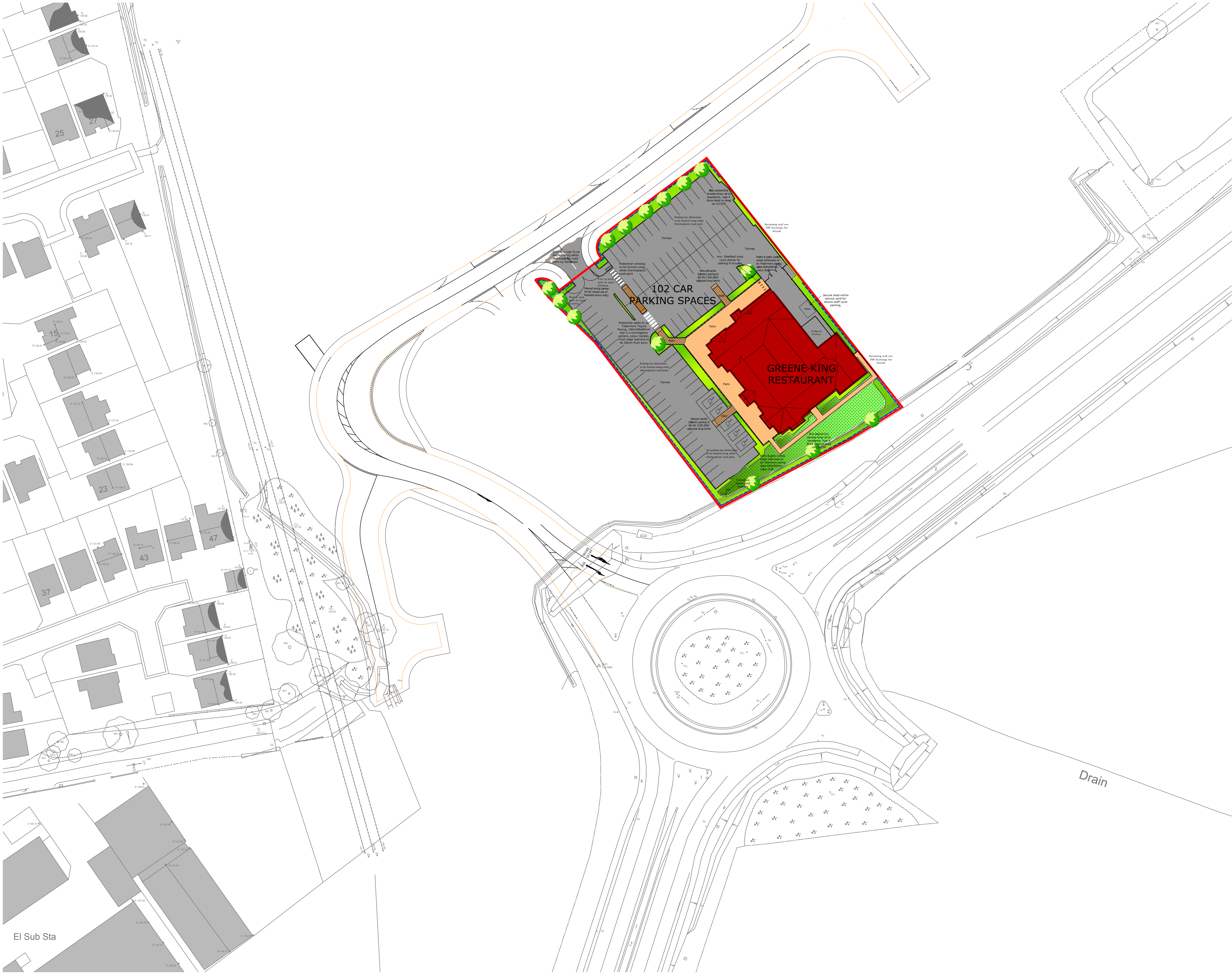
8.0 SURVEY, MONITORING AND REVIEW

- 8.1 A programme of monitoring and review of the Travel Plan will be implemented following its implementation. Staff will be required to participate in an annual travel to work survey to monitor progress with regard to achieving targets. The first survey will take place within 6 months of implementation of this Travel Plan and then annually thereafter.
- 8.2 Following completion of the initial survey, the TPC will update the Travel Plan for the development and this will be sent to the Local Authority within 6 months of implementation of this Travel Plan. The results of the travel to work surveys will be submitted to the Local Authority upon completion.
- 8.3 Following completion of each annual survey, the Travel Plan will be reviewed by the TPC in conjunction with the Local Authority. In particular the annual review will look at how effective the plan has been with regard to meeting the targets of modal shift/modal use which were initially set. If revisions to the Travel Plan are required, the amended plan will be provided to the Council within 3 months of the completion of each annual survey.
- 8.4 Whilst the major objective of the Travel Plan will be to effect a reduction in the dependence on private cars (particularly single occupancy journeys) for work based trips, a less direct objective of the Travel Plan will be to increase employee awareness of the environmental implications of travel mode choice. Awareness is less easy to monitor, although one indicator will be the general response to the introduction of the Travel Plan, measured by feedback from employees as the strategy evolves.
- 8.5 Information gathered through this more informal monitoring process will be recorded and used through the subsequent annual review process. It will also be available for inspection/review by the Local Authority.
- 8.6 The TPC will also consider membership of any local authority Travel Plan Network which may be established during the lifetime of the Travel Plan.

9.0 ACTION PLAN

- 9.1 The Travel Plan will contain an Action Plan which will be reviewed annually following the staff travel to work survey. The Action Plan will contain an annual programme of measures along with the tasks involved, the member of personnel responsible and a date by which these tasks will be achieved. A copy of Greene King's Action Plan can be seen in **Appendix TP6**.
- 9.2 It will be the responsibility of the TPC to manage the Action Plan during the periods between annual reviews and ensure that all tasks are being executed in line with the agreed programme.

APPENDIX TP 1



NOTE

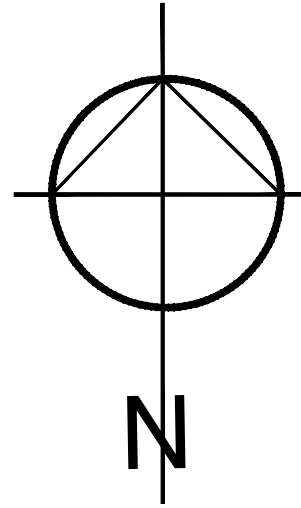
All dimensions to be checked on site
and any discrepancies to be notified
prior to the commencement of work

Do not scale from this drawing

If in doubt ask

© arch-e-tech design limited

Site Area - 4,917 sqm / 1.215 Acres



F	Cycle hoops relocated. Shed added to Service Yard and fence/line amended.	21/08/15	BST
E	Kitchen updated to HK kitchens Latest model showing pod fridge and freezer.	06/08/15	RB
D	Site Layout Brought up to Planning Standard and path added to South East of building.	03/08/15	RB
C	Carpark layout amended to clients comments	18/06/15	JFM
B	Carpark layout amended to planners comments	18/06/15	JFM
A	Developer road access updated.	11/06/15	JFM
Rev	Revision Notes	date	initial

arch-e-tech
design ltd

Butterthwaite House
Jumble Lane
Ecclesfield
Sheffield, S35 9XJ

Tel: 0114 2451021 Email: admin@archetech.co.uk

client

GREENE KING

job title

BUSINESS PARK
AMENITY RESTAURANT
DEARNE VALLEY
BARNSELY

drg title

SITE PLAN

date

APR 2015

drawn

JFM

scale

1:500

sheet

A1

drg no

1340/02

rev

F

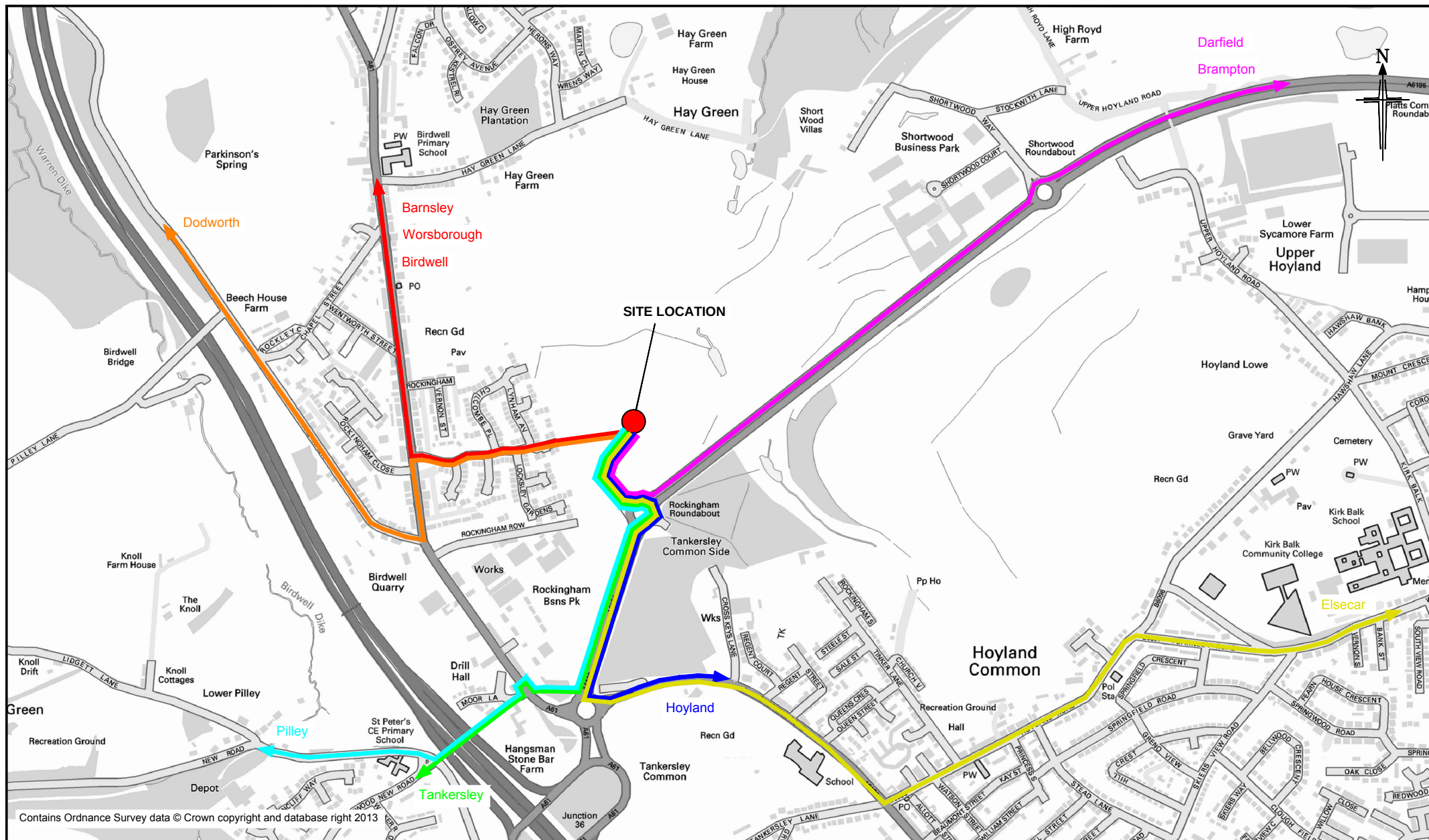
EI Sub Sta

Drain

APPENDIX TP 2

APPENDIX TP 3

APPENDIX TP 4



Rev:	Amendment:	DRN:	CHK:	Date:
Client:	GREENE KING PROPERTY DEVELOPMENTS LIMITED			

Project: DEARNE VALLEY, BARNSELY

Title KEY CYCLING ROUTES BETWEEN THE SITE AND SURROUNDING RESIDENTIAL AREAS

BRYAN G HALL

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS
Copyright Reserved Bryan G Hall Ltd.

E highways@bryanghall.co.uk

Suite E15 | Josephs Well
Hanover Walk | LEEDS | LS3 1AB
T 0113 246 1555
F 0113 234 2201

W www.bryanghall.co.uk

Lighterman House
26/36 Wharfedale Road
LONDON | N1 9RY
T 0203 553 2336

Job No: 15-228 Drawn: RD Checked: AM Date: 04/08/2015

Scale: N.T.S. Drawing No: 15/228/TR/002 Revision:

A4 - 297 x 210

APPENDIX TP 5

EXISTING BUS SERVICES

Service	Operator	Stop	Route	Monday - Friday		Saturday		Sunday	
				Daytime	Evening	Daytime	Evening	Daytime	Evening
66/N66	Stagecoach	A61 Sheffield Road	Barnsley Centre - Hoyland - Barnsley Centre	10 minutes	Hourly	10 minutes	Hourly	30 minutes	Hourly
67	Stagecoach	A61 Sheffield Road	Barnsley Centre - Wombwell	Hourly	2 Hourly	Hourly	2 Hourly	2 Hourly	2 Hourly
265	Stagecoach/TM Travel	A61 Sheffield Road	Sheffield Centre - Barnsley Centre	30 minutes	Hourly	30 minutes	Hourly	Hourly	Hourly
X10	Tates Travel	A61 Sheffield Road	Barnsley - Meadowhall	Hourly*	No Service	Hourly*	No Service	No Service	No Service

Note: Last service from Meadowhall: 18:10
Last service from Barnsley Interchange: 17:10

APPENDIX TP 6

Amenity Restaurant Travel Plan Action Plan

Area	Measure	Anticipated Timescale for Delivery / Completion
Management	Greene King will designate an appropriate member of staff to act as Travel Plan Co-ordinator.	Three years post occupation (once Dearne Valley SWTPC role terminates)
	Travel Plan Co-ordinator will make employees aware of the requirement to participate in the Travel Plan.	On-going as and when required
Walking and Cycling	Information packs containing advice and maps showing safe pedestrian routes to and from the site will be distributed.	On-going delivery and promotion
	The health and financial benefits of walking will be promoted to employees of the site through a variety of means including www.walkbudi.com .	On-going delivery and promotion
	Cycle parking spaces in line with local authority standards and based on other Greene King sites.	Upon first occupation
	The Travel Plan Co-ordinator will implement a series of Cycle Breakfast Clubs and investigate start up/enrolling the site in Bicycle User Group (BUG).	Implementation on-going when programme determined
	The health and financial benefits of cycling will be promoted to employees of the site through a variety of means including www.bikebudi.com .	On-going delivery and promotion
Public Transport	Public Transport information will be displayed on an internal notice board.	Upon appointment
Car Sharing	The Travel Plan Co-ordinator will explore the possibilities for creating an appropriate formal car sharing scheme or enrolling the site within the South Yorkshire Lift share scheme at https://southyorkshire.liftshare.com/default.asp	Upon appointment
Monitoring	The Travel Plan Co-ordinator will undertake a programmed collection of travel survey data.	Upon implementation of the Greene King Travel Plan and annually thereafter
	An annual monitoring report will be produced and travel plan revised based on the outcome of the surveys.	Within 3 months of monitoring activities being reported

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Registered in England & Wales
Co No: 4104802

VAT No: 399 4601 07

Registered Office

Suite E15 Joseph's Well
Hanover Walk
Leeds LS3 1AB

Telephone: 0113 246 1555

Email: highways@bryanghall.co.uk

London Office

Lighterman House
26-36 Wharfdale Road
London N1 9RY

Telephone: 0203 553 2336

Website: www.bryanghall.co.uk