

FRAMEWORK TRAVEL PLAN STATEMENT

PROPOSED ROADSIDE SERVICES

LAND ADJACENT TO THE A4229 AND THE M4, PYLE, CF33 4PB

Client: McDonald's Restaurants Ltd

Reference: ADL/CC/5128/06B

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REPORT CONTROL

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1.0 INTRODUCTION

1.1 Introduction and Site Location

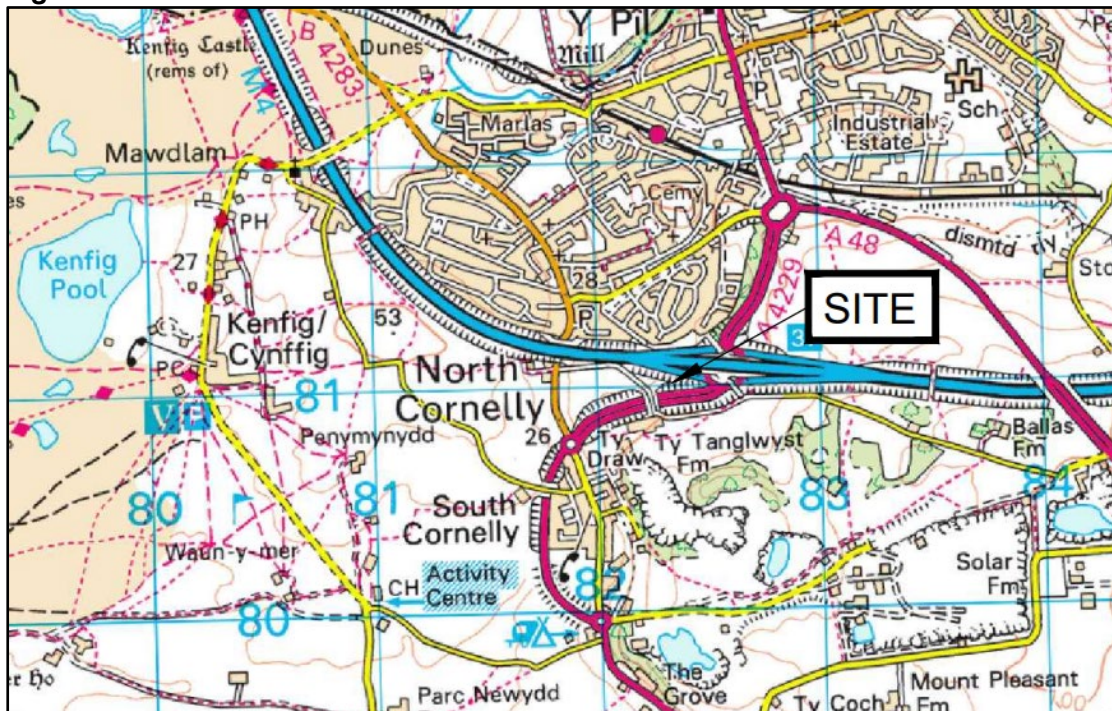
1.1.1 The purpose of this Framework Travel Plan Statement is to outline proposals which will result in a reduction in the need for staff to travel by private car the proposed roadside services development at off the A4229, Pyle.

1.1.2 The Framework Travel Plan Statement provides details of the accessibility of the site and a framework of measures which individual unit occupiers could adopt. It is expected that each unit occupier would provide their own individual Travel Plan Statement tailored to their individual company policies and initiatives.

1.2.3 The proposal is for a development comprised of a McDonald's Restaurant with a drive thru, a Starbucks coffee shops with a drive thru, and a Greggs with a drive thru. The development would also comprise a PFS and shop.

1.2.4 A plan showing the location of the site is shown below as Figure 1A.

Figure 1A Site Location



1.2 Development Proposals

- 1.2.1 It is proposed to provide a McDonald's restaurant with side-by-side drive thru lane facilities, a Starbucks coffee shop with drive thru facilities, a Petrol Filling Station with a retail element (PFS) and a Greggs bakery with drive thru facilities.
- 1.2.2 The McDonald's restaurant would be a 377sqm (GEA), 356sqm (GIA), single storey building with side-by-side drive thru facilities. The dining area would be 92sqm with 76 seats.
- 1.2.3 The Starbucks would be a 273sqm (GEA) single storey building with a drive thru lane and a 91sqm dining area. The PFS would have 8 filling bays, 2 of which can be used by HGV's, and 10 Electric Vehicle Charging Points (EVCP's). The PFS would also comprise a 461sqm (GEA), 434sqm (GIA) shop. The Greggs would be a 170sqm (GEA) single storey building with a drive thru lane and a 57sqm dining area.
- 1.2.4 Based on data from McDonald's it is expected that up to 15 staff would be on site at any one time. It is expected there would be 2-4 staff at the PFS, 8 staff at the Starbucks on site and up to 6 staff at the Greggs on site at any one time.
- 1.2.5 A plan showing the Architect's Site Layout is provided as Appendix 1.0.
- 1.2.6 Access to the proposed restaurant would be via a left in left out access arrangement with slip lanes on the A4229. Internally there would be a roundabout which would provide access the different plots that comprise the scheme.
- 1.2.7 It is proposed to provide pedestrian access via a new footway on the northern side of the A4229. The footway would link to the existing footway on the B4283. The footway would access the site adjacent to the site ingress.
- 1.2.8 A plan of the proposed footway is shown as Appendix 2.0.

- 1.2.9 It is proposed to provide 113 car parking spaces (total) including 8 accessible spaces for disabled customers and 1 reserve bay for drive thru customers. There would be 46 parking spaces for the McDonald's including 2 accessible spaces and 1 reserve bay. There would be 25 spaces for the Starbucks, including 2 accessible bays and 1 reserve bay. There would be 17 spaces for the PFS and shop including 2 accessible bays. There would be 25 spaces including 2 accessible bays and 2 reserve bays provided for the Greggs bakery.
- 1.2.10 There would also be 10 EVCP's spaces provided within the PFS demise. There would also be 3 jet wash bays and 2 air and vacuum bays. These have not been included in the 113 total car parking spaces.
- 1.2.11 There would be a total of 8 motorcycle spaces provided. There would be two spaces provided for each use.
- 1.2.12 There would be 6 cycle parking spaces (3 Sheffield stands) provided for each use. There would therefore be a total of 24 spaces (12 Sheffield stands) provided for the development.

1.3 Aims and Objectives

Aims

- 1.3.1 The aim of this Travel Plan Statement is to set out the measures to make staff aware of alternative means of transport that are available in order to travel to and from their place of work and in particular, reduce the number of journeys that are made by car.

Objectives

- 1.3.2 The objectives of the Travel Plan Statement are outlined below:
- Reduce staff journeys made by car;
 - Reduce demand for parking space by staff;
 - Provide clear information on the alternate modes of transport to and from the site;

- Increase travel choice for staff;
- Increase use of walking, cycling and public transport.

1.4 Planning Policy Guidance

1.4.1 ADL have reviewed the Bridgend Local Transport Plan (May 2015). The Plan sets out the requirement for Travel Plans for new developments. As a result, a Framework Travel Plan Statement has been provided.

2.0 ACCESSIBILITY AUDIT

Walking and Cycling

- 2.1 There is a footway that runs along the western side of the B4283 north of the B4283 Roundabout that runs towards North Cornelly. There is also a footway south of the B4283 Roundabout which provides a link to South Cornelly.
- 2.2 There is an existing pedestrian crossing at the B4283 Roundabout on the A4229 (west) arm. The crossing is equipped with drop kerbs and a central refuge.
- 2.3 As existing, there are no formal pedestrian or cycle routes which access the site. However, there are long term proposals to provide a footway on the B4283 between North and South Cornelly.
- 2.4 The proposals form a part of a wider Active Travel Improvement scheme throughout Bridgend Borough. A plan of the proposals located close to the site are shown below as Figure 2A.

Figure 2A Active Travel Improvement Scheme

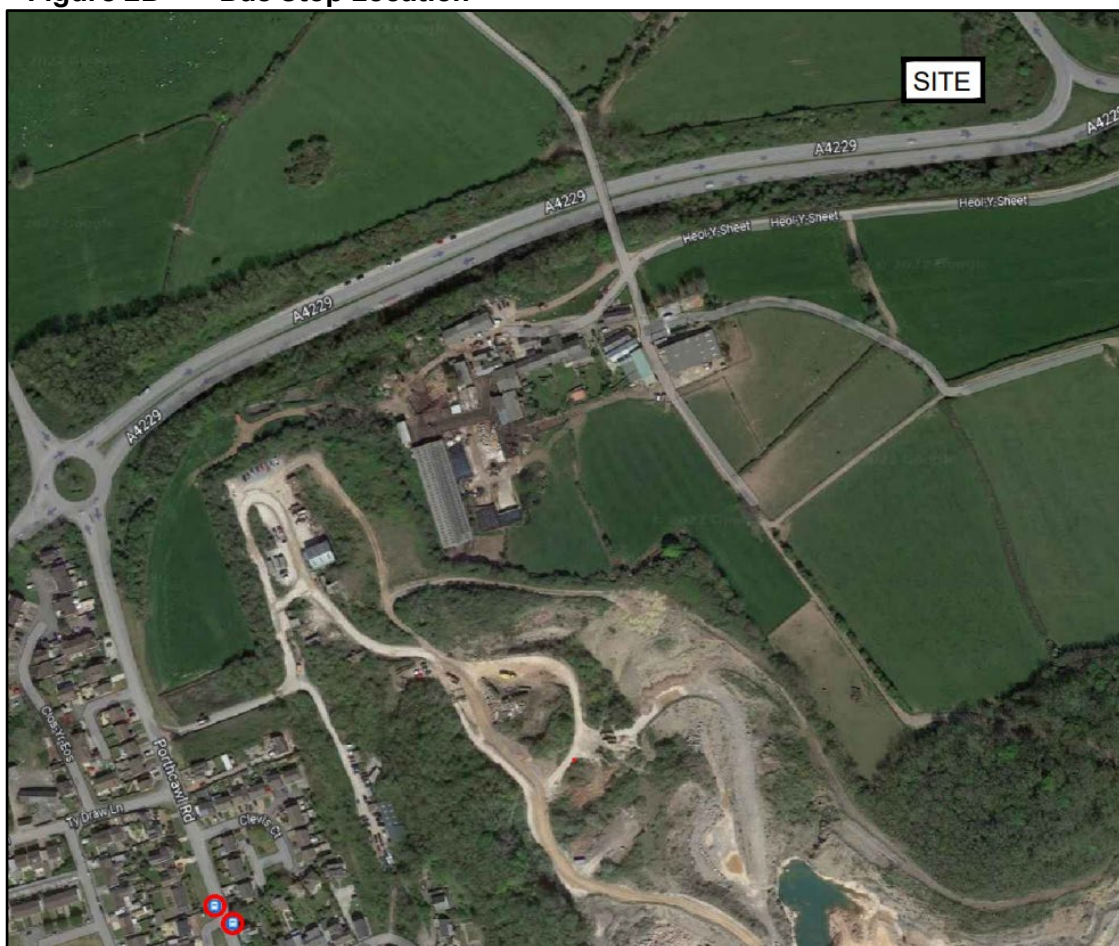


2.5 The site therefore benefits from a reasonable level of pedestrian accessibility given its roadside location. The proposed active travel improvements would also enhance the cycling accessibility of the site.

Public Transport

2.6 There are bus stops located on Porthcawl Road in South Cornelly, 1.2km walking distance from the site via the footway. A plan showing the location of the stops is provided below as Figure 2B.

Figure 2B Bus Stop Location



2.7 The bus stops are served by regular route 63 operated by First Cymru. A map of the local bus routes is provided below as Figure 2C and the bus services serving the site are summarised in Table 2A below.

Figure 2C Local Bus Routes

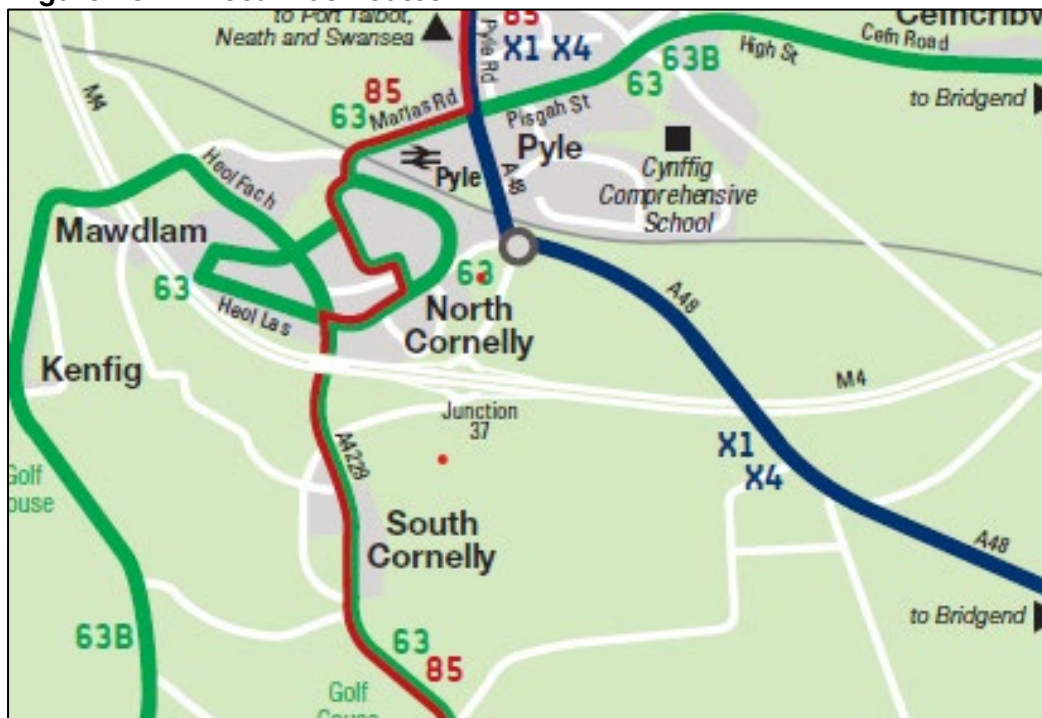


Table 2A Bus Services Summary

No	Route	Daytime Frequency		
		Mon-Fri	Sat	Sun
63	Porthcawl – Bridgend – Talbot Green	3 per hour	3 per hour	1 per hour

2.8 Table 2A demonstrates that there are three buses per hour Monday to Saturday and one bus per hour on Sundays which provide services to Porthcawl, Bridgend and Talbot Green.

2.9 The site is therefore reasonably served by public transport given that the site is in a roadside location.

3.0 MEASURES AND ACTION PLAN

3.1 Travel Plan Statement Measures

Travel Plan Co-Ordinator

- 3.1.1 A Travel Plan Co-Ordinator (TPC) will be appointed by each unit to deliver the Travel Plan Statements. Contact details for the TPC's shall be provided to the Council by unit occupiers within 3 months of occupation of the site.
- 3.1.2 The TPC will also provide a basic personal journey planning service to employees.

Staff Travel Information Packs

- 3.1.3 A Staff Travel Information Pack will be provided to staff during their induction. The packs will include information about the sustainable travel options available to them. The packs will also provide information regarding sustainable travel schemes, and discounts that they may be eligible for.

Promotion and Marketing

- 3.1.4 The occupier of each unit will also consider providing free 'taster' tickets to staff to try commuting by public transport.
- 3.1.5 The unit occupiers will also consider the possibility of providing interest free loans to enable employees to purchase season tickets for public transport.
- 3.1.6 Information will be provided about local cycle shops offering discounts to employees working for companies that operate Travel Plans in South Wales.
- 3.1.7 The TPC will also provide information about adult cycle training courses that can be provided by organisations such as Bikeability Wales. Further information is provided on the following link:

- <https://www.bikeabilitywales.org.uk/>

3.1.8 The TPC will also provide information about car sharing schemes. A major scheme in Wales and the UK is Liftshare. More information is available on the link below.

- <https://www.bikeabilitywales.org.uk/>

Hard Measures

3.1.10 Cycle parking and EV charging points will be provided as a part of the development to encourage cycling and the use of electric vehicles.

3.1.11 A new footway is proposed to be provided to link the site to the existing pedestrian network.

3.2 Action Plan

3.2.1 An Action Plan for the implementation of the measures outlined in the Travel Plan Statement is summarised in Table 3A below.

Table 3A Action Plan for Proposed Travel Plan Measures

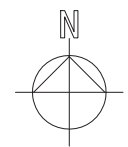
Proposed Measures	Responsible Party	Timescale for Implementation
Appointment of Travel Plan Co-ordinator	Developer	Within 3 months of occupation
Cycle/EV parking provision	Developer	From 1 st Occupation
Promotion of travel discounts	TPC	From 1 st Occupation
Promotion of travel schemes	TPC	From 1 st Occupation
Staff travel information	TPC	Within 3 months of occupation
Travel Information Pack	TPC	Within 3 months of occupation
Promote cycle training	TPC	From 1 st Occupation
Consider possibility of loans or taster tickets	TPC	Within 3 months of occupation.
Car Sharing Initiative	TPC	From 1 st Occupation

4.0 SUMMARY

- 4.1 The aim of this Framework Travel Plan Statement is to outline a potential package of measures for unit occupiers at the proposed roadside services development at the A4229, Pyle. It is expected that individual occupiers will develop their own Travel Plan Statements adapted to their own company policies and initiatives.
- 4.2 The aim of the Travel Plan Statement to make staff aware of the alternative means of transport that are available in order to travel to and from their place of work and in particular, reduce the number of journeys to work that are made by car.
- 4.3 It is considered that this Framework Travel Plan is a positive initiative by the Developer to encourage sustainable travel practices.

ARCHITECTS LAYOUT

Construction (Design and Management) Regulations
 Design risk assessments are carried out throughout the design stage of this project in accordance with company procedures and manuals. Where reasonably possible areas of risk applicable to design and end use of the construction have been identified and then eliminated, mitigated or recorded as a residual risk. Note that general risks of which a competent designer or contractor should be aware are not included. This drawing is to be used in conjunction with the Pre-construction Information and all related documents prepared in accordance with the current Construction (Design and Management) Regulations 2015 and all applicable Health and Safety legislation as currently amended.



- LEGEND:
- Site boundary
 - Proposed building
 - Hardstanding - Pedestrian route
 - Hardstanding - Vehicle route
 - Soft landscaping - refer to Landscape Designers info for further details
 - Pedestrian crossing - blister paving



Existing trees outside of site boundary
 Ecologists Tree Survey recommends some trees to be removed
 Extent of red line boundary to be confirmed
 Existing water trough to be retained

Existing trees within site boundary
 Ecologists Tree Survey recommends some groups of trees to be removed

Footpath to connect site to local network

A4229

P8	Sb Station added RE MWR MWR	24/01/2024
P7	Kerb lines and footway to McDonald's site entrance amended as per Transport Planners comments RE MWR MWR	27/11/2023
P6	Merge and diverge lanes added RE MWR MWR	13/11/2023
P5	Parking provision for Greggs and Starbucks amended in line with Transport Planners comments. Footway width reduced to 2 meters RE MWR MWR	10/11/2023
P4	Footpath / Cycleway added. Footpath added around roundabout. Footpath between McDonald's and Starbucks omitted RE MWR MWR	06/11/2023
P3	Site amendments to suit Highway Engineers comments. Revisions Clouded RE MWR MWR	28/09/2023
P2	Filling Station Layout updated LF RE MWR	24/07/2023
P1	Issue of coordination LF RE MWR	12/07/2023
P0	First Issue. Issued for Client and Design Team review RE MWR MWR	13/04/2023

REV	DESCRIPTION DRAWN BY CHECKED BY APPROVED BY	DATE
RBA PLAN OF WORK WORKSTAGE	LEVEL OF MODEL DEFINITION (LOD)	
Stage 3 - Spatial Coordination	LOD 3 - Approximate Model	

PURPOSE OF ISSUE - SUITABLE FOR... STATUS or SUITABILITY
 Design Intent Only Status S1 - Delivery Team Coordination

01 - Proposed Site Plan
 1 : 500



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CLIENT
 Draycott Group

PROJECT TITLE
 Junction 37 Motorway Services

DRAWING TITLE
 Proposed Site Plan

PROJECT No 19804 SCALE @ A1 1 : 500

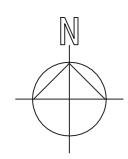
DRAWING No 19804	1980 Project-Original	Issue	Level	Title	Revision
19804-01	1980 Project-Original	Functional	Spatial	Form-Discipline	Number
19804-01	1980 Project-Original	Issue	Level	Title	Revision
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APPENDIX 1.0
 ARCHITECTS SITE LAYOUT: WIDER SITE LAYOUT

PROPOSED FOOTWAY

Construction (Design and Management) Regulations
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LEGEND:

- Site boundary
- Proposed building
- Hardstanding - Pedestrian route
- Hardstanding - Vehicle route
- Soft landscaping



P4	Site Station added RE MWR MWR	24/01/2024
P3	Kerb lines and footway to McDonalds site entrance amended as per Transport Planners comments RE MWR MWR	27/11/2023
P2	Merge and diverge lines added RE MWR MWR	13/11/2023
P1	Parking provision for Greggs and Starbucks amended in line with Transport Planners comments. Footway width reduced to 2 meters RE MWR MWR	10/11/2023
P0	First Issue. Issued for Design Team coordination RE MWR MWR	06/11/2023
REV. DESCRIPTION DRAWN BY CHECKED BY APPROVED BY DATE		
RBA PLAN OF WORK WORKSTAGE LEVEL OF MODEL DEFINITION (LOD)		
Stage 3 - Spatial Coordination LOD 3 - Approximate Model		
PURPOSE OF ISSUE - SUITABLE FOR...		STATUS or SUITABILITY
Design Intent Only		Status S1 - Delivery Team Coordination



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PROJECT TITLE
 Junction 37 Motorway Services

DRAWING TITLE
 Proposed Site Plan and Footpath Connection

PROJECT No	19804	SCALE @ A1	1:1500
DRAWING No	19804-001	REVISION	
19804-001	19804-001	19804-001	19804-001
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APPENDIX 2.0
ARCHITECTS SITE LAYOUT:
PROPOSED FOOTWAY

Proposed Site Plan and Footpath Connection
 1:1500

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