

For and on behalf of
Redmile Homes

Residential Travel Plan

Goldthorpe Road, Goldthorpe

Prepared by
**Sustainable Development and Delivery
DLP Planning Ltd
Sheffield**

February 2022



Prepared by:	Kurt Hardy Senior Transport Planner	
Checked by:	Anna Meer BA (Hons) CMILT Director	
Approved by:	Anna Meer BA (Hons) CMILT Director	
Date: February 2022	Office: Sheffield	Issue: Revision A

Sustainable Development and Delivery

**4 Abbey Court
Fraser Road
Priory Business Park
Bedford
MK44 3WH
Tel: 01234 832740**

**6th Floor
Broad Quay House
Prince Street
Bristol
BS1 4DJ
Tel: 01179 758680**

**Office 209
Cumberland House
35 Park Row
Nottingham
NG1 6EE
Tel: 01156 715067**

**Ground Floor
V1 Velocity
Tenter Street
Sheffield
S1 4BY
01142 289190**

DLP Consulting Group disclaims any responsibility to the client and others in respect of matters outside the scope of this report. This report has been prepared with reasonable skill, care and diligence. This report is confidential to the client and DLP Planning Ltd accepts no responsibility of whatsoever nature to third parties to whom this report or any part thereof is made known. Any such party relies upon the report at their own risk.

CONTENTS	PAGE
1.0 INTRODUCTION	4
Aims and Scope of the Travel Plan	4
What is a Travel Plan?	4
National Policy	5
Local Policy	6
Section Summary	8
2.0 CONTEXT	9
3.0 TRANSPORT IMPACT	10
Site Location	10
Existing Site Use	10
Existing Site Access	11
Local Highway Network	12
Pedestrian Accessibility	14
Cyclist Accessibility	17
Accessible Services by Walking and Cycling	18
Public Transport Accessibility – Bus	19
Public Transport Accessibility – Train	21
Section Summary	22
4.0 OBJECTIVE / OVERALL STRATEGY	23
5.0 TARGETS AND TIME FRAMES	24
Travel Plan Targets	24
6.0 MEASURES / ACTIONS	26
7.0 RESPONSIBAILITY / OWNERSHIP	32
Travel Plan Management and Co-ordination	32
Travel Plan Co-ordinator	32
Travel Plan Co-ordinator Role	32
8.0 MONITORING AND REVIEW	34
Travel Surveys	34
Reporting	34
Role of the Travel Plan Co-ordinator in Monitoring the Travel Plan	35
9.0 ACTION PLAN	36
 APPENDICES	
APPENDIX A Site Masterplan	38

1.0 INTRODUCTION

Aims and Scope of the Travel Plan

1.1 The Travel Plan (TP) aims to identify, as far as possible, an action plan of measures and provide guidance on facilitating and encouraging the uptake of sustainable travel modes.

1.2 Therefore, the primary aims of this TP are:

- To decrease the reliance on single-occupancy vehicular journeys;
- To increase the use of public transport;
- To increase walking and cycling; and
- To achieve a high awareness of the TP and the sustainable travel options available.

1.3 The structure of the remainder of the TP is summarised below:

- **Section 2:** provides details of the site, its location, the intended use, number of dwellings, existing site constraint and opportunities;
- **Section 3:** sets out the existing conditions and accessibility of the site by sustainable modes, including walking, cycling and public transport;
- **Section 4:** outlines the objectives of the TP for the proposed development;
- **Section 5:** sets out the targets for the TP in order to monitor its success;
- **Section 6:** sets out the measures to manage the TP's implementation;
- **Section 7:** discusses the management of the TP and identifies a TP co-ordinator; outlining their role and responsibilities;
- **Section 8:** describes the monitoring and reporting strategy to be applied, setting out how the TP will be implemented, managed and marketed and outlines what will be included in an Annual Monitoring Report; and
- **Section 9:** provides a summary of the action plan, up to five years from the date of implementation.

What is a Travel Plan?

1.4 A TP seeks to reduce car use and to encourage alternative sustainable transport choices. It sets aims and tangible targets (where appropriate) so that 'real' change in travel behaviour can be achieved.

1.5 This TP has been prepared in accordance with the Barnsley Metropolitan Borough Council (BMBC) Supplementary Planning Document (SPD) Sustainable Transport (2019). In the newly adopted BMBC Local Plan (2019), a TP is defined as follows:

“A TP is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed. It involves developing a set of procedures, schemes and targets that encourage people to use sustainable forms of transport and should:

- Be site-specific;*
- Contain both measures addressing site design, infrastructure and new services, as well as marketing, promotion and awareness raising;*
- Provide a package of measures integrated into the design and use of the development;*
- Encourage walking, cycling and public transport use and facilitate disabled access;*
- Restrict on-site car-parking spaces; and*
- Include arrangement for managing the process”.*

- 1.6 Therefore, the overall aim of any TP should be to influence long-term changes in travel behaviour to reduce reliance on single occupancy car journeys by providing the right package of measures that promote and value sustainable transport initiatives. It is important that the measures of a TP are site specific and tailored to the needs of existing and future users of the site in order to succeed in its aim.

National Policy

National Planning Policy Framework (2021)

- 1.7 The revised National Planning Policy Framework (NPPF) was last updated in July 2021. It sets out the Government’s planning policies for England and how these are expected to contribute to the achievement of sustainable development.
- 1.8 Paragraph 8 of Chapter 2 (Achieving Sustainable Development) sets out three overarching objectives; economic, social and environmental. Which are interdependent and need to be pursued in mutually supportive ways, so that opportunities can be taken to secure net gains across each of the different objectives.
- 1.9 Chapter 8 (Promoting Healthy and Safe Communities) outlines that planning decisions should support developments where street layouts allow for accessible pedestrian and cycle routes and connections within and between neighbourhoods and layouts that encourage walking and cycling. Paragraph 100 goes on to describe that planning decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.

1.10 Chapter 9 (Promoting Sustainable Transport) of the NPPF considers the promotion of sustainable transport by emphasising the importance of development proposals. Paragraph 104 sets out the potential impacts of developments on transport networks can be addressed, so that:

- a) *Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- b) *Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- c) *The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- d) *Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

1.11 Paragraph 113 of the NPPF states that “*all developments that will generate significant amounts of movement should be required to provide a TP, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed*”.

Planning Practice Guidance on Travel Plans, Transport Assessments and Transport Statements (2014)

1.12 Updated guidance on Travel Plans, Transport Assessments and Transport Statements published by the Government in March 2014 states that these reports are ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development.

Good Practice Guidelines: Delivering Travel Plans through the Planning Process (2009)

1.13 DfT has produced detailed guidance on the successful production and implementation of TPs through an in-depth review of a number of case studies. DfT also “*sets out best practice actions that can be taken to produce high-quality, robust travel plans for delivering sustainable access to new development*”.

Local Policy

Barnsley Metropolitan Borough Council Local Validation Requirements

1.14 It is outlined that a draft TP “should identify a package of measures to be implemented, monitored and reviewed to encourage new occupiers of the development to use alternative means of transport to the use of cars / private vehicles. The draft TP should include details of targets and arrangements for monitoring”.

- 1.15 The document suggests referring to the DfT “Good Practice Guidelines: Delivering Travel Plans through the Planning Process” (2009).

Barnsley Metropolitan Borough Council Adopted Local Plan (2019)

- 1.16 Policy T3 New Development and Sustainable Travel - development proposals are required to:

- *“Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists; and*
- *Provide a TP in accordance with guidance set out in the NPPF”.*

- 1.17 A TP is typically secured through a planning obligation or a planning condition.

South Yorkshire Local Transport Plan (LTP) 3 2011 - 2015

- 1.18 The document sets out the priorities for the transport system and covers the wider Sheffield City Region which includes the Barnsley Metropolitan Borough. The LTP3 comprises three components: The Sheffield City Region Transport Strategy 2011-2026, The South Yorkshire Implementation Plan and The LTP Annual Delivery Programme.

- 1.19 The relevant Sheffield City Region Transport Strategy 2011-2026 policies include the following:

- To reduce emissions which includes the promotion of active travel and to provide travel information for users of all modes of transport so that they can make informed travel choices;
- To improve connectivity between major settlements;
- To focus new development along key public transport corridors and in places that are adjacent to existing shops and services;
- To apply parking policies to promote efficient car use;
- To ensure public transport is accessible to all; and
- To encourage active travel and develop high quality walking and cycling networks.

- 1.20 The LTP 3 components outline SBC’s approach to local transport strategies in the following relevant LTP3 Supplementary Strategy Documents (SSDs) and BMBC’s SSDs Sustainable Transport (2019):

- Accessibility SSD;
- Cycling SSD;
- Parking SSD;
- Public Transport SSD;

- Smarter Choices SSD; and
- Walking SSD.

Section Summary

- 1.21 The TP has been prepared in accordance with the relevant national, BMBC Local Plan policy and BMBC planning application validation requirements for the proposed development and will seek to demonstrate the highly sustainable location of the site.

2.0 CONTEXT

- 2.1 This residential draft TP has been produced by DLP Planning Ltd's Sustainable Development & Delivery Team (SDD) on behalf of Redmile Homes to promote sustainable travel as part of a full planning application to BMBC for the development of 109 residential dwelling units comprising 1, 2, 3 and 4 bedrooms on land to the east of B6098 Goldthorpe Road at Goldthorpe village in the Metropolitan Borough of Barnsley.
- 2.2 The site is currently vacant and disused land and has been allocated for housing as Site HS47 "Land to the north of Dearne Advanced Learning Centre, Goldthorpe" within the recently adopted BMBC Local Plan (2019). Within the Local Plan, no specific highways or transportation requirements are specified in relation to the site.
- 2.3 The site area measures approximately 3.25 hectares (32,500 square metres). Internal footways measuring approximately 2 metres in width throughout the site will connect to the existing wider footway network. The main site access will be situated to the west of the site from B6098 Goldthorpe Road and further dedicated pedestrian access points would be provided to the north of the site on Hall Street, and south towards the Dearne ALC and leisure centre (as illustrated site masterplan contained at **Appendix A**).
- 2.4 The development will provide a total 209 car parking spaces. Each of the dwellings are designed with a rear garden which would allow for the installation of appropriate cycle storage within the curtilage of each plot.
- 2.5 The TP is aimed at residents of the development site and is undertaken in accordance with BMBC and Department for Transport (DfT) guidance. In accordance with the BMBC Local Validation Requirements document, a draft TP is required for a development of this scale (80 or more residential dwelling units). The Local Validation Requirements states that draft TPs are to be prepared in accordance with the DfT "Good Practice Guidelines: Delivering Travel Plans through the Planning Process" (2009).
- 2.6 The TP will include a summary of the range of sustainable travel options available within the vicinity of the site, and sets out how single occupancy vehicle use can be lowered through the promotion of sustainable travel through effective implementation, monitoring and management of the TP and its measures.
- 2.7 All stated distances and travel times via the different transport modes in this TP are derived using Google's journey planning tool.

3.0 TRANSPORT IMPACT

Site Location

- 3.1 The site is located on land to the east of B6098 Goldthorpe Road, Goldthorpe, in the Metropolitan Borough of Barnsley and is shown in **Figure 1**.



Figure 1. Site Context (Source: Openstreetmap.org)

- 3.2 The site is located approximately 750 metres south of Goldthorpe.

Existing Site Use

- 3.3 The site area measures approximately 3.25 hectares (32,500 square metres), and is currently disused land.
- 3.4 To the north of the site are existing residential dwellings and a childcare / nursery centre, to the east is open land and to the south is an access road serving The Dearne Advanced Learning Centre (ALC) and adjacent leisure centre. The western boundary of the site is currently bordered by metal fencing, as shown in **Figure 2**.



Figure 2. Western Boundary of Site

Existing Site Access

- 3.5 A vehicular access point has historically been provided to serve the site from B6098 Goldthorpe Road to the west of the site, as shown in **Figure 3**. However, the access is currently fenced and locked to prevent vehicles entering / egressing the site.



Figure 3. Historic Vehicular Site Access from B6098 Goldthorpe Road

- 3.6 There is a further historic access point to the north of the site via Hall Street, which is currently used as a vehicular turning area. The access point is also fenced and locked, as shown in **Figure 4**.



Figure 4. Historic Access Point North of Site via Hall Street

Local Highway Network

3.7 **Figure 5** provides an illustration of the local highway network within the vicinity of the site.



Figure 5. Local Highway Network (Source: Openstreetmap.org)

- 3.8 Hall Street is located to the north of the site and is a residential street providing street lighting and has a carriageway width that varies between 5.5 and 7.5 metres. Hall Street forms a priority T- junction with B6098 High Street.
- 3.9 The western boundary of the site is bordered by B6098 Goldthorpe Road; a predominantly residential road with a single carriageway width of approximately 8 metres. Many of the dwellings on B6098 Goldthorpe Road are provided with direct driveway access. The road is subject to a 30mph speed limit, with it being noted that speed camera warning signs are located approximately 75 metres north and 100 metres south of the historic vehicular site access. The road provides street lighting and offers unrestricted on-street parking within the vicinity of the site's western boundary.
- 3.10 To the south of the site, the B6098 continues as Furlong Road providing access to the nearby village of Bolton Upon Dearne located approximately 1.4 kilometres south of the site.
- 3.11 The B6098 Goldthorpe Road forms priority junctions with the following:
- An access road on the eastern side of B6098 Goldthorpe Road, situated approximately 40 metres south of the historic vehicular site access bordering the southern edge of the site and providing access to The Dearne ALC and leisure centre. The access road measures approximately 6 metres in width and provides street lighting and a zebra pedestrian crossing close to the junction with B6098 Goldthorpe Road. A further zebra crossing is provided further east along the access road outside the leisure centre. Highway boundary data confirms that this access road does not form part of the publicly maintained highway;
 - Washington Road on the western side of B6098 Goldthorpe Road, located approximately 75 metres north of the historic vehicular site access. Washington Road is a residential road measuring approximately 5 metres in carriageway width, providing street lighting and unrestricted on-street parking;
 - Hope Avenue (approximately 5 metres in carriageway width) and Orchard Street (varying between approximately 4.5 and 7 metres in carriageway width due to two pinch-points along the street) on the western and eastern side of B6098 Goldthorpe Road respectively, which are located approximately 160 metres north of the historic vehicular site access. Both are residential streets providing street lighting and unrestricted on-street parking;
 - Homecroft Road / Straight Lane / B6098 High Street priority junction located approximately 245 metres north of the historic vehicular site access;
 - Homecroft Road is a residential road with a carriageway width of approximately 5.5 metres and provides street lighting and unrestricted on-street parking.
 - Straight Lane has a carriageway width of approximately 7 metres and also provides street lighting and unrestricted on-street parking. To the north of its junction with Highfield Avenue, Straight Lane is one-way northbound across the bridge towards its junction with

Barnsley Road. It is noted that as part of the previous Transport Assessment and Travel Plan prepared in support of this scheme in 2019, the section of Straight Lane was to be permanently closed to vehicular traffic as of 10th March 2019. This meant that northbound traffic towards Goldthorpe would instead likely continue along the B6098 High Street towards its junction with Doncaster Road. However during the site visit undertaken on 17th August 2021 it was noted that the bridge is re-open to northbound traffic.

- The B6098 High Street carriageway measures approximately 6.5 metres in width and provides street lighting and a combination of unrestricted on-street parking and designated parking laybys. B6098 High Street forms a signalised junction with Doncaster Road approximately 500 metres northeast of the site.

3.12 Doncaster Road provides street lighting, is subject to a 30mph speed limit and varies in width between 6.5 and 8 metres. There are double-yellow line parking restrictions along Doncaster Road. Doncaster Road continues east towards the A635 which provides onward connections to the A1.

3.13 The A635 / A1 provide onward connections to nearby key destinations such as Barnsley, Wakefield, Leeds, Rotherham and Sheffield.

Pedestrian Accessibility

3.14 There is currently no designated pedestrian access into the site from B6098 Goldthorpe Road and Hall Street. However, the site benefits from the adjacent existing footway provisions on both sides of B6098 Goldthorpe Road and Hall Street, which connect to the wider local footway network. The footways on Hall Street are well-lit and vary between approximately 0.5 metres and 1.5 metres in width along both sides of the carriageway.

3.15 To the west of the site, there is a 3 metres wide shared use pedestrian / cycle facility along the eastern edge of the B6098 Goldthorpe Road (see **Figure 6**).



Figure 6. Shared Use Pedestrian / Cyclist Facility East of B6098 Goldthorpe Road

- 3.16 On the western side of the B6098 Goldthorpe Road carriageway, a footway is provided which measures approximately 2 metres in width. Further north of the site, where side roads form junctions with the B6098 Goldthorpe Road dropped kerbs and tactile paving are provided as shown in **Figure 7**.



Figure 7. Dropped Kerbs and Tactile Paving North of B6098 Goldthorpe Road

- 3.17 The footway network within the vicinity of B6098 Goldthorpe Road provides onward connections to local services nearby and Goldthorpe centre predominantly situated on Doncaster Road / Barnsley Road.
- 3.18 Approximately 270 metres north of the historic vehicular site access on B6098 High Street is a zebra crossing with flashing yellow Belisha beacons either side of the carriageway, as shown in **Figure 8**.



Figure 8. Zebra Crossing with Belisha Beacons on B6098 High Street

- 3.19 Barnsley Road has a number of signal-controlled pedestrian crossings which provide a dedicated facility for pedestrian movement to the footway on the opposite side of the road and through Goldthorpe centre.
- 3.20 Approximately 40 metres south of the historic vehicular site access is a zebra crossing providing connection to The Dearne ALC entrance and leisure centre.
- 3.21 There are also a number of PRoW nearby, as shown in **Figure 9**, however, none of these pass through the site or affect the proposed site layout.

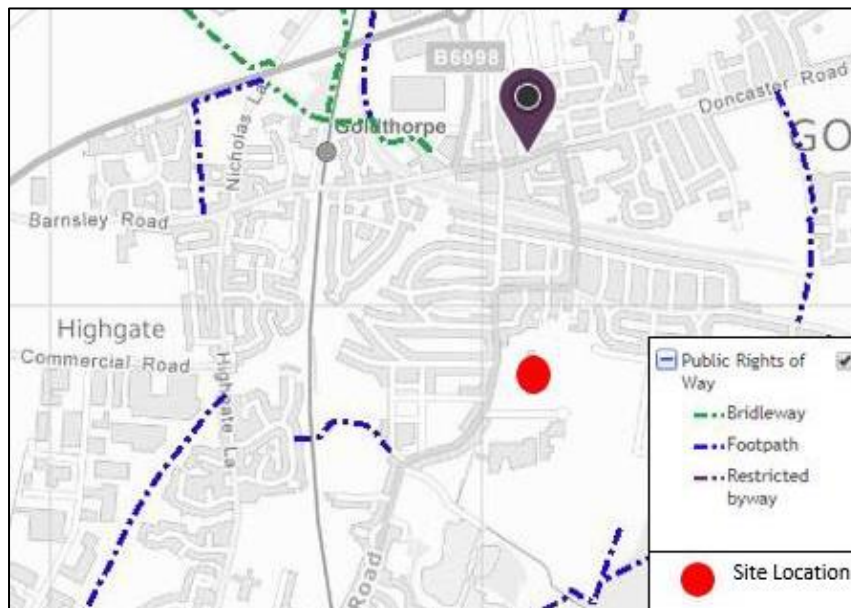


Figure 9. Nearby PRoW (Source: BMBC)

Cyclist Accessibility

- 3.22 Principle cycle access to the site is via the shared use cyclist / pedestrian facility on the eastern side of B6098 Goldthorpe Road, bordering the western boundary of the site.
- 3.23 A review of the National Cycle Network (NCN) map shows that the nearest NCN route (62) is situated approximately 2.3 kilometres south of the site, which can be reached in approximately 6 minutes by bike from the site. The NCN route 62 provides onward traffic-free and on-road route connections to Rotherham Barnsley and Doncaster, as shown in **Figure 10**.

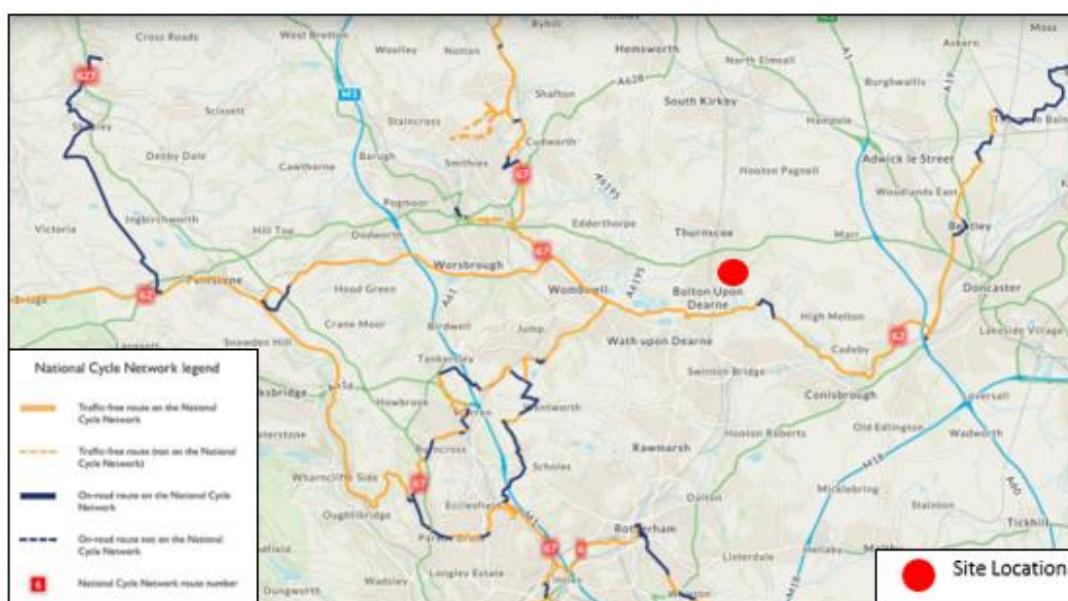


Figure 10. Nearby NCN Routes (Source: Sustrans.org.uk)

- 3.24 Barnsley is located approximately 15.8 kilometres north-west of the site and can be reached via the NCN route 62 in around 50 minutes.
- 3.25 Doncaster is located approximately 20 kilometres east of the site and can be reached via NCN route 62 in around 65 minutes.
- 3.26 Rotherham is located approximately 14.6 kilometres south-west of the site and can be reached via NCN routes 62 and 67 in around 50 minutes.
- 3.27 The closest cycle store, details of which are provided in **Table 1**, is located approximately 5 kilometres south of the site which can be reached in 15 minutes by bike.

Cycle Store		Address	Phone number
Mexborough Cycle Centre		49 Wath Road, Mexborough, S64 9QZ	01709 579249

Table 1. Cycle Store Details

Accessible Services by Walking and Cycling

- 3.28 **Table 2** provides an outline of the local services that can be reached by walking and cycling.

IHT Preferred Max. Walking Distance (metres)	Service	Approx Walking Distance from Site (Metres)*	Walking (Mins)	Cycling (Mins)
Local Services/Local Centre				
800	Goldthorpe Centre	560**/860	6**/10	1**/2
	Dearne Valley Group Practice	390	4	1
	Weldricks Pharmacy	460	5	1
	Dearne Valley Dental Practice	320**/560	4**/8	2**/3
	Goldthorpe Library	610**/710	8**/10	4**/4
	ASDA Goldthorpe Supermarket	460**/710	6**/10	3**/4
	Dearneside	150	1	2

	Leisure Centre			
Schools				
2000	The Dearne ALC	270	3	1
	Dearne Goldthorpe Primary School	960**/1110	12**/14	5
	Sacred Heart Catholic Primary School	910**/1110	12**/14	5**/5
	Carrfield Primary Academy	1210	14	4
	Kids World Goldthorpe (Nursery)	310**/560	4**/8	2**/3
Commuting				
2000	Nearest bus stops (B6089 Goldthorpe Road)	130	1	1
	Nearest bus stops (B6098 High Street)	210 (eastbound) – 280 (westbound)**	3/4 **	1/2 **
	The Goldthorpe Railway Station	1110	14	5

*Approximately measured from centre of the site via B6098 Goldthorpe Road

**Approximately measured from centre of site via Hall Street

Table 2. Walking and Cycling Journey Times to Local Services

3.29 The facilities listed in **Table 2** are well within the IHT recommended preferred maximum distances for walking, highlighting the accessibility and sustainability of the site.

Public Transport Accessibility – Bus

3.30 The nearest pair of bus stops providing services in both directions are situated directly adjacent to the site on B6098 Goldthorpe Road. Both bus stops are located approximately

130 metres west of the centre of the site.

- 3.31 The northbound buses can be accessed from the B6098 Goldthorpe Road and provide services to Barnsley Interchange in around 35 minutes and to Thurnscoe in around 10 minutes during the AM and PM peak hours.
- 3.32 The southbound services can be accessed from the B6098 Goldthorpe Road and provide services to Rotherham Interchange and Barnsley Interchange in under 60 minutes during the AM and PM weekday peak hours.
- 3.33 Details of the available services are summarised in **Table 3**.

Service no.	Route	Frequency		
Northbound				
208	Rotherham Interchange – Grimethorpe	3 services per day (05:55 – 13:50 – 22:03)		
218	Rotherham Interchange – Barnsley Interchange	1 service per hour between 07:09 and 23:20	1 service per hour between 07:16 and 23:20	1 service per hour between 07:35 and 22:20
218A	Rotherham Interchange – Barnsley Interchange	1 service per hour between 08:43 and 16:48	1 service per hour between 07:46 and 16:43	No Service
226	Barnsley Interchange – Thurnscoe	2 services per hour between 06:15 and 23:15	2 services per hour between 06:13 and 23:15	1 service per hour between 08:15 and 22:15
Southbound				
208	Grimethorpe – Rotherham Interchange	3 services per day (07:03 – 15:03 – 23:05)		
218	Barnsley Interchange – Rotherham Interchange	1 service per hour between 07:05 and 18:30	1 service per hour between 08:10 and 18:30	1 service per hour between 08:15 and 22:58
218A	Barnsley Interchange – Rotherham	1 service per hour between 07:35 and 16:45	1 service per hour between 08:40 and 16:40	No Services

	Town Centre			
226	Thurnscoe – Barnsley Interchange	2 services per hour between 04:58 and 23:18	2 services per hour between 05:00 and 23:18	1 service per hour between 09:16 and 22:16

Table 3. Bus Service at B6098 Goldthorpe Road

- 3.34 The bus services described above provide AM peak hour services that reach key local employment destinations in time for a 9am start, such as Goldthorpe Centre (5 minutes), Goldthorpe Industrial Estate (18 minutes), Wath upon Dearne industrial estate off Manvers Way (10 minutes) and Thurnscoe business park off Lidgate Lane (4 minutes).
- 3.35 The northbound bus stop provides a shelter with timetable information and the southbound bus stop provides a flag stop with timetable information.
- 3.36 The pair of bus stops north of the site on B6098 High Street (listed in **Table 2**) provide the same services described in **Table 3** above. The bus stops are located approximately 210 metres and 280 metres from the centre of the site via Hall Street for the eastbound and southbound services respectively.
- 3.37 The eastbound bus stop provides a post with timetable information and the southbound bus stop provides a sheltered stop with a seating bench and timetable information.

Public Transport Accessibility – Train

- 3.38 The site benefits from being in close proximity to Goldthorpe Railway Station, approximately 1100 metres north-west from the centre of the site, which can be accessed by an approximate 14 minute walk, 5 minute bike ride, a 5 minute bus journey or a 3 minute drive.
- 3.39 The station offers car and cycle parking and a step-free access into the station via a ramp.
- 3.40 **Table 4** provides an outline of the key services available from the station during a typical weekday (Monday).

Destination	Approx. no. trains per hour*	Fastest journey time (Mins)
AM		
Doncaster	2	52
Rotherham Central	1	15
Barnsley	2	59
Wakefield	1	26
Leeds	1	43
Sheffield	1	31

Manchester	2	95
London	2	152
PM		
Doncaster	2	55
Rotherham Central	1	17
Barnsley	2	61
Wakefield	1	26
Leeds	1	43
Sheffield	1	32
Manchester	2	94
London	2	150

**During 07:00 – 09:00 for AM and 17:00 – 19:00 for PM*

Table 4. Rail Services from Goldthorpe Railway Station

- 3.41 The above summary shows that there are a variety of services to key commuter destinations for future residents to utilise.

Section Summary

- 3.42 This section of the TP has provided a description of the baseline transport conditions within the vicinity of the site.
- 3.43 The site is well served by an excellent network of footways providing access to the nearby key services such as schools and healthcare that are within IHT guidelines for walking distances. The footway networks provide access to the adjacent bus stop stops where services run up to 4 per hour and to the nearby Goldthorpe Railway Station where rail services to key commuter destinations are provided at up to 2 per hour.
- 3.44 Given the above, it is concluded that the site can be considered highly sustainable as it is within close proximity to multiple sustainable transport modes and services.

4.0 OBJECTIVE / OVERALL STRATEGY

4.1 The DfT Good Practice Guidelines: Delivering Travel Plans through the Planning Process (2009) guidance states that “it is important that all parties are clear from the outset as to the objectives being sought” through the TP which will drive the content of the TP which are to meet the set objectives.

4.2 Therefore, the purpose of the TP is to set out a package of measures that are reflective of the objectives in order to encourage the desired travel modal shift from single occupancy cars towards more sustainable forms of transport and to increase accessibility to and from the site by more sustainable travel modes (walking, cycling, public transport and car-share). The following is a list of identified objectives specific to the site which will guide the measures proposed in the TP:

- **Ensure that all residents are aware of the TP and the sustainable transport provision available to the residents.** It is important that residents are made fully aware of the sustainable transport choices available to them so that sustainable travel habits are encouraged. This will take place in the form of TP promotion measures outlined in **Section 6**.
- **Encouraging less reliance on the car over the long-term, wherever practicable, particularly for single-occupancy journeys.** The measures referenced in this document are intended to not only encourage and facilitate walking and cycling to / from the site but also to make better use of the car.
- **Promote healthy lifestyles and sustainable communities.** The benefits of sustainable active travel modes will be promoted as part of the TP and its related marketing documents.
- **Improve local air quality.** The measures outlined in the TP will aim to contribute to improving the local air quality through the promotion of sustainable travel modes to residents of the site.
- **Monitoring and developing the TP over time.** It is imperative to the success of the TP that there are the right mechanisms in place to monitor and manage it, so that it is effective year on year. **Section 9** sets out a monitoring strategy.

4.3 As the TP develops year on year, it will be appropriate to consider the adoption of additional objectives and, where appropriate, the potential setting of updated or additional targets.

4.4 The implementation of the TP and the measures contained within it will be relatively flexible to allow for alterations and new measures to be introduced as and when required. The TP should not be viewed as a finite document, but if required, a rolling programme of measures that will continue to evolve over the longer term to adapt to changing needs and travel mode choice of the residents.

5.0 TARGETS AND TIME FRAMES

- 5.1 When delivering a TP, it is important to monitor its progress and success through the setting of targets. The targets outlined in this section will be **'SMART'** (**S**pecified – **M**easurable – **A**chievable – **R**ealistic – **T**imebound). The targets are typically based on baseline travel survey results. The travel survey is to be undertaken by the Travel Plan Co-ordinator (TPC – more information provided in **Section 8**) to establish baseline travel behaviour once the site is at 75% occupation. The TP is to be updated to reflect the travel survey results. Further details on the monitoring and reporting strategies are provided in the following sections of this TP.
- 5.2 Where targets based on travel survey results are not possible, in the instance of a Draft TP for a residential site yet to be built out, in accordance with the DfT guidance “Good Practice Guidelines: Securing Travel Plans through the Planning Process” (2007) it is stated that the setting of targets can be assisted by the data from trip generation databases such as TRICS and Census data for travel modal split in the local area.

Travel Plan Targets

- 5.3 The multi-modal trips derived from 2011 Censuses Method of Travel to Work dataset (QS701EW) included in the Transport Assessment and is provided in **Table 5** below.

Mode of Travel	% Modal Split
Walk	11.8
Cycle	1.0
Public Transport	10.3
Motorcycle, Scooter or Moped	0.8
Taxi	0.3
Passenger in a Car	8.9
Driving a Car	66.5
Other Method of Travel to Work	0.4
Total	100%

Table 5. Method of Travel to Work Modal Split (SOA: Barnsley 022)

- 5.4 Based on the above modal split and traffic generation assessment included in the Transport Assessment, **Table 6** outlines the likely trip generations resulting from the development during the AM and PM peak hours.

Mode of Travel	Two-way AM peak	Two-way PM peak
Walk	9	10
Cycle	1	1
Public Transport	8	9
Motorcycle, Scooter or Moped	1	1
Taxi	0	0
Passenger in a Car	7	7

Driving a Car	52	55
Other	0	0
Total	78	83

Table 6. Proposed Development Multi-Modal Trip Generation

- 5.5 Therefore, the targets set out in **Table 7** below are based on the existing modal split results from the Census Method of Travel to Work dataset provided in **Table 6**. The targets are to be achieved over a five-year period. The existing modal split identifies 66.5% of single occupancy vehicle-use ('driving a car'), thus a circa 5% modal shift reduction is considered reasonable. The 5% modal shift has been distributed via trips made by walking, cycling and public transport, as the most sustainable modes of travel.

Travel Mode	Existing Modal Split (%)	Target Modal Split	
		Percentage	Difference in increase/decrease
Walk	11.8	13.0	+1.2
Cycle	1.0	3.5	+2.5
Public Transport	10.3	11.0	+0.7
Motorcycle, Scooter or Moped	0.8	0.8	0
Taxi	0.3	0.3	0
Passenger in a Car	8.9	9.5	+0.6
Other	0.4	0.4	0
Driving a Car	66.5	61.5	-5.0

Table 7. Modal Split Targets

- 5.6 As part of the future Detailed Travel Plan, travel surveys would be undertaken at the site. Should these baseline travel survey has a good response rate, modal split targets can be adjusted and set based on those results instead to achieve a more accurate target. Thus, the targets set out in this TP are provisional and will be confirmed in subsequent updates to the TP as a 'live' document.

6.0 MEASURES / ACTIONS

- 6.1 It is anticipated that the implementation of measures will encourage residents to travel to / from the site using sustainable transport modes from the very outset of occupation, thereby reducing reliance on single occupancy car journeys and the likely impact of the development on the local highway network.
- 6.2 Therefore, to ensure the success of the TP, it is crucial that there is the right management structure in place to continually support and drive it forward. The package of measures proposed in the following tables comprise of four sections:
- Promotion;
 - Walking and cycling;
 - Public transport; and
 - A car user strategy.
- 6.3 All of the above are aimed at encouraging a modal shift in the uptake of sustainable transport and to increase accessibility to and from the site by more sustainable modes. The strategies detail measures that are expected to be implemented either prior to first occupation or once the results of the baseline travel survey are known. The measures also state whether the responsibility lies with Redmile Homes as the developer or the TPC.
- 6.4 As a 'live' document, the measures outlined in this TP can be adjusted and enhanced year-on-year in response to the monitoring of the TP. Any changes to the measures can be determined through discussions between BMBC, the TPC and residents.

Promotion (P) Measures				
Strategy Ref.	Measure	Action	Evaluation	Responsibility
P1	Sustainable Travel Information Packs	Sustainable Travel Information Packs will be provided for all new residents upon first tenure occupation for the monitoring period of the TP. It will include and is not limited to: • An overview of the TP with its key aims and objectives, advice on the available sustainable travel options and the benefits of sustainable travel to the individual and wider community; • Contact details of the TPC; • An extract of the BMBC PRoW map including a link to www.plotaroute.com, a free route planner for walking, running, cycling, and an extract of the NCN map for the local area to nearby key destinations; • Up to date details of the local public transport provision; • Information regarding the local purchasing of bicycles and maintaining cycles/accessories; • Information on the national car-share scheme, Liftshare; and • The potential benefits of sustainable travel on local air quality.	- Annual travel surveys - Issue of maps - Pedestrian and cycle counts - Take up of Sustainable Travel Information Packs	TPC
P2	Promotional display	The promotional display will be located in the temporary on-site sales centre and will include the locations of the nearest bus stops, rail station and walking / cycling routes in the local area. Details of public transport provider's websites that operate within the area will also be provided where up-to-date service information can be accessed. Contact details for the appointed TPC will also be provided on the promotional display.	- Annual travel survey - Pedestrian and cycle counts	TPC

P3	Travel awareness campaigns	It is suggested that the TPC conducts (a minimum of) one travel awareness campaign each year. Any of the following are suggested: • Bike Week / Cycle to Work Day; • Walk to School; • Catch the Bus Week; or • TravelWise Week. Emails are to be sent out to a resident's email address, which will be collected as part of the registration process and residents are to be informed why and how often they may be contacted for GDPR compliancy and to help promote travel awareness campaigns.	- Annual travel survey - Pedestrian and cycle counts	TPC
P4	Training	Training should be provided for the TPC if required in managing the TP, and for the sales staff in promoting the Sustainable Information Travel Packs as part of the sales process.	- Annual travel survey - Pedestrian and cycle counts	TPC Redmile Homes
P5	Personalised Travel Planning (PTP)	PTP is to be offered by the TPC for residents on-site. The opportunity to engage in PTP will be advertised in the Sustainable Travel Information Packs as well as on the promotional display in the temporary on- site sales office.	- Annual travel survey - Pedestrian and cycle counts - Take up of PTP	TPC Redmile Homes

Walking and Cycling (WAC) Measures				
Strategy Ref.	Measure	Action	Evaluation	Responsibility
WAC1	Nearby walking and cycling routes map	An extract of the BMBC PRoW map including a link to www.plotaroute.com, a free route planner for walking, running, cycling, and an extract of the NCN map in the Sustainable Travel Information Packs. The maps are to be included on the promotional display in the temporary on-site sales office.	- Issue of maps - Annual travel surveys - Pedestrian and cycle counts	TPC
WAC2	Details of a local cycle shop	This will be done in conjunction with WAC1 and will also include information of the local cycle store on the cycle routes map.	- Issue of maps - Annual travel surveys	TPC
WAC3	Incentives	Incentives for residents to encourage walking and cycling can include any of the following: - Walk: e.g. free fluorescent gear, pedometers, umbrellas, prize draws and discounts at local walking / shoe shops; and - Cycle: e.g. good quality 'U' locks, free fluorescent gear, cyclometers, wet weather gear, discounts at the local cycle shop, prize draws. The level of provision of these incentives will be agreed post consent with details of how to obtain the incentives included in the Sustainable Travel Information Packs.	- Annual travel surveys - Pedestrian and cycle counts	TPC Redmile Homes
WAC4	Benefits of walking and cycling	The Sustainable Travel Information Packs and measure WAC1 are to outline the health and social benefits of active travel modes such as walking and cycling.	- Annual travel surveys - Pedestrian and cycle counts	TPC

Public Transport (PT) Measures				
Strategy Ref.	Measure	Action	Evaluation	Responsibility
PT1	Provision of available public transport information	To include: - Leaflets promoting public transport and links to useful PT websites (including www.travelline.info); - Location of and directions to nearby bus stops; - Bus service timetables and routes of services at nearby bus stops; - Location of and directions to the local Goldthorpe Railway Station; - Rail services at Goldthorpe Railway Station to key commutable destinations during the weekday AM and PM peak hours. All of the information above will be provided in the Sustainable Travel Information Packs.	- Annual travel surveys - Pedestrian and cycle counts - Take up of PTP	TPC

Car User (CU) Measures				
Strategy Ref.	Measure	Action	Evaluation	Responsibility
CU1	Car-share	Provide information about the benefits and flexibility of car sharing as part of the Sustainable Travel Information Pack, including information for www.liftshare.com/uk , where users can view offers and requests for lifts from locals and other residents of the development.	- Annual travel surveys	TPC
CU2	Air quality	Provide information on importance of improving air quality and how this can be contributed to through the uptake of sustainable travel modes.	- Annual travel surveys	TPC

7.0 RESPONSIBILITY / OWNERSHIP

Travel Plan Management and Co-ordination

- 7.1 The measures in the plan will be managed by the TPC who will be responsible for ensuring Sustainable Travel Information Packs are available to all residents upon first tenure occupation.

Travel Plan Co-ordinator

- 7.2 Redmile Homes will be responsible for the management of the site and will appoint a TPC prior to initial occupation. In the first instance, this is likely to be sales staff on site. Details of the nominated TPC will be provided in **Table 8** in due course.

Name:	
Telephone Number:	
Email:	

Table 8. Travel Plan Co-ordinator

Travel Plan Co-ordinator Role

- 7.3 The role of the TPC will predominantly be to co-ordinate the TP measures for the site, to ensure that the TP is delivered and that it is properly monitored. The role will include the following tasks:
- Preparing, promoting and distributing the TP measures to residents in the form of the Sustainable Travel Information Packs and promotional display in the temporary on-site sales office;
 - Provide PTP for residents on request for the duration of the five year monitoring period;
 - Liaising with relevant stakeholders to ensure that sustainable TP measures are developed and implemented at the site;
 - To co-ordinate the necessary data collection exercise required to develop the TP annually in order to co-ordinate the monitoring programme;
 - To design and implement effective marketing and awareness campaigns to promote the TP;
 - Monitoring and reviewing the TP;
 - Co-ordinating the planning, preparation and distribution of the TP incentives;
 - Providing monitoring feedback/performance reports to BMBC; and
 - To act as a point of contact for residents with any TP/travel-related queries via email or telephone.

- 7.4 The TPC is to be confirmed and appointed at least three months prior to the occupation of the development.
- 7.5 The amount of time needed to be spent on TPC tasks will vary month to month depending on the time of year and timetable of monitoring associated with the TP. Initially, it is considered that the role of the TPC could take up to five hours a week whilst the TP and its measures are established, after which point thereon, it is anticipated that the role of the TPC will take up to approximately two- three hours a week.

8.0 MONITORING AND REVIEW

8.1 There is a need to monitor the success of a TP for a number of reasons:

- It gauges whether a TP is achieving success in meeting its objectives;
- It helps to identify strengths, weaknesses, potential areas for improvement in future travel planning; and
- There is a general need to collect data measuring the impacts and outcomes of TPs so that there is clearer evidence for local authorities and other Government bodies on their success.

8.2 Sustainable transport measures implemented as part of the TP must be viable in order for it to succeed. Travel surveys are vital in understanding the travel patterns of users at the site. By gaining an understanding of the actual and perceived barriers to sustainable transport choices, an assessment of the extent to which modal shift between the different sustainable transport modes (i.e. those that walk / cycle / use public transport / car-share) can be influenced and completed.

Travel Surveys

8.3 Travel surveys identify which measures users of sustainable transport modes would like to be implemented / enhanced as part of the TP. Residents will be asked to complete an annual travel survey in order to monitor the success of the TP and highlight where changes need to be made to ensure the measures are effective and the sustainable mode split is appropriate.

8.4 It is suggested that the travel surveys are conducted at 75% occupation and then annually, for up to five years.

8.5 A simple survey asking several questions about their method of travel to work will be disseminated via email using a live web link for an online questionnaire using Google Forms, a free online questionnaire tool. The residents' email addresses will be collected as part of the application process for becoming a resident at the site (for data protection, permission will need to be sought to obtain their email address details and permission to contact them about the survey).

8.6 Should the response rate for the online questionnaire be low, physical copies of the travel survey may be disseminated by post.

8.7 The travel survey will conform to the TRICS SAM methodology and will be funded by the developer.

Reporting

8.8 Following the collation of the baseline travel survey data responses, the results will be reported in the subsequent Detailed Travel Plan in the first instance. Thereafter the data survey responses will be provided with a review of the TP and mode split results in the form

of an Annual Monitoring Report, for up to five years. The Annual Monitoring Reports will include:

- A summary of the actions undertaken in relation to the measures and Action Plan outlined in the draft TP;
- Modal split data in numbers and percentages for the main mode of travel, and a summary of all other data collected, such as the results from the travel survey and the results of an AM (07:00– 09:00) and PM (17:00 – 19:00) pedestrian and cycle count to be undertaken at the site as a whole at 75% occupation and then on an annual basis thereafter;
- Travel survey data would typically be reviewed against the targets in the draft TP;
- Updated remedial measures and an updated Action Plan based on the travel survey results that demonstrates how the TP will be progressed and monitored to meet its aims; and
- Any key feedback from consultations with residents.

8.9 The monitoring and review of the TP will be managed by the TPC. The TPC and BMBC can then have input into any new measures or interventions that may be required, and a way forward will be agreed. It may also be necessary to review measures, targets and implementation methods at this stage.

8.10 At the end of the five year monitoring period, the way forward and handover for the TP will be agreed between the Redmile Homes as the developer, the TPC and BMBC.

Role of the Travel Plan Co-ordinator in Monitoring the Travel Plan

8.11 As set out earlier in this section, the TPC will principally be responsible for the monitoring of the TP Key tasks to be undertaken include:

- Undertaking a travel survey to establish baseline travel patterns;
- Preparing a baseline travel survey summary report;
- Preparing an action plan detailing the measures to be implemented to achieve the TP aims and objectives;
- Preparing Annual Monitoring Reports summarising travel information, key problems and opportunities identified, and the success of the TP in relation to its aims and objectives;
- Implementing TP measures, including liaising with BMBC, and local transport providers concerning appropriate measures needed to facilitate sustainable travel where required;
- Reassessing TP objectives, targets, measures and Action Plan year-on-year based upon annual surveys; and
- Relaying information back to BMBC as an example of the effectiveness of the TP in the form of Annual Monitoring Reports.

9.0 ACTION PLAN

9.1 The action plan summarises the key measures, implementation methods, roles and timescales prior to the first occupation and over the five year period covered by the TP.

9.2 **Table 9** outlines the action plan for the TP development alongside key milestones.

Table 9 – Travel Plan Action Plan	
Timescales	Action
Pre – Commencement	Agree TP contribution and payment methodology.
3 months before first occupation	- Confirm and appoint TPC; - Provide TPC with TP training if required; - TPC to liaise with local public transport operators and cycle stores on possibility of providing travel information and vouchers / discounts; - Sourcing of sustainable travel incentive items; - Preparation of the Sustainable Travel Information Packs; - Preparation of promotional display; and - Training of temporary on-site sales office staff.
Upon first occupation	- Issue the Sustainable Travel Information Packs; - Promote Stagecoach travel vouchers where applicable and car-share schemes; - Offer PTP services by TPC.
At 75% occupation	- Conduct baseline travel survey; - Revise targets if necessary; and - Prepare Detailed Travel Plan for issue to BMBC.
Six months after 75% occupation	Set up Resident Steering Group
Annually each year (for five years)	- Repeat pedestrian and cycle counts; - Issue travel surveys, monitor results and submit findings to BMBC no later than 4 weeks of the monitoring being undertaken;

	• Update TP to include the remedial measures and reviewed Action Plan; • Prepare Annual Monitoring Report (including pedestrian and cycle count and travel survey results); • Submit Annual Monitoring Report to BMBC; • Review and amend TP aims and objectives if necessary; and • Update any travel information in the Sustainable Travel Information Packs.
Year 5	• Agree handover methodology with BMBC.

APPENDIX A Site Masterplan

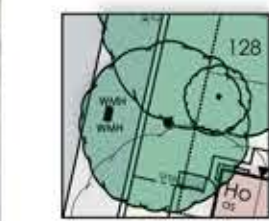


All work to be carried out in accordance with the requirements of the Building Regulations, Water Authority and the Construction (Design and Management) Regulations currently in force.

Do not scale from this drawing. Architect to be notified of any discrepancies.

Verify relevant dimensions on site before commencing work or preparing shop drawings. This drawing is copyright.

rev	date	amendment	initials
A	30/08/18	Layout amended following pre-app meeting with planners	JMB
B	04/12/18	Layout amended to accommodate existing ecological features.	JMB
C	14/01/19	Layout amended to accommodate highway/ planners comments.	JMB
D	22/03/19	Plots 43-46 amended to address public consultation comments.	JMB
E	04/03/20	Plots 11-20 redesigned, dormer bungalows added.	JMB
F	23/07/21	Plots 37-47 redesigned, dormer bungalows added on plots 44-47.	JMB
G	12/10/21	Balancing feature added, layout redrawn.	JMB
H	06/12/21	Balancing feature redesigned, layout amended	JMB
J	09/12/21	Turning head to plots 11-23 amended	JMB
K	11/01/22	Balancing feature & layout amended.	JMB



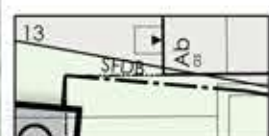
Denotes trees to be retained



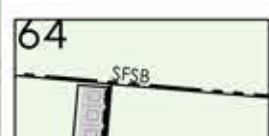
Denotes trees to be removed



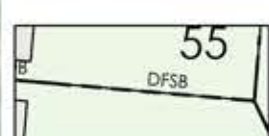
1.8m high pier & panel wall, SD/DF/01



1.8m high double boarded timber screen fence, SD/DF/01



1.8m high timber screen fence, SD/DF/01



900mm high timber fence, SD/DF/01



450mm high timber knee rail, SD/KR/01



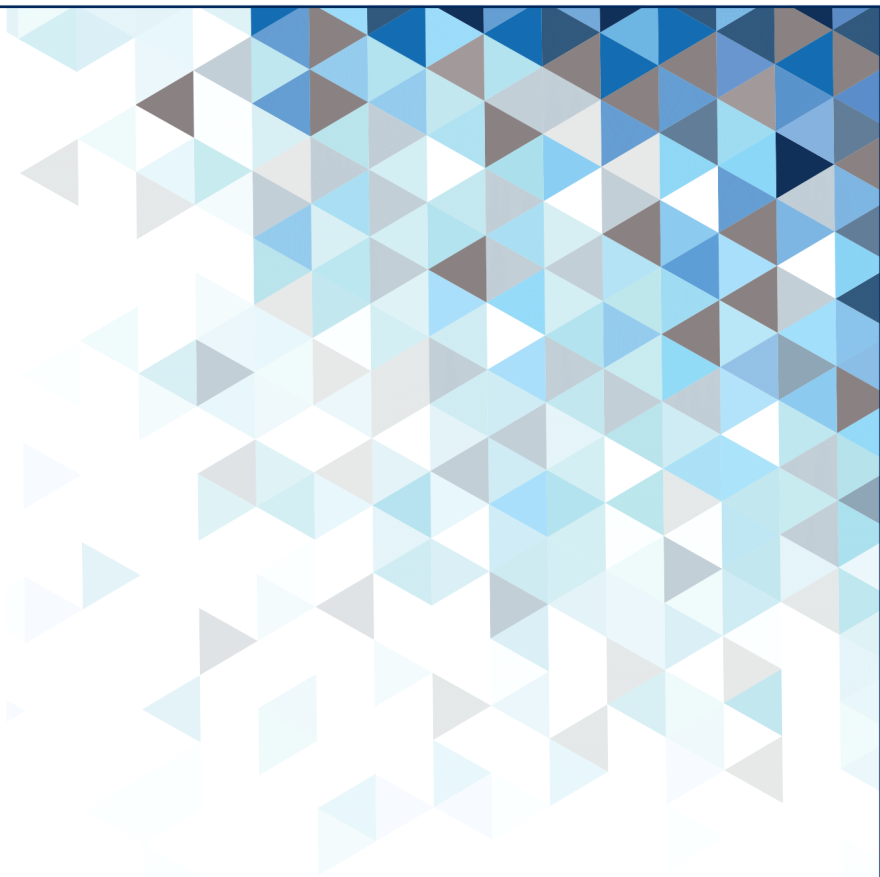
W Redmile & Sons Ltd, Parkfield House, 118 Alderson Road, Sheffield, S2 4UD.
tel: 0114 2290900 fax 0114 2290909 www.wredmile.co.uk

scale: 1:500 | drawn by: JMB | date: June 18'

Project: Land off Goldthorpe Road, Goldthorpe, Barnsley

Drawing: Site Layout

Drawing Number:	GT/SK-01	Revision	K
-----------------	----------	----------	---

**BEDFORD****Planning / SDD / SPRU**

bedford@dlpconsultants.co.uk

BRISTOL**Planning / SDD / SPRU**

bristol@dlpconsultants.co.uk

EAST MIDLANDS**Planning/ SDD**

nottingham@dlpconsultants.co.uk

LEEDS**Planning**

leeds@dlpconsultants.co.uk

LONDON**Planning**

london@dlpconsultants.co.uk

MILTON KEYNES**Planning**

miltonkeynes@dlpconsultants.co.uk

RUGBY**Planning**

rugby.enquiries@dlpconsultants.co.uk

SHEFFIELD**Planning/ SDD / SPRU**

sheffield@dlpconsultants.co.uk

**URBAN
DESIGN
GROUP** REGISTERED
PRACTICE

IEMA Transforming the world
to sustainability

 **CIHT**

 **RTPI**
Chartered Town Planner

30_{dlp}
1991 - 2021