

Rouse Homes Limited
Woolley Colliery, Darton

Residential Travel Plan

7 June 2022
Version 1.0
Issue





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1 Introduction

Fore Consulting Limited has been commissioned by Rouse House Limited (“the Applicant”) to prepare a Residential Travel Plan to be submitted to support a forthcoming outline planning application for a proposed residential development at Woolley Colliery, Darton.

1.1 Development Proposals

Briefly, the site is located off Woolley Colliery Road, Darton, south of The Grange. The site comprises two parcels, north and south, and is allocated for housing through the Barnsley Local Plan as site HS1. The location of the site is shown on Figure 1.

The application seeks permission for up to 115 residential dwellings, split between two parcels of land, bisected by playing fields and a cricket ground. The development proposals are shown on the illustrative masterplan at Appendix A.

1.2 Purpose of this Document

This document communicates the Residential Travel Plan for the development, hereafter referred to as the “Travel Plan”.

A Travel Plan is a method for ensuring that a development can be accessed by a range of modes by communicating with the prospective residents about their options and special initiatives available; promoting sustainable transport; providing incentives; gathering data about the travel habits of residents and reporting on this in order to identify room for improvement.

This Travel Plan is aimed at residents of the development.

1.3 Structure of this Document

This document continues as follows:

- Chapter 2: Management and development of the Travel Plan over time, including the overarching objectives of the Travel Plan and details of monitoring and review.
- Chapter 3: Details of access to the development site by all available modes.
- Chapter 4: On-site facilities and measures to aid travel by sustainable modes, as well as details of vehicle access.
- Chapter 5: Summary tables of Actions and Measures.

2 Travel Plan Management

This Chapter sets out the actions required to ensure the Travel Plan is managed appropriately. The actions are summarised in Table 2.

2.1 Objective

The objective of the Travel Plan is to ensure that all residents can choose from a range of options for travelling by non-car modes. This will be achieved through communicating the Travel Plan to residents and by providing the measures to help make sustainable travel practical and attractive.

2.2 Travel Plan Coordinator Role

The key role in delivering the Travel Plan is the Travel Plan Coordinator. It will be the responsibility of the Developer (e.g. Housebuilder) to appoint a Travel Plan Coordinator prior to first occupation and for the lifespan of the Travel Plan.

The Travel Plan Coordinator will have the following responsibilities:

- Delivering the actions in Table 2 and measures in Table 3 which have “TPC” in the responsibility column, including communicating the Travel Plan and travel options to the development.
- Being a point of contact for residents at the development to discuss travel options.
- Liaison with Barnsley Metropolitan Borough Council (BMBC) to discuss the Travel Plan, including the results of monitoring via the submission of progress reports.

The contact details of the Travel Plan Coordinator will be provided to BMBC two month prior to first occupation of the development. If a new Travel Plan Coordinator is appointed, their contact details will be provided to BMBC within two weeks of the change.

2.3 Funding

The costs associated with implementing the Travel Plan, including the cost of appointing a Travel Plan Coordinator, measures, as well as the cost of the monitoring and reporting will be covered by the housebuilder.

2.4 Liaison with Barnsley Metropolitan Borough Council (BMBC)

The content of this Travel Plan will be agreed with BMBC as part of the planning process. Thereafter the Travel Plan Coordinator will communicate with the Travel Plan Officer at BMBC to advise that work has commenced on delivering the Travel Plan.

2.5 Targets

An initial target mode share has been set, based on 2011 Census data for Barnsley 005 MSOA¹, within which the site is located. The target mode share is summarised below in Table 1.

Table 1: Baseline Mode Share

Mode Share	Baseline Mode Share (% of journeys)
Train	3.3%
Bus	4.5%
Taxi	0.3%
Motorcycle	0.9%
Car driver	78.4%
Car passenger	6.4%
Bicycle	0.6%
On foot	5.6%
Total	100.0%

The target mode share applies to all journey purposes; however, it should be noted that baseline target is taken from 2011 Census Travel to Work Census which may not be fully representative of all journey purposes or reflect the baseline position of on-site residents.

Therefore, this target will be reviewed and may be revised following the findings of the first surveys (see Section 2.6) by the TPC in liaison with BMBC through the monitoring

¹ Dataset reference QS701EW: 'Method of Travel to Work - All usual residents aged 16 to 74'. 'Not in employment', 'Work mainly at or from home', and 'Other method of travel to work' have been excluded. 'Underground, Metro, Light Rail, Tram' has been added to 'Train' for the purposes of this assessment.

process. Over time, the Travel Plan will seek to achieve a reduction in journeys made by car as an indicator that the development is supporting journeys by sustainable modes.

2.6 Monitoring

On the first anniversary of the development being first occupied, a travel survey will be undertaken by the TPC to discover how residents are travelling. If occupation levels are low, the TPC will liaise with BMBC to agree an appropriate time to survey.

This survey period is also an opportunity to communicate the Travel Plan to residents, to ensure they know about the range of travel options available for getting to the development and to gather feedback, e.g. the desire for more information, incentives or cycle parking, for example.

It is envisaged that residents will be contacted via email or letter to participate in an online travel survey. Resident's will also be provided with the contact details of the TPC should they wish to complete the survey over the phone.

The travel surveys will determine:

- Mode of travel to main activity.
- Postcode of main activity.
- How often they make the journey to their main activity.
- What other modes they would consider and barriers to making this shift.
- If any school aged children live in the household, what school they attend and what mode of travel they use.

A prize draw made available to encourage resident participation and reminders sent out during the survey period to increase the response rate.

2.7 Reporting

Within three months of the completion of the surveys the Travel Plan Coordinator will prepare a Monitoring Report which will contain the following:

- Survey methodology and results, including any qualitative feedback.
- An analysis on the effectiveness of the Travel Plan.

- Proposals for future measures if mode share targets are not met.

This will be submitted to BMBC for discussion and agreement.

3 Existing Situation

This Chapter outlines how the site is accessed by all available modes and gives details on planning journeys by sustainable modes.

3.1 Pedestrian Accessibility

Walking routes can be planned using www.google.co.uk/maps which gives step by step instructions along your chosen route. There is also a Google Maps app.

Although walking distances will vary between individuals and circumstances the Chartered Institution of Highways & Transportation (CIHT) suggests acceptable walking distances for commuting as follows²:

- Desirable: 500m.
- Acceptable: 1.0km.
- Preferred Maximum: 2.0km

Figure 2 presents the isochrone of a 2.0km walking distance threshold measured from each site access and using the most convenient and likely pedestrian routes through the site, assuming only formal road crossings and designated footways / footpaths are used. The 2.0km walking distance isochrone covers the following range of local amenities:

- **Education:**
 - Darton Primary School is located approximately 800m from the site and can be accessed on foot via Woolley Colliery Road and Station Road.
 - Mapplewell Primary school is located just over 2km from the site and can be reached on foot via Bloomhouse Lane and New Road. Wellgate Primary School is located just outside the 2km isochrone but is still accessible on foot. Kexborough Primary school is located to the south of the site and can be reached on foot via Woolley Colliery Road, Church Street and Churchfield Lane.
 - Darton Academy secondary school is located just over 2km walking distance from the site, near Kexborough Primary School.

² *Guidelines for Providing for Journeys on Foot*, Chartered Institution of Highways & Transportation, 2000, p49.

- **Healthcare:**
 - The nearest medical centre to the site is Darton Medical Centre, located on Church Street, approximately 650m from the site. A pharmacy is located across the road from the medical centre on Church Street. Each of these can be accessed on foot via Woolley Colliery Road and public footpaths.
 - Darton Dental Practice is also located on Church Street, adjacent to Darton Medical centre and is therefore similarly easily accessed.

- **Retail:**
 - The closest convenience store to the site is Co-op Food, located on Church Street, approximately 0.5 km from the site.
 - Additionally, in the vicinity of Church Street are a variety of take-away outlets.
 - A petrol station is located on Barnsley Road, approximately 1km from the site, incorporating a convenience store.

- **Leisure:**
 - The nearest public house is Darton Tap, located on Church Street. Further along Church Street is the Anvil Arms and across the A637 is the Rose & Crown. A number of cafes are also located on Church Street.
 - Longfields Community Green Space is located just south of the site and can be accessed on foot via Woolley Colliery Road and public footpaths.
 - Darton Park and skatepark are located on Barnsley Road, approximately 1km from the site.

3.1.1 Pedestrian Facilities

Pedestrian infrastructure in the immediate vicinity of the site comprises the following:

- **Footways and pedestrian crossings:**
 - A footpath runs along Woolley Colliery Road with streetlighting, until approximately 110m before Fountain Square, at which point the footpath leads off-road down to Darton rail station. The footpath leading to the rail station has a tarmac surface and street lighting. The footpath alongside the carriageway is re-instated near Fountain Square.

- A footpath provides a link under the rail line, between Station Road and Mill Lane. A further pedestrian footpath links Mill Lane to the Church Street car park access.
 - Footpaths and streetlights are in place on Station Road, leading to Darton Lane.
 - On Church Street there are footpaths and street lighting on both sides of the carriageway. A zebra crossing allows easy pedestrian access to facilities on either side of the road.
 - A narrow footpath is provided on the northern side of Bloomhouse Lane from Woolley Colliery Road to Sackup Lane.
 - Pedestrian footways and streetlighting is in place on Churchfield Lane, providing pedestrian access to Kexborough Primary school and Darton Academy. Informal pedestrian crossings are provided across Barnsley Road to link Church Road to Churchfield Lane.
 - Pedestrian footways and streetlighting are provided on Barnsley Road. The pavements are frequently set back from the road, segregated by green verges.
- **Public Rights of Way:**
 - Dearne Way is a long-distance public footpath located approximately 550m walking distance to the south of the site and can be accessed on foot via Woolley Colliery Road and the pedestrian footpath under the trainline. The route is 51km long in total and runs between Mexborough and Birdsedge following the River Don.

Beyond the 2.0km isochrone presented, a network of public rights of way and footpaths offer good opportunities for recreational walking.

3.1.2 Proposed Pedestrian Infrastructure

As part of the development proposals, a 2.0m wide footway will be provided along the site frontage, linking to existing infrastructure

3.2 Cycling Accessibility

It is typically accepted that most cycle journeys for non-work purposes and those to rail stations are between 0.5 miles [0.8km] and 2 miles [3.2km], but many cyclists are willing to cycle much further. For work, a distance of 5 miles [8 km] should be assumed³.

With regards to these distances, Figure 3 shows that a number of villages, towns and public amenities can be accessed within 8km of the site.

Barnsley town centre is accessible within 6.6km cycling distance of the site, providing access to a range of public amenities including retail, leisure, education and health facilities.

The following smaller towns and amenities are also within reasonable cycling distance of the site:

- Newmillerdam is located within approximately 7km cycling distance from the site, providing access to Newmillerdam Lake, park and surrounding trails.
- Royston is located within approximately 6km cycling distance of the site, providing access to public facilities including supermarkets, pubs and cafes. Just to the east of Royston is Rabbit Ings Country Park, offering 64-hectares of grassland, wetland and woodland with walking and biking trails.

National Cycle Route 67 runs north-south approximately 6.5 km to the east of the site and can be accessed via B6428. The route connects Sheffield and Wakefield, heading further south into the East Midlands and north to North Allerton.

Cycle routes can be planned using www.cyclestreets.net which gives step by step instructions and allows you to choose between more direct and quieter routes. There is also a CycleStreets app.

3.2.1 Local Cycling Initiatives

The following initiatives exist in Barnsley to encourage and support people to cycle:

- The Barnsley cycle map is available at <https://www.barnsley.gov.uk/barnsley-maps/national-cycle-network/> and shows cycle routes in the borough of Barnsley.

³ *Integrating Cycling into Development Proposals*, Cycling England, 2009, p4.

- Bikeability Barnsley offers children and adults cycle training to gain the knowledge to ride safely and well. More information is available at <http://www.activebarnsley.com/bikeability.asp>
- There are a number of active cycle clubs in Barnsley. More information is available at <https://www.barnsley.gov.uk/services/sport-and-leisure/cycling/cycle-clubs-and-events/>
- The Ride Social website, provided by British Cycling, lets you organise bike rides or join other peoples' for free <https://www.letsride.co.uk/social>
- The cycling charity Cycling UK can offer a variety of training and mentoring opportunities to help less experienced cyclists build their confidence to travel on the road network <http://www.cyclinguk.org/courses-and-training>

3.3 Public Transport

Public transport journeys can be planned at <https://tsy.yorkshiretravel.net/lts/#/travellInfo>

3.3.1 Bus Network

The CIHT document Planning for Public Transport in Developments⁴ states that:

“The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m.”

The document also states that:

“It is better to provide bus routes that are simple and direct than slavishly follow limits on walk distance to stops. Routes should not be split or diverted to achieve a walk distance of less than 400m from every destination to its nearest bus stop.”

With regards to the CIHT guidelines, Figure 4 indicates that the closest bus stop in relation to the northern site access site are located on Woolley Colliery Road near The Grange and are accessible on foot within approximately 280m northern site access via Woolley Colliery Road. The closest bus stops to the southern site access are located opposite Fountain Square and are accessible on foot within approximately 175m of the southern site access via Woolley Colliery Road. The bus stops provide access to the Number 93, 95a and 97 bus services.

⁴ *Planning for Public Transport in Developments*, Chartered Institution of Highways & Transportation, 1999, p11.

Further provision is located opposite on Church Street and are accessible on foot within approximately 600m and 900m of the southern and northern site accesses respectively. The bus stops provide additional access to the Number 93, 95a, 97 and X10 bus services.

Further provision is located on Barnsley Road, adjacent to the junction with Church Street and Churchfield Lane. These stops are accessible on foot within approximately 750m and 1000m of the southern and northern site accesses respectively. The bus stops provide additional access to the Number 93, 95, 95a, 96, 96a and 99 bus services.

Table 1 below provides a summary of the bus services available within proximity of the site, including the nearest bus stop, respective frequencies and destinations served.

Table 1: Bus Services and Frequency

Bus Stop	Service	Operator	Route	Approx. Daytime Frequency		
				Weekday	Saturday	Sunday
Woolley Colliery Road/Bluebell Road	93/95a	Stagecoach	Barnsley Interchange - Kexbrough	Hourly	Hourly	Hourly
	97	Globe Holidays	Darton - Wakefield	3 a day	None	None
Church Street/Church Close	X10	Stagecoach	Barnsley - Leeds	2 a day	None	None
Barnsley Road/Church Street	95	Stagecoach	Barnsley Interchange - Kexborough	3 an hour	2 an hour	Hourly
	96	Globe Holidays	Barnsley - Wakefield	Hourly	Hourly	None
	99	South Pennine Community Transport	Barnsley - Denby Dale	None	3 a day	None

Note: Bus services correct as of May 2022

3.3.2 Rail Network

Rail journeys can be planned at <http://www.nationalrail.co.uk/> or using the National Rail Enquiries app.

The nearest railway station to the site is Darton Rail station, located approximately 500m walking distance from the northern site access and 200m walking distance from the southern site access. The station can be accessed on foot via Woolley Colliery Road and a pedestrian footpath down to the station.

Darton station serves the Hallam line, connecting Leeds and Sheffield. Northern Rail operates hourly services in each direction, serving stations including Leeds, Castleford,

Wakefield, Barnsley, Meadowhall and Sheffield. The Table below provides a summary of the rail services available from Darton Railway station.

Table 2: Rail Services, Destinations and Frequencies

Operator	Destinations Served	Monday to Saturday Frequency		Sunday Frequency
		Daytime	Late Evening	
Northern	Leeds - Wakefield - Darton - Meadowhall - Sheffield	Every 60 minutes	Every 60 minutes	Every 120 minutes

Note: Rail services correct as of May 2022.

The travel time to Leeds is 50 minutes by direct train. From here, connecting services to Manchester, York and across the north of England and Scotland can be accessed. The travel time to Sheffield is 40 minutes by direct train. From here, connecting services to destinations across the Midlands and further south can be accessed. Meadowhall is accessible via a 30-minute direct train ride from Darton Rail station and provides access to a large number of retail and leisure facilities.

3.4 Summary

The site is located in a sustainable location within Darton. Future residents of the development will have suitable options to travel for key journey purposes within the immediate local area as well as further afield by sustainable transport modes including public transport, cycling or on foot.

4 Sustainable Initiatives & Measures

This Chapter gives details of the on-site facilities and initiatives to provide access to the site by all available modes and to promote sustainable transport choices. These are all summarised in Table 3.

4.1 Communication Strategy

As described in Chapter 3, there are very practical options for accessing the development by sustainable travel modes. To make sure that everyone knows there is a Travel Plan which aims to promote and facilitate sustainable transport choice, the Travel Plan Coordinator will need to actively communicate with residents, as below.

Measures to Communicate the Travel Plan

- **Residential Travel Guide** - as confirmed residents move to the development, they will receive a Travel Guide. This will provide information on all available modes of transport and will include maps, health benefits, local amenities, public transport timetables. Hard copies of the residential travel guide will be made available in the marketing suite for prospective residents.
- **Online Information** - if the housebuilder produces a sales website for the development, a link to an electronic version of the guide will be included for prospective residents.
- There will be **additional communication** every year to highlight particular aspects of the Travel Plan to residents, for example walking, cycling, car club or public transport. This could be in the form of a residential newsletter, email bulletin or leaflet and may include details of incentives/offers available.

4.2 Walking and Cycling

Pedestrian access will be taken from Woolley Colliery Road, via the new vehicular accesses and informal pedestrian links will be provided between the two parcels of land. A 2.0m wide footpath will be provided along the site frontage.

Bicycle storage will be determined as a reserved matter, but it is anticipated at this stage that secure storage can be provided either in appropriately sized garages or a lockable shed in the rear garden. Measures to encourage and promote walking and cycling are outlined below.

Measures to Encourage and Promote Walking and Cycling

- Provision of adequate pedestrian infrastructure within the site and externally (a 2.0m wide footpath will be provided along the whole site frontage) to allow for connections to be made to external destinations.
- Emphasising the health benefits of walking and cycling may encourage more people to walk and cycle more. Relevant promotional material is to be included within the **Residential Travel Guide**.
- A map showing pedestrian and cycle routes serving the site will be included in the **Residential Travel Guide**.
- Provision of **adequate cycle parking** within the curtilage of each dwelling.

4.3 Public Transport

As stated in Chapter 3 there are options for travelling from the development by public transport. Measures to encourage and promote public transport use outlined below.

Measures to Encourage and Promote Public Transport Use

- The benefits of using public transport will be communicated in the **Residential Travel Guide**, along with maps, timetables, ticketing and journey planner info (including the South Yorkshire journey planner at <https://tsy.yorkshiretravel.net/lts/#/travellinfo>)

4.4 Car Travel

There will be a separate vehicular access road provided into each parcel of land, each of which will join Woolley Colliery Road via a new priority-controlled junction. Full details of vehicular access are provided in the Transport Assessment, submitted under a separate cover.

The details of the internal layout will be determined as a reserved matter, but the illustrative masterplan prepared for the purposes of the outline planning application allows for a minimum of 2 parking spaces to be provided per dwelling (in accordance with BMBC requirements) along with a vehicle charging point.

This Travel Plan has been prepared to maximise the proportion of trips associated within the development that are made by sustainable modes of transport. Therefore, measures to reduce car use will be implemented by the TPC, as below.

Measures to Manage Car Use

- **Promotion of alternative modes of transport** within the Travel Plan communication will help reduce car use.
- Provision of **appropriate levels of car parking** as per BMBC standards.
- Provision of **Electric Vehicle Charging Points (EVCP)**.
- **Promotion of a carshare scheme**, including the potential benefits. This could potentially involve promotion of www.liftshare.com within the Residential Travel Guide.
- Wider Travel Plan communication will **promote efficient driving**, including www.energysavingtrust.org.uk/advice/efficient-driving
- The Residential Travel Guide will include **information about electric vehicles** and **promote local charging points** which can be found at www.zap-map.com and www.chargeyourcar.org.uk

5 Summary of Travel Plan Actions and Measures

Table 2 summarises the actions required to deliver the Travel Plan.

Table 2: Actions Summary Table

	Action	Responsibility	Implementation
A	Appoint a Travel Plan Coordinator	The Developer	2 months prior to first occupation
B	Fund and implement Travel Plan measures as per Table 3	As per Table 3	As per Table 3
C	Undertake travel surveys	TPC	Within one year of first occupation and annually thereafter for the duration of the Travel Plan
D	Prepare and submit monitoring report to BMBC	TPC	Three months after completion of first travel survey and annually thereafter
E	Discuss findings of monitoring and reporting, and agree future targets/measures with BMBC	TPC	As required in liaison with BMBC
F	Ongoing sustainable travel communication (i.e. travel update via email or newsletter)	TPC	Annually

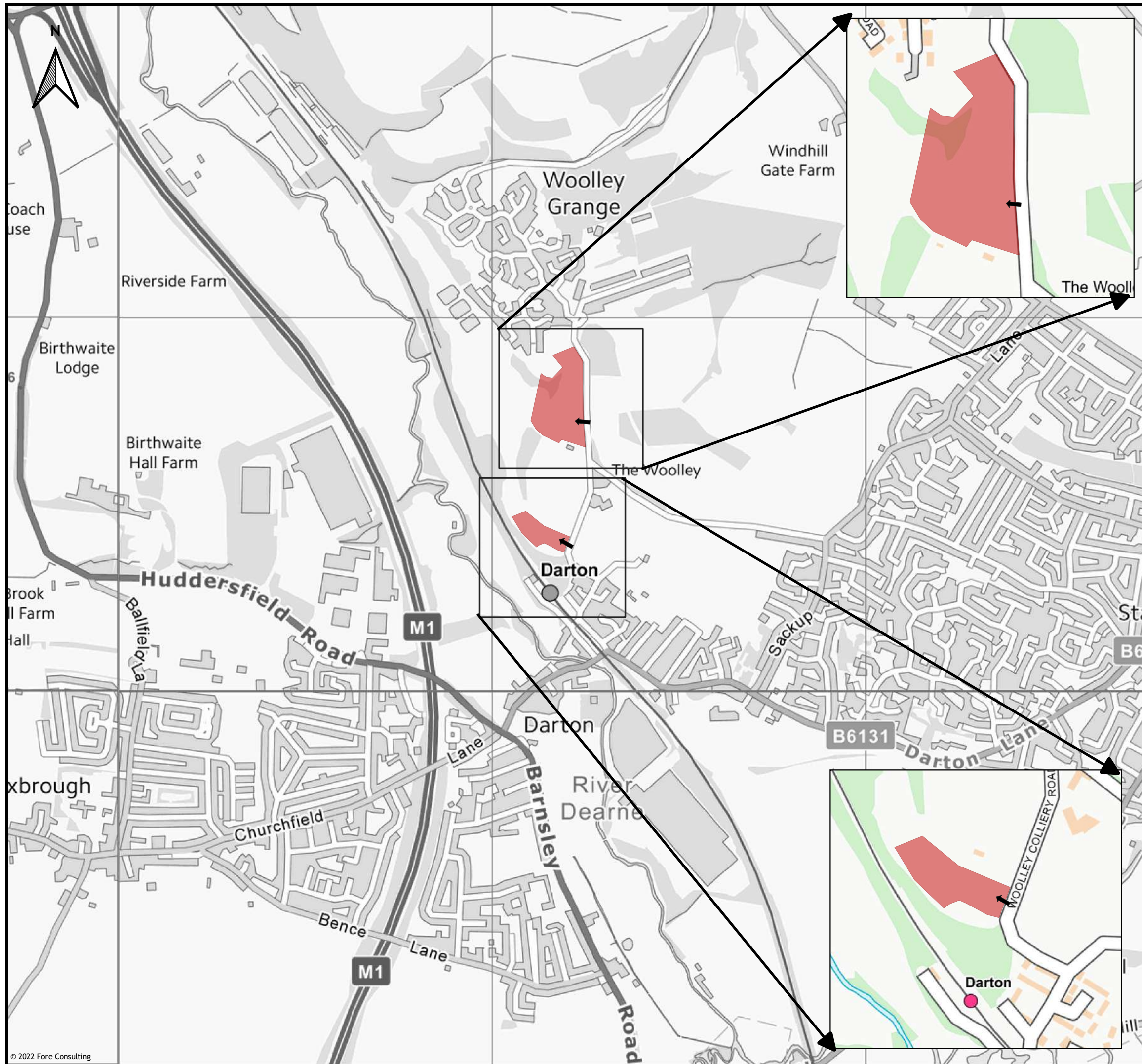
Table 3 gives a summary of the Travel Plan Measures which will be in place to encourage travel to the development by sustainable modes. The measures only apply for the lifetime of the Travel Plan.

Table 3: Travel Plan Measures Summary Table

	Measure	To Support	Responsibility	Implementation
1	TPC to be available to provide transport advice to residents.	Sustainable travel choice	TPC	Ongoing
2	Travel information provided to prospective and new residents in the form of a residential travel guide. This will provide information on all available modes of transport and will include maps, health benefits, local amenities, public transport timetables.	Sustainable travel choice	TPC	Available in time for marketing

	Measure	To Support	Responsibility	Implementation
3	Ongoing sustainable travel information.	Sustainable travel choice	TPC	Ongoing
4	Provision of new pedestrian routes within the site.	Walking	The Developer	Construction
5	Provision of a 2.0m wide footway along the site frontage	Walking	The Developer	Construction
6	Provision of cycle parking within the curtilage of each dwelling.	Cycling	The Developer	Construction
7	Provision of adequate levels parking, including for electric vehicles.	Reduced car use	The Developer	Construction

Figures



Key:
 Indicative Site Boundary
 Indicative Site Access

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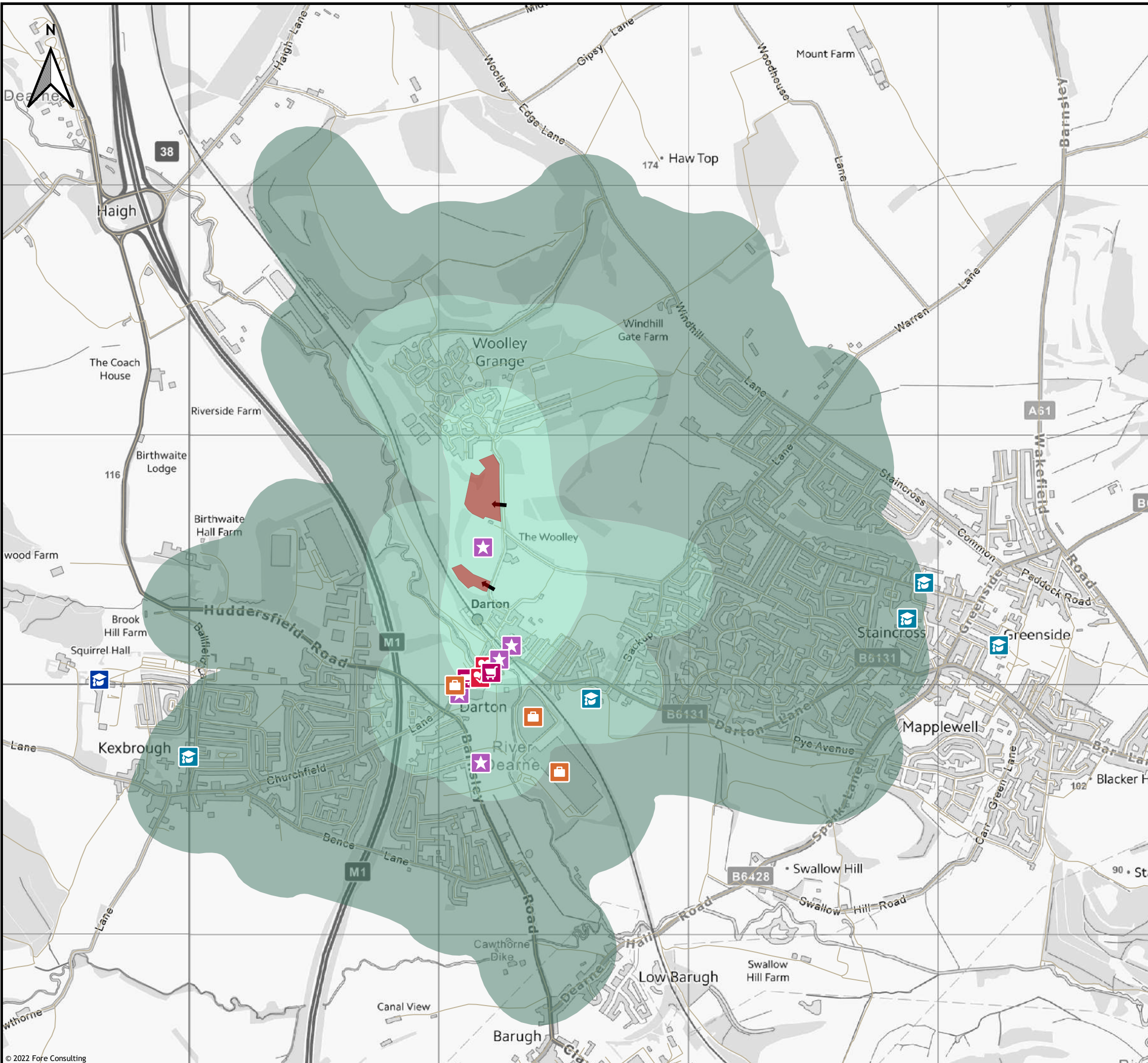


Client:
Rouse Homes Limited

Project:
Woolley Colliery, Darton

Figure Title:
Site Location

Scale: 1:10,000	Figure Status: Issue
Job Number: 31047	Figure Number: Figure 1



- Key:**
- Indicative Site Boundary
 - Indicative Site Access
- Walking Catchment**
- 500m
 - 1.0 km
 - 2.0km
- Local Land Uses**
- Employment
 - Health
 - Leisure
 - Retail
 - Primary School
 - Secondary School

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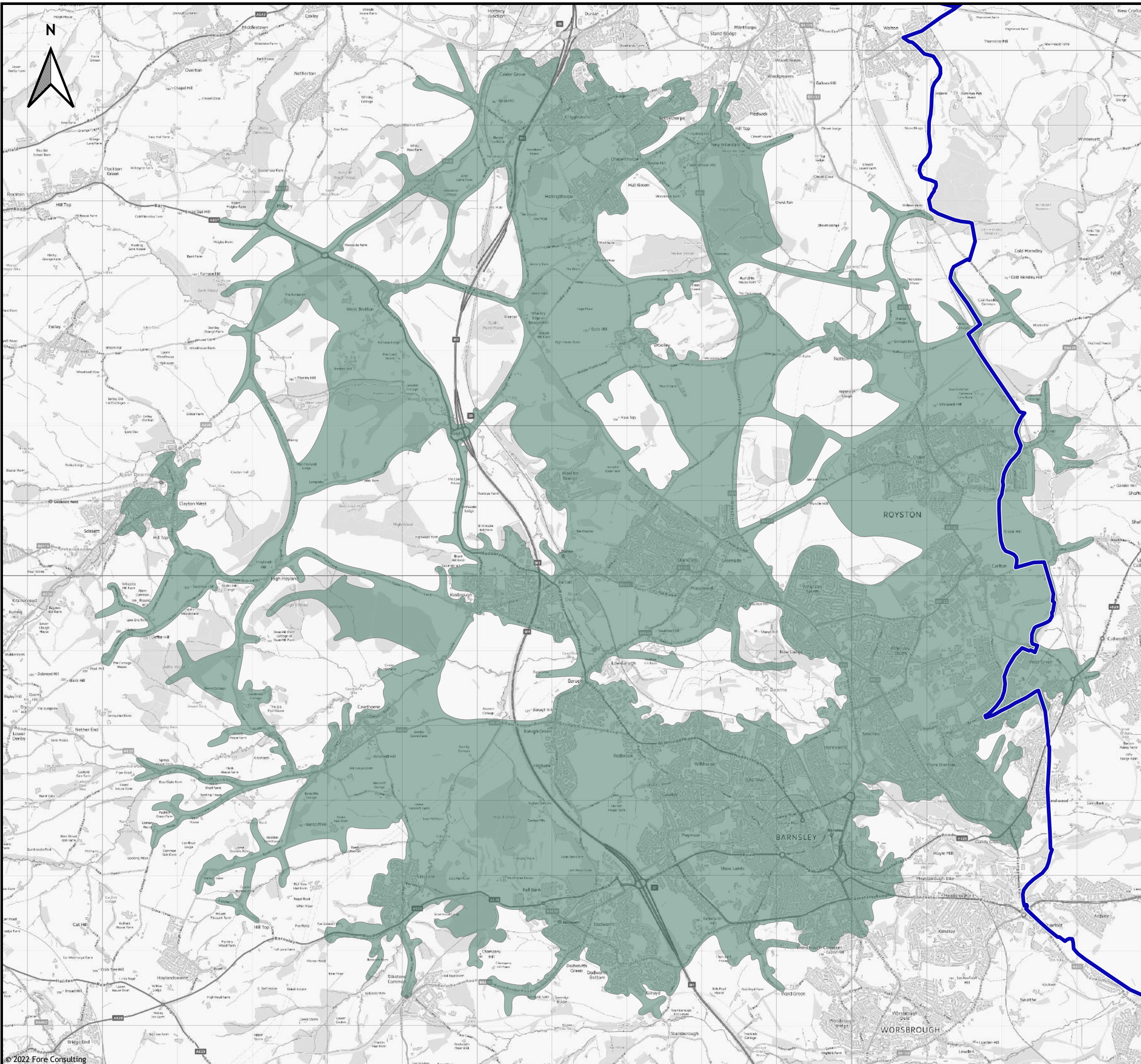


Client:
Rouse Homes Limited

Project:
Woolley Colliery, Darton

Figure Title:
Pedestrian Catchment and Local Land Uses

Scale: 1:15,000	Figure Status: Issue
Job Number: 31047	Figure Number: Figure 2



Key:

- 8km Cycling Catchment
- Indicative Site Boundary
- National Cycle Route 67

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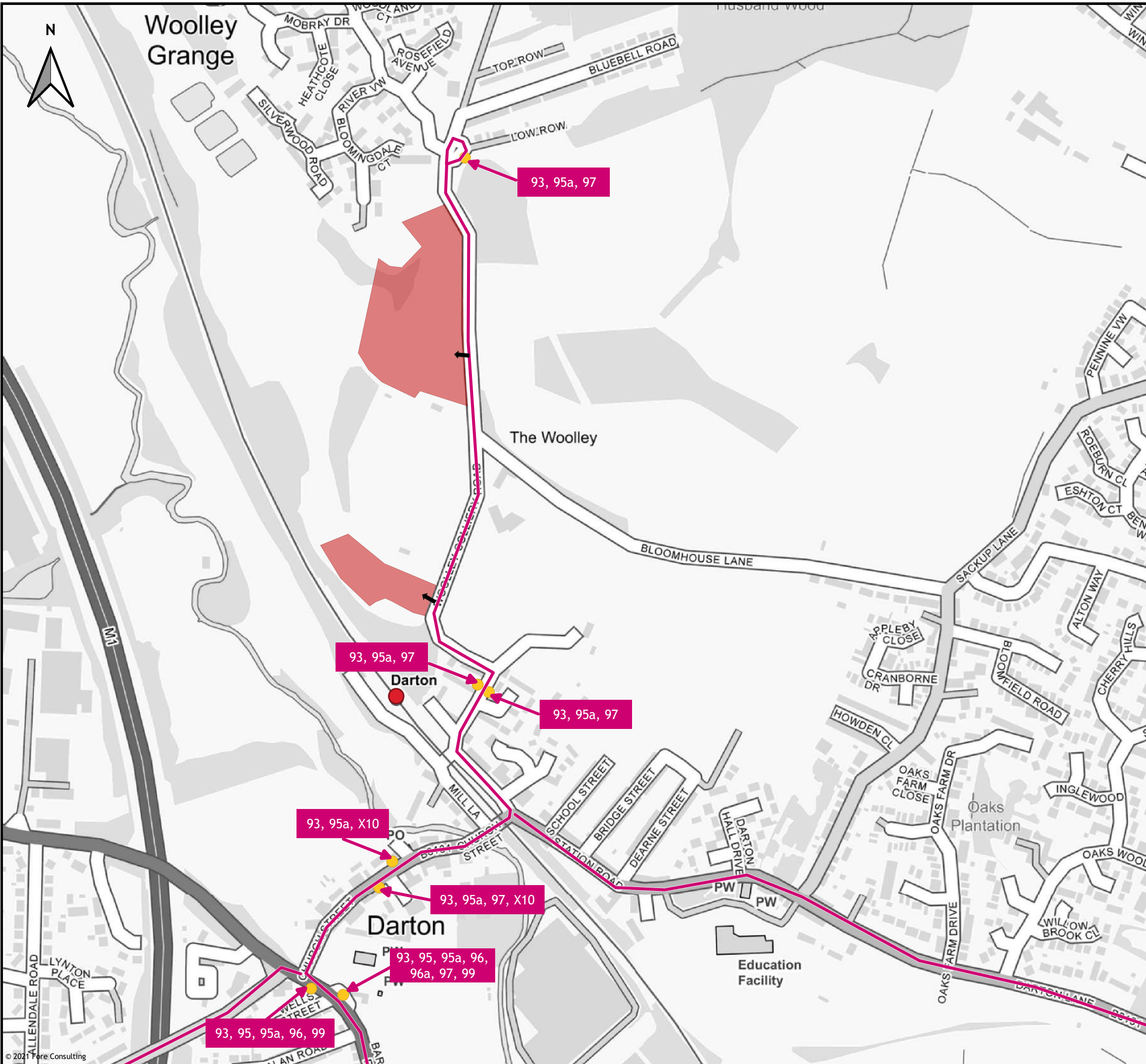
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Client:
Rouse Homes Limited

Project:
Woolley Colliery, Darton

Figure Title:
Cycling Catchment

Scale: 1:50,000	Figure Status: Issue
Job Number: 31047	Figure Number: Figure 3



- Key:**
- Indicative Site Boundary
 - Indicative Site Access
 - Bus Stop
 - Bus Routes
 - Rail Station

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Client:
Rouse Homes Limited

Project:
Woolley Colliery, Darton

Figure Title:
Public Transport Network

Scale:
 1:5,000

Figure Status:
 Issue

Job Number:
 31047

Figure Number:
 Figure 4

Appendix A

Development Proposals





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