



Goldthorpe Retail Scheme Doncaster Road, Goldthorpe Travel Plan

November 2021

Prepared For: Warrior Developments Limited

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Document Record

Project Name	Goldthorpe Retail Scheme Travel Plan			
Document Ref.	P1827_Goldthorpe Retail Scheme Travel Plan			
	Issue 1	Revision 1	Revision 2	Revision 3
Remarks:	Draft			
Date:	24/11/2021			
Prepared by:	SD			
Checked by:	GS			
Authorised by:	GS			

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1. INTRODUCTION

Introduction

- 1.1 TPS Transport Consultants Ltd (TPS) has been appointed by Warrior Developments Limited to produce a Travel Plan (TP) for the redevelopment of the former Goldthorpe Primary School Site, to the immediate south of Doncaster Road in Goldthorpe, Barnsley.

Proposed Development

- 1.2 The development proposals comprise of A 1,972m² discount food retail unit. A total of 121 car parking spaces (including 5 disabled, 8 parent and child, 6 EV charging and 4 staff car parking spaces) will be provided, taking access from High Street.

The Travel Plan Vision

- 1.3 The vision for this Travel Plan is:

"To make the development a place where employees can make fully informed travel choices for all journeys they make, and in doing so can reduce their reliance upon the private car and the resultant impact upon the local environment."

Aims and Objectives

- 1.4 To achieve this vision, the aims of this documents are to:

- Maximise the attractiveness of the development to potential employees by highlighting the accessibility of the site by a range of travel options; and
- Minimise the impact the development has upon the environment and local highway network by promoting the use of these sustainable travel options above less sustainable modes.

- 1.5 Reflecting these aims, the objectives of this Travel Plan document are to:

- Determine the range of travel options available to employees;
- Maximise the use of sustainable travel modes amongst employees through effective promotion and engagement; and
- Use suitable monitoring and reporting mechanisms to assess, over time, the impact of the measures within this Travel Plan.



Report Format

- 1.6 Following this introductory section, this document outlines the principles, policies and strategic benefits of effective travel planning, before exploring the nature of the transport infrastructure surrounding the development.
- 1.7 Effective Travel Plans are those that contain a range of specific measures, targeted at the demographic of a site and backed up by a communications strategy that ensures people are made aware of the range of opportunities available to them. This document outlines both the measures to be implemented by the eventual occupier and also discusses the way in which travel by each mode of transport will be supported and encouraged through promotion of existing opportunities.



2. POLICY CONTEXT

What is a Travel Plan?

- 2.1 A Travel Plan is a general term for a package of measures tailored to the needs of an individual site or organisation and aimed at promoting greener, cleaner travel choices and reducing reliance on the car. It involves the development of a set of mechanisms, initiatives and targets that together can enable a developer or organisation to reduce the impact of travel and transport on the environment, whilst also bringing a number of other benefits to individuals, whether they be employees, residents or visitors.
- 2.2 A Travel Plan is a dynamic process that will grow and develop with time and in accordance with the changing circumstances of a site and the environment in which it is to be delivered. It is not a one-off event to be undertaken and completed, nor is it a document to be produced and put on a shelf.
- 2.3 Whilst this Travel Plan report is being developed to meeting a planning condition, it will need to be flexible and dynamic enough to take account of the evolving requirements and circumstances of the individual development to which it applies and will be reviewed and updated on a regular basis.

National Policy Context

Government White Paper: Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen (DfT, 2011).

- 2.4 In the Integrated Transport White Paper, a wide range of measures to deal with congestion and pollution are set out. The White Paper highlights the need for action at both a national level as well as within a local context.
- 2.5 In addition, the White Paper identifies the costs of transport – in particular, the issues surrounding delay, pollution, health problems and accidents all caused by local congestion. Recognising this, it states that access to sustainable travel modes and improving accessibility can:

“Make a significant contribution to public health and quality of life”.
- 2.6 In terms of public transport improvements, the White Paper stresses the need to make public transport more attractive so that it provides a viable alternative to car journeys, especially for trips of less than five miles.



- 2.7 The White Paper also outlines the need for positive influences upon travel behaviour, including 'nudge' theory, which is concerned with soft promotion of public transport and identifying targets (people) susceptible to changes in travel behaviour.

National Planning Policy Framework (NPPF) (MHCLG, 2021)

- 2.8 The NPPF aims to encourage sustainable development through the planning system, with a presumption in favour of sustainable planning development. Positive improvements should include the following five key aims:

- Making it easier for jobs to be created in cities, towns and villages;
- Moving from a net loss of biodiversity to achieving net gains for nature;
- Replacing poor design with better design;
- Improving the conditions in which people live, work, travel and take leisure; and
- Widening the choice of high-quality homes.

- 2.9 The NPPF sets out the need for a Travel Plan for all developments that generate a significant amount of movement. The NPPF defines a Travel Plan as:

"A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed".

- 2.10 The NPPF also enshrines the need for public transport considerations at all major developments. Indeed, the core planning principles encourage Planning Authorities to:

"Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable".

- 2.11 Paragraphs 104 to 113 of the NPPF also specifically encourage the development of sustainable transport opportunities, including the provision of high-quality public transport facilities. This should be promoted through the use of a Travel Plan.

- 2.12 Overall, the NPPF supports any development that can be shown to maximise the sustainable travel credentials of a site, thereby encouraging sustainable development.



Local Policy

The Barnsley Transport Strategy 2014 - 2033

- 2.13 The Barnsley Transport Strategy identifies, and priorities transport interventions associated with sustainable development to meet aspirations as set out in the Local Plan.
- 2.14 By 2033 Barnsley will have:
- o Enhanced connectivity to the international airports and ports serving the city regions;
 - o Improved connections between Barnsley, the city regions and other economic centres especially Leeds, Manchester and London;
 - o A transport system that will meet the needs of businesses to access markets and their supply chains;
 - o Well connected employment, recreation, social and housing locations;
 - o Connections to High Speed rail and the regional transport hubs;
 - o Targeted improvements that enable our road network to perform in the most effective way.
- 2.15 Underpinning this document are a number of key opportunities and challenge which will require prioritisation and implementation of transport interventions in the short, medium and long term. These challenges are based on the goals set out in Government Guidance and align with those in the Sheffield City region Transport Strategy and the Leeds City region Transport Vision. These challenges are as follows:
- o Promote economic growth and strategic connections
 - o Promote inclusion, accessibility and better quality of life
 - o Promote high quality natural environment, local air quality, climate control
 - o Promote safety, security and health

South Yorkshire Local Transport Plan 3 (LTP3), (2011 – 2026)

- 2.16 Transport is of fundamental importance to the South Yorkshire economy and environment. The third Local Transport Plan sets out several policies to help reduce vehicle emissions; this includes encouraging active travel, developing high quality cycling and walking networks, and providing information / travel advice for all modes of transport, so people can make informed travel choices.



- 2.17 This Travel Plan will meet the aspirations of the South Yorkshire Local Transport Plan by providing a range of measures to encourage and incentivise active and sustainable travel for future employees.

Barnsley Local Plan

- 2.18 The Barnsley Local Plan was adopted in January 2019 and sets out the key elements of the planning framework for Barnsley, and the approach to its long term development up to 2033.
- 2.19 The most relevant policies to this Travel Plan are as follows:

Policy SD1 – Presumption in favour of sustainable development: When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The Council will work proactively and jointly with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Policy T3 – New Development and Sustainable Travel: New development will be expected to:

- Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;
- Provide at least the minimum standards of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant supplementary planning document; and
- Provide a Travel Plan Statement or Travel Plan in accordance with guidance set out in the National Planning Policy Framework including where appropriate regard for cross boundary local authority impacts. Travel plans will be secured through a planning obligation or a planning condition.

Policy T4 – New Development and Transport Safety:

- New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.



Summary

- 2.20 It is considered that this Travel Plan will meet the policy requirements outlined in the Barnsley Local Plan by providing a transport strategy which follows national guidance on reducing car trips through appropriate measures and monitoring. Furthermore, the following section of this Travel Plan identifies the existing options for sustainable travel located in the vicinity of the site, which residents at the site can access safely and conveniently.

3. DEVELOPMENT ACCESSIBILITY

Introduction

- 3.1 The site is located in the centre of Goldthorpe. The site is bound by Doncaster Road to the north, High Street to the west, Asda to the south and retail uses to the east. The indicative site location is shown in **Figure 3.1**, below.

Figure 3.1: Indicative Site Location



(Source: Google Maps)

- 3.2 This section will outline the range of travel options that will be available to residents of the proposed development, and the range of key destinations that will be accessible from the site.

Active Travel Options

Pedestrian Accessibility

- 3.3 Guidance is provided by the Institute for Highways and Transportation (IHT), with regards to preferred maximum walking distance by journey type; this is summarised in **Table 3.1**. Two kilometres is typically considered to be the maximum distance that staff will be willing to walk to work, whilst customers would be likely to walk up to 800m to access town centre facilities, such as those proposed.

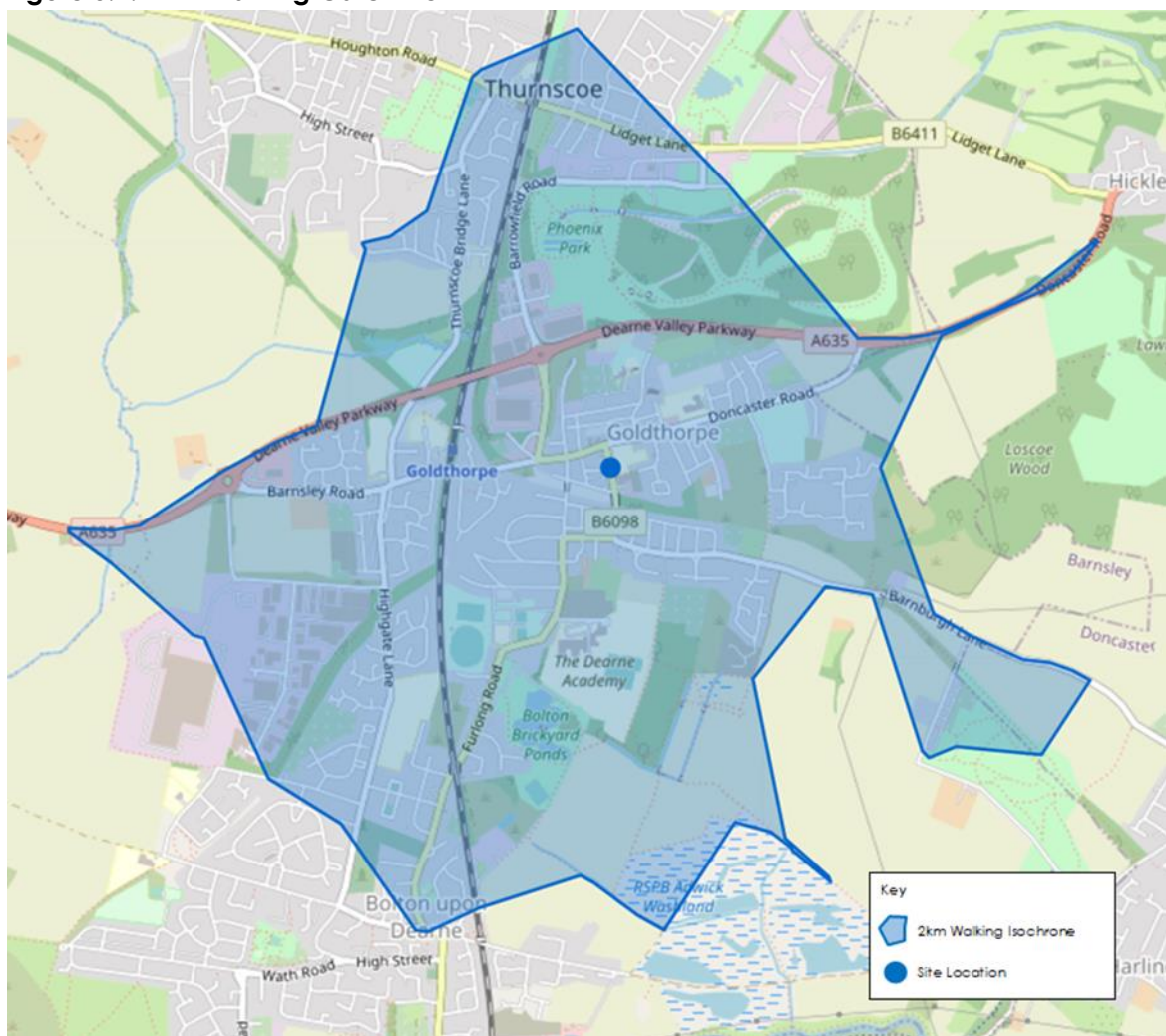
Table 3.1 – IHT Walking Guidelines

Criteria	Town Centres	Commuting/ School
Desirable	200m	500m
Acceptable	400m	1000m
Preferred Maximum	800m	2000m

(Source: IHT)

- 3.4 The site is located in Goldthorpe town centre, the preferred maximum distance for customers accessing town centres of 800m would include much of the town centre itself. A 2km catchment, the preferred maximum distance for staff commuting, would encompass: Goldthorpe, Thurnscoe and Bolton-Upon-Dearne. This catchment is illustrated in **Figure 3.2** overleaf. This walking catchment covers several residential areas that would allow staff and visitors from the above areas to access the site on foot.

Figure 3.2: 2km Walking Catchment



(Source: Open Street Map)

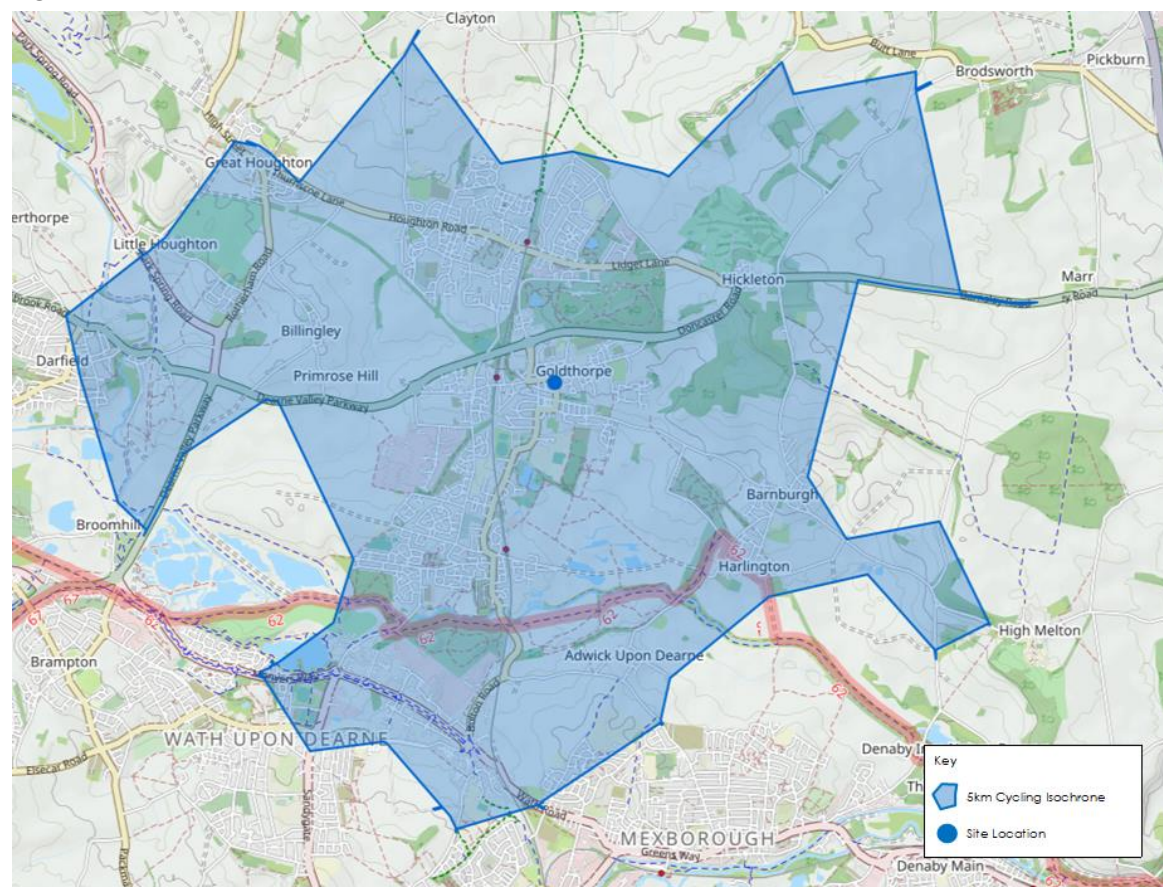


- 3.5 As can be seen from the layout, provided at Appendix A, a segregated pedestrian access is to be provided on High Street. There are footways provided on both sides of High Street and Doncaster Road. Dropped kerbs are provided across all junctions within the vicinity of the site. To the north of the site, signalised pedestrian crossings are provided across all approaches to the Doncaster Road / Barnsley Road / High Street junction.
- 3.6 Doncaster Road runs along the northern boundary of the site; as can be seen from the proposed site layout, provided at **Appendix A**, pedestrians will be able to access the site directly from Doncaster Road which has footways on both sides of the carriageway.
- 3.7 A further signalised pedestrian crossing exists across Doncaster Road approximately 45m to the east of the site, facilitating safe pedestrian movement to and from the site.

Cycle Accessibility

- 3.8 Cycling has the potential to substitute short car journeys, particularly those under 5km. The development is well located within Goldthorpe town centre with all off Goldthorpe, as well as Thurnscoe, Hickleton and Bolton-upon-Deane falling within a reasonable cycling distance. Thurnscoe and Bolton-upon-Deane railway stations also fall within 5km cycling distance, allowing for potential multimodal, sustainable trips, particularly amongst staff. **Figure 3.3** illustrates a 5km cycle catchment from the site.

Figure 3.3: 5km Cycle Catchment



(Source: Open Street Map)

- 3.9 National Cycle Network (NCN) Route 62 connects the urban areas of Doncaster and Barnsley before heading through Bolton-upon-Deerne. The route passes approximately 2.7km to the south of the development as shown above in **Figure 3.3**, providing a direct, primarily off-road route into Elsecar, Wombwell and Conisbrough. Within the vicinity of the site, the route follows Dearne Road northbound, then runs east along Lowfield Lane where it links into the TransPennine Trail and can be accessed via the local cycle routes to the south of the site on either Straight Lane or Barnburgh View (via Kingsmark Way).

Public Transport

Bus

- 3.10 The closest bus stop is located on High Street, at the south west corner of the site. There are further bus stops on Barnsley Road, some 100m to the east of the site. These stops all benefit from a shelter, timetable information and seating. The location of the bus stops is shown in **Figure 3.4** below.

Figure 3.4: Bus Stop Locations



- 3.11 The High Street bus stops are served by the 208, 218, 218a, 219, 219a, and 226 services, with up to 7 services an hour. The Barnsley Road bus stops are served by the number X19, in addition to all the services which frequent High Street, with up to 9 services an hour. **Table 3.2**, overleaf, provides a summary of the bus routes and frequencies.



Table 3.2 – Bus Service Summary

Service	Route	Frequency	
		Mon – Sat	Sunday
High Street and Barnsley Road			
208	Rotherham – Goldthorpe – Grimethorpe	3 per day	3 per day
218/218A	Barnsley – Goldthorpe – Rotherham	30 mins	60 mins
219/219A	Doncaster – Goldthorpe – Barnsley	30 mins	60 mins
226	Thurscoe – Goldthorpe – Wath-upon-Dearne	30 mins	60 mins
Barnsley Road			
X19	Doncaster – Marr - Goldthorpe –Barnsley	30 mins	60 mins

(Source: BusTimes.org)

- 3.12 As can be seen, the site is located in close proximity to a number of frequent bus services, which provide links to Barnsley and Doncaster, as well as to Rotherham, Mexborough and Wath-upon-Deane.

Rail

- 3.13 Goldthorpe rail station is located 650m to the west of the site, this equates to an 8-minute walk or a 2-minute bike journey. Alternatively, it takes around 3 minutes when travelling on the bus services described in **Table 3.2**.
- 3.14 Goldthorpe rail station is served by Northern and sits on the Wakefield Line between Leeds and Sheffield, with hourly services in each direction between Leeds and Sheffield (every 2 hours on Sundays). The trains also call at Thurnscoe, Bolton-upon-Deane, Rotherham and Wakefield Westgate.



4. TRAVEL PLAN MEASURES

Introduction

- 4.1 The key to a successful Travel Plan programme is to identify the most suitable modes of transport that are realistic and practical for employees of a site such as this to adopt, before making these modes as attractive as possible. There is no single solution to any one person's transport needs. Different people will respond to different measures, whilst some may not react to any. A range of Travel Plan measures are therefore proposed, which employees can pick and choose from as they consider appropriate.
- 4.2 The following section will first discuss Travel Plan Management and coordination before highlighting the range of measure that will be delivered as part of this Travel Plan. The measures proposed are based upon the experiences of TPS in delivering Travel Plans at other similar sites.

Travel Plan Management and Resources

- 4.3 It is recognised that an important element of the success of this Travel Plan will be the appointment of a Travel Plan Coordinator (TPC). The TPC will have overall responsibility for the development, implementation and management of the Travel Plan strategy at the site.
- 4.4 The eventual occupier will appoint a TPC, who will be in post for a period of three years from first occupation of the development.
- 4.5 Until an appointment is made, contact details of the interim Travel Plan Coordinator are as follows:
- John Hacker – TPS Transport Consultants Ltd
- T: 01924 664638
- E: info@tpsconsultants.co.uk
- 4.6 Upon appointment, the TPC will make themselves known to Barnsley Council Travel Plan officers. Any change in the contact details for the TPC will be notified to the Council within two weeks of the change.
- 4.7 The role of the TPC will include (but not be limited to):
- Preparation and distribution of travel information and marketing materials;
 - Promoting local and national sustainable travel-related campaigns;
 - Engaging with occupiers/employees on travel and transport related issues; and



- Liaising with other interested parties, including the local authority.

Travel Plan Marketing and Information Provision

- 4.8 The principal task of the TPC will be to ensure that the available travel options are effectively promoted to all employees at the development. This will primarily be achieved through a range of modern marketing techniques, which will ensure all employees have easy access to relevant and up to date travel information.

Marketing Strategy 1: Sustainable Travel Guide

- 4.9 A sustainable travel guide will be prepared; this will provide a summary of the range of travel options available to employees and will direct people to online sources of further information and tools.
- 4.10 The guide will be distributed by the eventual occupier and made available to all employees to help ensure that they are aware of the range of travel options available to them. This guide will also be available to new employees alongside their welcome pack.
- 4.11 The content of the travel guide will be reviewed regularly, and a re-print will be done, as required, to reflect any changes to local travel options.
- 4.12 An example travel guide, prepared by TPS for Thorpe Park Leeds can be seen in **Appendix B**.

Marketing Strategy 2: Sustainable Travel Posters

- 4.13 The TPC will ensure that posters encouraging sustainable travel are displayed in employee areas and / or reception areas.
- 4.14 The posters should be updated on a regular basis and take advantage of national sustainable travel campaigns. They should also be used as a method of updating employees on any changes to the travel options in the area.

Marketing Strategy 3: Travel Info on Eventual Occupiers Website

- 4.15 The TPC will ensure that up to date travel information is provided on the eventual occupiers website for employees to access.

Marketing Strategy 4: Offer Personal Journey Plans to Employees

- 4.16 Promoted through the sustainable travel posters and the sustainable travel guide, will be the offer of a free 'personal journey plan', which will help to inform employees of the journey options available for their journeys to and from work.



- 4.17 Based upon the journeys start and end point, and the intended time of travel, the TPC will present employees with details of the travel options available. This will include details such as journey time, route and even the exact location of bus stops to use if travelling by public transport.

Walking Specific Measures

- 4.18 Walking contributes towards maintaining fitness levels and research indicates that 30 minutes brisk walking per day could halve the risk of heart disease. It is also the most sustainable form of transport as it is 'zero carbon' and does not use any capacity on public transport.
- 4.19 It has already been identified that the site is based within a desirable walking distance of a number of residential areas and local amenities.

Walking Strategy 1: Promote and encourage walking, including the benefits of doing so, through the distribution or displaying of promotional material

- 4.20 Walking will be marketed through the communication channels outlined earlier. In particular this marketing material will include:
- Promotion of benefits in terms of health, finances, social interaction etc.;
 - Promotion of national and local walking campaigns and initiatives; and
 - Promotion of local walking routes and journey planners, including walkit.com.

Cycling Specific Measures

- 4.21 Cycling also has many benefits in terms of health, fitness, mental well-being and reliability. In periods of traffic congestion and over short distances cycling offers competitive journey times with motorised transport and has a minimal impact upon highway capacity and the environment, as compared with vehicular trips.

Cycle Strategy 1: Promote and encourage cycling by distributing or displaying promotional material, which outlines benefits

- 4.22 Cycling and its various benefits will be marketed through the communication channels outlined earlier. In particular, the marketing will include:
- The benefits of cycling (health, financial, environmental etc);
 - Details of local cycle routes; and
 - Details of local cycle groups.



Cycling Strategy 2: Provision of cycling parking facilities

- 4.23 Cycle parking will be provided as shown on the site layout plan at **Appendix A**.

Cycling Strategy 3: Promote free cycle training available through the Barnsley Cycle Boost Scheme

- 4.24 Cycle Boost is a free cycling support session for residents and employees in Barnsley, aimed at removing the barriers that prevent people from riding a bike.
- 4.25 The training is for cyclists of all competencies from complete beginners, to experienced cyclists. This scheme will be promoted to employees and occupiers of the site, including pointing people to sources of further information which can be found at <https://www.barnsleycycleboost.org/>

Cycling Strategy 4: Cycle to Work Scheme

- 4.26 Cycle to work schemes allows staff to buy a bike and bike related equipment through a salary sacrifice arrangement. The costs of the bike are deducted from pay before tax and national insurance deductions. The future employer at the site will be encouraged to offer the cycle to work scheme to employees.

Public Transport Specific Measures

- 4.27 New employees may initially be unaware of their public transport options. Through the provision of easy to use travel information, employees can be encouraged to use bus and train services. With this in mind, information on the public transport opportunities will be made available to occupiers via the range of communication channels identified previously.
- 4.28 Furthermore, with a range of user friendly, easily accessible journey planning tools now available online, it is quick and simple to plan a journey whether for commuting or leisure purposes.

Public Transport Strategy 1: Public Transport will be marketed as a sustainable and practical mode of transport, and the benefits of using it highlighted, by distributing or displaying promotional material via the aforementioned communication methods

- 4.29 Travel by public transport will be marketed through the communication channels identified earlier, and in particular will include the following:



- Access to public transport journey planners, including the Travel South Yorkshire journey planner found at <https://journeyplanner.travelsouthyorkshire.com/>
- Access to bus operator apps, which include real time bus tracking functions, timetable information and mobile payment options;
- Access to relevant bus timetables and maps available on the Travel South Yorkshire website <https://travelsouthyorkshire.com/>; and
- Details of ticketing options, available from bus and rail operators directly, or via <https://travelsouthyorkshire.com/en-gb/ticketsandpasses>

Sustainable Car Use Measures

- 4.30 A number of trips may only be practically possible by car (such as long distance journeys, trips at night and journeys to locations inaccessible by active travel or public transport). Effective Travel Plans are not anti-car campaigns but rather are aimed at empowering people to make informed travel choices. The promotion of car sharing will, therefore, be a key element to this strategy.

Sustainable Car Use Strategy 1: Promote Car Sharing

- 4.31 Car sharing is when two or more people share a journey by car and travel together. It allows people to take advantage of the benefits of using the car, whilst at the same time reduces the overall number of vehicle trips made, and subsequently the impact on the environment. On a personal level, car sharing allows individuals to significantly reduce the cost of travelling by car.
- 4.32 A great deal of car sharing is arranged informally; however, to assist employees that wish to make more formal arrangements to either offer or find a lift, the Liftshare car share scheme (liftshare.com/uk) will be promoted. The scheme will be promoted to both prospective and existing employees by the way of the aforementioned travel guide and posters.

Sustainable Car Use Strategy 2: Promote Electric & Hybrid Vehicles

- 4.33 From 2030 onwards, the sale of new petrol, diesel and hybrid cars will be banned in the UK. Electric vehicles are expected to make up the majority of new cars sold around five years before that point, however.
- 4.34 Not only is it important to encourage employees to use alternative forms of transport to car, it's also important to encourage them to make more sustainable choices when travelling by car. Given the changes to salary sacrifice and benefit in kind policy surrounding electric vehicles due in April 2020, it also makes financial sense to switch to electric.



- 4.35 The benefits of electric vehicles and finance options available will be promoted to employees through the travel guide and posters, along with further sources of information.



5. TARGETS, MONITORING AND REPORTING

Travel Plan Targets

- 5.1 Targets are essential to ensure that everyone involved in the Travel Plan process knows what needs to be done and to enable progress to be assessed. Targets should be SMART (see below) and can take the form of 'aim-type' targets and 'action-type' targets:

- **S**pecific
- **M**easurable
- **A**chievable
- **R**ealistic
- **T**ime-bound

Action-type Targets

- 5.2 Action-type targets are non-quantifiable targets and take the form of actions that need to be achieved.
- 5.3 The action-type targets specified to this Travel Plan have been outlined in the action plan contained in **Appendix C**, which identifies key delivery timeframes and responsibilities.

Aim-type Targets

- 5.4 Aim-type targets are quantifiable targets against which the effectiveness of the Travel Plan in achieving its stated aims and objectives can be measured. In order to set aim-type targets it is first necessary to have 'baseline' data against which progress can be assessed.
- 5.5 In this instance, the likely baseline (i.e. without a Travel Plan) vehicular trips have been taken from the 2011 Census data for the 'Method of Travel to Work' for the Dearne North ward. The target is then to reduce the actual (surveyed) modal split to below this baseline, taking account of the Travel Plan measures.
- 5.6 The target modal split is calculated as a percentage reduction in the proportion of people travelling by car; in this instance the target has been set as a 10% reduction (from 66% to 59%). This target is deemed a reasonable reduction for the delivery period of this Travel Plan (3 years). The target modal split, compared with the baseline modal split data, can be seen in **Table 5.1**.



Table 5.1: Baseline and Target Mode Split

Mode	Baseline (2011 Census)	Target (10% Reduction)
Car Driver	66%	59%
Car Passenger	10%	Remaining percentage share to be made up from other modes
Bus	7%	
Train	2%	
Cycle	1%	
Walk	11%	

(Source: 2011 Census)

- 5.7 For clarity, the identified targets relate to 'Travel to Work' only and are therefore relevant to staff travel habits.



6. MONITORING AND REVIEW

Monitoring and Review Strategy 1: Baseline Employee Travel Survey & Reporting

- 6.1 Within 3 months of first occupation of the development, it is intended to validate the baseline situation (and thus the appropriateness of targets) via an employee travel survey. This survey will determine the single occupancy vehicle mode share for employees and will be organised by the TPC and in turn administered by managers in staff meetings. The results will then be summarised in a short report and submitted to the Local Planning Authority.

Monitoring and Review Strategy 2: Annual Employee Travel Survey and Reporting

- 6.2 On the second and third anniversary of the baseline survey, follow-up surveys will be undertaken. These will follow the same format as the baseline survey, such that comparisons can be made with the initial survey.
- 6.3 The results of the annual surveys will be presented in a Monitoring Report for submission to the Local Planning Authority.
- 6.4 After the third annual survey, monitoring will cease, providing the targets have been met. Should the targets not be met after this period the TPC will discuss further Travel Plan measures with the Local Authority, if appropriate.



Appendix A

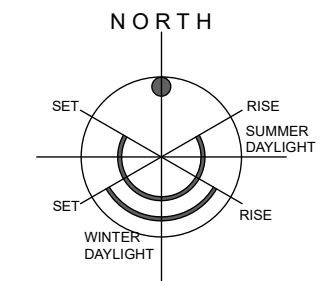
Site Layout

HIGH STREET / DONCASTER - GOLDTHORPE, S63 9NG

PROPOSED SITE PLAN



Station	Easting	Northing	Level
ST01	446262.644	404327.095	52.560
ST02	446214.827	404375.443	52.351
ST03	446188.643	404315.187	51.205
ST04	446227.482	404294.019	51.823



BOUNDARY LEGEND

- A-B - Existing paladin fence on brick wall to be retained and repaired as required
- B-C - Existing brick wall retained and made good
- C-D - Retained palsade fence
- D-E - Retained paladin fence
- E-G - Existing brick wall
- G-H - Existing brick wall with railing above retained and made good where required
- H-I - Retained existing brick wall, new wall to areas of blocked up openings to match existing and made good as required
- I-A - Existing wall retained and made good
- I-A - Existing wall removed

Extent of boundary required to have 2.5m Noise barrier as Noise Assessment

NOTES
ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH THE BUILDING REGULATIONS AND THE REQUIREMENTS OF THE LOCAL AUTHORITY.

C	Parking layout updated to incorporate 6no. motorcycle bays.	IR	17/11/2	
B	Pedestrian access adjacent to main vehicular entrance amended to avoid clash with lamp post	RH	11/11/2	
A	Minor amendment to vehicle access	IR	05/11/2	
REV	DESCRIPTION	BY	CHKD	DATE

LOROC
ARCHITECTS

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T: 0203 875 5333

PROJECT
HIGH STREET / DONCASTER ROAD
GOLDTHORPE, S63 9NG

TITLE
Planning Information
GENERAL ARRANGEMENT
PROPOSED SITE PLAN

DRAWING NO.	1526-LS-101(P)	REVISION	C
SCALE	1:500 @ A2	DATE	OCT 21
DRAWN BY		CHECKED BY	

- PURPOSE OF ISSUE
- ☐ PLANNING
 - ☐ BUILDING REGS
 - ☐ TENDER
 - ☐ COMMENT
 - ☒ INFORMATION
 - ☐ CONSTRUCTION

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Appendix B

Example Travel Guide



TRAVEL GUIDE

Explore your
TRAVEL CHOICES
@THORPE PARK LEEDS

THE AVENUE & THE POINT

**FREE £250
CAR CLUB CREDIT**

**FREE
PUBLIC
TRANSPORT
PASS**

See inside

www.thorpepark.travelchoices.uk

WELCOME

MOVING HOME IS AN EXCITING TIME THAT CAN MEAN CHANGES TO YOUR LIFESTYLE AND DAILY ROUTINES.

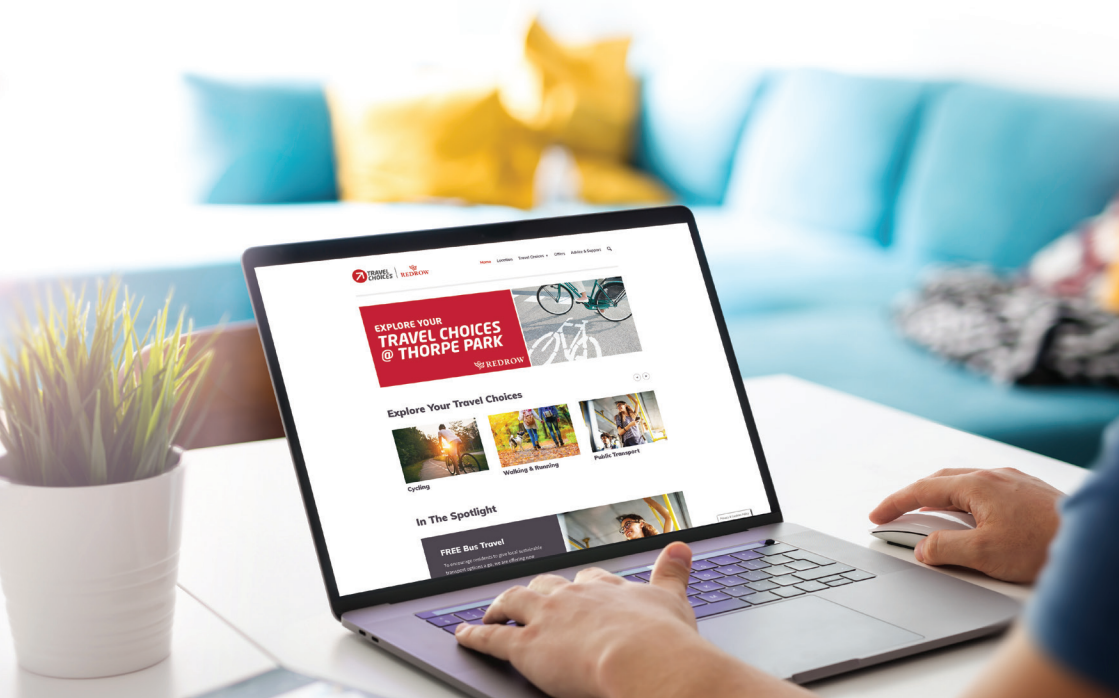
Whether you are thinking about moving to The Point or The Avenue or you are already settling into your new home, you may be wondering what local travel options are available to you. This guide provides a summary of the travel choices you could make, with a focus on more sustainable and environmentally friendly options.

Redrow recognise our responsibility to reduce the impact of our developments upon the local community and the

environment, and by publishing this guide we hope to minimise the amount of unnecessary car journeys made.

Complementing this guide, we have published a travel choices website, providing access to some useful information and resources. Plan a journey by public transport, explore local cycle maps, read up on the benefits of electric vehicles and much more ...

www.thorpepark.travelchoices.uk







LET'S GET ACTIVE

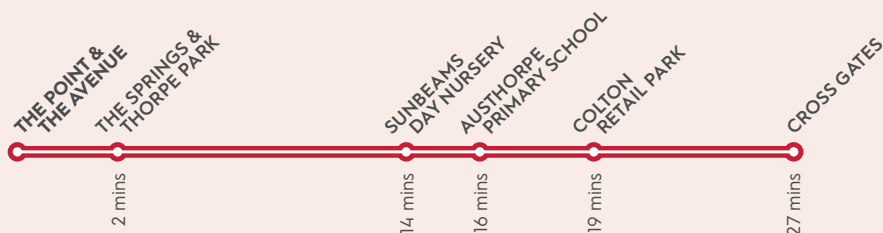
We all know that regular physical activity is incredibly beneficial to us. On a personal level it can, therefore, make a lot of sense to walk, cycle or run when we can rather than getting in the car.

Beyond the health benefits we should not, however, overlook the wider benefits that riding a bike or walking more regularly can have on our local community and the wider environment.

Undertaking local journeys on foot or by bike can help contribute towards reduced local congestion, less parking pressures, and improved air quality, making the streets around your home more pleasant and safe for all.

Not to mention the fact that active travel choices are extremely cheap (even free) when compared to other options!

APPROX TIME TO TRAVEL ON FOOT





Cycling is a great way to get around, and there has never been a better time to get out on your bike whether alone, with friends or with your family.

There are a range of destinations which can be accessed within just a short cycle ride from your new home, including Cross Gates, Garforth and Seacroft.

Helping to make cycling a safer and more attractive option there are several cycle routes within the vicinity of Thorpe Park, with Manston Lane, Smeaton Approach, Pendas Way and Austhorpe Lane all classified as advisory cycle routes.

Route 66 of the National Cycle Network also runs through the centre of Thorpe Park, providing direct access to a network of traffic-free stretches of cycling on canal towpaths and disused railways.

We've packed the Thorpe Park travel choices website with a range of information, tools and resources relating to local active travel choices. Plan a journey, view a cycle map or even learn how to repair a puncture:

www.thorpepark.travelchoices.uk

APPROX TIME TO TRAVEL BY BIKE



EXPLORE YOUR PUBLIC TRANSPORT OPTIONS

The Point and The Avenue are well connected to the surrounding area by bus. There are frequent bus services which serve Thorpe Park and The Springs, with stops located just a short walk away across the central park.

Those travelling further afield have a choice of local stations at Cross Gates and Garforth. Between them these stations provide direct access to the local, regional and national rail network, making a journey by train easy whether travelling for business or leisure.

Key local bus services include:

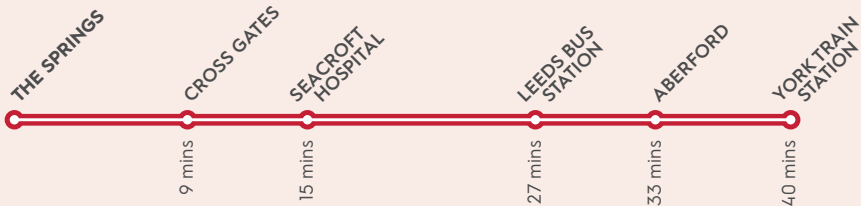
X26/X27: Leeds – Cross gates – Thorpe Park/The Springs

64: Leeds – Cross Gates – Manston Lane - Aberford

11: Leeds – Seacroft – Manston Lane – Cross Gates

Those willing to walk a little further can access additional bus services from Selby Road, providing connections to a wider range of destinations.

APPROX PUBLIC TRANSPORT JOURNEY TIMES



MAKE THE MOST OF BUS OPERATOR APPS

The way that we plan and pay for bus journeys is changing. Gone are the days of fingering through printed timetables, standing at the bus stop in the hope that your bus is around the corner, or fumbling around for loose change.

Bus operators have been embracing the technology now available. Handy apps show the location of your bus on a real time map, allow you to easily plan a journey between A and B, and even let you buy and store your tickets for easy and safe access. Visit the Thorpe Park travel choices website to find out more. .



Visit the Thorpe Park travel choices website for further information and resources to help plan a journey by public transport, including online route planners, downloadable timetables and more.

thorpepark.travelchoices.uk

Still unsure about your public transport options? Get in touch with our team who will be happy to help.

SUSTAINABLE CAR USE

Whilst there are times when it is easy enough to walk, cycle or hop on public transport, sometimes the only realistic option is to travel by car. That is not to say, however, that you couldn't still save money and do your bit for the environment, even when travelling by car.

Have you considered whether you could share your journey by car, reducing the number of vehicles on the road? Or could you switch to an electric or hybrid vehicle, helping to reduce transport related CO2 emissions?

FIND A CAR SHARE COMPANION

Do you often drive alone in your car, maybe to work on a daily basis? If you share the ride with just one other person you could halve the costs of your journey, by splitting the cost of petrol and parking.

Whilst a lot of car sharing is arranged informally, with friends, family or colleagues, there are now ways of identifying other people undertaking a similar journey. The West Yorkshire Liftshare scheme is easy to use and allows you to see if there is anyone else you could share a car journey with. Simply enter your journey details and some basic preferences, and let the system do the rest.

www.wycarshare.com

JOIN THE EV REVOLUTION

Electric vehicles (EVs) are the future of driving. With an ever-increasing number of charging points available, as well as new and exciting vehicles on the market, drivers now have greater choices and flexibility when it comes to choosing an EV.

The EV market can seem like a minefield, with lots of questions about the best options and practicalities of owning an EV. To try and help out we've pulled together some useful information, resources and tools on the Thorpe Park travel choices website. Find out more about vehicle options, how to charge and how much money you could stand to save.



USING A CAR CLUB

Car clubs are great! They provide people with convenient access to a car, without all the costs and hassle of owning one. No need to buy a car, pay fixed rentals, sort insurance or maintenance. Your closest vehicle is located at The Springs, a electric car available just a couple of minutes' walk away.

You can reserve a car at a moment's notice, with bookings available from as little as £2.50 an hour. When picking up the car there is no need to even see anyone, simply unlock the vehicle using your smart phone or membership card and off you go!

EXCLUSIVE OFFER

FREE 1-year Car Club Membership and £250 credit

Residents to The Point and The Avenue are now eligible for a **FREE 1-year membership** with Enterprise Car Club and **£250 credit** to use. It's easy – reserve a vehicle through their handy app, unlock it with your phone and drive away. And returning it once you're done is just as simple. In addition, Enterprise's Complete Clean Pledge guarantees that your vehicle has been sanitised between uses.

Head to our travelchoices website and fill in the form to apply.
www.thorpepark.travelchoices.uk
One offer available per household.

Visit the Thorpe Park travel choices website for further information on sustainable car use. www.thorpepark.travelchoices.uk or to take advantage of this great offer www.thorpepark.travelchoices.uk



OFFERS, DISCOUNTS & SAVINGS

To help minimise the cost of your sustainable transport choices we have arranged a selection of discounts and offers which The Point and The Avenue residents can take advantage of.

The Halfords logo, featuring the word "halfords" in a bold, lowercase, sans-serif font. The letters are white and set against a solid orange rectangular background.

HALFORDS: Save on the cost of a new bike, accessories and servicing at the UK's leading cycle retailer.



COTSWOLD OUTDOORS: Need a new pair of walking shoes or some outdoor clothing? Save 10% on the full range at Cotswold Outdoor.



ANNUAL MCARD: Save 12% on the cost of your public transport pass if your employer is a member of the Metro Corporate Travel Club.

10 FREE BUS JOURNEYS

Claim 10 FREE flat-fare single tickets for any journey aboard a First Bus in Leeds.

* Offer can be claimed once per address.

Find out more about these and other savings at www.thorpepark.travelchoices.uk



FURTHER INFORMATION AND ADVICE

FIND US ONLINE

www.thorpepark.travelchoices.uk

The Thorpe Park travel choices website is packed full of further information, advice, and tools to help you explore and plan your daily or one-off journeys.

EMAIL US

info@travelchoices.uk

Request a Personal Journey Plan (PJP)

If you are unsure about your local travel choices, we are here to help!

We can provide you with a PJP for a journey of your choice. Based upon your destination and time of travel you will receive an interactive email which sets out your journey choices in a user-friendly format. View your route options on a map, find out how long your journey will take by different choices, and even receive detailed directions and tips.

Simply email us or complete the form on the travel choices website.



CONTACT US

If you would like information or further advice regarding the travel options available to you please email us at: info@travelchoices.uk

www.thorpepark.travelchoices.uk





Appendix C

Action Plan

Goldthorpe Retail Scheme	Action	Responsibility	Target Delivery Date
Travel Plan Management			
Management Strategy 1	Appointment of a TPC	Eventual Occupier	From first occupation
Travel Plan Marketing			
Marketing Strategy 1	Provision of a sustainable travel guide	TPC	From first occupation
Marketing Strategy 2	Create and display sustainable travel posters	TPC	Ongoing throughout delivery period
Marketing Strategy 3	Provision of travel information via the eventual occupiers website	TPC	Ongoing throughout delivery period
Marketing Strategy 4	Offer personal journey plans to employees	TPC	Ongoing throughout delivery period
Walking Strategy			
Walking Strategy 1	Promote and encourage walking	TPC	Ongoing throughout delivery period
Cycling Strategy			
Cycling Strategy 1	Promote and encourage cycling	TPC	Ongoing throughout delivery period
Cycling Strategy 2	Provision of cycle parking facilities	Developer	Through design
Cycling Strategy 3	Promotion of Barnsley Cycle Boost	TPC	Ongoing throughout delivery period
Cycling Strategy 4	Promotion of the Cycle to Work scheme	TPC	Ongoing throughout delivery period
Public Transport Strategy			

Public Transport Strategy 1	Promote and encourage public transport use	TPC	Ongoing throughout delivery period
Sustainable Car Use			
Sustainable Car Use Strategy 1	Promote Car Sharing	TPC	Ongoing throughout delivery period
Sustainable Car Use Strategy 2	Promote electric and hybrid vehicles	TPC	Ongoing throughout delivery period
Monitoring and Review Strategy			
Monitoring Strategy 1	Undertake baseline employee survey	TPC	Within 3 months of first occupation
Monitoring Strategy 2	Annual employee survey and monitoring	TPC	On the 2 nd and 3 rd anniversary of the baseline survey