

Equites Newlands (Goldthorpe) Ltd  
Land South of Dearne Valley Parkway, Goldthorpe

## Framework Travel Plan

30 November 2023  
Version 1.0  
Issue





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# 1 Introduction

## 1.1 Commission

Fore Consulting Limited (Fore) has been commissioned by Equites Newlands (Goldthorpe) Ltd (“The Applicant”) to provide transport advice in relation to a forthcoming hybrid planning application for a proposed employment development at Goldthorpe, Barnsley.

A Transport Assessment has been prepared and submitted under separate cover.

## 1.2 Local Plan Background

The majority of the site is located within Site ES10: “Land South of Dearne Valley Parkway” which is allocated in Barnsley Metropolitan Borough Council’s (BMBC) Local Plan<sup>1</sup> for employment land and supporting infrastructure. The allocation covers an area of 72.9 hectares and the total site area is 85.3 hectares (a portion of the site to the west is located outside of the allocation).

The site is located to the south of the A635 and to the west/northwest of the villages of Goldthorpe and Bolton upon Dearne. The site location is demonstrated on Figure 1.

## 1.3 Development Proposals

The description of development is as follows:

*Outline permission sought for the construction of Storage and Distribution (Use Class B8) and General Employment (Use Class B2) space with ancillary offices and gatehouses on four separate, self-contained and severable plots as shown on the submitted Parameters Plan. All matters reserved except for site access. Full permission sought for engineering infrastructure works to support the employment development comprising: the access roads; earthworks to create the development platform zones/bunding; drainage and culvert works; a flood compensation area; and strategic landscaping areas.*

The proposed development is for up to 204,000 sqm GIA for Storage and Distribution (Use Class B8) and General Employment (Use Class B2) space, with ancillary offices.

Vehicular access to the development will be taken from a new three-arm roundabout on the A635. Planning consent<sup>2</sup> for the roundabout was granted by BMBC on 16 February 2022.

<sup>1</sup> *Barnsley Local Plan*, Barnsley Metropolitan Borough Council, Adopted January 2019.

<sup>2</sup> Planning reference: 2021/1511.

The Parameters and Phasing Plans are provided at Appendix A.

## 1.4 Purpose of this Document

This document communicates the Framework Travel Plan for the development. This document sets a Framework detailing how sustainable travel will be supported on site, and details how Occupiers will engage in Travel Plan process through developing their own Travel Plans. This Framework Travel Plan is aimed at future Occupiers and employees at the development.

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

## 1.5 Structure of the Report

This document continues as follows:

- Section 2 sets out the management and development of the Framework Travel Plan over time, including the overarching objectives of the Framework Travel Plan and details of how Occupier Travel Plans will be produced and managed.
- Section 3 outlines how the site is accessed by all available modes and provides details on planning journeys by sustainable modes.
- Section 4 provides details of the on-site facilities and measures to aid travel by sustainable modes, as well as details of vehicular access.
- Section 5 presents summary tables of the actions required to deliver the Framework Travel Plan and subsequent Occupier Travel Plans and the measures which will be in place to encourage employees to commute by sustainable modes.

## 2 Travel Plan Management

This Section sets out the management and development of the Framework Travel Plan over time, including the overarching objectives of the Framework Travel Plan and details of how Occupier Travel Plans will be produced and managed.

The actions required to deliver the Framework Travel Plan and subsequent Occupier Travel Plans are summarised in Table 4.

### 2.1 Objectives

This Framework Travel Plan adopts the following objectives:

- Communicate the Framework Travel Plan process to eventual Occupiers so that they can support employees to make sustainable travel choices.
- Promote the health, financial and environmental benefits of sustainable travel choices.
- Provide clear information on all available modes of travel to and from the site.

### 2.2 Framework Travel Plan Coordinator Role

The Applicant will appoint a Framework Travel Plan Coordinator (FTPC) prior to marketing the units to potential Occupiers. On appointment, the FTPC will contact BMBC to advise that work has commenced on delivering the Framework Travel Plan. In the meantime, Fore Consulting ([travelplanning@foreconsulting.co.uk](mailto:travelplanning@foreconsulting.co.uk)) can be contacted to discuss the Travel Plan.

The FTPC will have the responsibility of ensuring that the pre-occupation actions and measures are delivered and will communicate the requirement to implement this Framework Travel Plan. The FTPC will communicate with Occupiers the potential obligations to prepare an Occupier Travel Plan if their land use/unit exceeds the indicative thresholds for requiring a Travel Plan listed in Appendix A of the Sustainable Travel SPD<sup>3</sup>.

The illustrative site masterplan included at Appendix A shows that all units exceed the 5,000 sqm that would trigger the production of a Transport Assessment and Travel Plan as set out in the Sustainable Travel SPD.

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<sup>3</sup> Barnsley Local Plan - Supplementary Planning Document: Sustainable Travel (2022).

If an Occupier does not require its own Occupier Travel Plan, the FTPC will communicate the contents of this Travel Plan so that the Occupiers can see the benefits of voluntarily implementing transport schemes and measures.

The FTPC role will cease following the occupation of the final unit and once all the pre-occupation actions and measures assigned to the “FTPC” in Table 4 and Table 5 have been implemented.

## 2.3 Occupier Travel Plans

This Framework Travel Plan will be issued to the Occupiers once they enter a contractual agreement to ensure that they are aware of potential obligations of the Framework Travel Plan from the offset.

Each Occupier will appoint an Occupier Travel Plan Coordinator (if required) at the signing of leases who will produce an Occupier Travel Plan for their respective unit. This will be agreed within BMBC prior to occupation, and will include:

- Details of an appointed Occupier Travel Plan Coordinator.
- An update of the details of the transport network in the vicinity of the site and on-site facilities.
- Details of how the Occupier Travel Plan will be managed.
- Details of the lifespan of the Occupier Travel Plan, which is anticipated to be 5 years from first occupation.
- A refined list of measures to be implemented for the benefit of employees.
- A refinement of the monitoring schedule set out in this Framework Travel Plan.

It is envisaged that Occupier Travel Plans will continue as a formal process for 5 years following first occupation (i.e. there will be 5 years of monitoring).

## 2.4 Occupier Travel Plan Coordinator Role (OTPC)

The appointed Occupier Travel Plan Coordinator (OTPC) will have the following responsibilities:

- Implement the Occupier Travel Plan by carrying out the actions and measures actions assigned to the “OTPC” in Table 4 and Table 5.

- Act as a point of contact for employees regarding sustainable travel choices.
- Research, promote, coordinate and monitor the Occupier Travel Plan.
- Carry out Travel Surveys.
- Ensure that the Framework and Occupier Travel Plans are complementary and refer to objectives, guidelines and initiatives in the Framework Travel Plan.
- Liaise with BMBC regarding ongoing monitoring of the Occupier Travel Plan.

## 2.5 Funding

The Framework Travel Plan will be funded by the Applicant, which will cover the FTPC role and infrastructure/measures required to support sustainable travel choice to/from the development site. Occupier Travel Plans will be funded by each Occupier. This includes funding measures to encourage sustainable transport, communicating the Occupier Travel Plan to employees, as well as the cost of monitoring and reporting.

## 2.6 Liaison with Barnsley Metropolitan Borough Council (BMBC)

### 2.6.1 Applicant and Framework Travel Plan Coordinator

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

### 2.6.2 Occupier Liaison

Occupier Travel Plan Coordinators will liaise with BMBC to agree their own Occupier Travel Plans, to discuss the findings of annual monitoring and reporting, and to agree future targets/measures.

It is anticipated that a Travel Plan Liaison Group will be established with BMBC for the development. The liaison group will be set up within 3 months of occupation of the first unit, with subsequent units coming on board following occupation of their respective unit. The liaison group will be in place for a minimum period of 5 years.

## 2.7 Monitoring Occupier Travel Plan(s)

Monitoring of the Occupier Travel Plans will indicate how they are performing at meeting the target mode shares and any other targets that are set throughout the life of the plan.

## 2.8 Initial Mode Share Targets

### 2.8.1 Baseline Mode Share

2011 Census data<sup>4</sup> has been used to derive the baseline mode share for the proposed development. The mode share for the Barnsley 022 and 025 Middle Layer Super Output Areas (MSOA) has been used. As these are the MSOA within which the site is located, the mode share is considered to represent the likely travel characteristics of the proposed development, with regard to the existing accessibility of the site by public transport and the configuration of the local highway network.

By applying the baseline mode share to the agreed vehicle trip generation for the proposed development, the predicted person trip generation by mode has been estimated. This is set out in Table 1. It should be noted that as the targets will not apply to HGV trips, these have been separated out.

Table 1: Baseline Mode Share

Mode	Baseline Mode Share (%)	Weekday AM Peak Hour (08:00-09:00)			Weekday PM Peak Hour (17:00-18:00)		
		Arr.	Dep.	Total	Arr.	Dep.	Total
Light rail or tram	0.2%	1	0	1	0	1	1
Train	1.1%	5	1	5	1	5	6
Bus, minibus or coach	5.9%	25	4	29	5	26	31
Taxi	0.2%	1	0	1	0	1	1
Motorcycle, scooter or moped	0.5%	2	0	3	0	2	3
Driving a car or van	67.3%	279	49	328	62	296	358
Passenger in a car or van	9.1%	38	7	45	8	40	49
Bicycle	1.2%	5	1	6	1	5	6
On foot	14.5%	60	10	70	13	64	77
HGV Driver	N/A	55	57	112	60	52	112
<b>Total</b>		<b>471</b>	<b>129</b>	<b>600</b>	<b>152</b>	<b>492</b>	<b>644</b>

<sup>4</sup> Dataset reference 'WP703EW - Method of travel to work (2001 specification) (Workplace population)'. The categories 'Work mainly at or from home' and 'Other method of travel to work' have been excluded for the purposes of this assessment.

## 2.8.2 Initial Travel Plan Targets

Initial mode share targets are set to reduce the proportion of employees travelling alone by car. The initial mode share targets are set based on a 10% reduction to the number of trips undertaken by car or van drivers, as shown in Table 2. The number of trips undertaken by bus, bicycle, on foot and as a passenger in a car or van, have been increased accordingly. The intention is to achieve these targets over a 5-year period.

Table 2: Initial Mode Share Targets

Mode	Baseline Mode Share (%)	Weekday AM Peak Hour (08:00-09:00)			Weekday PM Peak Hour (17:00-18:00)		
		Arr.	Dep.	Total	Arr.	Dep.	Total
Light rail or tram	0.2%	1	0	1	0	1	1
Train	1.1%	5	1	5	1	5	6
Bus, minibus or coach	7.6%	32	5	37	7	33	40
Taxi	0.2%	1	0	1	0	1	1
Motorcycle, scooter or moped	0.5%	2	0	3	0	2	3
Driving a car or van	60.5%	251	44	295	56	266	322
Passenger in a car or van	10.8%	45	8	53	10	48	58
Bicycle	2.9%	12	2	14	3	13	15
On foot	16.1%	67	12	79	15	71	86
HGV Driver	N/A	55	57	112	60	52	112
<b>Total</b>		<b>471</b>	<b>129</b>	<b>600</b>	<b>152</b>	<b>492</b>	<b>644</b>

## 2.8.3 Travel Plan Target Review

Whilst the dataset used to establish the initial mode share for the development is considered to reflect the likely travel characteristics of the proposed development, with regard to the existing accessibility of the site by public transport and the configuration of the local highway network, the actual baseline position will be determined through undertaking the first travel surveys.

Therefore, following the findings of the first survey (see Section 2.8), the OTPC will liaise with BMBC to review the targets to consider whether these targets are appropriate.

If revised, the mode share target will be agreed, and will not change, without prior consultation with BMBC.

## 2.9 Occupier Travel Surveys

To ensure that the initial mode share targets are realistic and practical, it is proposed that each Occupier (with an Occupier Travel Plan) will undertake an employee travel survey within three months of initial occupation. Surveys will be developed and administered by the OTPC annually, enabling year-on-year trends to be recorded for the lifespan of the Occupier Travel Plan.

Employees will be emailed with a link to an online travel survey to discover how they are travelling to the site. Alternatively, employees who do not have access to the internet will be given a form to fill out.

A response rate of 30% will be targeted, with active promotion of the survey and a possible prize draw encouraging responses.

Employee Travel Surveys will determine:

- Working hours and number of working days per week.
- Employee home postcode.
- Mode of travel to work.
- What other modes they would consider and any barriers to making this shift.

Use of car and cycle parking will be monitored regularly by Occupiers to determine if provision is appropriate.

### 2.9.1 Reporting

Within three months of their respective survey the OTPC will prepare a Monitoring Report which will contain the following:

- Survey methodology and results.
- Qualitative feedback.
- An analysis on the effectiveness of the Occupier Travel Plan.
- Proposals for future measures if targets are not met.

This will be submitted to BMBC for discussion and agreement.

## 3 Existing Situation

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

### 3.1 The Site and Surrounding Area

The majority of the site is located within Site ES10: “Land South of Dearne Valley Parkway” which is allocated in BMBC’s Local Plan for employment land and supporting infrastructure. The allocation covers an area of 72.9 hectares and the total site area is 85.3 hectares (a portion of the site to the west is located outside of the allocation).

The site is located to the south of the A635 and to the west/northwest of the villages of Goldthorpe and Bolton upon Dearne.

The site comprises land of agricultural use with trees and the Carr Dike watercourse running through the site. Public Rights of Way (PRoW) Footpath 15 (FP15) runs through the north-eastern portion of the site.

The site is bound by the A635 to the north, the Aldi Goldthorpe Regional Distribution Centre to the east, Carr Head Lane to the south and land of agricultural use to the west.

The location of the site is shown on Figure 1.

### 3.2 Local Highway Network

#### 3.2.1 A635

The A635 runs east-west along the northern boundary of the site. The proposed development will take access onto the A635 via a new three-arm roundabout. The A635 is a key route within the area and provides a connection to the strategic road network to the east via A1(M) Junction 37. The road connects between Barnsley and Doncaster.

In the immediate vicinity of the site, the A635 is a single carriageway with one lane in each direction. The road connects to Cathill Roundabout and the A6195 to the west and Hollygrove Roundabout to the east. Beyond Hollygrove Roundabout, the road passes through Fields End Roundabout and the villages of Hickleton and Marr before reaching A1(M) Junction 37. The road is subject to the national speed limit (60mph) with 30mph and 40mph speed limits in operation through the villages of Hickleton and Marr, respectively. Average speed checks are in operation through both villages.

### 3.2.2 A6195

The A6195 runs north-south to the west of the site. The A6195 is a key route within the area and connects between the A628 at Shafton and M1 Junction 36.

The A6195 connects to the A635 at Cathill Roundabout and the A633 at Broomhill Roundabout. Between Cathill Roundabout, Broomhill Roundabout and Wath Road Roundabout, the A6195 is a single carriageway with one lane in each direction. Between Wath Road roundabout and M1 Junction 36, the road is dual carriageway, with two lanes in each direction. The road is subject to the national speed limit.

## 3.3 Walking

### 3.3.1 Walking Catchment

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

Figure 2 presents an isochrone of a 2.0km walking catchment<sup>5</sup>, measured from an indicative central point within the site, assuming only formal road crossings and designated footways/footpaths are used.

Residential areas in west Goldthorpe, west Bolton-upon-Deerne and Billingley village are located within 2.0km walking distance of the site. Employees living in these areas are therefore within acceptable walking distances for commuting, in line with the CIHT suggestions.

The following key amenities are also within walking distance of the site:

- An Aldi supermarket is located to the north east of the site, approximately 1.1km walking distance from an indicative central point within the site.
- A number of amenities are located to the south east of the site at St Andrew's Square, including a Co-op Food convenience store, a post office and a sandwich bar. St Andrew's Square is located approximately 1.5km walking distance from site's central point.

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<sup>5</sup> The Chartered Institution of Highways & Transportation's (CIHT's) 'Guidelines for Providing for Journeys on Foot' (2000) suggests acceptable walking distances for commuting as Desirable (500m), Acceptable (1.0km) and Preferred Maximum (2.0km).

- Weldricks Pharmacy and a dental practice (mydentist) are also located at St Andrew's Square.
- The Highgate Dental Practice is located on Barnsley Road to the east of the site, approximately 1.7km walking distance from an indicative central point within the site. Bus stops also lie in these catchments, as discussed later in this Section.

### 3.3.2 Pedestrian Facilities

Within the vicinity of the site, a footway is provided on the northern side of the A635 between Hollygrove Roundabout and Cathill Roundabout.

At Hollygrove Roundabout, dropped kerbs and pedestrian refuge islands are provided on Barnsley Road, Dudley Drive and A635 (West) arms. This allows for pedestrian access between Goldthorpe and the site via Barnsley Road or Dudley Drive/Commercial Road, where footways are provided. Street lighting is provided along the routes between the site and Goldthorpe.

FP15 runs through the north-eastern portion of site and connects between the A635 and Carr Field Lane. FP15 runs along the western perimeter of the adjacent Aldi Goldthorpe Regional Distribution Centre. A footway is provided on the southern side of Carr Field Lane and on both sides of Billingley View. Street lighting is provided at Carr Field Lane/Billingley View.

## 3.4 Cycling

### 3.4.1 Cycle Catchment

Figure 3 illustrates an isochrone for a cycling distance of 8.0km from an indicative central point within the site. 8.0km is typically considered to be acceptable for a range of journey purposes, including commuting<sup>6</sup>. The catchment includes local towns and villages, including Bolton upon Dearne, Goldthorpe, Mexborough, Thurnscoe, Wath upon Dearne and Wombwell.

Sustrans Cycle Map<sup>7</sup> indicates that the following routes are located within the 8.0km catchment, as set out below:

- NCR 62 provides a connection between northern areas of Doncaster to the east and Wombwell, and Worsbrough to the west. This section of NCR 62 is predominantly traffic-free. NCR 62 connects to NCR 67 at Wombwell.

<sup>6</sup> *Integrating Cycling into Development Proposals*, Cycling England, 2008.

<sup>7</sup> Sustrans Cycle Map, Sustrans (Accessed 3 April 2023).

- NCR 67 provides a connection between Barnsley and Sheffield. NCR 67 is predominantly traffic-free towards Barnsley and a combination of on-road/traffic free towards Sheffield.

The BMBC cycling network map<sup>8</sup> shows a number of local cycling routes in the vicinity of the site. This includes a route that connects between Highgate Lane, Carr Field Lane and National Cycle Route 62 via a disused railway line.

### 3.4.2 Local Cycling Initiatives

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

- 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>

## 3.5 Public Transport

### 3.5.1 Journey Planning Resources

The following sources can be used to promote and support public transport use:

- Public transport journeys can be planned at <https://journeyplanner.travelsouthyorkshire.com/>
- Full timetables can be accessed at <https://travelsouthyorkshire.com/en-gb/journeyplanning/timetable-search>

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<sup>8</sup> National Cycle Network Map, Barnsley Metropolitan Borough Council (Accessed 3 April 2023).



- Rail journeys can be planned at <http://www.nationalrail.co.uk/> or using the National Rail Enquiries app.
- Key bus service information is available at <https://www.stagecoachbus.com/plan-a-journey>

### 3.5.2 Bus Network

The nearest bus stops to the site are located on the A635 to the north, Barnsley Road to the east, and Carr Field Lane and Carr Head Lane to the south east. The A635 stop provides access to the 203, 208, 218, 218a, 219e, and X19 services. The Barnsley Road stops provide access to the 208, 218, 218a, 219, 226, and X19 services. The Carr Field Lane and Carr Head Lane stops provide access to the 218 and 218a services. The services are operated by Stagecoach.

Table 3 provides a summary of the services available from the bus stops outlined above, including details of the typical frequencies and destinations served.

Table 3: Bus Services

Service	Route	Approximate Daytime Frequency (In Each Direction)		
		Monday - Friday	Saturday	Sunday
203	Wombwell - Doncaster	3 per day		No service
208	Rotherham Interchange - Grimethorpe	3 per day		
218	Barnsley Interchange - Rotherham Interchange	Hourly		No Service
218a	Barnsley Interchange - Rotherham Interchange	Hourly		No Service
219e	Doncaster Interchange - Barnsley Interchange	5 per evening		3 per evening
226	Barnsley Interchange - Thurnscoe	30 minutes		Hourly
X19	Barnsley Interchange - Doncaster Interchange	Hourly		

Note: Bus services correct as of 20 November 2023.

Access to existing bus services is to be maximised through the provision of footpath connections to Carr Field Lane/Billingley View via PRow FP 15 and the A635. The footpath connections are shown indicatively on Figure 4.

### 3.5.3 Rail Network

Goldthorpe and Bolton upon Dearne are the nearest rail stations to the site and are located approximately 1.5km and 1.7km (straight line measurement) from the site.

The stations are located on the Wakefield Line and are operated by Northern who run an hourly service Monday to Sunday, southbound to Sheffield and Rotherham and northbound to Leeds and Wakefield Westgate.

### 3.6 Summary

It has been demonstrated that the site is well located in relation to the existing transport network and future employees will have the opportunity to travel to and from work by sustainable modes of transport including on foot, by cycle and by public transport.

## 4 Sustainable Travel Initiatives and Facilities

This Section provides details of the on-site facilities to be provided as part of construction by the Applicant to support access to the site by all available modes and to promote sustainable transport choices. These facilities are summarised in Table 5.

In addition, this Section also provides suggested measures to be adopted by the future Occupier through the implementation of the Travel Plan. The list of measures is not exhaustive, and other measures should also be considered throughout the lifespan of the Travel Plan to support employees travel more sustainably.

### 4.1 Pre-occupation Travel Planning

Prior to occupying the unit, Occupiers (if relocating) should work with current employees to understand how the relocation will affect them and to provide information on how to travel to the new development, with an emphasis on sustainable modes.

Any new employees should also receive this information. This could be via one-to-one sessions, workshops, presentations or drop-in sessions, and should be supported by email/leaflets and/or posters.

#### 4.1.1 Communications Strategy

As described in Section 3, there are practical options for accessing the development by sustainable travel modes. This Travel Plan, and any subsequent updates (i.e. Occupier Travel Plans), will be made available for all employees to read if they choose.

To ensure the successful implementation of the Occupier Travel Plan and to make sure that future employees know there is a Travel Plan which aims to promote and facilitate sustainable transport choice, the Travel Plan will need to be actively implemented by the future Occupier and communicated to their employees, as below.

### Measures to Communicate Occupier Travel Plan(s)

- The Applicant will communicate with the prospective Occupiers the requirement to implement this Travel Plan (where applicable). See Section 2.1 and 2.2 for full details.
- The Occupier will appoint an Occupier Travel Plan Coordinator to manage and implement this Travel Plan. See Section 2.3 for details of the role.
- The OTPC will act as a point of contact for employees to discuss the Travel Plan, with their contact details provided in all travel literature.
- Pre-occupation engagement as set out above in Section 4.1 if applicable.
- A Travel Guide (or equivalent) will be produced by the OTPC and distributed to all new/relocating employees. The leaflet should include travel information for all available travel modes to the development, focusing on the benefits of travelling by mode other than single-occupancy car.
- Contact details for the TPC will be provided to employees when they are offered employment (e.g. offer of employment/new starter form). At this point, employees will be asked to opt-in to receiving a personalised travel plan for their journey to work produced by the TPC.
- There should be ongoing promotion of sustainable travel events such as Bike Week, National Liftshare Week, as well as reminders of travel options and any discounts or incentives available. This could be in the form of newsletters, posters displayed on noticeboards or email-bulletins, produced by the OTPC.
- The OTPC will monitor information available online from BMBC and promote this information to employees (where relevant) to help them travel more sustainably.

## 4.2 Walking and Cycling

Pedestrian and cycle access is to be provided to the development at the approved site access roundabout (Application Reference: 2021/1511).

The approved site access roundabout includes the construction of a 3.0m wide footway/cycleway on the northern side of the A635. A section of footway will be constructed south of the A635, to the east of the roundabout, providing access into the site. Dropped kerbs and tactile paving are to be provided across the eastern arm of the roundabout, with pedestrian refuge provided on the splitter island.

As part of the proposals, PRoW Footpath Number 15 (FP15), which runs through the north-eastern portion of site and connects between the A635 and Carr Field Lane, is to be diverted as indicatively shown on the Phasing Plan provided at Appendix A. The overall routing is not to be altered as part of the proposals i.e. the route will still connect between the A635 and Carr Field Lane.

A pedestrian and cycle link is also to be provided to connect to PRoW FP15, ultimately connecting to Carr Field Lane/Billingley View to the southeast of the site.

A footway is to be provided within the site, linking to the external footways south of the A635 at a point east of Woodbine Cottage.

Within the site, a footway and combined footway / cycleway will be provided on the west and east sides of the proposed access road respectively. South of Plot 1, the footway / cycleway would be provided on the northern side of the access road, via uncontrolled crossings on the access roads within the site. In this way, each plot is linked directly by off-carriageway footway / cycleway provision to the external network of routes.

Cycle parking to be provided on each plot will be determined as part of future planning applications for reserved matters when specific occupier requirements are known, taking BMBC's prevailing policy requirements into account.

Access to existing bus services is to be maximised through the provision of footpath connections to Carr Field Lane/Billingley View via PRoW FP15 and the A635. The footpath connections are shown indicatively on Figure 4.

## Measures to Encourage and Promote Walking and Cycling

- Pedestrian and cycle access is to be provided to the development at the approved site access roundabout and to Carr Field Lane to the south east.
- Footway to be provided within the site, linking to the external footways south of the A635 at a point east of Woodbine Cottage. Footway and combined footway / cycleway will be provided on the west and east sides of the proposed access road respectively.
- A map showing walking/routes serving the site and the location of cycle parking facilities will be provided within the Travel Guide.
- Promotion of journey planning tools for walking and cycling within the Travel Guide.
- Health benefits of walking and cycling will be promoted within the Travel Guide
- Provision of adequate cycle parking as per BMBC Parking SPD.
- As the units are being provided as shells to Occupiers, the Framework Travel Plan Coordinator will communicate to Occupiers the benefits of providing showers for employees, i.e. that they encourage people to walk, run or cycle to work, therefore improving the health of employees, and avoiding parking issues.
- Provision of a public bike pump and repair stand for unexpected repairs.
- The OTPC will consider setting up a walk and cycle buddy scheme, for employees to find someone to share their journey to work with.
- The Occupier will operate a Cycle to Work scheme at the premise. This is a government initiative which allows employees to spread the cost of a bike and equipment over 12 months. More information can be found [here](#).
- The Occupier will promote [Bike Register](#), a national cycle database that protects bicycles from theft and helps the police to reunite stolen bicycles with their owners.

## 4.3 Arrival by Public Transport

As stated in Section 3.5, bus stops are located on the A635, Barnsley Road, Carr Field Lane and Carr Head Lane.

Measures encourage and promote public transport use are outlined below.

### Measures to Encourage and Promote Public Transport Use

- Maximise access to bus services through the provision of footpath connections to Carr Field Lane/Billingley View via PRow Footpath 15 and the A635.
- The benefits of using public transport will be communicated in the Travel Guide, along with maps, timetables, ticketing and journey planner information (including the journey planning resources detailed in Section 3.5.1).
- Occupiers will consider signing up to corporate travel deals (such as the [Stagecoach Corporate Travel Scheme](#)) allowing employees to access discounted ticketing options.
- Occupiers will consider offering annual season ticket loans to staff, allowing them to pay the ticket back through salary sacrifice.
- Occupiers will consider allowing employees to adjust working hours to better align with public transport provision.

## 4.4 Arrival by Car

### 4.4.1 Vehicular Access

Vehicular access to the development will be taken from a new three-arm roundabout on the A635 to the north of the site. Full details of vehicular access is detailed in Section 4 of the Transport Assessment, submitted under a separate cover.

### 4.4.2 Car Parking

Car parking will be determined as a reserved matter, when occupier requirements are known, taking BMBC's prevailing policy guidance into account. Electric vehicle charging spaces are to be provided in line with Approved Document S of the Building Regulations

2010<sup>9</sup>. This is detailed in Section 4 of the Transport Assessment, submitted under separate cover.

Measures to manage car use at the development are outlined below.

#### Measures to Manage Car Use

- Promotion of alternative modes of travel within the wider Travel Plan communication to help reduce reliance on the car.
- Provision of adequate levels of parking including disabled bays, motorcycle parking and electric vehicle charging points.
- The Travel Guide will promote car sharing using [www.liftshare.com](http://www.liftshare.com)
- Occupiers should consider allocating a proportion of parking as priority spaces for car sharers.
- Occupiers should consider facilitate a car share matching exercise in order to assess which employees can car share with another colleague as this may be a viable sustainable travel option for many.
- Occupiers should consider allowing employees to adjust working hours in order to find a car share match.
- The Travel Guide will include information about electric vehicles and promote local charging points which can be found at [www.zap-map.com](http://www.zap-map.com) and [www.chargeyourcar.org.uk](http://www.chargeyourcar.org.uk)
- The Travel Guide will promote efficient driving, including [www.energysavingtrust.org.uk/advice/efficient-driving](http://www.energysavingtrust.org.uk/advice/efficient-driving)
- The Occupier will recruit from the local area, where possible.

<sup>9</sup> *The Building Regulations 2010: Infrastructure for the Charging of Electric Vehicles (Approved Document S)*, HM Government, 2021.

## 5 Summary of Travel Plan Actions and Measures

Table 4 summarises the actions required to deliver the Framework Travel Plan and subsequent Occupier Travel Plans.

**Table 4: Travel Plan Actions**

	Action	Responsibility	Implementation
A	Appoint a Framework Travel Plan Coordinator and submit contact details to BMBC Travel Plan Officer	The Applicant	Prior to marketing of the units to potential Occupiers.
B	Issue Framework Travel Plan to Occupiers, communicate the requirement of Occupier Travel Plans	FTPC	At the marketing of the units and once Occupiers enter a contractual agreement.
C	Fund and implement measures	As per Table 5	As per Table 5
D	Appoint Occupier Travel Plan Coordinator	Occupiers	At signing of leases. Occupiers to liaise with BMBC regarding their Occupier Travel Plans.
E	Produce Occupier Travel Plans as set out in Section 2.2	Occupiers	Agree with BMBC prior to occupation of the respective unit.
F	Undertake employee travel surveys	OTPC	Within 3 months of initial occupation and annually for the lifespan of the Occupier Travel Plan thereafter
G	Prepare and submit monitoring reports to include survey methodology and results, feedback, an analysis of the effectiveness of the Occupier Travel Plan and proposals for future measures if targets are not met	OTPC	Within 3 months of the respective employee travel survey (repeated annually)
H	Monitor car and cycle parking use	Occupiers	Ongoing
I	Produce ongoing sustainable travel promotional material	OTPC	Ongoing

Note: FTPC = Framework Travel Plan Coordinator and OTPC = Occupier Travel Plan Coordinator.

Table 5 provides a summary of the Travel Plan measures which will be in place to encourage employees to commute by sustainable modes. This list of measures is not exhaustive, and additional measures should also be considered through the development of the Occupier Travel Plans.

**Table 5: Travel Plan Measures**

To Support	Measure	Responsibility	Implementation
<b>Sustainable Travel (General)</b>	Implement Travel Plan as per Table 4	As per Table 4	As per Table 4
	OTPC will be a point of contact for employees to discuss the Travel Plan, with their contact details provided on all travel literature.	OTPC	Ongoing
	Travel Guide and associated material to be produced and distributed to employees detailing all available modes of transport, maps, health benefits and timetables.	OTPC	Prior to Occupation
	There will be additional communication every year to highlight aspects of the Travel Plan to employees. Including ongoing promotion of sustainable travel events and monitor new information made available by BMBC.	OTPC	Ongoing
<b>Walking and Cycling</b>	Provide pedestrian routes within the site, connecting to external provision.	The Developer	Construction
	Provision of adequate cycle parking as per BMBC Parking SPD.	The Developer	Construction
	Occupiers to consider providing shower and changing facilities based on operational requirement. TPC to communicate the benefits of such measures.	Occupiers	Through the development of Occupier Travel Plan(s)
	Further encourage active travel through the provision of information and tools e.g. public bike pump and repair stand and bike register.	Occupiers	
Operate Cycle to Work scheme	Occupiers		
<b>Public Transport</b>	Maximise access to bus services through provision of footpath connections to Carr Field Lane/Billingley View and the A635.	The Developer	Construction
	Consider signing up to corporate travel deals	Occupiers	Through the development of

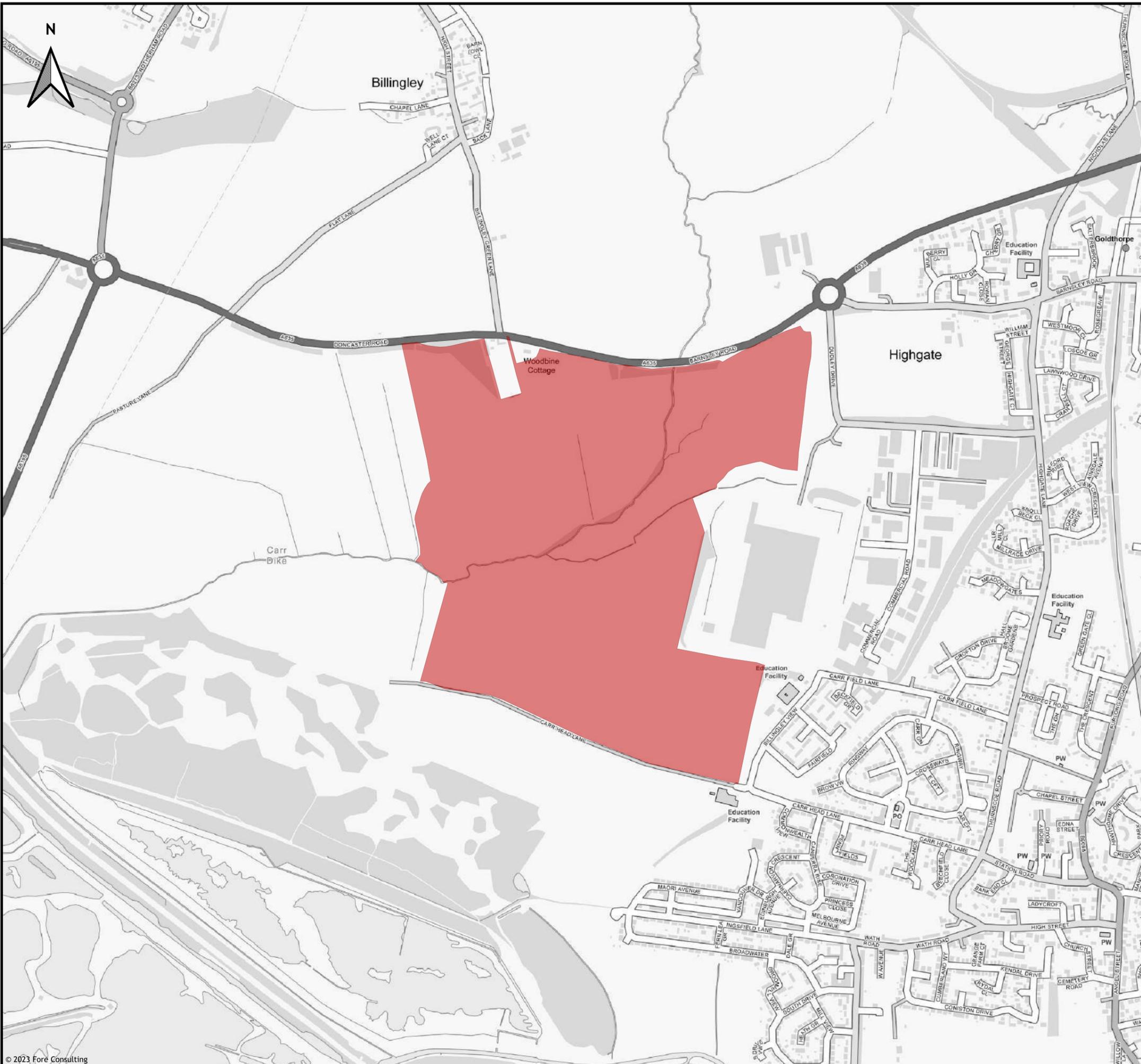


To Support	Measure	Responsibility	Implementation
	Consider offering annual season ticket loans to staff (salary sacrifice)	Occupiers	Occupier Travel Plan(s)
	Consider allowing employees to adjust working hours to better align with public transport provision.	Occupiers	
<b>Managing Car Use</b>	Promotion of alternative modes of travel to reduce reliance on the car	Occupiers	Following occupation
	Provision of appropriate levels of parking including disabled bays, motorcycle parking and electric vehicle charging points	Developer	Construction
	Consider allocating a proportion of parking as priority spaces for car sharers and regularly review allocation numbers.	Occupiers	Following occupation
	Promotion of <a href="http://www.liftshare.com">www.liftshare.com</a>	OTPC	Through the development of Occupier Travel Plans
	Facilitate internal car share matching exercise to help employees find someone to car share with.	OTPC	
	Allow employees to adjust working hours to better align with car share match.	Occupiers	
	Promotion of <a href="http://www.chargeyourcar.org.uk">www.chargeyourcar.org.uk</a> and <a href="http://www.zap-map.com">www.zap-map.com</a>	OTPC	
	Promote efficient driving in the Travel Guide <a href="http://www.energysavingtrust.org.uk/advice/efficient-driving">www.energysavingtrust.org.uk/advice/efficient-driving</a>	OTPC	
	Recruit from the local area, where possible.	Occupiers	

Note: OTPC = Occupier Travel Plan Coordinator

## Figures

---



**Key:**  
 Indicative Site Location

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Fore Consulting Limited  
 Suite 18, City Quadrant  
 11 Waterloo Square  
 Newcastle upon Tyne  
 NE1 4DP

0191 255 7778  
 www.foreconsulting.co.uk



Client:  
 Equites Newlands (Goldthorpe) Ltd

Project:  
 Land South of Dearne Valley Parkway,  
 Goldthorpe

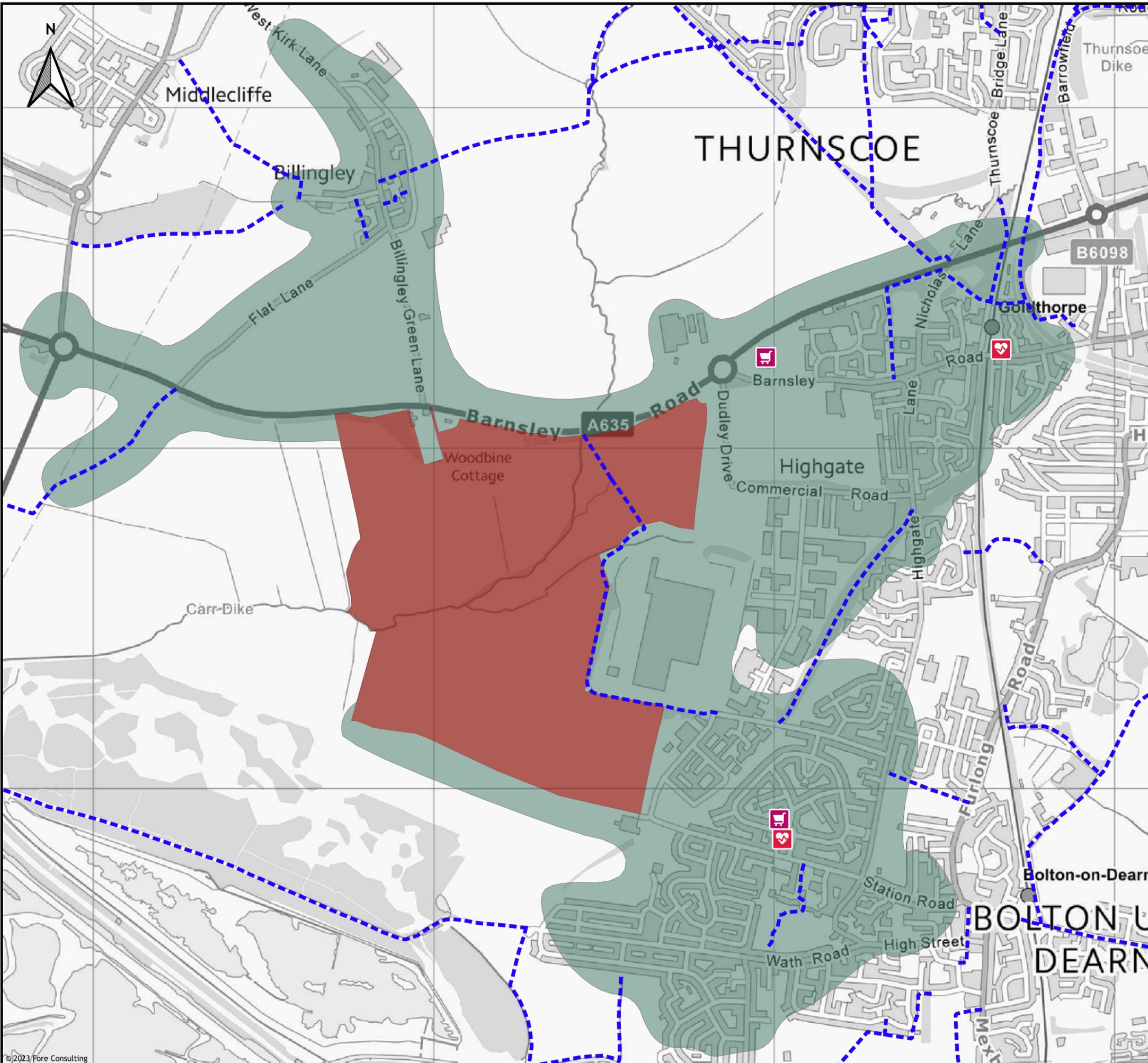
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Figure Status:  
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Job Number:  
 3465

Figure Number:  
 Figure 1



**Key:**

- Indicative Site Location
- 2.0km Walking Distance Isochrone
- Public Rights of Way
- 🛒 Retail
- 🏥 Health e.g. Pharmacy/Dentist

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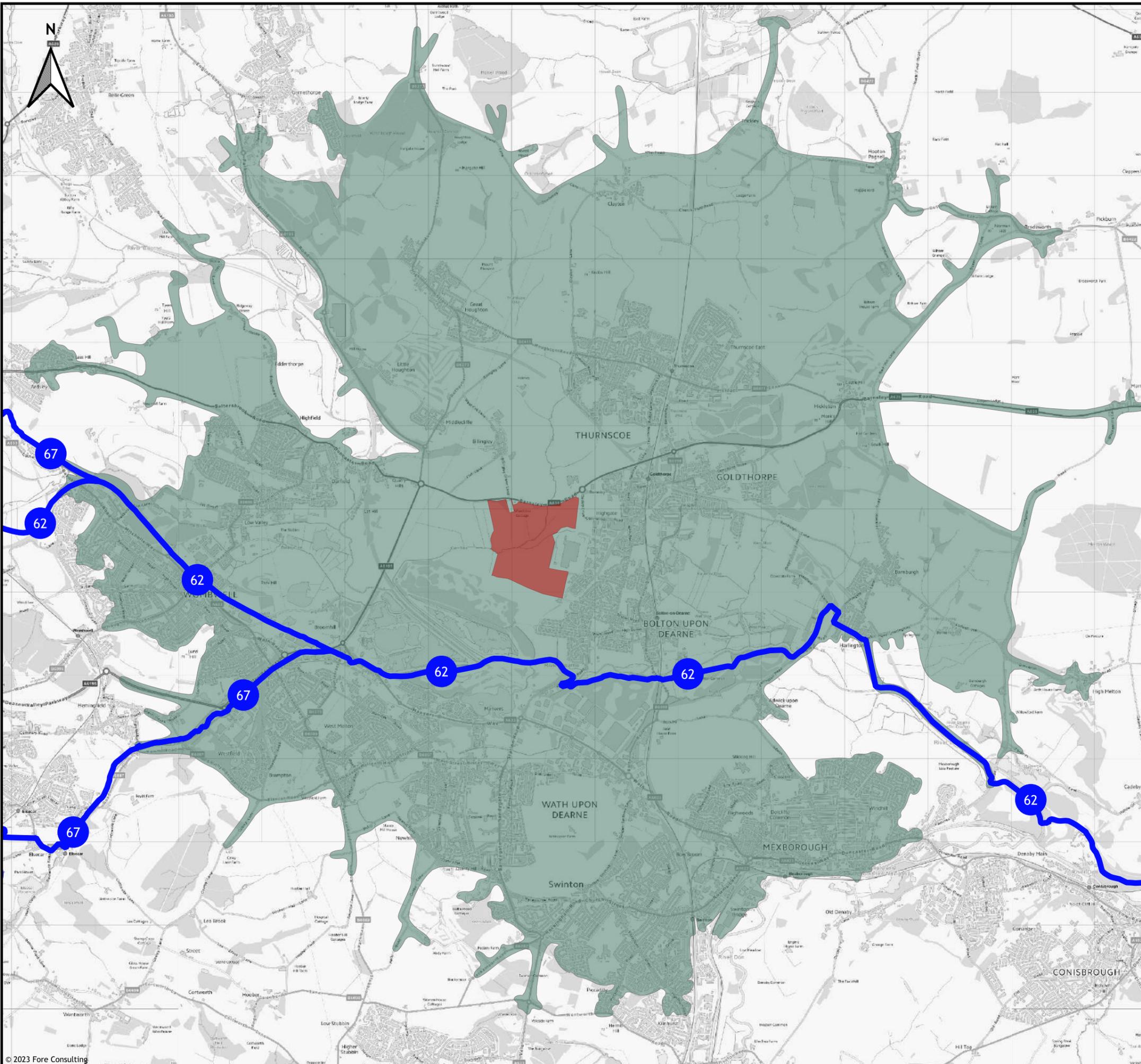
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Figure Status:  
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Job Number:  
 3465

Figure Number:  
 Figure 2



**Key:**

- Indicative Site Location
- 8.0km Cycling Distance Isochrone
- National Cycle Routes

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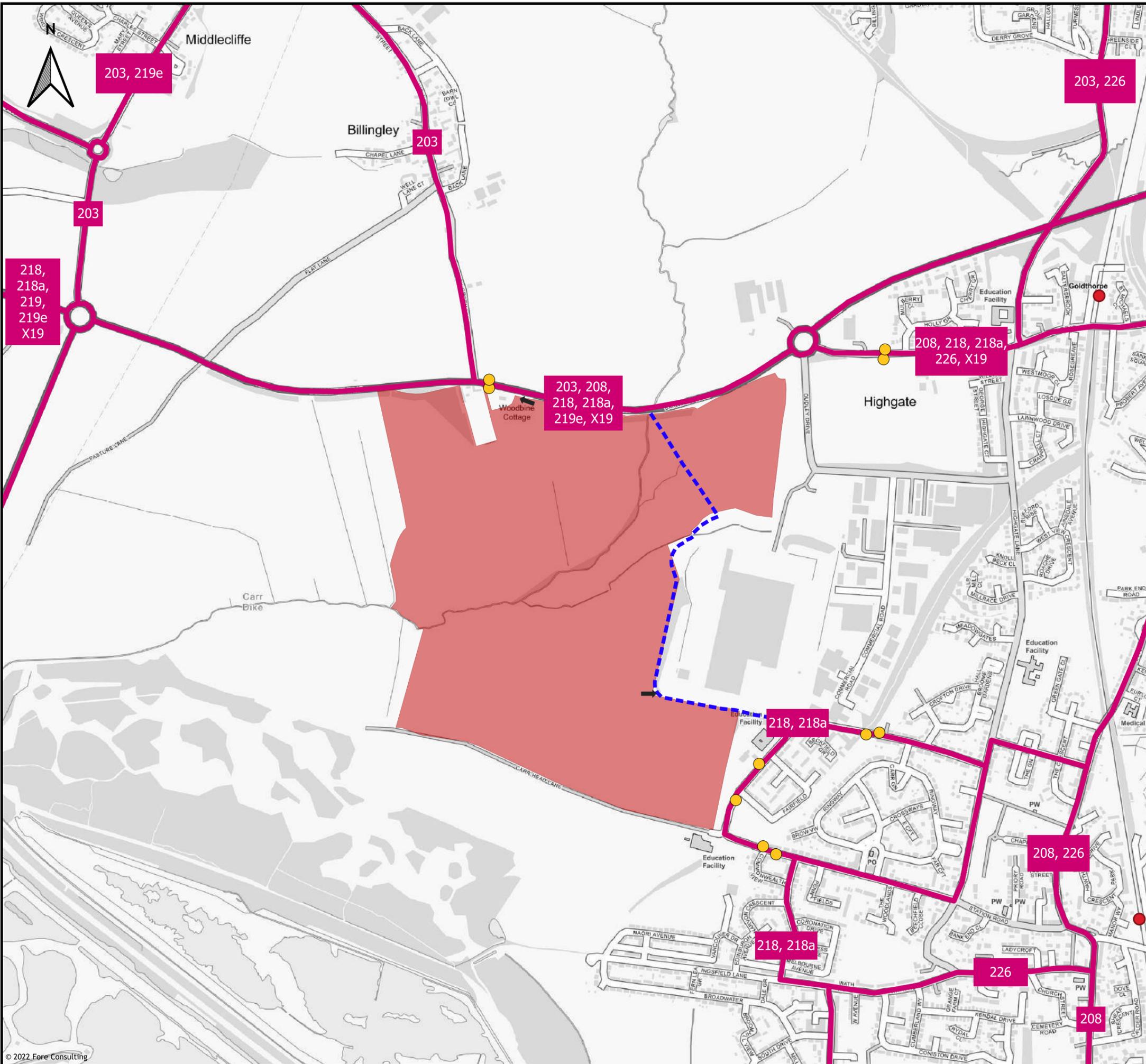
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Figure Status:  
 Issue

Job Number:  
 3465

Figure Number:  
 Figure 3



- Key:**
- Site Location
  - Bus Stop
  - Rail Station
  - Bus Route
  - Existing Public Rights of Way Footpath 15
  - Indicative Potential Footpath Connections

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 Equites Newlands (Goldthorpe) Ltd

Project:  
 Land South of Dearne Valley Parkway,  
 Goldthorpe

Figure Title:  
 Public Transport Network

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Figure Status:  
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Job Number:  
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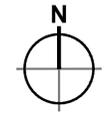
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 Figure 4

## Appendix A

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### Parameters and Phasing Plans

- Dimensions are in millimeters, unless stated otherwise.  
 - Scaling of this drawing is not recommended.  
 - It is the recipient's responsibility to print this document to the correct scale.  
 - All relevant drawings and specifications should be read in conjunction with this drawing.



- Key**
- Planning Application Boundary 210.81 ac 85.31 ha
- Parameters Key**
- Development Plot Boundary
  - Green and Blue infrastructure
  - Strategic Landscape screening
  - Estate Road infrastructure
  - ➔ Indicative access points (subject to reserved matters)
  - Safeguarded land

Development Schedule						
Zone	Plot Size NDA (ha)	Maximum GIA Floor Space (m <sup>2</sup> )	Plateau Height (in meters above ordnance datum)	Maximum Finished Floor Level (in meters above ordnance datum) [+1.000m above proposed plateau]	Maximum Building Height Measured to roof / highest point (in meters above ordnance datum)	Ridge Height (above F.F.L. level)
Zone 1	11.35	204,000m <sup>2</sup> Total Area distributed across Zones 1, 2, 3 & 4	24.50	25.50	43.50	18.00
Zone 2	8.46		25.00	26.00	44.00	18.00
Zone 3	17.92		33.70	34.70	52.70	18.00
Zone 4	6.29		33.70	34.70	52.70	18.00
Total	44.02					

The use class applied for is primarily Class B8 with up to 30% of the floorspace being for Class B2 together with ancillary office space

For the avoidance of doubt, the information shown within the development plots is indicative only, and will be subject to subsequent Reserved Matters Applications



Roundabout delivered under a separate planning application [Ref. No. 2021/1511]

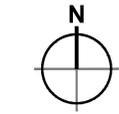
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PLANNING

THIS DRAWING IS FOR PLANNING CONSIDERATION ONLY AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE

rev	amendments	by	ckd	date
<b>Barnsley Road, Goldthorpe</b>				
Parameters Plan				
Newark Bascom, Caferstra Way, Newark, Nottinghamshire NG24 2TN t. +44 (0)1636 653027 e. info@umcarchitects.com				
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Drawn / Checked:	SS / SM			
Date:	07/11/2023			
Scale:	1:2500 A1			
Drawing no:	Revision:			
22081 P0520	E			

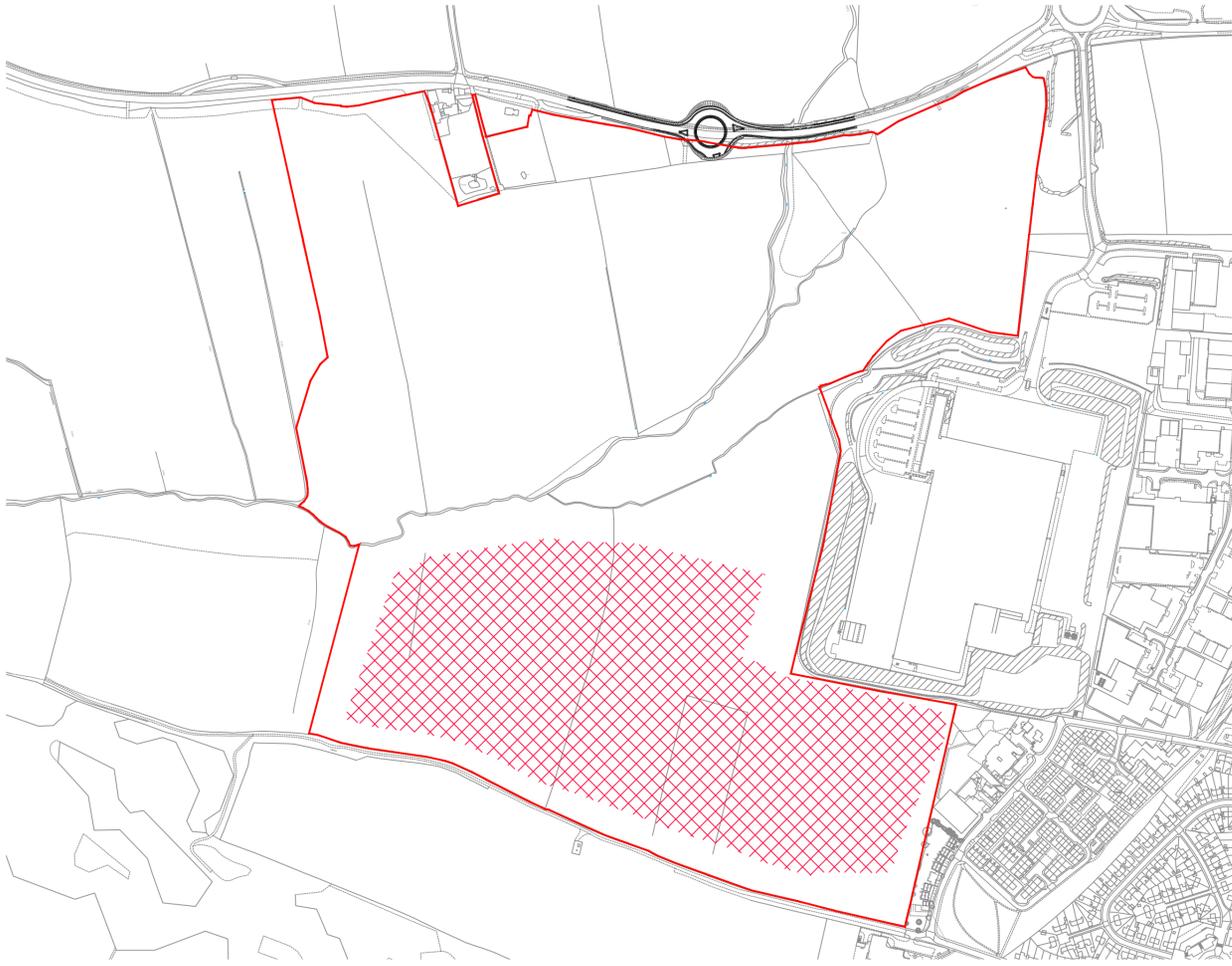
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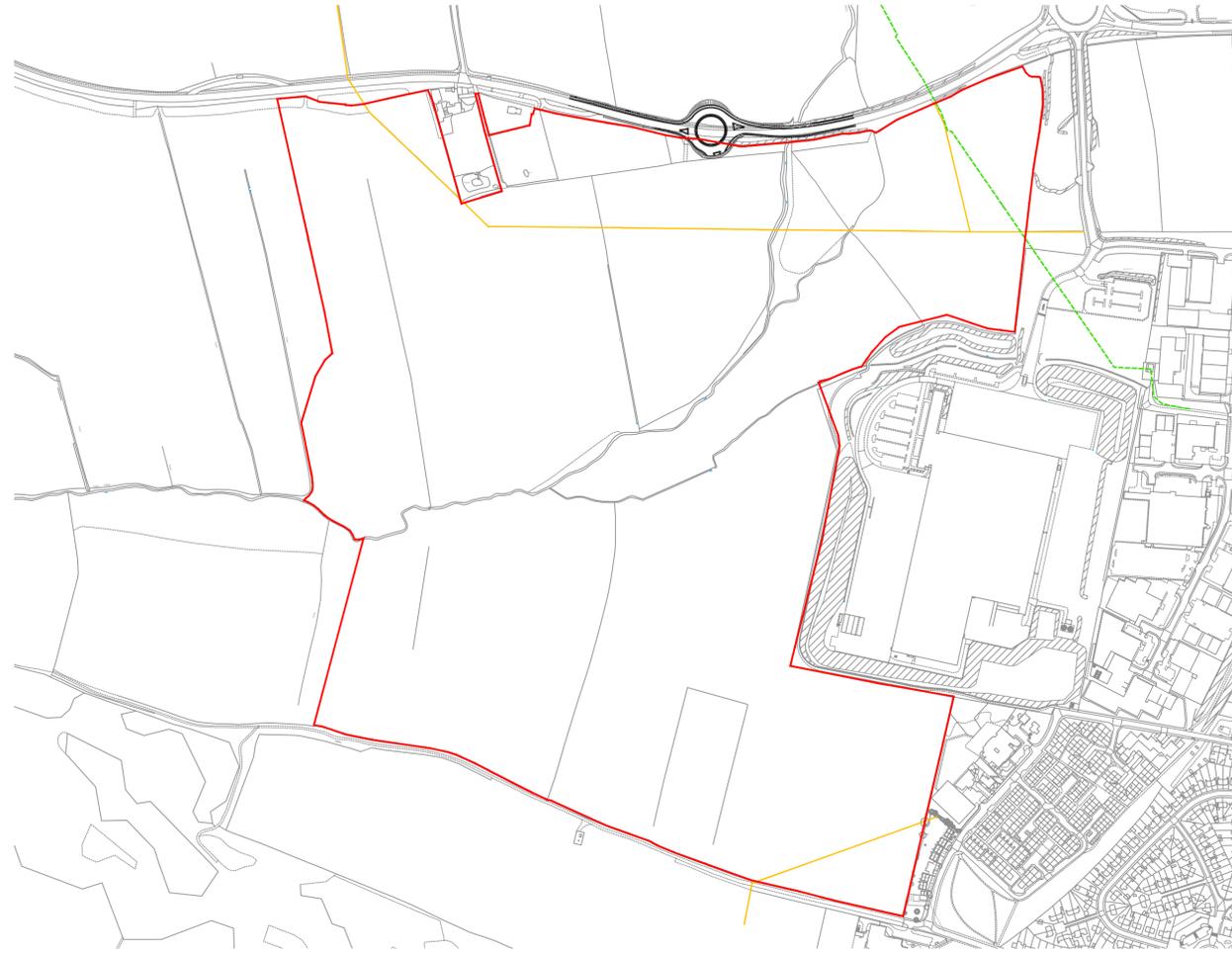
- Key**
- Planning Application Boundary 210.81 ac 85.31 ha
  - Phase 1: Areas of Archaeological Works
  - Phase 2: Site Clearance
  - Phase 2: Existing YW Public Sewer Removed
  - Phase 2: Existing Overhead Power-lines Diverted
  - Phase 3: Earthworks to Form Plateaus
  - Phase 3: Attenuation
  - Phase 4: Screening Bund
  - Phase 5: Site Roads with Combined Cycle & Footway
  - Phase 5: Site Drainage
  - Phase 5: Existing PRoW Retrained
  - Phase 5: Existing PRoW Diverted
  - Phase 5: Existing PRoW Removed
  - Phase 5: Potential footpath link created
  - Phase 6: Strategic Landscaping
  - Phase 7: Future Reserved Matters

For the avoidance of doubt, the information shown within the development plots is indicative only, and will be subject to subsequent Reserved Matters Applications

The Phasing Plan shows the key stages of the primary components for development of the site. The various stages will run consecutively and, at times, concurrently with each other to ensure that the development is constructed/delivered in the most sustainable sequence to archive the construction programme.



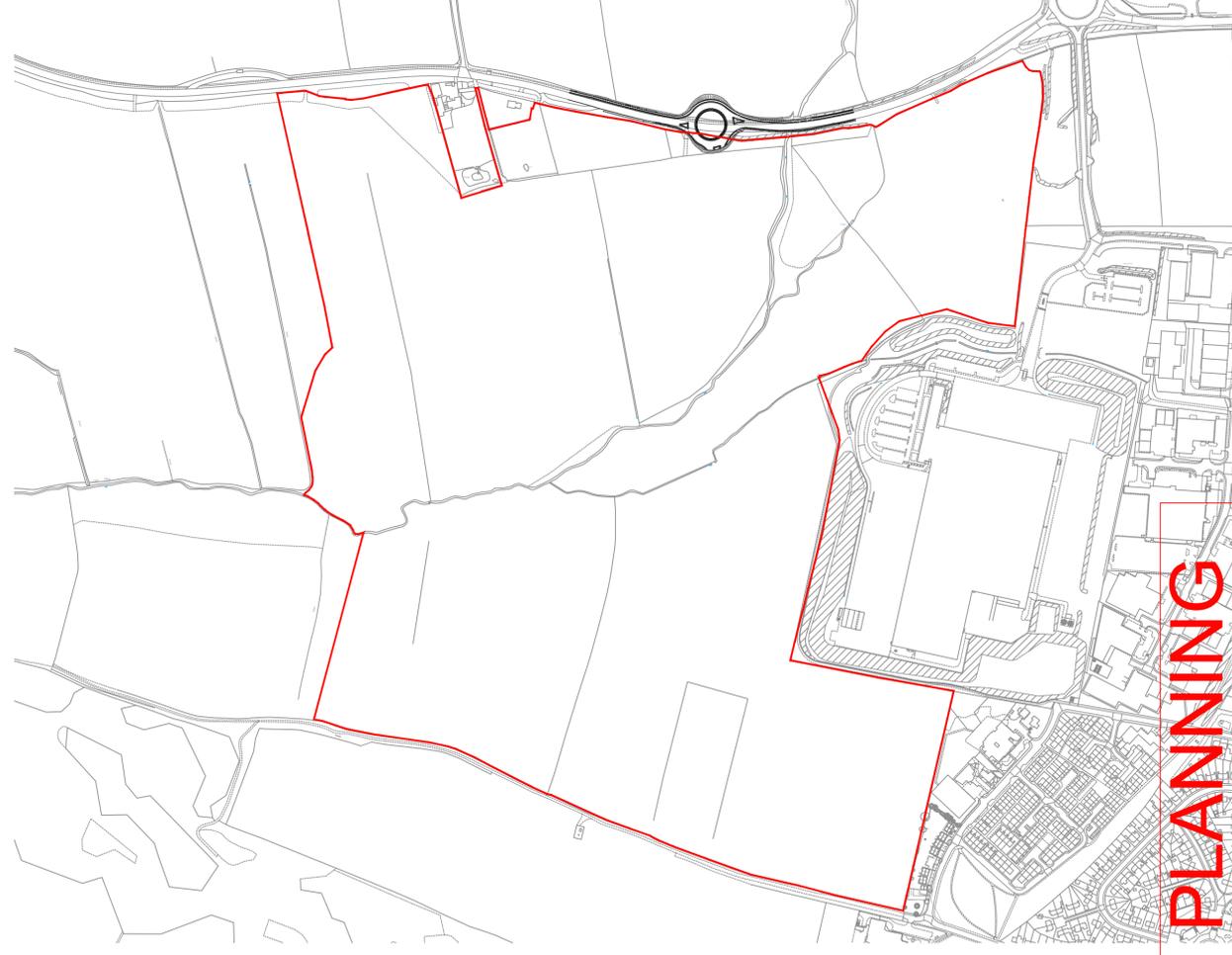
PHASE 1 - Archaeology (Extent to be agreed)



PHASE 2 - Site Clearance & Utilities Diversion



PHASE 3 - Earthworks (Plateaus to be Created)



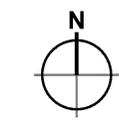
PHASE 4 - Screen Bunding

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Barnsley Road, Goldthorpe Phasing Plan 1 of 2				
<b>newlands</b> developments				
<b>umc</b> architects				
Newark Bascom, Caferenta Way, Newark, Nottinghamshire NG24 2TN t. +44 (0)1636 653027 e. info@umcarchitects.com				
Drawing Status:		Planning		
Drawn / Checked:		SM / MDS		
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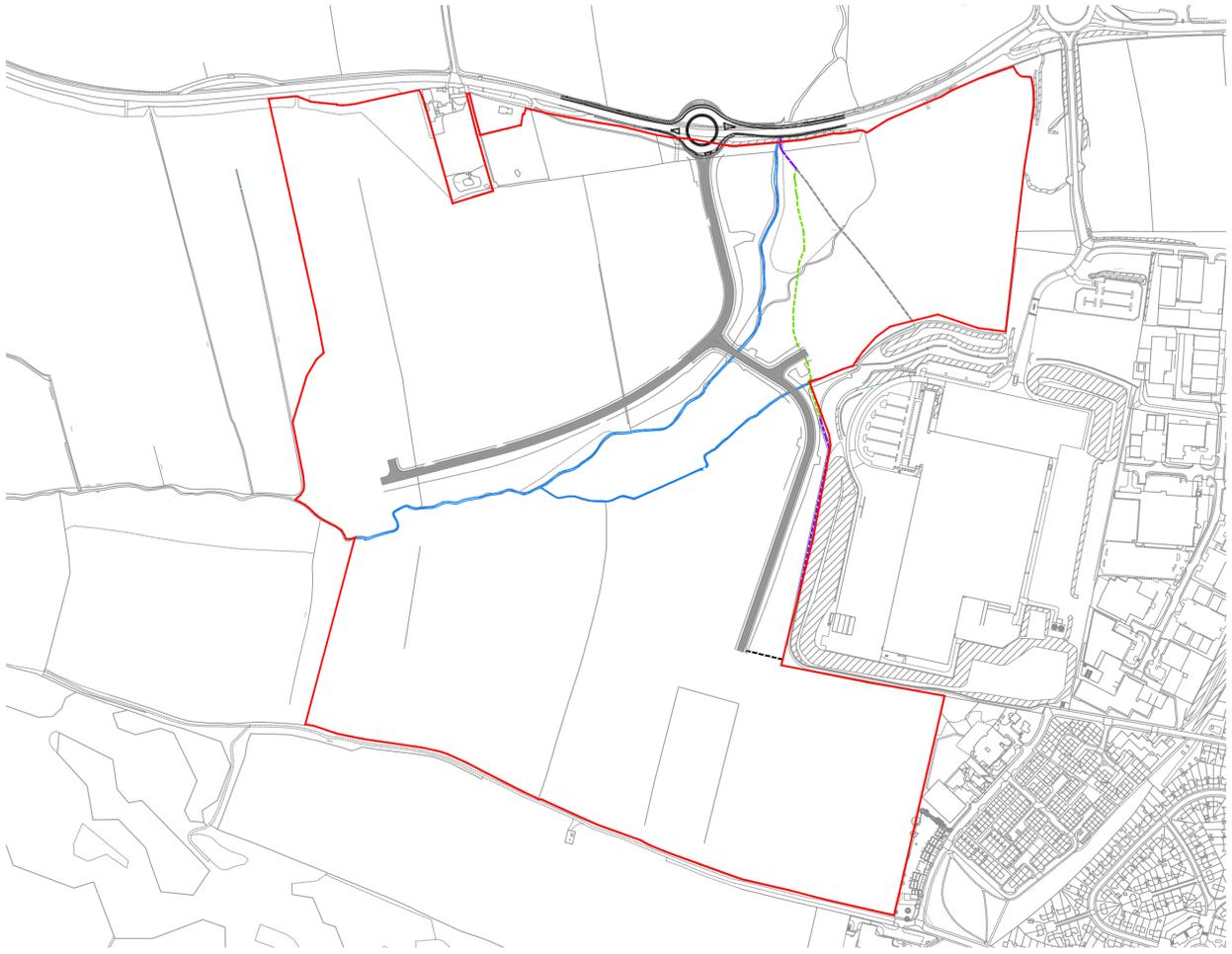
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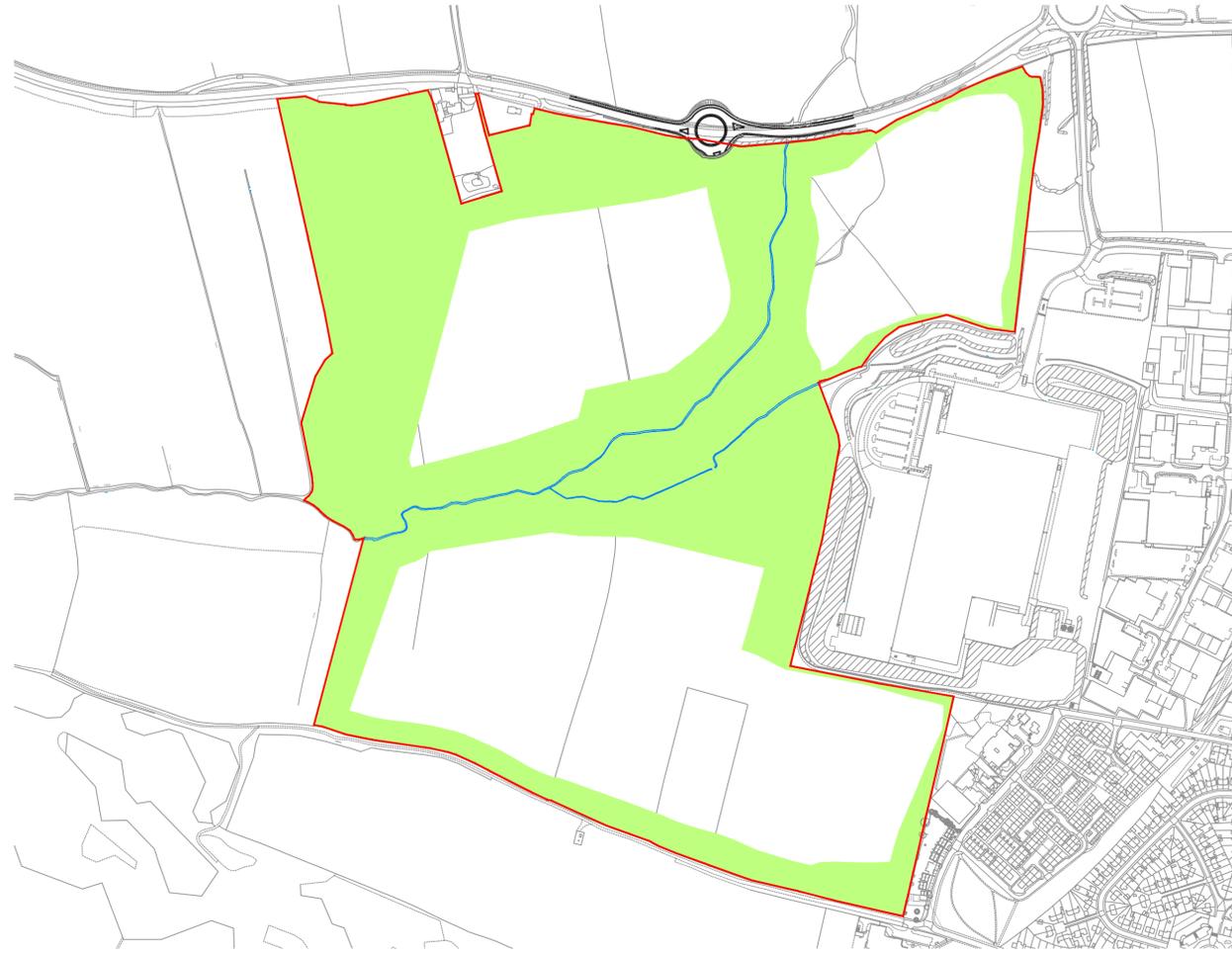
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  - Phase 1: Areas of Archaeological Works
  - Phase 2: Site Clearance
  - Phase 2: Existing YW Public Sewer Removed
  - Phase 2: Existing Overhead Power-lines Diverted
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  - Phase 5: Existing PRoW Diverted
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  - Phase 5: Potential footpath link created
  - Phase 6: Strategic Landscaping
  - Phase 7: Future Reserved Matters

For the avoidance of doubt, the information shown within the development plots is indicative only, and will be subject to subsequent Reserved Matters Applications

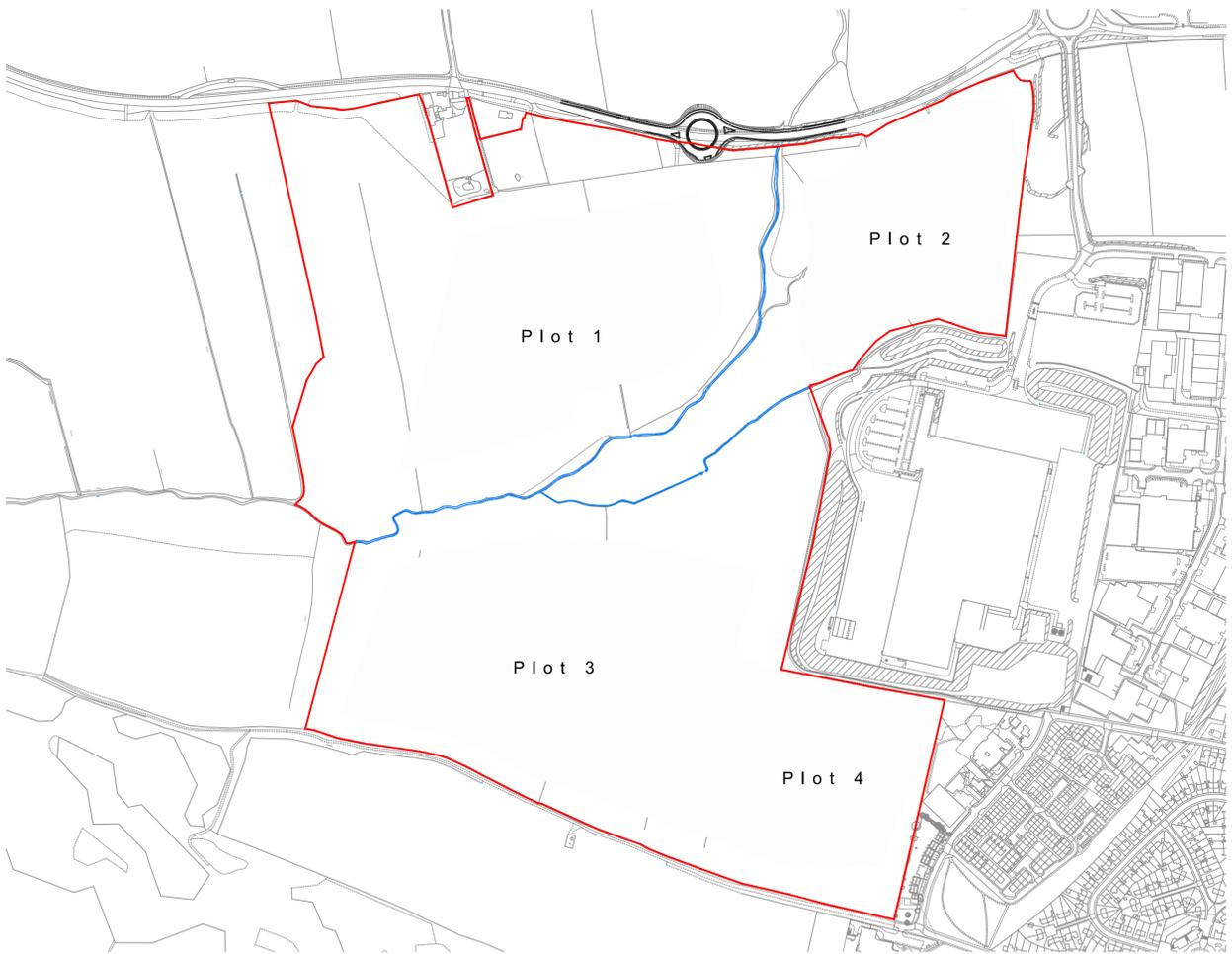
The Phasing Plan shows the key stages of the primary components for development of the site. The various stages will run consecutively and, at times, concurrently with each other to ensure that the development is constructed/delivered in the most sustainable sequence to archive the construction programme.



PHASE 5 - Onsite Roads & PRoW Diversion



PHASE 6 - Landscaping (To Perimeter of Site)



PHASE 7 - Build-Out Plots

This phase will be updated in response to market demand which will dictate the number and size of future plot Future Development Area. Information will be submitted in respect of each of the Plots where required through plot-specific planning conditions. Each plot will be separate, self contained, and severable.



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rev	amendments	by	ckd	date

Barnsley Road,  
 Goldthorpe  
 Phasing Plan 2 of 2



Drawing Status:	Planning
Drawn / Checked:	SM / MDS
Date:	07/11/2023
Scale:	1:500 A1
Drawing no:	Revision:
22081 P0555	B

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