



Residential Travel Plan Barnburgh View, Goldthorpe

October 2020

Prepared For: **Gleeson Homes (South
Yorkshire)**

TPS Transport Consultants Ltd | TPS Business Hub | Stonebridge Court | 151-153 Wakefield Road | Wakefield | WF4 5HQ



tpsconsultants.co.uk



info@tpsconsultants.co.uk



+44 1924 664638

Registered number: 05973261



Document Record

Project Name	P1453_20201026_Barnburgh View Travel Plan			
	Issue 1	Revision 1	Revision 2	Revision 3
Remarks:	Draft			
Date:	26/10/2020			
Prepared by:	GH			
Checked by:	GS			
Authorised by:	GS			

Copyright Statement

This report is the copyright of TPS Transport Consultants Ltd.

The information, ideas and other intellectual property set out in this report and supporting technical appendices are the property of TPS Transport Consultants Ltd and are for the sole benefit of Gleeson Homes (South Yorkshire) in respect of the development proposals for Phase 3 of land at Barnburgh View, Goldthorpe, South Yorkshire.

TPS Transport Consultants Ltd. requires that the information, ideas and other intellectual property set out in this report are:

- Not shared with third parties and particularly with direct or indirect competitors of TPS Transport Consultants Ltd;
 - Not conveyed to other consultants or personnel without the prior approval of TPS Transport Consultants Ltd; and
 - Not copied in part or in whole.
-



Contents

Chapter	Title	Page
1.	INTRODUCTION	1
	Introduction	1
	Site Location	1
	Developers Commitment to Travel Planning	2
	The Travel Plan Vision	2
	Travel Plan Aims and Objectives	3
	Report Format	3
2.	POLICY CONTEXT	4
	What is a Travel Plan?	4
	National Policy Context	4
	Local Policy	6
	Summary	9
3.	DEVELOPMENT ACCESSIBILITY	10
	Introduction	10
	Active Travel	10
	Public Transport	13
	Local Amenities	15
	Summary	16
4.	TRAVEL PLAN MEASURES	17
	Introduction	17
	Travel Plan Management and Resources	17
	Travel Plan Marketing and Information Provision	18
	Walking Specific Measures	19
	Cycling Specific Measures	19
	Public Transport Specific Measures	20
	Sustainable Car Use Measures	22
5.	TARGETS, MONITORING AND REPORTING	23
	Introduction	23
	Travel Plan Targets	23
	Travel Plan Monitoring	25

1. INTRODUCTION

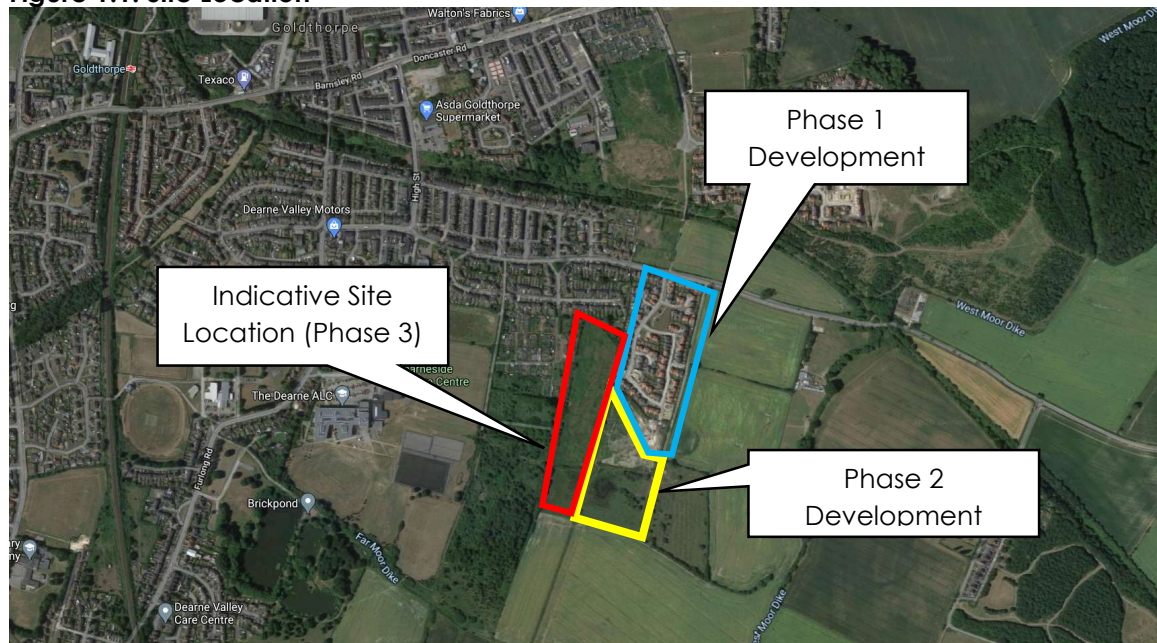
Introduction

- 1.1 TPS Transport Consultants Ltd. (TPS) has been appointed by Gleeson Homes (South Yorkshire) to prepare a Travel Plan to accompany a planning application for 69 dwellings, forming Phase 3 of residential development at Barnburgh View, Goldthorpe, Barnsley.
- 1.2 TPS currently acts as Travel Plan Coordinator for the broader site, with a pro-active approach having been taken to Travel Plan delivery, monitoring and reporting since 2014. The measures within this Travel Plan are reflective of that broader travel planning programme which will be extended to cover this latest phase of development. Here appropriate, specific examples of measures delivered to date have been included / referenced.

Site Location

- 1.3 The site location is shown in **Figure 1.1** below, whilst the proposed site layout is provided at **Appendix A**.

Figure 1.1: Site Location



(Source: Google Maps)

- 1.4 The site is located approximately 1km to the south west of Goldthorpe centre, and 1.8km from the railway station, and is bounded by existing residential areas to the north and west, with fields to the south. To the immediate east of the site lies Phase 1 of the development, which comprises 145 dwellings (and is fully occupied). Phase 2 lies to the south east of the



site and will comprise 61 dwellings, once complete. Access to the site will be by way of an extension to West Moor Croft.

Developers Commitment to Travel Planning

- 1.5 Gleeson Homes recognises that by submitting and implementing a Travel Plan, sustainable travel patterns can be established from the outset and maintained over time, minimising the impact that the development has upon local infrastructure and the environment and ensuring that, where possible, all residents make informed journey choices.
- 1.6 A proactive approach has been taken here for the existing Phase of development, reflecting Gleeson Homes' commitment to Travel Plan delivery at a corporate level.
- 1.7 Travel Plans can deliver a wide range of benefits to developers themselves, as well as to residents and the wider community. At the sales and marketing stage, a proactive Travel Plan can assist a residential developer in promoting a site as an accessible and sustainable location to live, with a range of travel options available to prospective residents. This process enables residents to make a fully informed decision when choosing to move to the site, taking into account the site's location relative to sustainable travel options, and the knock on effect this may have upon reducing the need to own or use a car.
- 1.8 The promotion of sustainable travel options from an early stage provides a cost-effective mechanism by which developers can minimise the level of car based trips generated by a development, which in turn reduces the impact a development has on local traffic levels, noise, air quality and road safety.
- 1.9 The individual benefits to be derived through the use of sustainable travel options include financial, health, fitness and avoidance of congestion delays (through greater use of active modes of travel).
- 1.10 Recognising these benefits, Gleeson Homes is fully committed to the process of delivering this Travel Plan in taking the development forward. Furthermore, they are committed to providing the appropriate level of resource to ensure the continued strategic implementation of the measures contained within this document, monitoring the progress of the plan, and amending it where necessary.

The Travel Plan Vision

- 1.11 The vision for this Travel Plan is:
-



“To make the development a place where residents 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.”

Travel Plan Aims and Objectives

1.12 To achieve this vision, the aims of this document are to:

- Maximise the attractiveness of the development to potential residents 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.

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

- Determine the range of travel options available to residents;
- Maximise the use of sustainable travel modes amongst residents 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

1.14 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.

1.15 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 Gleeson Homes 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 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, therefore, being developed as a planning requirement, 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 the actions within it will, therefore, 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 its 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 – February 2019)

2.8 The revised National Planning Policy Framework was published on February 2019 and sets out the government's planning policies for England and how these are expected to be applied. This revised Framework replaces the previous National Planning Policy Framework, published in July 2018.

2.9 The NPPF continues to encourage development through the planning system, with a presumption in favour of sustainable development.

2.10 The NPPF states that "*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*" (Paragraph 109). Whilst Paragraph 110 sets out what development proposals should seek to do:

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
-



- 2.11 As a car free development, encouraging sustainable travel amongst future residents and employees will be essential. This Travel Plan has, therefore, been developed alongside a Transport Assessment and it sets out how the promotion of sustainable travel will be achieved which will help achieve the aspirations of the NPPF.

Local Policy

Sheffield City Region Transport Strategy 2040 (2011 – 2026)

- 2.12 The Sheffield City Region Transport Strategy 2040 sets out the transport priorities for the Sheffield City Region until 2040; and has been developed in conjunction with the local authorities for Sheffield, Doncaster, Barnsley and Rotherham. The transport vision for the region is as follows:

“We will build a transport network that serves all of our communities by connecting them to local services, our growing urban centres and major growth sites. It will be amongst the safest, most environmentally friendly, most reliable and affordable transport system in the United Kingdom and Europe”.

- 2.13 The following transport goals are also outlined, in order to achieve the transport vision above:
- Residents and businesses connected to economic opportunity;
 - A cleaner, greener Sheffield City Region; and
 - Safe, reliable and accessible transport network.

- 2.14 Of specific relevance to the development proposals Policy 8 seeks to *“Enhance our multi-modal transport system, which encourages sustainable travel options and is embedded in the assessment of transport requirements for new developments, particularly active travel”.*

- 2.15 It is considered that this Transport Assessment will meet the policy aspirations of the Sheffield City Region Transport Strategy, by providing new residential development in a location which has been assessed for its opportunities for sustainable (in particular active modes) modes of travel; this is discussed further in **Section 3**.

Barnsley Core Strategy – Adopted September 2011



2.16 The Core Strategy explains that as access and sustainable travel are important elements of achieving sustainable development, Barnsley's Transport Strategy is a key component of the LDF.

2.17 The following strategic objectives are outlined in the Core Strategy, which are deemed relevant to the development proposals:

- **Strategic Objective 2:** To improve access, movement and connectivity with sustainable travel by:
 - reducing the reliance on the private car and encouraging walking and cycling;
 - ensuring new developments reduce the need for car parking provision to a minimum; and
 - reducing transport emissions of greenhouse gases in order to tackle climate change and minimising other pollutants to improve air quality.
- **Strategic Objective 3:** To secure safe, healthy and inclusive communities and promote wellbeing by:
 - seeking to reduce health inequalities across the borough and to close the gap in relation to national averages through land use planning;
 - making sure development takes place in settlements, and helping to create places where people want to live with convenient access to good quality local services (including shops, education, health, open space, leisure, culture and the countryside) in order to engender community pride and spirit; and
 - providing healthier lifestyle choices to contribute towards tackling obesity, encouraging walking and cycling and providing green spaces, parks and sports facilities.

2.18 As well as the strategic objectives, the Core Strategy also outlines a number of 'transport challenges', the most relevant of these to the development proposals are as follows:

- Reducing transport-related greenhouse gases;
 - Reducing the need to travel by car;
 - Influencing travel behaviour, in particular encouraging greater take up of walking, cycling and public transport whilst recognising the constraints of existing transport infrastructure, such as narrow roads which can make the provision of dedicated cycle routes difficult; and
-



- Reducing the impact of necessary road travel on the environment, the health and safety of the community and the local economy.

2.19 In addition to the strategic objectives above, the following policy has been acknowledged of relevance to the development proposals:

- **Policy CS25 - 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 levels of parking for cycles, motorbikes, scooters, mopeds and disabled people, and should not provide more than the maximum number of car parking spaces set out in a Supplementary Planning Document;
 - provide a transport statement or assessment in line with the thresholds and guidance set out in Department for Transport 'Guidance on Transport Assessments' as published March 2007 (or any subsequent version); and
 - provide a travel plan statement or a travel plan in accordance with the thresholds and guidance set out in Department for Transport 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' as published April 2009 (or any subsequent version). Travel plans will be secured through a planning obligation or a planning condition.

2.20 The development proposals will provide new residential development in a location that will allow future residents of the site to travel without the use of a car, due to the proximity of the amenities in Goldthorpe and the availability of public transport, locally. It is considered that this is in line with the overall objectives and policy aspirations of the Core Strategy.

Barnsley Local Plan – Adopted January 2019

2.21 Barnsley's Local Plan sets out the Council's strategic vision and priorities for housing, employment and commercial development, including transport infrastructure and protection of the local environment. To deliver the vision of the Plan, a number of strategic priorities have been identified, these being to:

- Provide opportunities for the creation of new jobs and protection of existing jobs;
 - Improve the conditions in which people live, work, travel and take leisure;
 - Widen the choice of high-quality homes; Improve the design of development; and
-



- Protect and enhance Barnsley's environmental assets and achieve net gains in biodiversity

2.22 Chapter 12 of the Local Plan discusses transport; in particular, it discusses a number of transport challenges and associated policies relating to transport within Barnsley. The transport challenges outlined in the Core Strategy reflect those detailed in the Local Plan. Furthermore, the policies outlined in Chapter 12, replicate those in the Core Strategy, and as such that the most relevant policy to the development proposals is as follows:

- **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 levels of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant Supplementary Planning Document;*
 - *Provide a transport statement or assessment in line with guidance set out in the National Planning Policy Framework and guidance including where appropriate regard for cross boundary local authority impacts; and*
 - *Provide a travel plan statement or a 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."*

2.23 The development proposals will adhere to the policies outlined within the Core Strategy and the Local Plan by providing new residential dwellings in a location, close to many local amenities, which are accessible by all modes of transport (in particular low-carbon modes).

Summary

2.24 This Transport Assessment has been prepared to take into account the overarching themes of both national and local policy guidance, which seeks to encourage development that is readily accessible by means other than the private car.



3. DEVELOPMENT ACCESSIBILITY

Introduction

- 3.1 This section of the Travel Plan identifies the existing opportunities for walking, cycling and public transport that will be available to future residents. It also considers connectivity between the site and nearby local amenities, demonstrating the ease in which residents will be able to undertake local trips without the need to travel by car.

Active Travel

Pedestrian Access

- 3.2 Institution for Highways & Transportation (IHT) offers guidance on walking distance by journey purpose, as shown in **Table 3.1**, below

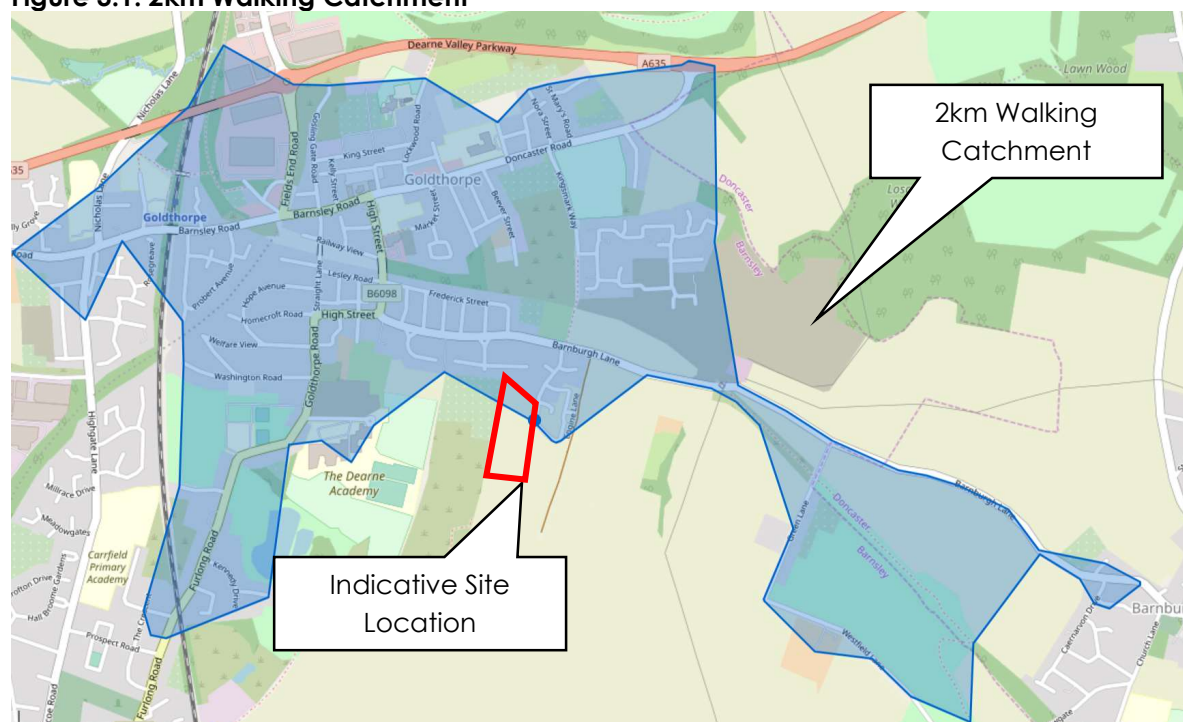
Table 3.1: IHT Walking Guidelines

Criteria	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

(Source, IHT)

- 3.3 As **Table 3.1** shows, a 2km catchment is the preferred maximum walking distance for 'commuting / school'. A 2km walking catchment of the site includes Goldthorpe (and its railway station), Bolton-upon-Dearne and Barnburgh. A wealth of facilities are available within walking distance; these are described further later in this section; whilst a 2km walking catchment is illustrated in **Figure 3.1** overleaf.

Figure 3.1: 2km Walking Catchment



(Source: Open Street Map)

- 3.4 Being located in an existing residential area, the site benefits from a good level of provision for pedestrians. West Moor Croft, which is the main route through Phase 1 of the site, has footways on both sides of the road, with dropped kerbs and tactile paving provided at junctions with minor roads. This provision will be extended into Phase 3 of the development, such that pedestrians will have a direct walking route between the development and Barnburgh Lane to the north (which in turn facilitates access to the centre of Goldthorpe).
- 3.5 A dropped crossing is provided over the junction mouth of West Moor Croft, at its junction with Barnburgh Lane. From here there is a continuous footway on both sides of the road, heading towards the centre of Goldthorpe and the amenities this encompasses, as well as the train station and local bus stops.
- 3.6 It is considered, therefore, that the pedestrian provision within the vicinity of the site is of a good quality and provides an opportunity for residents to readily access nearby facilities on foot. The accompanying Travel Plan identifies how promotion of local trips on foot (and by other sustainable modes) is being achieved for the initial phase of development, with these activities extended to cover subsequent phases as they are built out.

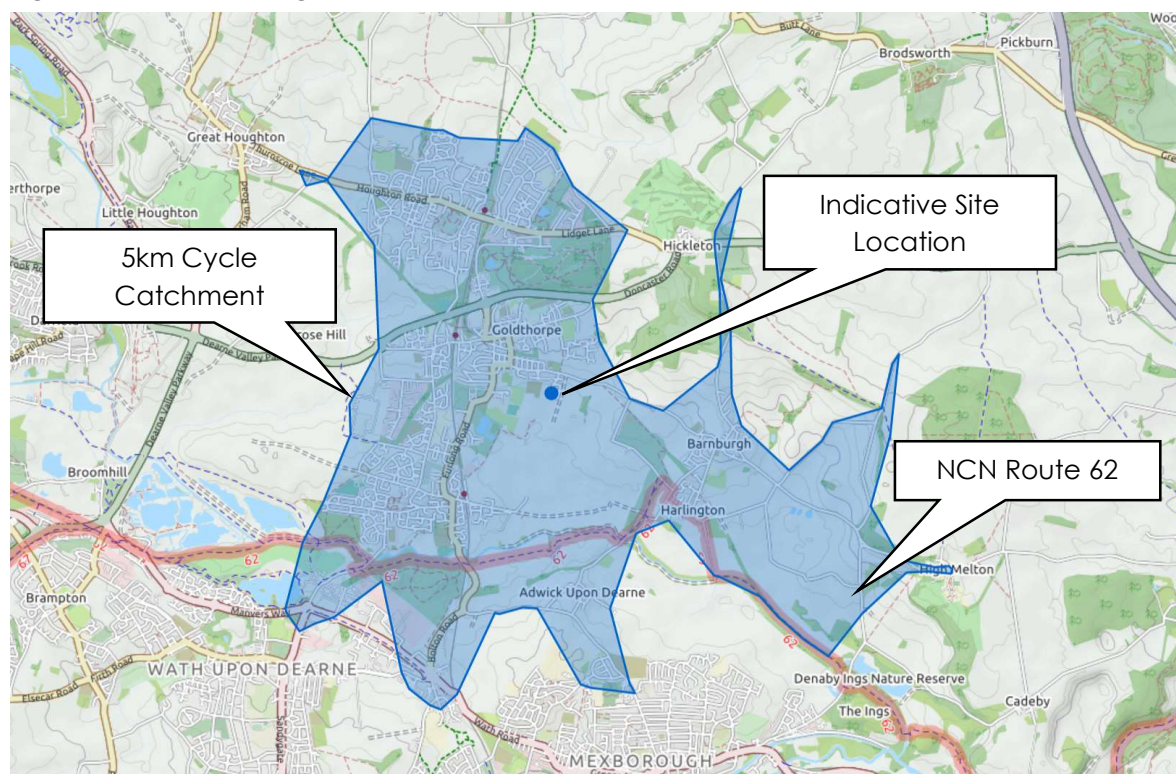
Cycle Access

- 3.7 It was stated within PPG13 (as the most recent relevant guidance) that:

"Cycling also has the potential to substitute for short car trips, particularly those under 5 kilometres, and for part of a longer journey by public transport".

- 3.8 **Figure 3.2** indicates a 5km cycling isochrone from the site, highlighting the local and national cycle routes in the vicinity of the site. As highlighted, areas including Bolton-upon-Dearne, Wath-upon-Dearne, Mexborough, Goldthorpe and Thurnscoe lie within 5km cycle catchment.

Figure 3.2: 5km Cycling Catchment



(Source: Open Street Map)

- 3.9 Barnburgh Lane, to the immediate north, is identified as an existing cycle route. This route heads west and provides a continuous (albeit slightly circuitous) route around the southern extent of Goldthorpe centre, to the railway station. At the junction with Goldthorpe Road (around 700m west of the junction with West Moor Croft / Barnburgh Lane), the route diverges, with the southern spur providing a route to Bolton-Upon-Dearne. There are continuous routes towards both Darfield and Cudworth, heading north / northwest from the site.
- 3.10 Further afield, Route 62 of the National Cycle Network (NCN) can be accessed some 4 kilometres south of the site, this follows Dearne Road northbound, then runs east along Lowfield Lane where it links into the Trans Pennine Trail. Route 62 provides a traffic free route to Wath, Mexborough, Barnsley town centre and Doncaster town centre.



- 3.11 There are extensive retail, leisure and employment opportunities within cycling distance of the site, particularly within Goldthorpe town centre, which takes less than 10-minutes to cycle to.
- 3.12 It is considered that due to the close proximity of local and national cycle routes within the immediate vicinity of the site, and the wealth of facilities within cycling distance, that cycling will be an attractive travel option for future residents.

Public Transport

- 3.13 The proposed development site is well-located in terms of its proximity to public transport facilities. Details of the existing provision are set out below.

Bus Services

- 3.14 IHT's 'Planning for Public Transport in Developments' report suggests 500m is the maximum distance people will walk to a bus stop, this is in circumstances where bus stops have a number of high frequency services. **Table 3.2** shows the IHT guidelines for the recommended maximum walking distances to bus stops, based on service frequency.

Table 3.2: Recommended Maximum Walking Distances to Bus Stops

Situation	Maximum Walking Distance
Core bus corridors with high-frequency services	500 metres
Single high-frequency routes	400 metres
Less frequent routes	300 metres
Town/city centres	250 metres

(Source: IHT)

As shown in **Table 3.2** above, the nearest bus stops to the development are located on Barnburgh Lane, approximately 350 metres from site for westbound services and 390 metres for eastbound services. Both bus stops benefit from timetable information, the location of these stops is illustrated in **Figure 3.3** overleaf.

Figure 3.3: Bus Stop Locations



(Source: Google Maps)

- 3.15 The bus stops are served by the 219 service, which runs from Barnsley to Doncaster via Ardsley, Darfield, Great Houghton, Thurnscoe, Goldthorpe, Barnburgh, Harlington and Sprotbrough.
- 3.16 **Table 3.3** below, summaries the bus services which frequent the bus stops in the vicinity of the site.

Table 3.3: Bus Service Summary

Service		Frequency		
		Monday – Friday	Saturday	Sunday
Barnburgh Lane				
219	Barnsley - Doncaster	Every 30 minutes	Every 30 minutes	Every 60 minutes

(Source: Public Transport Operator Websites)

Rail Services

- 3.17 The nearest railway station to the site is Goldthorpe, which is located approximately 1.8km north of the site; it is accessible in around a 20-minute walk, or in a 10-minute cycle. Goldthorpe station is located on the Wakefield Line, and benefits from hourly services to Leeds, Wakefield Westgate, Rotherham Central and Sheffield. Facilities at the station including shelters, digital display screens and timetable information; both platforms have step-free access.



Local Amenities

3.18 The centre of Goldthorpe is within a 1km (approximately 12 minutes') walk of the site. Here, and in the wider surrounding area, there are a wide range of local amenities; the following provides an overview.

Education

3.19 A number of primary education opportunities are available within walking and cycling distance of the site, meaning that a large proportion of trips to school could be undertaken by active travel modes. These are shown in **Table 3.4** below.

Table 3.4: Education Facilities

Amenity	Distance	Walk Time	Cycle Time
The Dearne ALC (secondary school)	500m	7 mins	2 mins
Dearne Goldthorpe Primary School	1.1km	12 mins	3 mins
Sacred Heart Catholic Primary School	1.3km	15 mins	4 mins

(Source: Google Maps)

Retail and Leisure

3.20 A range of retail and leisure opportunities are available in Goldthorpe. These are shown in **Table 3.5** below.

Table 3.5: Retail and Leisure Facilities

Amenity	Distance	Walk Time	Cycle Time
Goldthorpe Post Office	700m	8 mins	2 mins
Goldthorpe Library	750m	8 mins	2 mins
Dearne Youth Centre	950m	11 mins	3 mins
Dearneside Leisure Centre	850m	10 mins	3 mins
Asda Goldthorpe	1km	13 mins	5 mins
Goldthorpe High Street	1.1km	14 mins	5 mins
The Dearne Playhouse	1.4km	18 mins	6 mins
Aldi	1.9km	16 mins	5 mins
Tesco Express	2.1km	26 mins	7 mins

(Source: Google Maps)

Health

3.21 A number of healthcare facilities are accessible in the vicinity of the site. These are shown in **Table 3.6** overleaf.



Table 3.6: Health Facilities

Amenity	Distance	Walk Time	Cycle Time
Dearne Valley Dental Practice	850m	11 mins	4 mins
Weldricks Pharmacy	1.3km	15 mins	4 mins
Lakeside Surgery	1.4km	17 mins	5 mins
Highgate Dental Practice	1.5km	20 mins	7 mins
Dearne Valley Group Practice	3.2km	40 mins	13 mins

(Source: Google Maps)

Summary

- 3.22 The site is in an accessible location; various retail outlets, employment facilities, recreation facilities, health care facilities and schools are within a reasonable walking distance. Further employment areas, schools, leisure centres, recreation facilities and the railway station are all located within cycling distance of the site, or are accessible by regular bus services.
- 3.23 It is, therefore, considered that the development site location is consistent with national and local policy objectives, which seek to locate development so as to minimise car dependency.



4. TRAVEL PLAN MEASURES

Introduction

- 4.1 The key to successful travel planning is to identify the most suitable modes of transport that are realistic and practical for residents 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 residents can pick and choose from as they consider appropriate.

Travel Plan Management and Resources

- 4.2 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 throughout the period of development at the site.
- 4.3 Gleeson Homes has engaged TPS to fulfill the role of the TPC for the Phase 1 of the development and it is considered that this role will be extended to cover Phase 3. Contact details for the TPC, who will be in place until final occupation at the site, can be found below:

TPS Transport Consultants Ltd
T: 01924 664638
E: info@tpsconsultants.co.uk

- 4.4 The role of the TPC will include (but not be limited to):
- Preparation and distribution of travel information and marketing materials;
 - Liaising with the sales team to ensure the sustainable travel credentials of the site are promoted from the outset;
 - Promoting local and national sustainable travel-related discounts to residents;
 - Engaging with residents on travel and transport related issues;
 - Liaising with other interested parties, including the local authority; and
 - Coordinating the annual monitoring process.
- 4.5 Gleeson Homes will ensure that an appropriate budget is made available to the TPC to both cover the delivery of the role, and the range of measures outlined within this Travel Plan.
-



Travel Plan Marketing and Information Provision

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

Marketing Strategy 1: Travel Information Leaflet

- 4.7 Reflecting the approach with Phase 1, a travel information leaflet will be prepared; this will provide a summary of the range of travel options available to residents.
- 4.8 The leaflet will be distributed via the sales office to all prospective residents to help ensure that they are aware of the range of travel options available to them prior to making the decision on whether to purchase a new home at the development. Subsequently, it will be distributed to all new residents alongside their welcome pack at the point at which they first occupy their home in order to ensure that the sustainable travel message is reinforced.
- 4.9 The latest travel information leaflet for Phase 1 can be seen in **Appendix B**. The content of the travel guide will be regularly reviewed and re-printed, as required, to reflect any changes to local travel options.

Marketing Strategy 2: Free Personalised Journey Planning for each household

- 4.10 Each household will be offered a free personalised journey plan, which they can make use of by contacting the TPC. The TPC would input the residents' journey information into MyPTP and would then email the journey plan to the recipient. Residents will be made aware of the service via the aforementioned leaflet.

Marketing Strategy 3: Annual Residents' Newsletter

- 4.11 To ensure continued engagement with residents, after they initially move into their property, a newsletter will be issued to all occupied dwellings on an annual basis through the travel plan period; an example of a newsletter for another Gleeson Homes site is provided at **Appendix C**. The newsletter offers the opportunity to re-promote the various local transport options and to update residents as to any changes to local infrastructure / services.
-



Marketing Strategy 4: Promote Discounts with sustainable travel providers to residents.

- 4.12 TPS has secured a series of discounts that are available to residents of Phase 1 and these will be extended to residents in Phase 3, including bikes and accessories at Halfords, home electric vehicle charging points, secure bike storage and running and walking equipment. The discounts will be promoted via the travel guide and newsletter.

Walking Specific Measures

- 4.13 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.
- 4.14 It has already been identified that a range of desirable local amenities are accessible on foot or by bike from the development site. The TPC will, therefore, promote walking for local trips.

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

- 4.15 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;
 - Promotion of local walking routes and the walkit.com journey planner; and
 - Details of key local destinations within walking distance on a map.

Cycling Specific Measures

- 4.16 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 also 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 its benefits

- 4.17 Cycling and its various benefits will be marketed through the communication channels outlined earlier. In particular the marketing should include:
-



- The benefits of cycling (health, financial, environmental etc);
- Promotion of local and national schemes such as Bike Week; and
- Promotion of the local cycle information and events, such as <https://travelsouthyorkshire.com/cycling/> and <https://www.barnsley.gov.uk/services/sport-and-leisure/cycling/>

Cycling Strategy 2: Promote free cycle training

- 4.18 Free cycle training is available to all Barnsley residents and abilities, including sessions for children and adults. The sessions range from basic skills, through to Bikeability level 3 on the road training. Further information can be found at:

<http://www.activebarnsley.com/content.asp?id=10>

Cycling Strategy 3: Promote Love to Ride

- 4.19 The Love to Ride campaign seeks to encourage people to 'ride for rewards'; individuals register and record their cycle mileage in return for points / prizes. With several specific events running throughout the year within South Yorkshire (including Cycle September and Winter Wheelers), residents will be encouraged to join through the aforementioned media, although further information can be found at:

<https://www.lovetoride.net/southyorkshire>

Cycling Strategy 4: Discounts for residents at Halfords cycle shops

- 4.20 Discounts have been secured for residents at Halfords /Cycle Republic when purchasing safety equipment, bikes, and essential parts. All residents benefit from a 10% discount on the cost of adult bicycles, 15% off cycle accessories and 20% off bike servicing.

Public Transport Specific Measures

- 4.21 New residents at the development may initially be unaware of their public transport options. Through the provision of easy to use travel information, residents can be encouraged to use bus / rail services. With this in mind, information on the public transport opportunities will be made available to residents via the range of communication channels identified earlier.
- 4.22 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

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

- Details of where to find relevant bus and train timetables and maps in electronic form; and
- A plan showing the location of nearby bus stops.

4.24 The promotion of links to further sources of advice and information will be undertaken, these sources will include:

- The offer of personalised support which will include public transport options as appropriate;
- Online route and journey planners, including:
 - <https://tsy.yorkshiretravel.net/lts/#/travellInfo>
 - google.co.uk/maps
 - ojp.nationalrail.co.uk/service/planjourney/search
- Live arrival and departure information, including:
 - nationalrail.co.uk/times/fares/ldb.aspx
 - <https://tsy.yorkshiretravel.net/lts/#/liveDepartures>
- Public transport network and route maps, including:
 - <https://tsy.yorkshiretravel.net/lts/#/timetables>
 - <https://tiscon-maps-stagecoachbus.s3.amazonaws.com/Timetables/Yorkshire/barnsley%20and%20dearne%20valley/219%20219a%20Barnsley%20valid%20from%2025%20January%202020.pdf>
- Handy apps and travel tools:
 - <https://www.stagecoachbus.com/promos-and-offers/national/stagecoachbusapp>
 - nationalrail.co.uk/times/fares/18.aspx



Sustainable Car Use Measures

- 4.25 A number of trips may only be practically possible by car (such as long distance journeys, trips at night, regular commuting to regional urban centres 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 residents 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

- 4.26 Liftshare, is a free to join database that enables members to search for others making a similar journey to them, such that they can share a journey. This local opportunity, along with the various benefits of car sharing, will be marketed to residents via the communication channels identified earlier. Whilst, further details can be found at <https://liftshare.com/uk/journeys/from/barnsley>

Sustainable Car Use Strategy 2: Promote Eco-Driving

- 4.27 Smarter driving or 'eco-driving' could save the average person up to £220 per year in fuel costs, as well as helping the environment. Eco-driving means moving more efficiently and producing less CO₂ – the main contributor to climate change.
- 4.28 Eco-driving will be promoted to residents by way of the previously described media channels with a view to reducing environmental impact (and costs to residents) of any necessary car trips.

Sustainable Car Use Strategy 3: Promote Electric Car Charging Points

- 4.29 Residents will be made aware of the benefits of electric vehicles, together with locations of charging points, via the aforementioned media channels. Locations of all local charging points can be found here: <http://www.nextgreencar.com/electric-cars/charging-points.php>
-



5. TARGETS, MONITORING AND REPORTING

Introduction

- 5.1 When delivering a Travel Plan it is important to monitor its progress and success. One easy way of understanding the impact of the Travel Plan is to consider the number of vehicular trips being made from the site, as ultimately the aim is to minimise this where possible. A monitoring strategy has been set out below, which details how the success of the Travel Plan will be recorded and reported upon.

Travel Plan Targets

- 5.2 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:
- Specific;
 - Measurable;
 - Achievable;
 - Realistic; and
 - Time-bound.

Action-type Targets

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

Aim-type Targets

- 5.5 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 a 'baseline' against which progress can be assessed.
- 5.6 In this instance, the likely baseline vehicular trip rates and trip generation have been obtained from the Transport Assessment for the development and are summarised in **Table 5.1** overleaf. The target is then to reduce actual (counted) trips to below this baseline, taking account of the Travel Plan measures.
-



- 5.7 The target for a reduction in the number of vehicular trips has been set at 10%, to be achieved within the three year delivery period.
- 5.8 The vehicular AM and PM peak hour trip rates (vehicles/dwelling), reflecting the TRICS data summarised in the accompanying Transport Assessment, are shown in **Table 5.1**, below.

Table 5.1: Predicted Vehicle Two-Way Trip Rates & Trip Generation

	AM			PM		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trip Rate	0.129	0.396	0.525	0.365	0.189	0.554
Trip Generation	9	27	36	25	13	38

(Source: TRICS data)

- 5.9 Assuming at full occupation there will be 69 dwellings, some 36 two-way trips in the AM peak hour and 38 two-way trips in the PM peak hour would be expected.
- 5.10 A 10% reduction in vehicular trips at full occupation would, therefore, equate to a reduction of 4 two-way trips in the AM peak hour (to 32) and 4 in the PM peak hour (to 34), as compared to the baseline.
- 5.11 There is, however, a need to monitor progress towards the targets over time (and not just at full occupation). Clearly, the number of car trips generated at any given point during the development build out is a direct function of the number of dwellings occupied at that time. Thus to enable the TPC to monitor the progress made towards the 10% target reduction throughout the monitoring period a target 'trip rate per dwelling' has been derived.
- 5.12 This allows the TPC to easily determine progress at any given point by simply multiplying the number of occupied dwellings by the trip rate per dwelling and comparing this with vehicular trip counts. **Table 5.2** identifies the target trip rates per dwelling for the AM and PM peak hours.

Table 5.2: Target Vehicular Trip Rates per Dwelling

Peak Hour	Arrival	Departure	Two-Way
AM	0.116	0.356	0.472
PM	0.326	0.170	0.497

(Source: Consultant Calculation)

- 5.13 Targets will be considered to be met, if the actual number of counted two-way trips per dwelling is less than or equal to the target, averaged across the peak hours.



Travel Plan Monitoring

Monitoring and Review Strategy 1: Baseline Traffic Counts

- 5.14 In residential scenarios, it can be difficult to achieve reasonable response rates to questionnaires as there is no requirement for residents to complete the survey. Experience has proved this to be the case even when an incentive to complete the survey is offered. For this reason, monitoring at this site will take the form of manual peak period traffic counts. By considering the amount of vehicular traffic against the number of units occupied it will be possible to calculate the vehicular trip rate per household. This approach reflects the monitoring mechanisms in place for Phase 1.
- 5.15 The first (baseline) traffic count will be undertaken no later than 12 months after first occupation (to coincide with the existing monitoring mechanisms in place for Phase 1). The results will be shared with Travel Plan officers at Barnsley Metropolitan Borough Council following the baseline counts. Should the count data vary significantly when compared with the targets based on TRICS data, the TPC will discuss this with the Council and agree appropriate amendments to the targets.

Monitoring and Review Strategy 2: Annual Traffic Counts and Reporting

- 5.16 Following the initial baseline count, subsequent traffic counts will be undertaken annually until the point of final occupation. These counts will allow the TPC to monitor the success of the Travel Plan over time in achieving the agreed targets to reduce the number of private vehicular trips generated by the development.
- 5.17 The TPC will feed results of these travel surveys back to Travel Plan officers at the Barnsley Metropolitan Borough Council annually, and will make appropriate and practical changes to the Travel Plan programme moving forward, if required and as agreed with the Council. This reporting will take the form of the submission of an 'Annual Monitoring Report'. As discussed previously, TPS fulfils the role of TPC for the Phase 1 development to the east of the site, and therefore, monitoring of the Phase 3 development will be included as part of the ongoing Travel Plan monitoring of the site.
-

TPS Project Number: P1453
Project Name: Barnbrugh View, Goldthorpe
Date: October 2020



Appendix A

Site Layout Plan



- Existing tree to be removed
- Existing tree to be retained and protected during construction to British Standard BS5:1991.
- Areas of new tree planting see schedule for species
- New shrubs/ ground cover planting
- Grass to front garden
- Paving slab access paths to level threshold for principle entrance. Gradient not to exceed 1 in 12 for maximum 5.00m length
- 5.W. boarded vertical screen fence 1.80m high (100 x 22mm boards with 22mm gaps, 2No. 75 x 50mm rails, 100 x 100mm posts @ 1.875m centres).
- Plot division fence, 1.20m high timber.
- House type code reference number
- Plot number
- Garages location.
- Parking bays
- Show house & Sales office

HOUSE TYPE code	type	no
201	2 bed semi det/ terr	5
202	2 bed semi det	6
212	2 bed semi det	2
301	3 bed semi det	6
304	3 bed detached	11
309	3 bed semi det	9
311	3 bed semi det	3
313	3 bed semi det	3
314	3 bed detached	5
315	3 bed detached	7
401	4 bed detached	6
405	4 bed detached	6
TOTAL		69



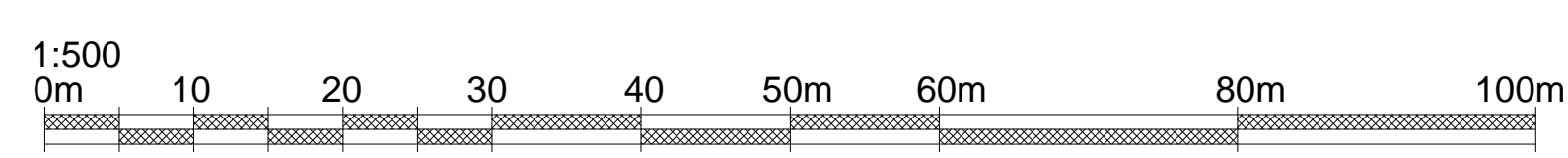
Richard Ward Design **RW**
 Chartered Architectural Technologist
 Architectural Design & Development Consultant
 Richard S. Ward 2. Burtram Close
 M.C.I.A.T. Weston Favell
 Telephone 01604 410943 Northampton NN3 3PH

BARNBURGH LANE GOLDTHORPE Ph.3

planning layout
GLEESON HOMES & REGENERATION

Rev	Description	Date	Scale
A	Existing sewer position added, plots 95-62 revised to suit.	09.06.20	Scale
B	Phase 1142 revised, reduction of one plot and the rest of the development re-numbered. Road adj to P 57 shortened and 02-69 moved towards access road. Shared surface re-positioned adj P18/ 52. Visitors parking.	13.03.20	1:500 at A1
C	Footpath link through open space and chicane road narrowing added.	13.03.20	13.03.20
D	Detail to pump station and access added.		
E	Footpath route revised, Garage to plots 27&29 omitted, drives revised.	15.09.20	Draw No
F	Garage to P26 moved forward, paired with P25 garage to avoid proposed sewer.	19.10.20	1014/3C

**- NOT FOR USE ON SITE -
 PROVISIONAL LAYOUT DRAWING,
 SUBJECT TO PLANNING APPROVAL**



TPS Project Number: P1453
Project Name: Barnbrugh View, Goldthorpe
Date: October 2020



Appendix B

Example Travel Guide

GET WALKING

Walk your way to a healthier lifestyle - Brisk walking is a great way to clear your head, reduce stress and release mood-boosting endorphins.

Did you know? Walking for just 1½ miles burns around 120 calories, that's equivalent to a small glass of wine or a packet of crisps.

To help you keep track of your steps why not download a free app to your phone?

The MapMyWalk app tracks your route, time, distance and pace.

To help plan your journey on foot, we have highlighted some of the key local amenities on the map opposite. It will take you around 10 minutes to walk to Dearnside Goldthorpe Primary School and the ASDA supermarket, and 15 minutes to the Goldthorpe Post Office, Dearnside ALC High School, Goldthorpe Market and the variety of shops on Barnsley Road and Doncaster Road.

GET CYCLING

Cycling is another great way to get around the local neighbourhood and beyond.

It's fast, healthy and above all low cost, cycling is therefore, a great way to get around whether travelling within Barnsley or further afield. So why not give it a try.

For access to further information on cycle routes, training, cycle clubs and various other cycling initiatives visit: www.barnsley.gov.uk/services/sports-and-leisure/cycling/active-travel/

Barnsley Cycle boost is a three part cycling support service providing free bike loans, training and bicycle maintenance for residents of Barnsley. www.barnsleycycleboost.org/

Also did you know that cyclestreets.net provides a great online journey planner for those that are not familiar with the cycling routes in the local area.

To find an organised bike ride or details of cycling events in your local area visit: www.letsride.co.uk

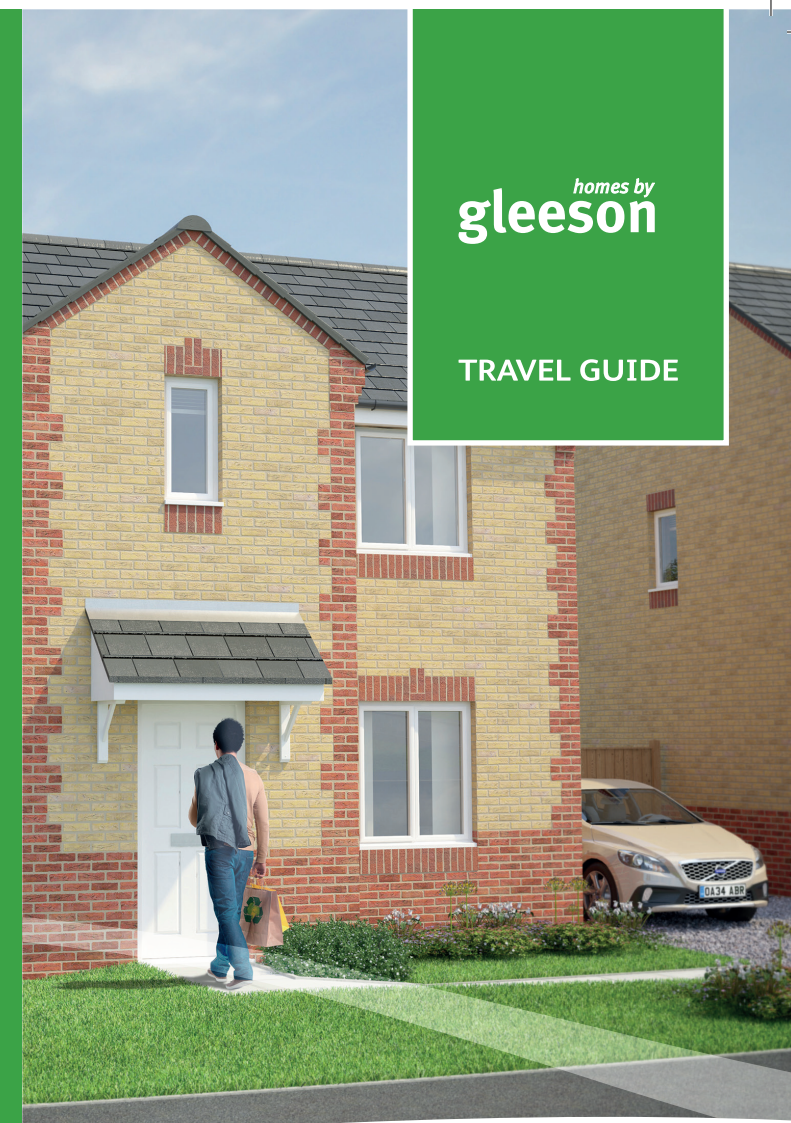
BARNBURGH VIEW MAP



If you'd like some advice on the best option for a regular, local journey, drop us a line at:

info@TPSconsultants.co.uk

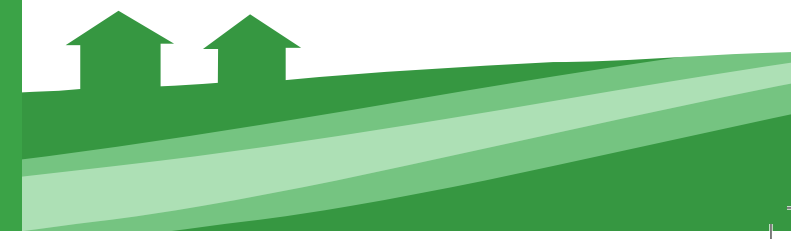
Guide prepared by TPS Transport Consultants Ltd on behalf of Gleeson Homes - tpsconsultants.co.uk



homes by
gleeson
TRAVEL GUIDE

BARNBURGH VIEW

Goldthorpe



MOVING HOME IS AN EXCITING TIME, THAT OFTEN BRINGS CHANGES IN LIFESTYLE, AS WELL AS A CHANGE IN YOUR SURROUNDINGS.

If you're considering moving to Barnburgh View, or already settling into your new home, you may be wondering what local travel options are available to you.

Whether it's your daily commute to work, the school run, or a trip to the nearest shops, this leaflet is designed to summarise the range of travel choices that are available and to guide you in the direction of useful online resources to help you plan a journey.

TRAVELLING BY CAR

When it comes to travelling, most of us want to get to our destination as hassle-free and quickly as possible.

Sometimes our destination dictates that travelling by car is the only realistic option. However, with the cost of fuel going up, it's always worth considering how you might save money, whilst doing your bit for the planet.

Do you make regular journeys by car alone?

You could halve your commuting costs by sharing your journey. Liftshare.com offers you the opportunity to search for and connect with, other people making similar journeys to you. It's really flexible and you can share as a driver or a passenger.

TRAVELLING BY TRAIN

Goldthorpe train station is approximately 5 minutes away by bicycle or 20 minutes away on foot from your new home.

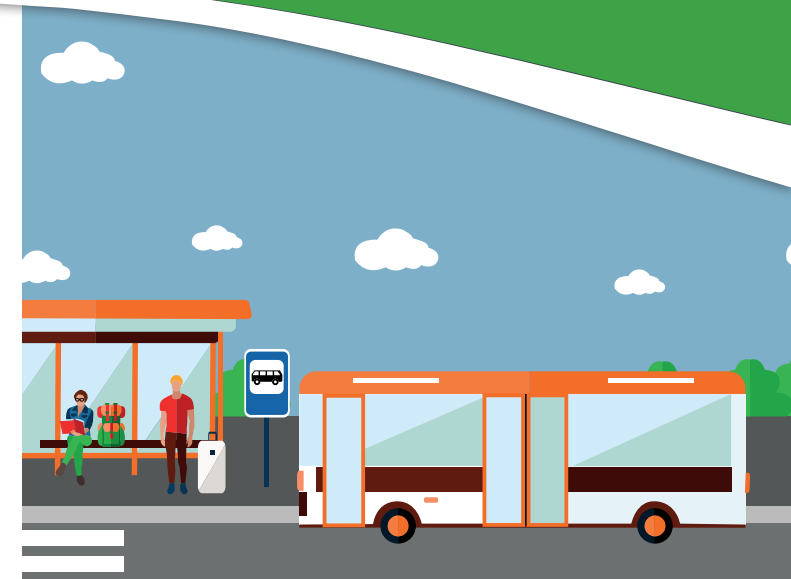
Goldthorpe station is served by Northern and provides services to a range of destinations such as Sheffield (30 minutes), Leeds (45 minutes) and Wakefield Westgate (30 minutes), as well as providing access to more local destinations including Thurnscoe (3 minutes), Moorthorpe (8 minutes), Bolton Upon Dearne (2 minutes) and Swinton (7 minutes).

For information on station facilities, ticket options, timetables, live departures and discounts on fantastic day trips, visit: northernrailway.co.uk

You can make some great savings on rail travel, whether you are travelling as a couple, a family, or on your own, check out the offers available at: railcard.co.uk.

If you are using public transport everyday why not get a SYConnect+ Annual from Travel Master to combine all your bus, train and tram tickets into one giving you unlimited travel throughout South Yorkshire for a year.

Visit: travelsouthyorkshire.com/annual/



TRAVELLING BY BUS

For some journeys the bus can provide a cheaper, more convenient alternative to the car, especially when you consider the costs of owning and running a vehicle... It all adds up!

A summary of the bus services for your nearest bus stops on Barnburgh Lane is provided below.

For more information or to access bus timetables visit: travelsouthyorkshire.com.

Barnburgh Lane Service 219/219A

Doncaster Interchange – Barnburgh – Grimethorpe – Barnsley Interchange

Services run every 30 minutes Monday to Sunday

Alternatively, there is a bus every 30 minutes to Thurnscoe and every 10 minutes to Barnsley from the bus stops on Barnsley Road, just a 10-minute walk from your home. A number of school bus services also run from these stops.

TPS Project Number: P1453
Project Name: Barnbrugh View, Goldthorpe
Date: October 2020



Appendix C

Example Newsletter

GETTING - out & about -

There are lots of local activities taking place in the South Yorkshire area.

With famous places of interest and some fantastic hidden gems, Barnsley isn't short of things to do. A great source of information when planning a day out is the website, visit-barnsley.com, where you can use the interactive map to plan your activities, view local offers and promotions and lots more!



BARNBURGH VIEW Goldthorpe newsletter

OCTOBER
2016

welcome

Welcome to the Barnburgh View Travel Newsletter!

It's packed full of information on local initiatives that will save you time and money, get you fit and help you do your bit for the environment.

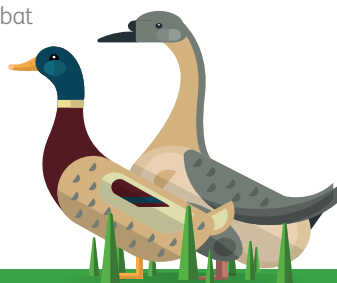
FUN DAY OUT RSPB OLD MOOR

Enjoy a day out at the Old Moor Dearne Valley nature reserve, a wonderful place to visit and observe wildlife.

Nestled in the heart of the Dearne Valley and just a 25 minute bike ride away from Barnburgh View, is Old Moor nature reserve with 250 acres of nature to explore.

As well as opportunities for beginners and experienced wildlife watchers to get closer to nature, the site also hosts a variety of special events including open air theatre, ghost walks, stargazing, bug hunting, bat walks and lots more!

To find out more visit: rspb.org.uk



GET PERSONAL

All Barnburgh View residents can take advantage of a FREE personalised journey plan.

So, if you are making a journey you've not made before and want some advice on route options by different modes of travel, get in touch and we will be happy to help: info@tpsconsultants.co.uk

- 02/ Walk your way to a healthier lifestyle
- 02/ On your Bike
- 03/ Hop on the Bus
- 03/ Travel by Train
- 03/ Share & Save
- 04/ Getting out and about
- 04/ Get Personal
- 04/ Fun Day out at RSPB Old Moor



TRAVEL -news-

BRINGING YOU
ALL THE LATEST
TRAVEL NEWS
FROM
BARNBURGH
VIEW!

WALK YOUR WAY TO A HEALTHIER LIFESTYLE

Brisk walking is a great way to clear your head, reduce stress and release mood-boosting endorphins!

FREE APP FOR YOUR PHONE

GET IT ON Google Play | Download on the App Store

DID YOU KNOW?

Walking for just 1½ miles burns around 120 calories, that's equivalent to a small glass of wine or a packet of crisps.

To help you keep track of your steps why not download a free app to your phone?

The **MapMyWalk** app tracks your route, time, distance and pace.

02

GET INVOLVED

Why not join the Ramblers and become part of one of Britain's biggest walking communities. Membership benefits include hundreds of group led walks every week, full access to the Rambler's route library, a quarterly magazine and lots more!

For more information, visit: ramblers.org.uk.

GET ON YOUR BIKE

It's fast, healthy and above all low cost, cycling is therefore, a great way to get around whether travelling within Barnsley or further afield. So why not give it a try.

For access to further information on cycle routes, training, cycle clubs and various other cycling initiatives visit: leeds.gov.uk. Also did you know that cyclestreets.net provides a great online journey planner for those that are not familiar with the cycling routes in the local area.

To find an organised bike ride or details of cycling events in your local area visit: goskyride.com

HOP ON THE BUS, IT CAN

BE A CHEAPER WAY TO TRAVEL

For some the journeys the bus can provide a cheaper, more convenient alternative to the car, especially when you consider the costs of owning and running a car... It all adds up!

A summary of the bus services for your nearest bus stops on Barnburgh Lane is provided below.

For more information or to access bus timetables visit: traveltosouthyorkshire.com.

BARNBURGH LN 219/219A	BARNESLEY INTERCHANGE - DONCASTER INTERCHANGE <i>Services run every 30 minutes Monday to Saturday.</i>
	<i>Alternatively, there is a bus every 15 minutes to Thurnscoe and Barnsley from the bus stops on the B6098, just a 10-minute walk from your home. School bus services also run from these stops.</i>

Using public transport everyday? Why not grab a TravelMaster Gold Card.

- ✓ Unlimited travel on buses and trains!
- ✓ Travel as often as you like, any time, any day!

traveltosouthyorkshire.com



TRAVEL BY TRAIN

Goldthorpe train station is approximately 5 minutes away by bike or 20 minutes away on foot. Goldthorpe station is served by Northern and provides services to a range of destinations such as Sheffield, Leeds and Wakefield Westgate, as well as providing access to more local destinations including Thurnscoe, Moorthorpe, Bolton Upon Dearne and Swinton.

For information on station facilities, ticket options, timetables, live departures and discounts on fantastic day trips, visit: northernrailway.co.uk.

You can make some great savings on rail travel, whether you are travelling as a couple, a family, or on your own, check out the offers available at: railcard.co.uk.

SHARE & SAVE

Do you make regular journeys by car alone?

You could halve your commuting costs by sharing your journey. **Liftshare.com** offers you the opportunity to search for and connect with, other people making similar journeys to you. It's really flexible and you can share as a driver or a passenger.

TPS Project Number: P1453
Project Name: Barnbrugh View, Goldthorpe
Date: October 2020



Appendix D

Action Plan

Barnburgh View, Goldthorpe: Action Plan

	Action	Responsibility	Target Delivery Date
Travel Plan Management	Appoint a Travel Plan Coordinator	Gleeson Homes	Achieved
Marketing and Information Provision Strategy			
Resident Engagement Strategy 1:	Travel Information Guide	TPC	Prior to Sales Office opening
Resident Engagement Strategy 2:	Free Personalised Journey Planning	TPC	Prior to Sales Office opening
Resident Engagement Strategy 3:	Annual Residents Newsletter	TPC	Annually to coincide with newsletters prepared for the existing development phase
Resident Engagement Strategy 4:	Promote Resident Discounts with Sustainable Travel Providers	TPC	Included in travel information guide and newsletters
Walking Strategy			
Walking Strategy 1:	Promote and encourage walking through the distribution or displaying of promotional material which outlines its benefits	TPC	Included in travel information guide and newsletters
Cycling Strategy			
Cycle Strategy 1:	Promote and encourage cycling by distributing or displaying promotional material which outlines its benefits	TPC	Included in travel information guide and newsletters
Cycle Strategy 2:	Promote free cycle training for residents with Barnsley Metropolitan Borough Council	TPC	Included in travel information guide and newsletters
Cycle Strategy 3:	Promote 'Love to Ride' Scheme	TPC	Included in travel information guide and newsletters
Cycling Strategy 2:	Discounts for Residents at Halfords Cycle Shops	TPC	Included in travel information guide and newsletters
Public Transport Strategy			
Public Transport Strategy 1:	Public Transport will be marketed as a sustainable and practical mode of transport by distributing or displaying promotional material which outlines its benefits	TPC	Included in travel information guide and newsletters
Sustainable Car Use			
Sustainable Car Use Strategy 1:	Promote Car Sharing	TPC	Included in travel information guide and newsletters

Sustainable Car Use Strategy 2:	Promote Eco-Driving	TPC	Included in travel information guide and newsletters
Sustainable Car Use Strategy 3:	Promote Electric Vehicle Charging Points	TPC	Included in travel information guide and newsletters
Travel Plan Monitoring			
Monitoring and Review Strategy 1:	Baseline Traffic Counts	TPC	No later than 12 months of first occupation, reflecting monitoring timescales for earlier phase of development
Monitoring and Review Strategy 2:	Annual Residents' Traffic Counts and Reporting	TPC	Annually following baseline until full occupation