

**Residential Development
Lowfield Park, Phase III
Bolton upon Dearne**

**Travel Plan Addendum
January, 2015**

Prepared for: Gleeson Homes & Regeneration
Prepared by: Travel Plan Services Ltd
The Loft, Dearden Gallery
Dearden Street
Ossett
Wakefield
WF5 8NR



Revision Record

Revision	File Ref.		Date	Prepared by	Checked by	Status
-	541_20150126_Travel Addendum – Phase III	Plan	26/01/15	REB	JPH	Final

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1. INTRODUCTION

Background

- 1.1 Travel Plan Services Ltd (TPS) has been commissioned by Gleeson Homes to complete a travel plan relating to the third phase of residential development at Lowfield Park, Bolton upon Dearne.
- 1.2 Given the extensive travel plan programme already in place in respect of the first two phases of development the following Travel Plan Addendum is essentially an extension of the current arrangements and commitment and should be considered in the context of the formal travel plan strategy that was developed in conjunction with, and approved by, the Travel Plan Officer at Barnsley Metropolitan Borough Council (BMBC).
- 1.3 The development of the site has been progressed in three phases as outlined below –
- Phase I - 60 residential units;
 - Phase II - 62 residential units immediately to the south of the first phase; and
 - Phase III – 97 dwellings to the south of the site.
- 1.4 The local planning and highway authority for the site is Barnsley Metropolitan Borough Council (BMBC).

Lowfield Park: Travel Plan Programme

- 1.5 As noted above, a TP is currently being implemented at the first two phases of development at Lowfield Park. Therefore this TP is an extension of the existing measures which have previously been agreed with Suzy Smith at BMBC, rather than a revision to the approach at this site.

The Commitment to Travel Planning

- 1.6 Gleeson Homes recognise that by submitting and implementing a TP, sustainable travel patterns can be established and maintained, lowering the impact that the development has upon local infrastructure and the environment and will ensure that, where possible, all residents make informed journey choices. Therefore, through the submission of this TP report and the TP work carried out at the first phase, the developer shows that they will have a commitment to implement the TP at this second phase of development, once occupation begins.
- 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 TP 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 sites 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, air quality and road safety.
- 1.9 The individual benefits to be derived through the use of sustainable travel options range from financial savings, through to reduced fuel consumption, improved health through increased use of active travel modes (walking and cycling), and greater choice of available travel options.
- 1.10 The developer is therefore fully committed to the process of delivering this TP in taking forward this scheme. Furthermore, by submitting this TP, the developer will be committed to continuing the strategic implementation of the measures contained within this document, monitoring the progress of the plan, amending it where necessary, and providing the necessary resources for proper implementation of the plan.
- 1.11 Furthermore the developer has illustrated this commitment through action, delivering a proactive range of measures to promote sustainable travel options and addressing issues faced by residents. This ensures the planning authority can recognise that the process is not a 'tick box exercise', but rather a genuine commitment to maximising the attractiveness of the development through the delivery of a high profile travel plan programme.

The Travel Plan Vision

- 1.12 The vision for this travel plan is:

"To make the development a place where residents can make a fully informed travel choice when undertaking regular and one off journeys, and in doing so reduce reliance upon the private car and the subsequent impact upon the local and global environments."

Travel Plan Aims and Objectives

- 1.13 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 effect the development has upon the environment and local highway network by promoting the use of these sustainable travel options above less sustainable modes.

1.14 As a result, the objectives of this travel plan document are to:

- Identify the range of travel options available to the site;
- Build upon the TP mechanisms of Phases I and II, which are required to maximise the use of sustainable travel modes amongst residents; and
- Continue to develop the monitoring and reporting mechanisms as used in Phases I and II.

Report Format

1.15 The following report will outline the principles, policies and strategic benefits of effective travel planning, before exploring the nature of the transport infrastructure surrounding the development. An assessment of the accessibility of the site will be included which will illustrate the range of sustainable travel options available to residents.

1.16 The report will go on to consider the range of measures that have been implemented at Phases I and II of the scheme by the developer, and how these will be expanded into the new development.

1.17 Effective TPs 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. As a result, this report will also discuss the way in which travel by each mode of transport will be supported and encouraged through promotion of existing opportunities.

2. TRAVEL PLAN 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 and aimed at promoting greener, cleaner travel choices and reducing reliance upon the car. It involves the development of a set of mechanisms, initiatives, and targets that together can enable individuals on a site such as this to reduce the impact their travel has upon the local environment.
- 2.2 Travel planning at any site is a dynamic process that will grow and develop with time and in accordance with the changing circumstances and the environment in which it works. 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.

National Policy

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

- 2.3 The government has recognised the need for a change in transport policy. 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 nationwide level, as well as the local context.
- 2.4 On sustainability, the White Paper identifies the wider impacts of road traffic pollution stating:
“Climate change is one of the greatest environmental threats facing the world today”.
- 2.5 Further to this White Paper, the Government has also committed to the reduction in greenhouse gas emission through the *2008 Climate Change Act*. The UK therefore has legally binding targets to reduce greenhouse gas emissions to 50% below 1990 levels by 2020 and to 80% by 2050.
- 2.6 The White Paper identifies the costs of transport upon society, in particular, the issues surrounding delay, pollution, health problems, and accidents, which are all caused by local congestion. As a result, it is stated that access to sustainable travel modes and improving accessibility can:
“Make a significant contribution to public health and quality of life”.

National Planning Policy Framework (NPPF) (DCLG, 2012)

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

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

2.8 The NPPF sets out the need a Travel Plan for all developments that generate a significant amount of movement. The NPPF is supported in its aims by both the *Guidance on Transport Assessment*, and *Good Practice Guidelines: Delivering Travel Plans through the Planning Process* which are the best practice guides for the production of reports required through the planning system.

2.9 The NPPF defines a travel plan as:

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

Guidance on Transport Assessment (DfT & DCLG, 2007)

2.10 The *Guidance on Transport Assessment* states that any residential scheme with more than 80 dwelling units will require a full travel plan.

2.11 According to the *Guidance on Transport Assessment*, the travel plan should be used to promote ‘Smarter Choices’ to influence the behaviour of residents, and reducing the need to travel where possible.

Good Practice Guidelines: Delivering Travel Plans through the Planning Process (DfT & DCLG, 2009)

2.12 This document is currently part of a government review of guidance and policy. However, for the moment it is considered that this report still forms the best guidance available on a national level.

2.13 This wide ranging document includes states that a full travel plan should include:

- Clear outcomes;

- Relevant targets and measures;
- Monitoring programmes; and
- Travel plan management structures.

2.14 It also states that:

“Successful travel plans require all stakeholders to work in different ways and in partnership. The highway/transport and planning authorities will need to work together and involve other external stakeholders, such as the local transport operators, as well as the developers.”

Local Policy

South Yorkshire Local Transport Plan 3 (SYLTE, 2011-2015)

2.15 Transport is of fundamental importance to the South Yorkshire economy and environment. With this in mind and in common with elsewhere the policies and objectives of the South Yorkshire Local Transport Plan 3 are aimed at securing modal shift from single car occupancy travel to more sustainable and environmentally friendly forms of transport.

2.16 This TP recognises the importance of encouraging people to establish sustainable travel patterns and habits and preferences as soon as possible. That way they are more likely to retain those habits throughout their time in the South Yorkshire area, which could be their entire lives. This type of forward thinking works in line with the objectives of the LTP3 document.

Barnsley Core Strategy (BMBC, 2011)

2.17 The Core Strategy for the Borough provides a spatial strategy for the future development of Barnsley up to 2026.

2.18 According to the document, the key guiding principles behind the Strategy are:

- Regard to and alignment with national, regional and local strategies and One Barnsley's Sustainable Community Strategy;
- Regard to national planning policy;
- The impact of the spatial strategy and policies on sustainability and climate change issues;
- Deliverability to ensure proposals are achievable within the plan period (to 2026);
- Infrastructure requirements to ensure that proposals and policies are adequately supported by existing or planned infrastructure; and

- Regard to the comments received through the process of adopting the Core Strategy.

2.19 Included within the Strategy are specific aims for the Dearne Valley, in particular:

“A vision for the Dearne has been established which...would involve the Dearne Valley being at the forefront in terms of applying solutions to reduce carbon emissions, with a view to becoming the lowest carbon community of its type in the UK.”

2.20 Therefore the implementation of a successful travel plan at this site will assist with achieving this goal.

2.21 The Transport Strategy within this document sets out the need to promote sustainable transport, and to ensure that transport considerations are integral to all developments.

3. LOWFIELD PARK PHASE III: A SUSTAINABLE DEVELOPMENT

Site Context

- 3.1 Phase III of the Lowfield Park development is immediately to the south of the first two phases of the development. The whole site is on the south-eastern edge of Bolton upon Dearne. To the immediate west of the site are railway lines linking Sheffield with Wakefield. To the south of the site will be an area of public open space, as an easement to the Lowfield Lakes Water Treatment Works. To the east of the site is open farmland, and to the northeast is the residential area of Lowfield Meadows. The northern boundary of Lowfield Park is formed by Lowfield Road, from where the site access is taken. A site location plan is included within **Appendix A**.

The Proposed Development

- 3.2 The second phase of the scheme at Lowfield Park will consist of 62 residential units with a mixture of two, three, and four bedroom housing. A site layout plan is also included within **Appendix B**.
- 3.3 Access to Phase III will be provided via a continuation of the newly constructed spine road for Phases I and II, and the scheme will include garages or parking spaces within each property. The extended spine road will include footways and traffic measures as agreed with the Council in due course.

Active Travel

Walking

- 3.4 As noted, this site is an extension to the original phase of the Lowfield Park development, and therefore the internal pedestrian links will connect to those that are currently being provided by the first phase of development. In particular, the spine road has a footway along the western side, linking to a newly provided footway on Lowfield Road, which links westwards to the footway network of Bolton upon Dearne village.
- 3.5 There are no recorded public rights of way across the site. However, Lowfield Road is part of the Trans-Pennine walking and cycling routes, and to the north of the site adjacent to the railway bridge is a footpath that forms part of the 'Barnsley Boundary Walk', which links to the village of Goldthorpe. These provide easy access for leisure and recreation, and the Trans-Pennine trail in this area has recently benefitted from investment and the introduction of sealed surfaces in the vicinity of the site.

- 3.6 To the west of the site is Bolton upon Dearne village centre, and the closest bus stops, which are on Station Road, approximately 350m from the site entrance to the first phase of the development. Bolton upon Dearne railway station is slightly closer, with access for pedestrians taken from Lowfield Road, approximately 300m total walking distance from the site entrance.
- 3.7 For a full breakdown of the key local services, facilities and local amenities that can be accessed on foot from the proposed development site, see Chapter 4, where details on walking distances and approximate journey times are provided.

Cycling

- 3.8 As described earlier, the estate roads provided within the Lowfield Park development are provided with 6m wide carriageways and 2m wide footways for the most part, or shared surfaces at the furthest extents of the development. This same provision will be extended into the second phase of the development, ensuring that cyclists are provided with good facilities within the development.
- 3.9 Lowfield Road is a cul-de-sac with a 30mph speed restriction. There is a barrier across the highway at the eastern end of the development area approximately 350m east of the site entrance. As such, the level of traffic along this section of the local highway network will be limited as there is no through traffic. Consequently, this section of highway will provide a good access for cyclists towards Bolton upon Dearne. Indeed, this section of Lowfield Road provides part of an alternative access to the Trans-Pennine trail.

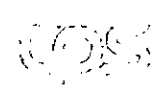
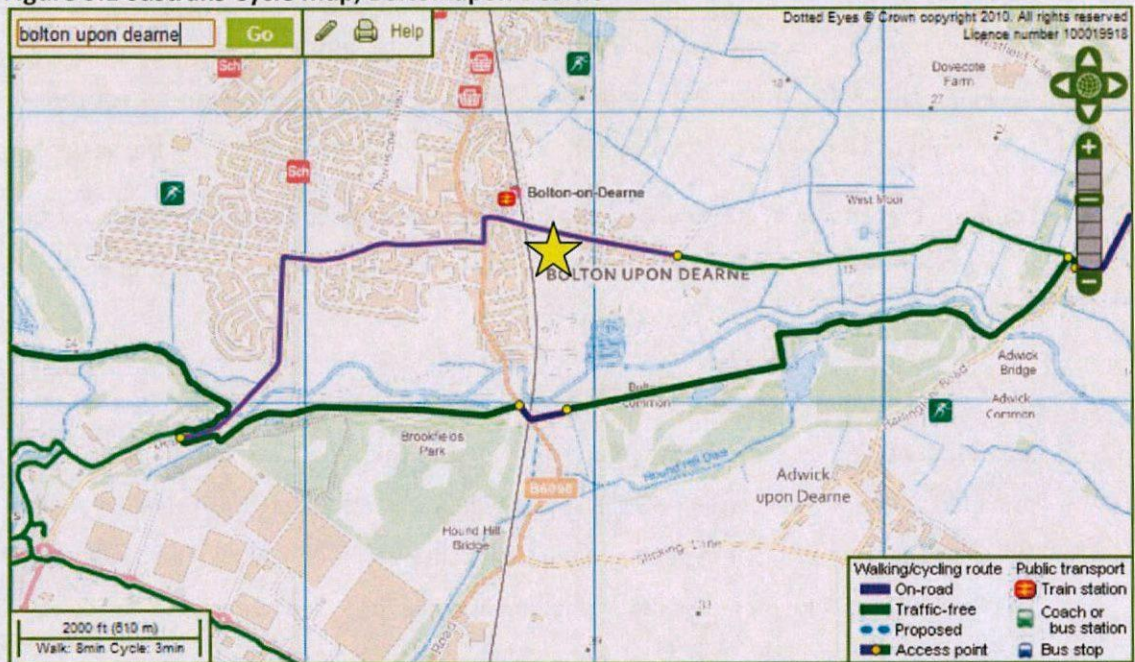


Figure 3.1 Sustrans Cycle Map, Bolton upon Dearne



- 3.10 Slightly further afield to the south is the main route of the Trans-Pennine cycle route, which follows the River Dearne. There are currently no cycle routes provided by BMBC that run through the village of Bolton upon Dearne.
- 3.11 As noted earlier, a full breakdown of the sustainable access to the site, and local facilities is included within Chapter 4.

Active Travel Summary

- 3.12 There are many options for both pedestrians and cyclists in the vicinity of the proposed development site. This includes good access routes for both pedestrians and cyclists to the centre of the village, as well as the local public transport access points a short distance to the west of the site.

Public Transport

- 3.13 This site benefits from good access to regular bus and rail services. As a result, it is considered that bus and rail will be attractive modes of transport for making local or regional thanks to the location of the site in relation to this infrastructure.

Bus Travel

- 3.14 The closest bus stops to the site are a short walk to the west of the development, around the junction of Lowfield Road and Station Road. The closest stop is for southbound journeys, and this is served by Stagecoach bus number 226, running from Goldthorpe to Barnsley. The same service can be accessed for northbound journeys a short distance to the south on Angel Street.
- 3.15 Less than ten minutes walk from the site bus stops on High Street, close to the junction with Angel Street, which provide access to the Stagecoach 224 service that runs between Doncaster and Mexborough.
- 3.16 An additional service also operates around the northern and western side of Bolton upon Dearne, which links Barnsley and Rotherham. The Stagecoach 218 service can be accessed at Prospect Way, which is less than 1km to the northwest of the site entrance. These three bus services are summarised in **Table 3.1**.

Table 3.1 Local Bus Services – Bolton upon Dearne

Service	Stop	Destinations	First Bus	Last Bus	Weekday Frequency
226 (Northbound)	Angel St	Goldthorpe, Thurnscoe	0652	2348	30 mins
226 (Southbound)	Lowfield Rd/ Station Rd	Manvers, Wath upon Dearne, West Melton, Wombwell, Stairfoot, Barnsley	0532	2316	30 mins
224 (Northbound)	High St/ Angel St	Highgate, Goldthorpe, Barnburgh, Harlington, High Melton, Cadeby, Sprotborough, Doncaster	0642	2207	30 mins
224 (Southbound)	High St/ Angel St	Mexborough	0721	2352	30 mins
218 (Northbound)	Prospect Road	Goldthorpe, Darfield, Ardsley, Stairfoot, Barnsley	0629	1758	30 mins
218 (Southbound)	Prospect Road	Manvers, Mexborough, Swinton, Kilnhurst, Rawmarsh, Rotherham	0714	1912	30 mins

National Rail Services

- 3.17 As noted earlier, the site is immediately to the southeast of the closest railway station, Bolton upon Dearne. This station is on the Leeds and Wakefield to Sheffield line, with trains operated by Northern Rail.
- 3.18 There are hourly services in each direction from this station, as summarised in **Table 3.2**.

Table 3.2 Local Rail Services – Bolton upon Dearne

Service	Destinations	First Train	Last Train	Weekday Frequency
Northbound	Goldthorpe, Thurnscoe, Moorthorpe, Fitzwilliam, Sandal & Agbrigg, Wakefield Westgate, Outwood, Leeds	0546	2341	1 hour
Southbound	Swinton, Rotherham Central, Meadowhall, Sheffield	0617	2351	1 hour

3.19 *These local stopping services can easily be used to access the regional and national rail services available from Leeds, Wakefield and Sheffield.*

Local Highway Network

3.20 As noted earlier, the development site is accessed directly Lowfield Road, a primarily residential two-way cul-de-sac street, which is part of network that links to Station Road/Angel Street, the main north-south route for traffic in Bolton upon Dearne.

3.21 This area is the subject of a 30mph speed limit and a short distance to the west is a railway bridge as Lowfield Road crossing the train lines. At this point the highway is approximately 6.5m wide, and has a footway on the northern side of the highway only.

3.22 Station Road/Angel Street is part of the B6098, which links northwards to Goldthorpe and the A635, and southwards to Manvers and the A6023. Each of these major ‘A’ roads provides routes between Barnsley and Doncaster, and the southern routes also links towards Rotherham. At the eastern side of these routes, prior to Doncaster, is the A1(M), and to the west is the M1, both important strategic north-south driving routes.

4. KEY LOCAL FACILITIES

Introduction

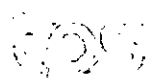
- 4.1 As noted throughout this report, the proposed development site is well connected within Bolton upon Dearne. Many of the most important local facilities are easily reached using active travel or other sustainable modes of travel.
- 4.2 Therefore these facilities, along with some additional ones, have been shown on the site location plan within **Appendix A**. The journey time and available modes of transport are also highlighted in **Table 4.1**, at the end of this chapter, which shows the accessibility of many key facilities from the development site.

Education

- 4.3 According to the BMBC mapping website, the closest primary school to the site is Dearne Carrfield Primary School, which is an academy school for 4-11 year olds. This school is approximately 1.2km from the site entrance, or 16 minutes walk.
- 4.4 The nearest local authority operated primary school to the site is Lacewood Primary School, which is 1.4km or less than twenty minutes walk to the west of the site. This school also provides nursery facilities. A short distance to the north of this school is Heather Garth Primary School is 1.6km or twenty minutes walk from the site.
- 4.5 The closest secondary school to the site is the Dearne Advanced Learning Centre, to the south of Goldthorpe. This community school provides education for 11-16 year olds. And is approximately 1.6km, or twenty minutes walk from the site.
- 4.6 For education past 16, Dearne Valley College based in Wath upon Dearne to the south of Bolton upon Dearne, provides some courses for school leavers. This is less than 3km to the south of the development. This college is within the Rotherham district, therefore if pupils wish to attend a sixth form within Barnsley, the closest site is Barnsley Academy 12km from the site. A closer sixth form, but also within Rotherham, are Wath Comprehensive School and Mexborough School, which are both less than 4km from the site.

Health Services

- 4.7 According to the NHS Choices website, the closest GP surgery to the site currently accepting new patients is the Lakeside Surgery, which is approximately 1.4km to the north of the site along the



B6098. Alternatively, residents could attend the Woodgrove Surgery in Wath upon Dearne, 3.5km to the southwest of the development site.

- 4.8 The site is approximately equidistant between two hospitals, both of which are equipped with A&E facilities. To the south of the development is Rotherham Hospital, approximately 14km from the site, and to the northwest is Barnsley Hospital, slightly further than 15km from the site.
- 4.9 Pharmacy services can be found within 1km of the development site. Weldricks Pharmacy is on St Andrews Square, within fifteen minutes walk of Lowfield Park. There is a further pharmacy available adjacent to the GP surgery in Goldthorpe.
- 4.10 Also on St Andrews Square is the nearest Dental Surgery to the site currently accepting fee paying NHS patients. Whitecross Dental Care is within 1km or fifteen minutes walk of the development. Alternatively, the Dearne Valley Dental Practice is approximately 2km to the north of Lowfield Park.
- 4.11 More information about local health services available close to this site can be found online at the NHS Choices website.

Local Shopping

- 4.12 There are local retail facilities within walking distance of the site on St Andrews Square, 1km from Lowfield Park, including a Cooperative Food Store, the pharmacy noted above, and a Post Office amongst other stores.
- 4.13 Additional retail facilities are available in Goldthorpe, to the north of Lowfield Park.

Community Facilities

- 4.14 The site has excellent links to the local leisure facilities, particularly open spaces. A short walk to the south is the Dearne Valley walking and cycle routes, as highlighted in the accessibility section. There are also footpaths and public rights of way to the east of the site along Lowfield Lane.
- 4.15 There is a public leisure centre at the Dearneside Recreation Centre, on the same site as the Dearne Advanced Learning Centre in Goldthorpe. There is also a community learning centre in Goldthorpe, along with a Barnsley Connect Centre and Goldthorpe library.

Lowfield Park: A Good Location with Sustainable Travel Links

- 4.16 As noted above, there are a good range of services and facilities within accessible reach of the proposed development. This is further summarised in **Table 4.1**.

- 4.17 Walking and cycling provide access to many key local facilities. Supplementary to this, the number of bus and rail services available within a short walk of the site means that accessing public transport is also a convenient travel choice.
- 4.18 The proximity of the primary and secondary school facilities to the site means that it is likely that a large number of trips to education will be undertaken by active travel modes, especially walking.
- 4.19 Furthermore, the access to local facilities by sustainable travel modes will be promoted and facilitated through a proactive programme of travel planning, as specified later in this document.

Table 4.1 Accessible Destinations

Time	Mode	Facility Type	Name	
Within 10 mins	Walking (c.800m)	Public Transport	Bolton upon Dearne Railway Station	
			Lowfield Road Bus Stop (southbound)	
			Angel Street Bus Stop (northbound)	
			High Street/Angel Street Bus Stop	
		Retail	Tesco Express, Furlong Road	
	Cycling (c.2.5km)	Public Transport	Bolton upon Dearne Railway Station	
			Lowfield Road Bus Stop (southbound)	
			Angel Street Bus Stop (northbound)	
			High Street/Angel Street Bus Stops	
			Prospect Road Bus Stops	
		Retail	Tesco Express, Furlong Road	
			St Andrews Square, Bolton upon Dearne	
			Goldthorpe town centre	
		Education	Dearne Carrfield Primary School	
			Lacewood Primary School	
			Heather Garth Primary School	
			Dearne Advanced Learning Centre, Goldthorpe	
		Health	Weldricks Pharmacy, St Andrews Square	
			Whitecross Dental Care, St Andrews Square	
			Lakeside Surgery, Goldthorpe	
		Community	Dearneside Recreation Centre	
			Goldthorpe Library	
		Public Transport (Journey time from closest stop)	Destination	Goldthorpe town centre (Rail; Bus 226, 218)
				Mexborough (Bus 224)
				Manvers (Bus 226)
	Thurnscoe (Rail)			
	Swinton (Rail)			

Time	Mode	Facility Type	Name
Within 20 mins	Walking (c.1.6km)	Public Transport	Prospect Road Bus Stops
		Retail	St Andrews Square, Bolton upon Dearne
		Education	Dearne Carrfield Primary School
			Lacewood Primary School
			Heather Garth Primary School
			Dearne Advanced Learning Centre, Goldthorpe
		Health	Weldricks Pharmacy, St Andrews Square
			Whitecross Dental Care, St Andrews Square
			Lakeside Surgery, Goldthorpe
		Community	Dearneside Recreation Centre
	Cycling (c.5km)	Public Transport	Goldthorpe Station
			Thurnscoe Station
			Swinton Station
		Education	Dearne Valley College
			Wath Comprehensive School
			Mexborough School
		Retail	Mexborough town centre
			Wath upon Dearne town centre
	Swinton town centre		
	Public Transport (Journey time from closest stop)	Destination	Wath upon Dearne (Bus 226)
			West Melton (Bus 226)
			Thurnscoe (Bus 226)
			Highgate (Bus 224)
			Barnburgh (Bus 224)
			Darfield (Bus 218)
			Rotherham (Rail)
			Meadowhall (Rail)
Moorthorpe			
Fitzwilliam			

5. TRAVEL PLAN MEASURES

Introduction

- 5.1 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 necessary.
- 5.2 Given that a travel plan is already in the process of being implemented at Phases I and II of Lowfield Park, it is therefore appropriate to summarise that actions that have already been undertaken, and those which will also be applied to the third phase of the scheme.

Phase I & II: Existing TP Measures

- 5.3 Firstly, Gleeson Homes & Regeneration appointed a TPC for Lowfield Park Phases I and II. The contact details for the TPC are:

*Rob Bettison
Travel Plan Services Ltd
Stonebridge Court, Suite 2
151-153 Wakefield Road, Horbury
Wakefield
WF4 5HQ
Tel: 01924 237088
Email: rob.bettison@travelplanservices.co.uk*

- 5.4 Secondly, all prospective and confirmed future residents are provided with a copy of the Lowfield Park Travel Information Pack. The artwork for the pack can be seen in **Appendix C**, and the contents included the current bus timetables, rail timetables, cycle information and public transport information.
- 5.5 The developers have also provided the infrastructure to improve the southern side of Lowfield Road to provide better access for pedestrians towards the station and centre of the village.
- 5.6 As part of the Travel Plan for Phases I and II, specific targets were included that should be achieved within four years of full occupation, which are shown in **Table 5.1**, below.

Table 5.1 Lowfield Park, Phase I & II – Travel Plan Targets

Reference	Target
T1	Reduction in total number of cars accessing the site during peak hours by 10%
T2	No more than 50% of peak hour two-way trips single occupancy car journeys
T3	14% of peak hour journeys by public transport
T4	4% of peak hour journeys by cycle
T5	18% of peak hour journeys on foot

Phase III: Travel Plan Management

- 5.7 It is recognised that an important element of the success of this TP will be the appointment of a Travel Plan Coordinator (TPC). In this case the role of the TPC will be extended to cover the whole of the Lowfield Park development following planning approval.
- 5.8 The TPC will subsequently have overall responsibility for the development, implementation and management of the travel plan for the total period of development on Lowfield Park.
- 5.9 Responsibility for ensuring the existing travel plan programme is extended across all three phases of development will be assigned to the existing travel plan coordinators at the site, Travel Plan Services Ltd.
- 5.10 The role of the TPC will include (but not be limited to):
- Managing the development of the Travel Plan;
 - Sourcing the correct information for each of the relevant measures;
 - Travel updates via email and other social media;
 - Responding to travel issues/questions; and
 - Coordinating the annual travel survey.

Travel Plan Marketing and Information Provision

- 5.11 The principle 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: Residential Travel Packs

- 5.12 Given the scale of this site and the previous actions completed for Phase I and II, it is proposed that all new residents at Phase III will be offered travel information in hard copy. This hard copy information will come in the form of a Travel Information Pack, and will include:

- Hard copy bus timetables for local services;
- Local cycle maps;
- General advice on walking, cycling and catching public transport in the local area;
- Contact details for the TPC;
- Web addresses for public transport timetables and maps for download, journey planning tools, transport direct; and
- Information and advice on car sharing.

- 5.13 The packs will be made available through the sales office to ensure that residents are able to consider their travel options prior to purchase. Additional packs will also then be distributed at first occupation.

Marketing Strategy 2: Use of social media and email

- 5.14 The way that individuals access information is changing, with the internet and electronic media now offering the primary means of accessing travel information and tools for most people. Websites provide an ideal means of providing people with access to up to date information, and direct links to external sources of information and tools, such as journey planning websites, car share schemes, timetables and maps.

- 5.15 A common means of providing people with up to date news and information is to make use of social media and email. The TPC has already established an email group and will also consider a Twitter presence and these will be linked together.

- 5.16 Residents who subscribe to these social media tools will then be able to receive updates on local travel news and information, with the control of information being managed by the TPC.
- 5.17 Furthermore, the email group will enable the TPC to send out updates and news on local travel options, as well as providing a mechanism by which residents can ask questions and raise any issues. Furthermore national events such as Bike Week and European Mobility Week will be promoted through this channel. The TPC will forward on promotions and communications from other stakeholders (e.g. BMBC) as and when requested.

Walking Specific Measures

- 5.18 Walking contributes towards maintaining fitness levels and research indicates that 30 minutes brisk walking per day could halve the risk of heart disease. It is also the most sustainable form of transport as it is 'zero carbon', and does not use any capacity on public transport. As a result, the TPC will promote walking wherever possible through the TP as a primary mode of travel for all local journey purposes.

Walking Strategy 1: Promote and encourage walking through the distribution or displaying of promotional material which outlines its benefits through different media types

- 5.19 Walking will be marketed through the communication channels outlined earlier. In particular this marketing material should include:
- Promotion of benefits in terms of health, finances, social interaction etc;
 - Promotion of national and local walking schemes and initiatives; and
 - Promotion of local walking routes.

Cycling Specific Measures

- 5.20 Cycling too 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 low impact upon highway capacity and the environment. With a good network of low vehicle speed roads and dedicated cycle paths, cycling should be an attractive mode of travel for residents at Lowfield Park.

Cycle Strategy 1: Promote and encourage cycling by distributing or displaying promotional material which outlines its benefits through a variety of media

5.21 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
- Copies of the local cycle map and details of online maps.

Cycling Strategy 2: Provision of secure cycle parking and suitable facilities

5.22 Clearly, cycling may only be feasible for some residents, and those that are willing to cycle will require provision of secure storage. The development therefore provides secure cycle parking through the provision of garages with all properties.

Cycling Strategy 3: Investigate discounts for residents at local cycle shops

5.23 The TPC will investigate the benefits of obtaining discounts for residents at local cycle shops for purchasing safety equipment, bikes, and essential parts. Local stores may consider providing information as a minimum, or discounts to residents if they consider that they will garner enough trade from the site.

Public Transport Specific Measures

5.24 The public transport opportunities afforded by the location of the development site have been outlined earlier within this document. However, new residents at the development may initially be unaware of their public transport options. Through the provision of travel information, an increase in public transport use can be achieved. With this in mind, information on the public transport opportunities will be made available to residents via the range of communication channels identified earlier.

5.25 Furthermore, with a range of user friendly initiatives now available to people such as the Transport Direct and Travel South Yorkshire journey planning tools, route planning is very easy and convenient and will be promoted to all residents where possible.

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 through a variety of media.

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

- Access to relevant bus timetables and maps in electronic and hard copy;
- Details of the various website resources, especially the Transport Direct and Travel South Yorkshire journey planning tools; and
- Details of the different ticket options.

Sustainable Car Use Specific Measures

5.27 A number of trips may only be practically possible by car (such as long distance journeys, trips at night, and journeys to locations inaccessible by active travel or public transport). However, every effort will be made to create a car-free development where possible, and where residents do need to use a car, they do so in a sustainable way.

Sustainable Car Use Strategy 1: Promote Car Sharing

5.28 Car sharing is when two or more people share a journey by car and travel together. It allows people to take advantage of the benefits of using the car, whilst at the same time reduces the overall number of vehicle trips made, and subsequently the impact on the environment. On a personal level, car sharing allows individuals to significantly reduce the cost of travelling by car.

5.29 A great deal of car sharing is arranged informally, however there are also organisations that provide the means to get in touch with other people looking to car share. For example, goCarShare.com and liftshare.com provide a journey matching service that can be used by anyone. This opportunity, along with the various benefits of car sharing, will be marketed to residents via the communication channels identified earlier.

6. TRAVEL PLAN TARGETS AND MONITORING

Introduction

- 6.1 When delivering a travel plan it is important to monitor its progress and success. One easy way of understanding the impact of the TP is to consider the modal split of trips being made from the site. For this reason a monitoring strategy has been set out below which details how the success of the travel plan will be recorded and reported to BMBC. This is based upon the agreed monitoring strategy for the first two phases of the development at Lowfield Park.

Travel Plan Targets

- 6.2 Targets are essential to ensure 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;
- Time-bound

Action-type Targets

- 6.3 Action-type targets are non-quantifiable targets and take the form of actions that need to be achieved.
- 6.4 The action-type targets specific for this travel plan can be found in **Appendix D**, where an action plan with recommended timescales for delivery of specific measures has been identified.

Aim-type Targets

- 6.5 Aim-type targets are quantifiable targets against which the effectiveness of the travel plan in achieving its stated aims and objectives can be measured.
- 6.6 It is considered that the second phase of the site will maintain the targets of the first phase, using modal splits to assess the success of the TP. Therefore the targets are confirmed in **Table 6.1**.

Table 6.1 Lowfield Park – TP Targets

Reference	Target
T1	Reduction in total number of cars accessing the site during peak hours by 10%
T2	No more than 50% of peak hour two-way trips single occupancy car journeys
T3	14% of peak hour journeys by public transport
T4	4% of peak hour journeys by cycle
T5	18% of peak hour journeys on foot

Travel Plan Monitoring

Monitoring and Review Strategy 1: A baseline travel survey

- 6.7 As noted above, the first travel survey at this site will take place during summer 2013. This will consist of a multi-modal traffic count at the site entrance, as agreed in the original travel plan for Phase 1, and agreed with BMBC. This survey will enable the TPC to monitor the travel patterns at the site.
- 6.8 The results will be shared with travel plan officers from BMBC at the annual meeting of the TPC and the Council following the baseline survey, and suitable targets for the future will then be set, defining modal split targets for future surveys.

Monitoring and Review Strategy 2: Annual travel surveys

- 6.9 Following the initial baseline travel survey, further subsequent travel surveys will be undertaken annually for a period of four years at Lowfield Park, as agreed within the original travel plan. These surveys will allow the TPC to monitor both the success of the travel plan to date in achieving previously set modal split targets.
- 6.10 The TPC will feed results of these travel surveys back to travel plan officers at BMBC at an annual meeting, and will make appropriate and practical changes to the travel plan programme moving forward.



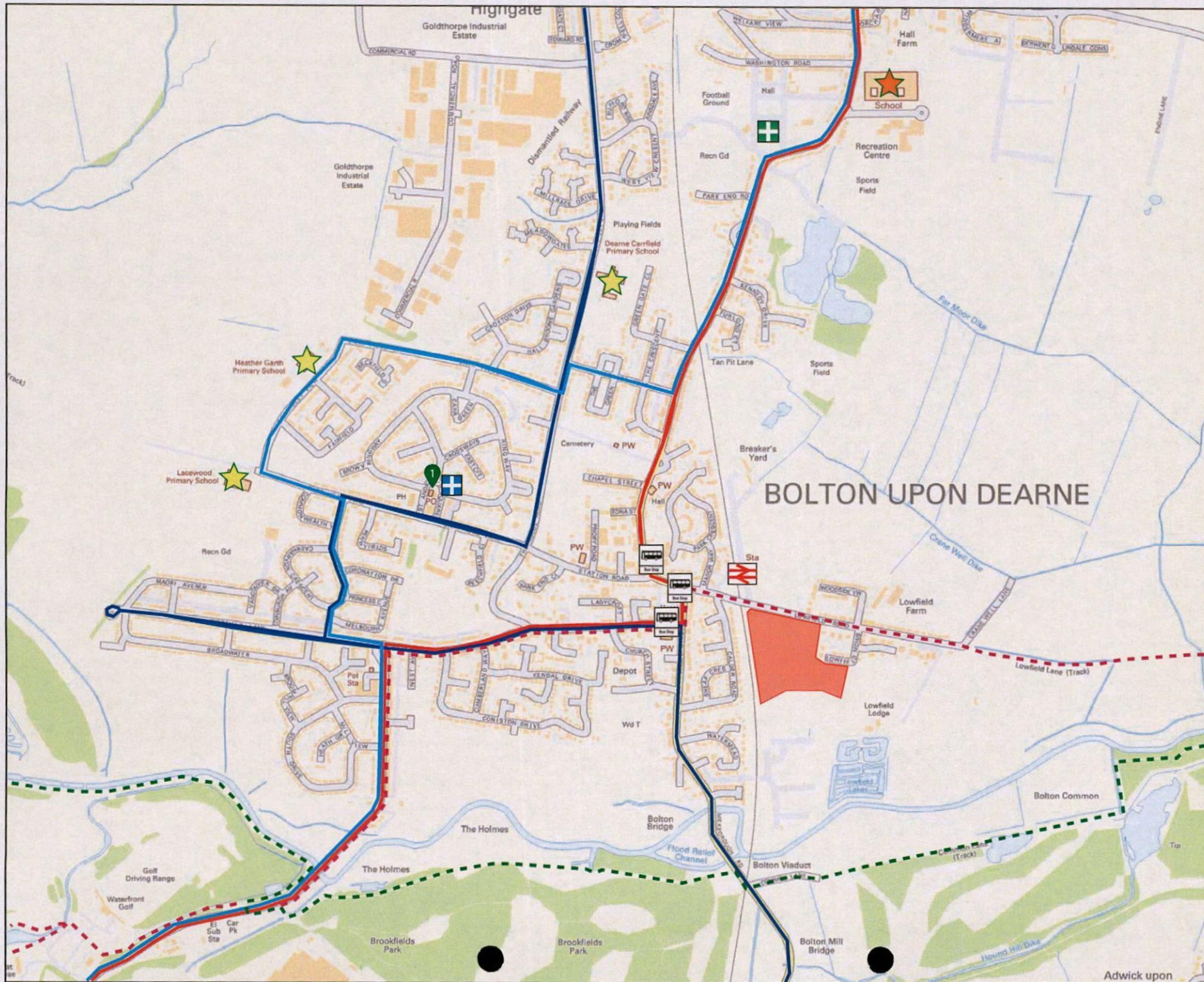
7. SUMMARY

Lowfield Park, Phase III Travel Plan Addendum

- 7.1 This Travel Plan outlines the local sustainable travel options for the third phase of residential development at Lowfield Park, and highlights the ways that the developer will seek to promote these options to residents.
- 7.2 One of the key measures contained within this document is the continuation of the role of Travel Plan Coordinator for Lowfield Park, who will ensure that this work is completed in a timely fashion, and will be able to use up to date best practice for implementing the measures.
- 7.3 Regular monitoring has been established, which began in in summer 2013 as agreed in the original travel plan, which will help to inform the TPC of the successes and failings of any extant measures, ensuring that the travel plan for the development is suitable for purpose and relevant to the residents who live there. The progress of the TP and the outcome of monitoring will be shared with the Travel Planning team at Barnsley Metropolitan Borough Council.

Appendix A

Site Location Plan



- Lowfield Park Site Location
- Railway Station
- Bus Stops
- Bus Route 218
- Bus Route 224
- Bus Route 226
- Trans-Pennine Walk/Cycle Route
- Other Cycle Routes
- ★ Primary School
- ★ Secondary School
- GP Surgery
- Dental Surgery
- St Andrews Square: Retail Facilities

Contains Ordnance Survey data © Crown copyright and database right 2011

Gleeson Homes & Regeneration

Travel Plan

Site Location Plan

NTS	21/03/13
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541_20130321_Site Location Plan

Travel Plan Services Ltd
 Stonebridge Court
 Suite 2
 181-183 Wakefield Road
 Horbury
 Wakefield
 WF4 6HQ

tps
Travel Plan Services

t: 01924 237086
 e: info@travelplanservices.co.uk
 www.travelplanservices.co.uk

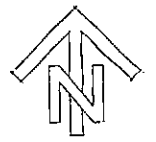
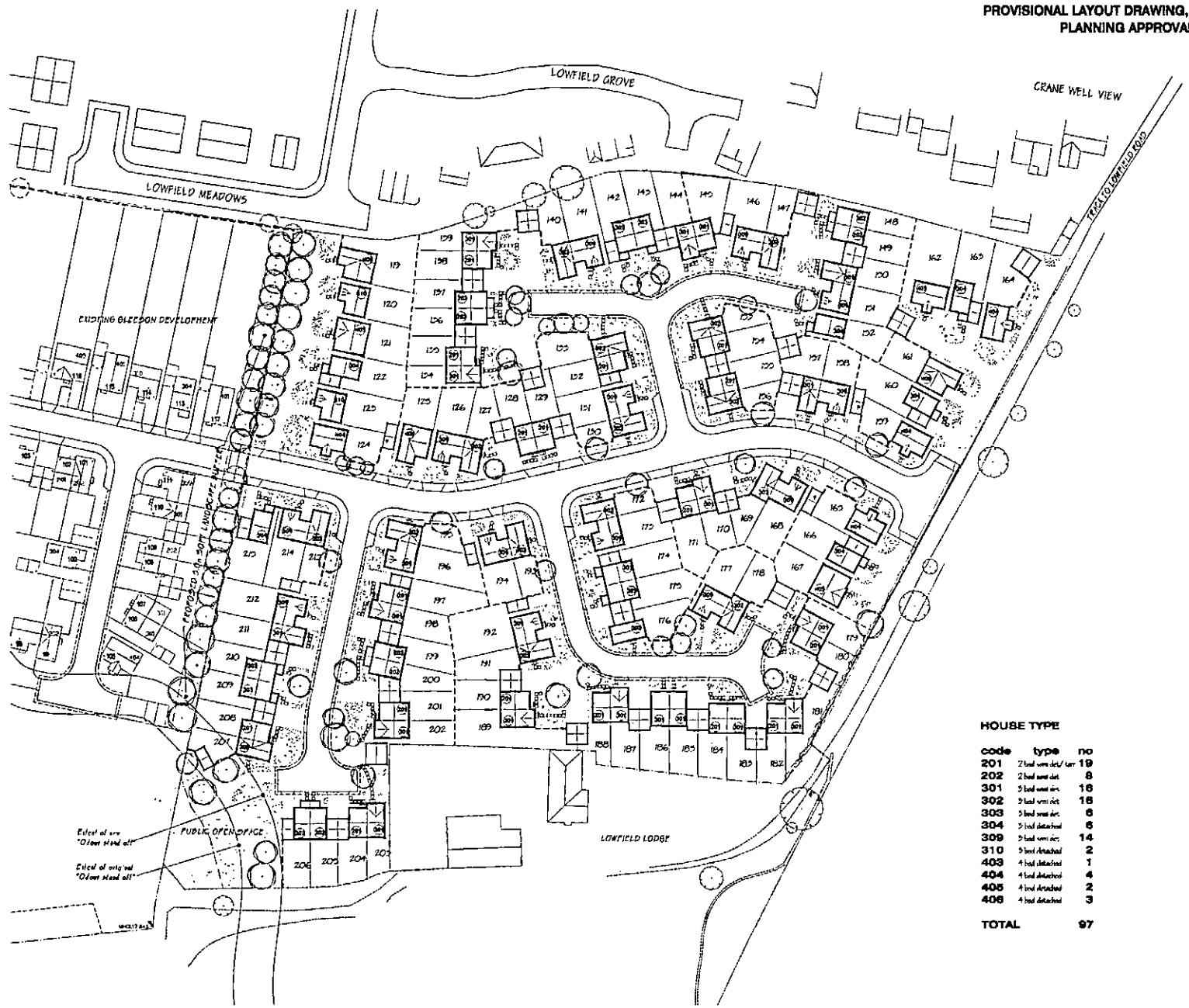
Adwick upon

Appendix B

Site Layout Plan

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

- Existing tree to be removed
- Existing tree to be retained and protected during construction to British Standard 5831:1999.
- Areas of new tree plantings over schedule for approval
- New driveway/ access/ cover plantings
- Grass to form an area
- Paths with access paths to level threshold for practical mobility. Gradient up to be equal to 1:12 for maximum 5.00m length
- Private drives
- 1.80m high screen wall
- 5.0m baseload vertical screen fence 1.80m high (100 x 22mm bars with 22mm gaps, 24h, 75 x 20mm rails, 100 x 100mm posts @ 1.875m centres).
- Plot access fence, gate & wire
- House type code reference number
- Plot number
- Material code reference refer to schedule
- Garage location
- Proposed parking space conflict consent of other to be Gleeson standard access
- Parking bay
- Proposed floor levels subject to a tolerance of +/- 0.5m



HOUSE TYPE

code	type	no
201	2 bed semi det/ terr	18
202	2 bed semi det	8
301	3 bed semi det	16
302	3 bed semi det	18
303	3 bed semi det	8
304	3 bed semi det	8
309	3 bed semi det	14
310	3 bed Attached	2
403	4 bed detached	1
404	4 bed detached	4
405	4 bed detached	2
406	4 bed detached	3

TOTAL 97

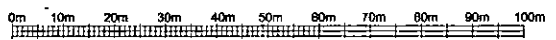


Richard Ward Design
 Richard Ward
 M.C.I.A.T.
 Telephone 01404 419943

2. Patricia Clow
 Rachel Powell
 Northampton NN3 3PE

**LOWFIELD ROAD
 BOLTON ON DEARNE 3**

planning layout	
GLEESON HOMES & REGENERATION	
Scale	1:500 at A1
Date	28.11.14
Plot No	448/5



Appendix C

Travel Information Pack



TAKE A LOOK AT THE CHOICES AVAILABLE

The way we travel as individuals has a major impact on not only our own lives, but also the environment, the communities we live within and even the businesses that we work for.

It is therefore important that we are aware of the travel options available to us, to ensure that we make the most appropriate travel choices for the journeys we undertake.

Making the correct travel choice can:

- Save you money
- Reduce your carbon footprint
- Reduce congestion
- Improve your health
- Save you time

Inside this pack we have provided you with a range of information on the travel choices available to/from Lowfield Park.

For further information and advice you can contact the travel plan coordinator at lowfieldpark@travelplanservices.co.uk

... or visit the following travel information websites:

www.travelsouthyorkshire.com: Public transport information
www.sustrans.org.uk: Cycling information
www.wfh.naturalengland.org.uk: Walking for health
www.walkit.com: The urban walking route planner
www.transpenninetrail.org.uk: Details of the trail

MY JOURNEY TO ... LOWFIELD PARK, BOLTON UPON DEARNE



gleeson



Walking is a healthy option that creates no pollution. If your journey is local then walking is one of the best ways to get around.

Did you know ... walking a mile in 20 minutes burns as many calories as doing aerobics for 16 minutes.



It's healthy, fast and above all, low cost!

Barnsley has an extensive and growing cycle network, focussing on quiet streets and traffic free paths. That's why more and more people are giving it a go.



Take a fresh look at travel by bus! If you haven't used a bus for some time we believe you will be pleasantly surprised with the exceptional quality of new buses now appearing on local routes. Lowfield Park is well served by a number of bus services, providing frequent and efficient links both within the local area and beyond.



Whilst not appropriate for many people on a day to day basis, train travel offers a real alternative to the car for longer distance journeys, whether commuting, travelling for business, or travelling for leisure.

Located only 350 metres from Lowfield Park, Bolton on Dearne railway station provides access to the local and national rail network.



Car sharing is when two or more people share a car and travel together. It allows people to benefit from the convenience of the car, whilst alleviating the associated problems of parking congestion and pollution.

Car sharing is easy and flexible. carsharesouthyorkshire.com has been set up to provide a free matching service for all those who live, work and travel in and around South Yorkshire. This site matches you up with potential partners. Once matched, you can choose to share as little or as often as you like, with whoever you like!

Appendix D

Action Plan

Measure	Action	Timescale	Responsibility
Travel Plan Management	Appoint TPC	At first occupation	Completed
Marketing Strategy	Set up social media and email contact group	At first occupation	Completed
	Provide hard copy information	Travel Information Packs, as required	Completed
Walking Strategy	Promote walking	Ongoing	TPC
Cycling Strategy	Promote cycling	Ongoing	TPC
	Provide suitable cycle parking facilities	Design Stage	Completed
	Investigate local discounts for residents	Following first occupation	TPC
	Promotion of local cycling initiatives	As required	TPC
Public Transport	Promote and display PT information	Following first occupation	TPC
Sustainable Car Use	Promote car sharing	Following first occupation	TPC
Monitoring and review	Baseline survey	12 months following first occupation (summer 2013)	TPC
	Annual travel survey	On the anniversary of the original survey (for 4 years)	TPC