



Residential Travel Plan Lockwood Road, Goldthorpe

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

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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 125 dwellings on land to the east of Lockwood Road, Goldthorpe.

Site Location and Development Proposals

- 1.2 The site is located to the northeast of Goldthorpe town centre. At present, the site is occupied by allotments. The site is bound to the north by the A635, to the east and south east by residential dwellings and to the south west by Dearne Goldthorpe Primary School; to the west, Lockwood Road runs north-south.
- 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 development proposals comprise a residential development of 125 dwellings, which will be a mix of 2,3 and 4-bedroom dwellings. Access to the development will be taken from East Street, on the southern boundary of the site.



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 will be taken at the 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.
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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

National Planning Policy Framework (July 2021)

- 2.4 The NPPF aims to encourage sustainable development through the planning system, with a presumption in favour of sustainable planning development.
 - 2.5 The NPPF sets out the need for a Travel Plan for all developments that generate a significant amount of movement. The NPPF defines a Travel Plan as: “A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed”.
 - 2.6 The NPPF also enshrines the need for public transport considerations at all major developments. Indeed, the core planning principles encourage Planning Authorities to: “Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable”.
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- 2.7 Paragraphs 104 to 113 of the NPPF also specifically encourage the development of sustainable transport opportunities, including the provision of high-quality public transport facilities. This should be promoted through the use of a Travel Plan. Overall, the NPPF supports any development that can be shown to maximise the sustainable travel credentials of a site, thereby encouraging sustainable development.

Local Policy

Sheffield City Region Transport Strategy 2040 (2011 – 2026)

- 2.8 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”.

- 2.9 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.
- 2.10 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”*.
- 2.11 It is considered that this Travel Plan 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 modes of travel (in particular active modes); this is discussed further in **Section 3**.

Barnsley Core Strategy – Adopted September 2011



- 2.12 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.
- 2.13 The following strategic objectives are outlined in the Core Strategy, and have been identified as 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.
- 2.14 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.

2.15 In addition to the strategic objectives above, the following policy has been acknowledged as relevant 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.

2.16 This Travel Plan will complement the policy aspirations of the Core Strategy by providing new residential development in a location which is accessible by all modes of transport, particularly by sustainable modes. Furthermore, this Travel Plan has been prepared in accordance with the guidance outlined within "Good Practice Guidelines: Delivering Travel Plans through the Planning Process", as is specified within the Strategy.

Barnsley Local Plan – Adopted January 2019

2.17 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

2.18 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, with Policy T3 reflecting the wording of the aforementioned Policy CS25.

2.19 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

2.20 This Travel Plan 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 Transport Assessment considers the accessibility of the site, particularly by non-car modes, focusing on how residents will be able to access local amenities by means other than private car.

Pedestrian Accessibility

- 3.2 Guidance is provided by the Institute for Highways and Transportation (IHT), with regards to preferred maximum walking distance by journey type; this is summarised in **Table 3.1**. As **Table 3.1** shows, a 2km catchment is the preferred maximum walking distance for 'commuting / school'.

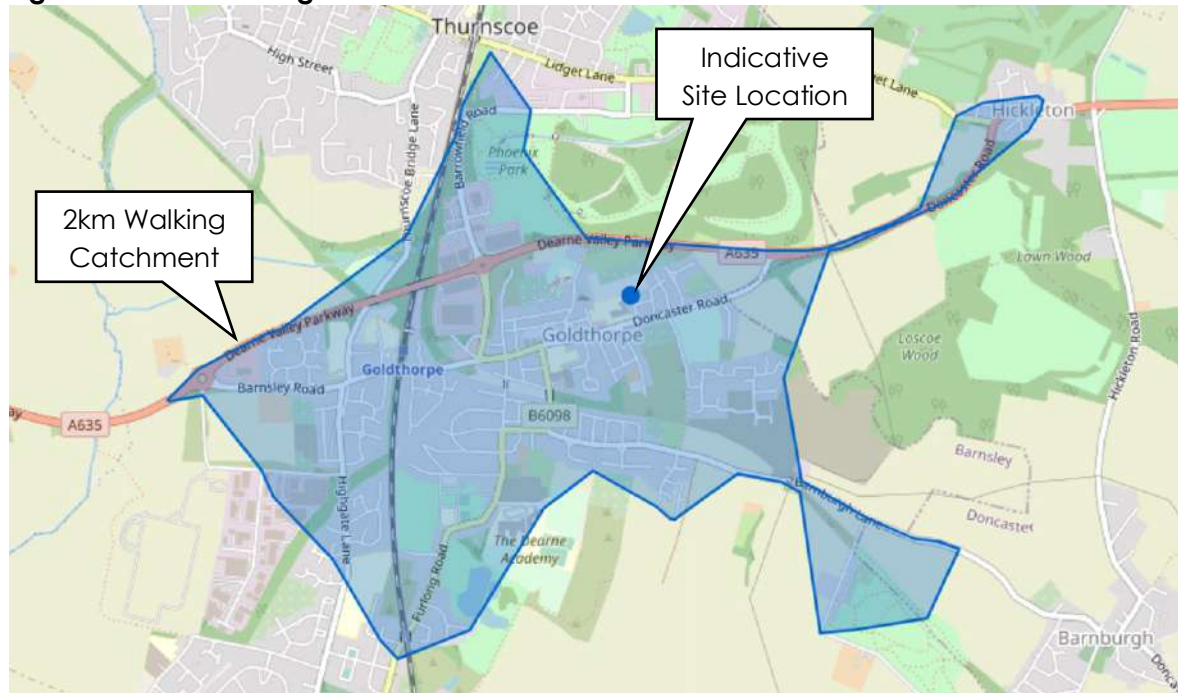
Table 3.1- IHT Walking Guidelines

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

(Source: IHT)

- 3.3 A 2km walking catchment from the site includes Goldthorpe, its railway station and Hickleton, as shown in **Figure 3.1** (overleaf). A number of amenities are available within walking distance; these are described further, later in this section.
- 3.4 Pedestrian access to the site will be via the main site access onto East Street, on the southern boundary of the site, with internal footway provision connecting to the existing footways on East Street. Streetlighting is provided along these footways and connect with those along Doncaster Road, to the south of the site.
- 3.5 The footways on Doncaster Road are continuous on both sides of the carriageway and are street lit, facilitating east – west pedestrian movement. Amenities including shops in Goldthorpe and Dearne Goldthorpe Primary School can be accessed via Doncaster Road, to the west of East Street. The closest crossing facilities to the site are located approximately 80m west of the East Street / Doncaster Road junction; an uncontrolled crossing point facilitates pedestrian movements over Doncaster Road; this crossing has tactile paving and dropped kerbs.
-

Figure 3.1: 2km Walking Catchment



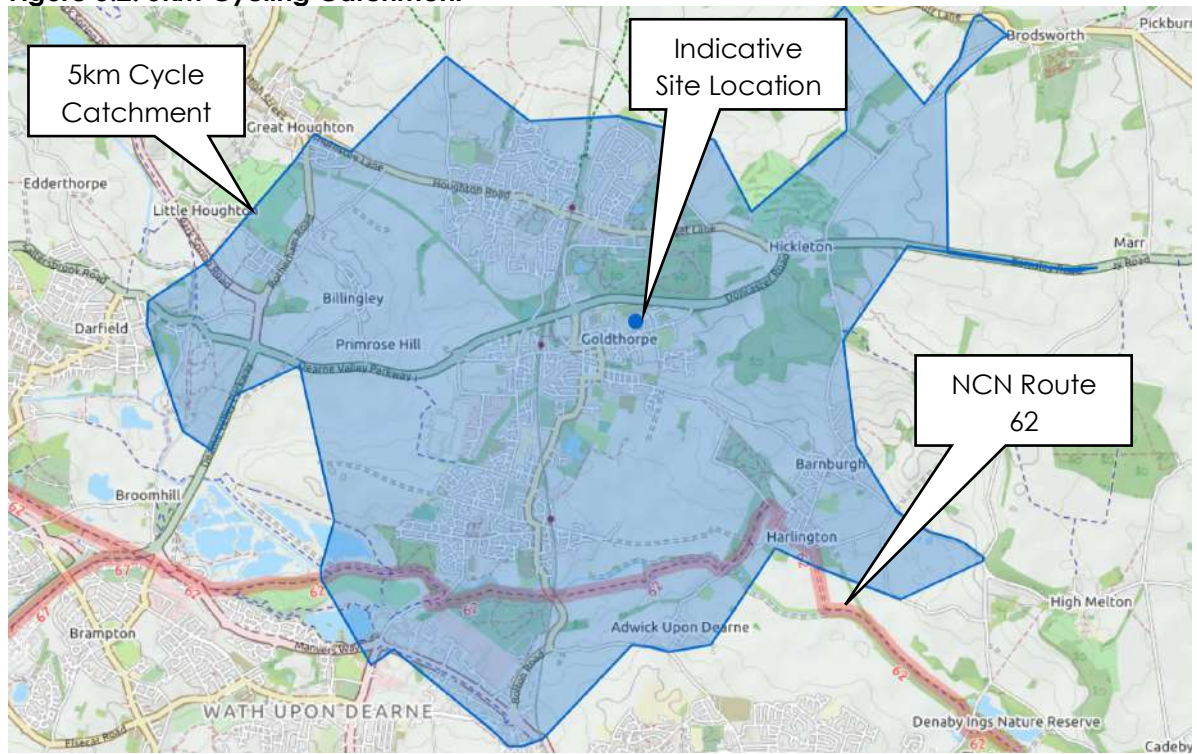
(Source: Open Street Map)

- 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, given the proximity of the site to Goldthorpe town centre. The accompanying Travel Plan sets out measures which will be introduced to promote and encourage walking amongst residents of the development.
- 3.7 Furthermore, as part of the development proposals a pedestrian link will be provided at the north western corner of the site which will connect to Public Right of Way (PRoW) Footpath 13. This will further enhance the pedestrian permeability of the site and reduce journey times to destinations to the north of the site, including Thurnscoe, in particular the train station, the town centre amenities and employment opportunities.

Cycling Accessibility

- 3.8 Cycling can be a substitute for car trips, particularly those of up to 5km, as well as forming part of longer journeys by public transport. Cycling, therefore, plays an important role in reducing the need to travel by car. A 5km cycle catchment would include the entirety of Goldthorpe, Barnburgh, Thurnscoe, Adwick upon Dearne and Hickleton. A 5km cycle catchment is illustrated in **Figure 3.2**.

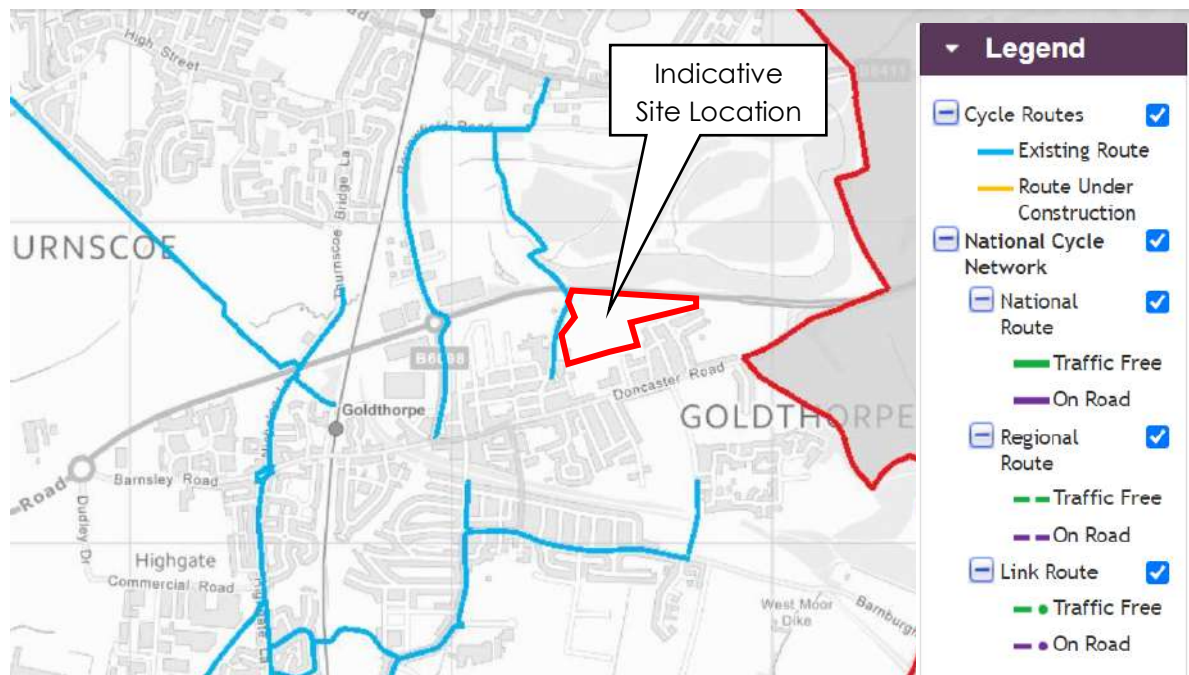
Figure 3.2: 5km Cycling Catchment



(Source: Open Street Map)

3.9 In addition to the cycle catchment, **Figure 3.3** illustrates the location of cycle routes locally.

Figure 3.3: Local Cycle Routes



(Source: Barnsley Metropolitan Borough Council)

- 3.10 As can be seen In **Figure 3.3**, there are a number of existing local cycle routes within the immediate vicinity of the site. The closest cycle route is located on Lockwood Road, which can be reached in around a 2-minute cycle (450m) via Doncaster Road and West Street. This route facilitates a north – south cycle route between Lockwood Road and Barrowfield Road via Phoenix Park and comprises on-road and off-road sections.
- 3.11 There are further local cycle routes located to the west of the site, including a cycle route on the B6098, approximately 750m west of the site access which is accessible within around a 3-minute cycle along Doncaster Road. The B6098 cycle route continues broadly north – south, then eastwards along Barrowfield Road. A further local cycle route runs along Nicholas Lane and Highgate Lane and can be accessed in around a 4-minute cycle (1.3km) along Doncaster Road. This route runs broadly north – south and can be used to reach local destinations including Highgate, Bolton upon Dearne and Thurnscoe.
- 3.12 To the south of the site, additional local cycle routes are also available on Kingsmark Way and Straight Lane. The Kingsmark Way cycle route can be reached in around a 3-minute cycle via Doncaster Road (600m) and facilitates a north – south route between Kingsmark Way and Barnburgh Lane. It is traffic-free between Kingsmark Way and Barnburgh Lane; at Barnburgh Lane the cycle route continues west towards Goldthorpe Road (to the south) and Straight Lane (to the north) and is formed of an on-road route. The cycle route on Straight Lane connects onto these aforementioned routes on Barnburgh Lane and Goldthorpe Lane



and can be accessed in around a 3-minute cycle via Doncaster Road (800m). The cycle routes on Kingsmark Way, Barnburgh View and Straight Lane could all be used to reach local destinations to the south of the site, including Bolton upon Dearne and Wath upon Dearne.

- 3.13 Further afield, Route 62 of the National Cycle Network (NCN) can be accessed some 3.3km south of the site, this follows Dearne Road northbound, then runs east along Lowfield Lane where it links into the Trans Pennine Trail and can be accessed via the local cycle routes to the south of the site on either Straight Lane or Barnburgh View (via Kingsmark Way). NCN Route 62 provides a traffic free route to Wath upon Dearne, Mexborough, Barnsley town centre and Doncaster town centre.
- 3.14 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 Accessibility

Bus

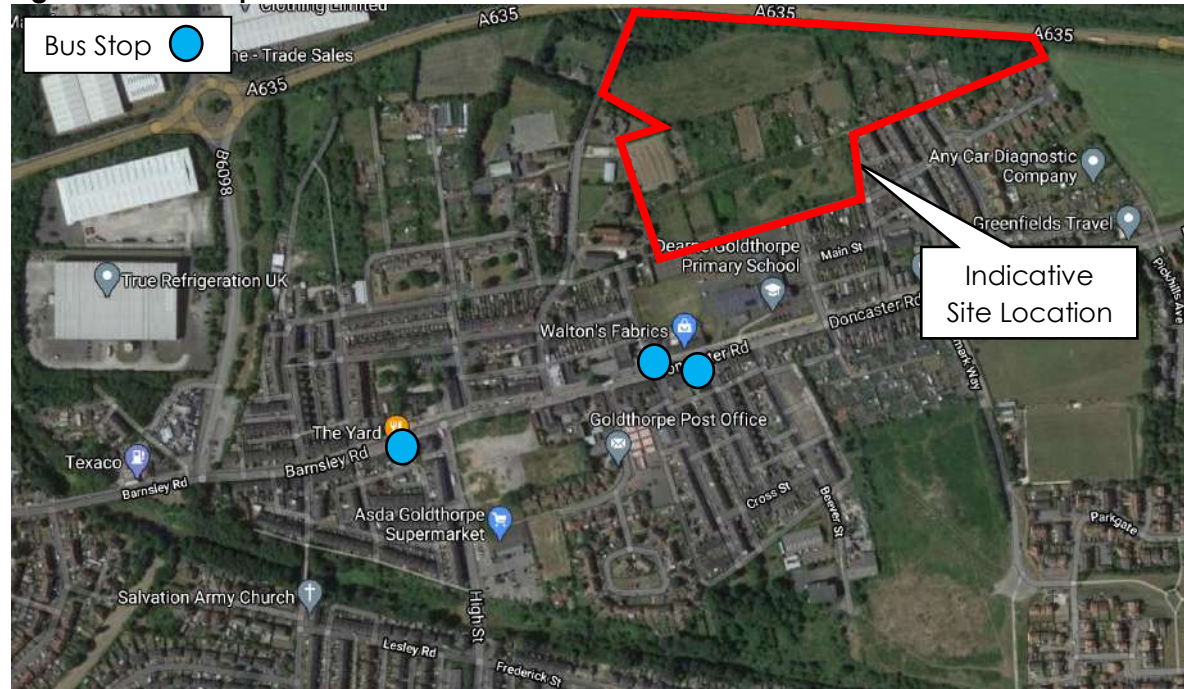
- 3.15 The closest bus stops to the site are located on Doncaster Road, approximately 300m southwest of the site and are accessible within a 3-minute walk; this accords with the recommended walking distances outlined by IHT in **Table 3.2**. The eastbound stop comprises a flag, timetable information, shelter and seating, as well as raised kerbs and bus cage markings. For westbound services, the bus stop benefits from a dedicated layby, flag, pole and timetable information.
- 3.16 Further to the bus stops on Doncaster Road, additional westbound bus services can also be accessed from Barnsley Road, which is located approximately 600m west of the site (around a 7-minute walk) and accessible via the footways on Doncaster Road.
- 3.17 It is noted that the Barnsley Road bus stop is located further than 400m from the site, which is beyond the acknowledged maximum walking distance to bus stops outlined by IHT. It should be noted, however, that in guidance provided by WYG in 'How Far Do People Walk?', published in July 2015, the following is stated:

"Planning for Public Transport in New Development (IHT, 1999, para 5.21) advises that, "New developments should be located so that public transport trips involving a walking distance

of less than 400m from the nearest bus stop or 800m from the nearest railway station"; advice which has been widely adopted by Local Authorities.... "These standards should be treated as guidance, to be achieved where possible by services that operate at regular frequencies and along direct routes. It is more important to provide services that are easy for passengers to understand and attractive to use than to achieve slavish adherence to some arbitrary criteria for walking distance" (IHT, 1999, para 5.17).

- 3.18 Furthermore, in 'Buses in Urban Developments' (January 2018) by CIHT, identified that people are willing to walk further than the generally accepted maximum distance of 400m in order to access high frequency bus services. It is considered that, given the frequent services available, that future residents will walk slightly further to access the additional bus services from Barnsley Road.
- 3.19 The locations of the bus stops in the vicinity of the site on Doncaster Road and Barnsley Road are illustrated in **Figure 3.4** below.

Figure 3.4: Bus Stop Locations



(Source: Google Maps)

- 3.20 **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		
		Weekday	Saturday	Sunday
Doncaster Road				
X19	Barnsley Interchange – Doncaster Interchange	60 mins	60 mins	60 mins
Barnsley Road				
208	Rotherham Interchange – Grimethorpe	3 Services	3 Services	3 Services
218 / 218A	Barnsley Interchange – Rotherham Interchange	30 mins	30 mins	60 mins
219 / 219A	Barnsley Interchange – Doncaster Interchange	60 mins	60 mins	60 mins
226	Barnsley Interchange – Thurnscoe	30 mins	30 mins	60 mins
X19	Barnsley Interchange – Doncaster Interchange	60 mins	60 mins	60 mins

(Source: Public Transport Operator Websites)

- 3.21 As can be seen in **Table 3.2**, the site is well located to access a number of frequent bus services, which can be used to reach local destinations such as Barnsley, Doncaster, and Rotherham. Given the availability of these bus services to local destinations and the proximity of the bus stops to the site, it is considered that travel by bus will be an attractive travel option for future residents of the site.

Rail

- 3.22 The nearest railway station to the site is Goldthorpe, which is located approximately 1km west of the site; it is accessible in around a 13-minute walk, a 3-minute cycle or in a 10-minute journey on the 208 / 218 / 218A / 226 bus services (which are available from the Barnsley Road bus stop). Goldthorpe station is located on the Wakefield Line, and benefits from frequent services to Leeds and Sheffield. Facilities at the station including shelters, digital display screens and timetable information; both platforms have step-free access.
- 3.23 Given the proximity of Goldthorpe train station to the site, it is considered that travel by rail would be an attractive travel option for future residents of the site; particularly for longer journeys, given that there are regular services to a number of desirable destinations.

Local Amenities

- 3.24 The centre of Goldthorpe is within a short walk of the site, with many shops and local services available along Doncaster Road, approximately 500m west of the site. Here, and in the



wider surrounding area, there are a wide range of local amenities; the following provides an overview.

Education

- 3.25 A number of primary schools 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** overleaf.

Table 3.4: Education Facilities

Amenity	Distance	Walk Time	Cycle Time
Dearne Goldthorpe Primary School	130m	2 mins	1 min
Sacred Heart Catholic Primary School	550m	7 mins	3 mins
The Dearne ALC	1.2km	14 mins	4 mins
Highgate Primary Academy	1.3km	16 mins	4 mins
Carrfield Primary Academy	2.1km	25 mins	6 mins
The Hill Primary Academy	2.3km	29 mins	8 mins
Barnburgh Primary School	2.9km	35 mins	10 mins
Heather Garth Primary Academy	3.1km	37 mins	10 mins
Gooseacre Primary Academy	3.3km	41 mins	10 mins
Lacewood Primary School	3.4km	41 mins	10 mins
Robert Ogden School	3.8km	48 mins	14 mins

(Source: Google Maps)

Retail and Leisure

- 3.26 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
Fish and Chip Shop	150m	2 mins	1 min
Off License / Café / Local Shops	300m	4 mins	1 min
Goldthorpe Post Office	400m	5 mins	2 mins
Cooplands / Local Shops	500m	6 mins	2 mins
Takeaways / Local Shops	550m	7 mins	2 mins
Asda Goldthorpe	650m	8 mins	2 mins
Dearnside Leisure Centre	1.4km	16 mins	4 mins
The Dearne Playhouse	1.4km	16 mins	5 mins
Phoenix Park	1.5km	18 mins	5 mins



Aldi Goldthorpe	1.8km	23 mins	6 mins
Tesco Express	2.1km	25 mins	6 mins
Asda Thurnscoe	2.6km	32 mins	9 mins
Thurnscoe Post Office / Local Shops	2.7km	34 mins	10 mins
Co-op Food / Post Office / Local Shops	3.1km	37 mins	10 mins
Ings Lane Sports and Social Club	3.7km	46 mins	12 mins

(Source: Google Maps)

Health

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

Table 3.6: Health Facilities

Amenity	Distance	Walk Time	Cycle Time
Wheldricks Pharmacy Goldthorpe	500m	6 mins	2 mins
Dearne Valley Dental Practice	750m	9 mins	2 mins
Highgate Dental Practice	1km	12 mins	3 mins
Goldthorpe Medical Centre	1.4km	16 mins	4 mins
Dearne Valley Group Practice	2.3km	28 mins	9 mins
Wheldricks Pharmacy Thurnscoe	2.3km	28 mins	9 mins
Mydentist Houghton Road	2.6km	33 mins	10 mins

(Source: Google Maps)

Employment

- 3.28 Alongside numerous smaller employment opportunities across Goldthorpe and the surrounding area, there a number of major employment areas locally and are summarised in **Table 3.7** below.

Table 3.7: Major Employment Facilities

Amenity	Distance	Walk Time	Cycle Time
True Refrigeration UK	900m	11 mins	3 mins
Fields Business Park	1.4km	17 mins	5 mins
Balmoral Industrial Estate	1.5km	18 mins	5 mins
Goldthorpe Industrial Estate	2.3km	27 mins	6 mins
Aldi RDC	2.6km	31 mins	7 mins
Patrick Tobin Business Park	4.4km	52 mins	18 mins

(Source: Google Maps)

Summary



- 3.29 The site is in an accessible location; various retail outlets, employment facilities, recreation facilities, health care facilities, Goldthorpe railway station and schools are within a reasonable walking distance. Further employment areas, schools, leisure centres, recreation facilities are all located within cycling distance of the site, or are accessible by regular bus services. As such, it has been clearly demonstrated that residents will not need to use (or indeed, own) a car in order to access key amenities, both locally and further afield.
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4. TRAVEL PLAN MEASURES

Introduction

- 4.1 As noted at the outset of this report, Gleeson Homes has appointed TPS to implement the Travel Choices programme at the Lockwood Road development. Travel Choices is a tailored package of measures, delivered in pursuit of the visions, aims and objectives of this Travel Plan strategy.
- 4.2 The programme is structured around the following themes, which will be expanded upon below:
- Engagement on Travel Choices
 - Support for Sustainable Travel Choices
 - Management of the Travel Choices Programme
- 4.3 At the time of preparing this report over 150 residential developments make up the Travel Choices network of sites, providing the delivery team with vast experience of the measures which offer maximum benefit and value for money, within a residential context.
- 4.4 The following section will outline the package of Travel Choices measures that will be delivered at Lockwood Road.

Engagement on Travel Choices

- 4.5 One of the key aims of the Travel Choices programme is to ensure that those who live at the site are fully aware of their local travel options, and the benefits of making a switch away from habitual use of the car.
- 4.6 For many journeys, the car can provide a convenient or practical travel option and may continue, therefore, to be used through choice or need by some. There are also, however, many occasions where the car is used purely due to familiarity or habit, and where people may be inclined to travel differently if made aware of the choices available to them.
- 4.7 Through the Travel Choices programme residents will, therefore, be provided with information on their local travel options. This information will be presented in an engaging and professional format, helping to ensure that it is appealing to the widest possible audience. At Lockwood Road, the following Travel Choices materials will be prepared:
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Travel Choices Guide

- 4.8 A bespoke Travel Choices guide will be prepared for the Lockwood Road development, an example of which can be found within **Appendix B**.
- 4.9 Within the Travel Choices guide, residents will be presented with the following key information:
- An overview of the purpose of the Travel Choices programme;
 - A map, illustrating the location of key local destinations relative to the site;
 - An overview of local active travel options and infrastructure, with typical walking and cycling times to key local destinations;
 - Links to key sources of further information which can assist in the planning of a local journey by foot or by bike;
 - An overview of local public transport options, including key information on the route and frequency of local services, with typical journey times to key local destinations;
 - Advice on the most appropriate sources of further information on public transport options, including details of relevant smart phone apps and journey planning tools;
 - Details of car share schemes, which can be used to connect with others undertaking a similar journey by car;
 - Details of the local car club options;
 - Advice on making the switch to an electric or hybrid vehicle, with links to key sources of further information;
 - Details of a range of offers, discounts and savings, which can be made through the Travel Choices programme (further details provided below); and
 - Advice on the support available from the Travel Choices team, including the offer of a Personal Journey Plan, if required.
- 4.10 The Travel Choices guide will be made available through the sales office, to both prospective purchasers and new homeowners.
- 4.11 The provision of the guide prior to the point of purchase will help to ensure that people are aware of the local travel options from the outset, and it is hoped that, in some cases, it will provide people with the comfort that they can move to the site without a reliance upon the car.
- 4.12 All new homeowners will be provided with a further copy of the guide on first occupation, alongside their welcome pack.
-



- 4.13 The Travel Choices team will be responsible for engaging with the onsite sales team to inform them of the purpose of the Travel Choices programme and the support that residents can access through it. The Travel Choices team will also assume responsibility for reviewing the content of the guide on a regular basis, to ensure that any changes to local travel options are reflected.

Travel Choices Website

- 4.14 Given the scale of the site and the likely demographic of those occupying the residential dwellings, it is anticipated that the most popular communication channel will be online information. Furthermore, most transport providers no longer provide hard copy information, but rather refer people to online sources of information.
- 4.15 One of the key elements to the Travel Plan, therefore, is the development of a branded and bespoke sustainable travel website. The website will be a singular source for local travel information for new and prospective residents which will likely contain, but not be limited to, the following pieces of information over and above that which is provided in the Travel Choices Guide:
- An interactive map showing the location of the development in relation to a range of key local destinations. Residents can click an icon and easily plan their journey to the location whether by car, public transport, foot or bike;
 - A wide range of articles providing advice and support for current cyclists or those looking to get into cycling;
 - Information on the benefits of using active travel modes;
 - Advice on local ticket options, highlighting what might be best for residents to purchase;
 - Links to key sources of further information in the local area, including public transport operators, local cycle routes and more;
 - Advice on electric vehicles and the benefits of switching;
 - Details on the benefits of car sharing;
 - A contact form which residents can be use to get in touch with the Travel Choices team for advice; and
 - Full details of, including a form to request, the offers and discounts available to residents through the Travel Choices programme (further details below).
-



4.16 The Travel Choices team will assume responsibility for reviewing and updating the content of the website on a regular basis, to ensure that any changes to local travel options are reflected.

4.17 An example of a similar website, prepared for Gleeson Homes can be seen here: www.linkswoodpark.travelchoices.uk

Annual Travel Choices Newsletter

4.18 Having provided residents with information on their local travel choices at first occupation, it is important to follow this up with further engagement throughout the first years of living at the site.

4.19 This helps to remind people of the benefits of making sustainable travel choices, reminds them of the options/offers available to them, and in some cases provides an update on any changes to local travel options, or new related tools and initiatives. The newsletter also provides an opportunity to engage with second occupants of any homes at the development that are sold on, or tenants of any homes at the development that are rented.

4.20 For this reason, all occupied homes at the development will be sent an annual Travel Choices newsletter, an example of which can be found within **Appendix C**. This newsletter will be published annually, throughout the Travel Choices programme at Lockwood Road.

Support for Sustainable Travel Choices

4.21 Whilst in some cases, the provision of information alone can be enough to influence an individual's travel behaviour, in other cases there can be a need to offer additional support or incentive. For this reason, a number of further measures will be delivered through the Travel Choices programme at Lockwood Road.

Personal Journey Planning Support

4.22 Where residents remain unsure of their travel options, the Travel Choices team will be on-hand to help. Promoted through the Travel Choices engagement materials will be the offer of a free 'personal journey plan', which will help to inform residents of the journey options available for a regular journey of their choice.

4.23 Based upon the journeys start and end point, and the intended time of travel, the Travel Choices team will present the residents with details of the travel options available. This will include details such as journey time, route and even the exact location of which bus stops to use if travelling by public transport.



Travel Choices Offers, Discounts and Savings

- 4.24 Those living at Lockwood Road will be able to access a range of offers and discounts on sustainable transport related services and products, alongside advice on ways to make savings when travelling by public transport.
- 4.25 These offers, which will be promoted through the engagement materials, are available through the website *savings-travelchoices.uk*, and include:
- Halfords: 10% off bike servicing, cycle accessories and bikes (including e-bikes);
 - Bike Dock Solutions: 10% off home bike storage and security solutions;
 - Cotswold Outdoors: 10% off outdoor clothing and footwear;
 - Runners Need: 10% off clothing and footwear for runners;
 - Snow and Rock: 10% off outdoor clothing and footwear;
 - EO: £50 of home EV charging solutions.

Management of the Travel Choices Programme

- 4.26 It is recognised that an important element of the success of any Travel Plan is the appointment of a suitable individual, or team, to manage the programme through its duration. This role is often referred to as that of a Travel Plan Coordinator (TPC).
- 4.27 The Travel Choices team at TPS was appointed by Gleeson Homes to act as the TPC for the Lockwood Road development. They can be contacted using the information below:

Travel Choices

A: TPS Transport Consultants Ltd, 151 – 153 Wakefield Road, Wakefield, WF4 5HQ

T: 01924 664638

E: info@travelchoices.uk

- 4.28 The role will be delivered until a point five years after first occupations, which is expected to cover the development period plus around one further year after final occupations. Responsibilities of the Travel Choices team will include (but not be limited to):
- Overall management of the Travel Choices programme, including fulfilment of the Travel Plan obligations;
 - Preparation, distribution, and ongoing updating of the Travel Choices materials;
 - Stakeholder engagement, including with the local council;
-



- Engagement with residents, including the provision of a Personal Journey Plan on request;
- Maintaining an understanding of local travel options, and updating Travel Choices materials as appropriate;
- Engagement with the sales team; and
- Preparation of an annual monitoring report.

4.29 Through the appointment of the Travel Choices team, Gleeson Homes has made suitable budget provision to ensure the implementation of this Travel Plan, in compliance with the conditions of planning approval.

Walking Specific Measures

4.30 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.

4.31 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

4.32 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

4.33 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

4.34 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

4.35 Free cycle training is available to all Barnsley residents of all 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

4.36 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

4.37 Discounts have been secured by TPS, as the Travel Plan Coordinator, for residents at Halfords 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. Details of the discounts will be made available on the aforementioned website and in the travel guide and newsletters.

Public Transport Specific Measures

4.38 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.

- 4.39 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

- 4.40 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.

- 4.41 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:
 - [google.co.uk/maps](https://www.google.co.uk/maps)
 - ojp.nationalrail.co.uk/service/planjourney/search
 - <https://www.travelsouthyorkshire.com/>
 - Live arrival and departure information, including:
 - nationalrail.co.uk/times/fares/ldb.aspx
 - <https://www.travelsouthyorkshire.com/>
 - Public transport network and route maps, including:
 - <https://www.travelsouthyorkshire.com/>
 - Handy apps and travel tools:
 - <https://www.stagecoachbus.com/promos-and-offers/national/stagecoachbusapp>
-



- o nationalrail.co.uk/times/fares/18.aspx

Sustainable Car Use Measures

- 4.42 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

- 4.43 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

- 4.44 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.
- 4.45 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

- 4.46 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>
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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:
- **S**pecific;
 - **M**easurable;
 - **A**chievable;
 - **R**ealistic; and
 - **T**ime-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 accompanying 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 by the end of the TPC period at the site, in line with the period of occupations.
- 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	0.093	0.332	0.425	0.392	0.205	0.597
Trip Generation	12	42	53	49	26	75

(Source: TRICS data)

- 5.9 Assuming at full occupation there will be 125 dwellings, some 53 two-way trips in the AM peak hour and 75 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 5 two-way trips in the AM peak hour (to 48) and 8 in the PM peak hour (to 68), 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	0.086	0.302	0.381
PM	0.352	0.187	0.540

(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.
- 5.15 The first (baseline) traffic count will be undertaken no later than 12 months after first occupation, at the site access on East Street. The results will be shared with Travel Plan officers at Barnsley Metropolitan Borough Council. 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 at the East Street site access. 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', which will also include details of the measures / activities undertaken in the preceding 12 month period as a means to demonstrate the pro-active delivery of the Travel Plan
-



Appendix A

Site Layout Plan

Schedule of Accommodation To be read in conjunction with drawing no. 3228-1-001 - Rev. S											
OMS											
Craystones	250	2	2	Semi	753	69.96	6	5%	4518	419.73	
Kemmare	252	2	2	Semi	753	69.96	4	3%	3012	279.82	
Tallow	253	2	2	Semi	753	69.96	2	2%	1506	139.91	
Glin	350	2	2	Semi	904	83.98	12	10%	10848	1007.80	
Lucan	352	2	3	Semi	904	83.98	7	6%	6328	587.89	
Strave	354	2	3	Detached	904	83.98	21	17%	18984	1763.66	
Neale	355	2	3	Semi	904	83.98	13	10%	11752	1091.79	
Rosemount	357	2	3	Semi	904	83.98	17	14%	15368	1427.72	
Sandyford	358	2	3	Semi	984	91.42	3	2%	2952	274.25	
Cliffen	359	2	3	Detached	984	91.42	10	8%	9640	914.10	
Milford	360	2	3	Detached	919	85.38	7	6%	6413	597.64	
Dalkey	450	2	4	Detached	1156	107.40	13	10%	15028	1396.14	
Grange	451	2	4	Detached	1071	99.50	4	3%	4284	397.99	
Lanesborough	452	2	4	Detached	1211	112.50	6	5%	7266	675.03	
Totals	125	100%							118119	10913.52	



T	03.10.22	FOOTPATH LINK TO FRONTAGE OF PLOT 89 ADDED.	ED
S	22.09.22	353 TYPES REPLACED WITH 354 TYPES. PLOT 64 AMENDED TO 360 TYPE.	JB
R	12.09.22	PLOTS 1-3 AMENDED. PLOTS 29-30 AMENDED. PLOTS 60-61 AMENDED. PLOTS 84-85 AMENDED. PLOTS 123-125 AMENDED. 356 TYPES REPLACED WITH 354 TYPES. VISITOR PARKING AMENDED. PLOTS 21 & 22 HANDED. PUMP STATION POSITION ADJUSTED & BASIN REDUCED TO SUIT. KNEE RAIL FENCE ADDED. AFFORDABLE UNITS INDICATED. PROPOSED TREES ADDED INDICATIVELY. FOOTPATH ADDED TO ACCESS LEAP. SCHEDULE OF ACCOMMODATION UPDATED. SALES AREA AMENDED.	JB
Q	07.09.22	VISITOR PARKING BAYS ADDED.	NA
P	02.08.22	LAYOUT RE-DRAWN WITH SPACE STANDARD HOUSE TYPES. SCHEDULE OF ACCOMMODATION UPDATED.	JB
O	04.05.22	ADDITION OF FOOTPATH LINK TO ST MARY'S ROAD AND PARKING SPACE NUMBERS	SM
revision	date	content	initials

project	PROPOSED RESIDENTIAL LOCKWOOD ROAD GOLDTHORPE		
client	PROPOSED SITE LAYOUT		
title	GLEESON DEVELOPMENTS		
date	02.03.21	scale	1:500@A0
drawing number	3228-1-001	drawn	SN
checked	T	checked	

PLANNING
subject to structural review
subject to accurate measured survey

niemen
architects

Niemen Architects
Deck 2 The Waterscape
42 Leeds & Bradford Road
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Tel: 0113 239 5400
Fax: 0113 239 5401
office@niemen.co.uk

www.niemen.co.uk



Appendix B

Example Travel Guide



TRAVEL
CHOICES

gleeson

TRAVEL GUIDE

Explore your
TRAVEL CHOICES
@CARRWOOD PARK
TYERSAL

**OFFERS FOR
RESIDENTS**
See inside



carrwoodparktravel.co.uk

WELCOME

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

Whether you are thinking about moving to Carrwood Park or you are already settling into your new home, you may be wondering what local travel options are available to you.

This guide provides a summary of the travel choices you could make, with a focus on more sustainable and environmentally friendly options.

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

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

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

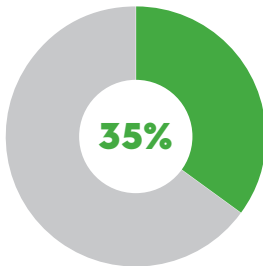
www.carrwoodparktravel.co.uk



WHY CONSIDER YOUR LOCAL TRAVEL CHOICES?

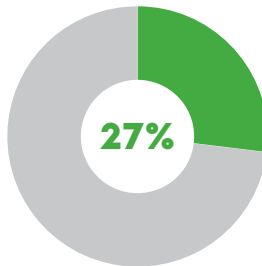
The car is, for many reasons, the most popular travel option in the UK. There are, however, a growing number of reasons why we should all consider whether we could swap the use of the car for more sustainable options, even if just some of the time.

Benefits associated with increased use of sustainable travel options can include reduced local congestion, improved air quality, better health and wellbeing and lower travel costs. Use of sustainable travel options can, therefore, be better for our local community, our environment, our bodies and our bank balance.



Over **35%** of trips under two miles are made by car

Based on 2019 data



Transport is the biggest greenhouse gas emitter in the UK, making up **27%** of all emissions, with over half of this from cars.



The average driver loses **115 hours** per year in road congestion

Based on 2019 data



It takes **just 9 minutes to cycle** to Aldi, a small difference of 2 minutes by car, which could certainly be quicker than driving in peak times! By using an alternative to the car, such as cycling, for just one return journey a week to your local supermarket, you could save the same amount of CO2 it takes to charge your smartphone **6,633 times**, across the year!

Based on 215 work days per year.



LET'S GET ACTIVE

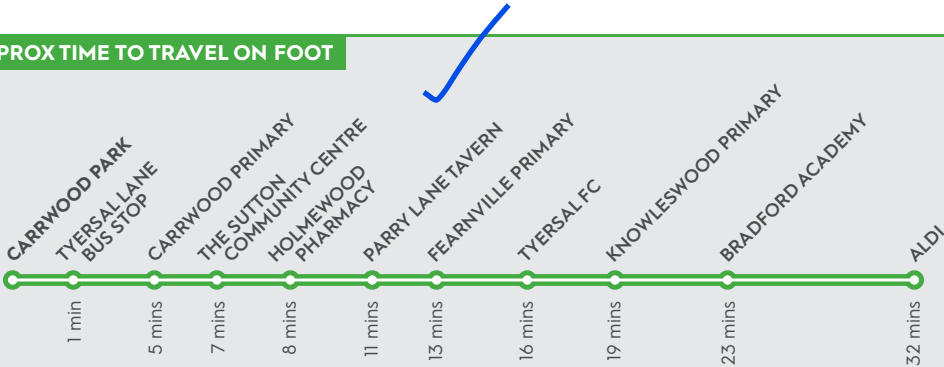
We all know that regular physical activity is incredibly beneficial to us. On a personal level it can, therefore, make a lot of sense to walk, cycle or run when we can rather than getting in the car.

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

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

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

APPROX TIME TO TRAVEL ON FOOT



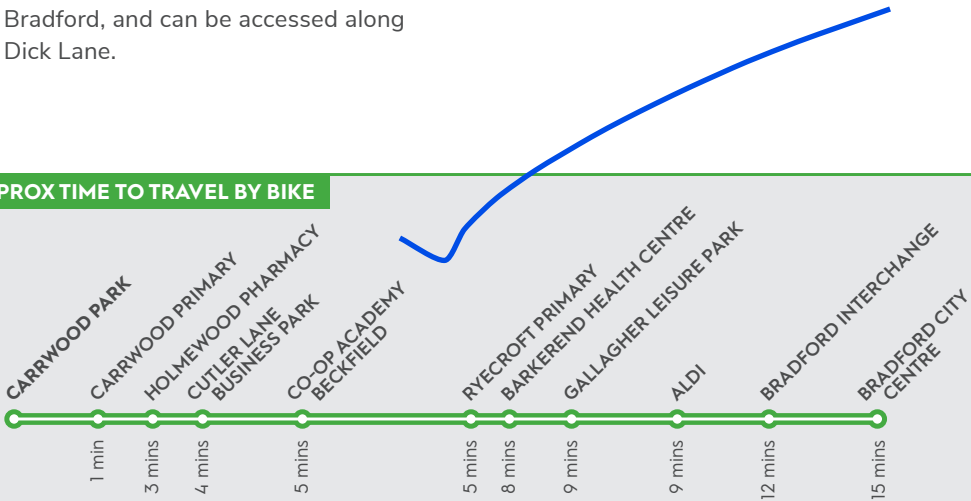


Cycling is a great way to get around, and there has never been a better time to get out on your bike whether alone, or with your family.

Carrwood Park is in a great location for getting out and about by bike. Did you know the CS1 Cycle Superhighway is just a 5 minute bike ride to the north of your new home? CS1 is a segregated traffic free route between Leeds and Bradford, and can be accessed along Dick Lane.

There is also a traffic free section of Route 66 of the National Cycle Network, which can be accessed within 10 minutes from Carrwood Park, via Rooley Lane to the South-West. This route travels North to Bradford city centre and then on to Leeds city centre further to the East.

APPROX TIME TO TRAVEL BY BIKE



EXPLORE YOUR PUBLIC TRANSPORT OPTIONS

TRAVEL BY BUS

Your closest bus stops are located on Tyersal Lane, just a short walk away from your new home! There are also bus services available from the bus stop on Dick Lane, less than a 10 minute walk away. Both options provide frequent services to key destinations in the local area including Bradford Interchange, Leeds and Halifax.

Key local bus services include:

Service 608 Available from Tyersal Lane

Thornton – Holme Wood via Bradford City Centre

Services run every 15 minutes Monday – Saturday, with an hourly service on Sundays. This is often the quickest and most frequent option to access Bradford Interchange.

Operated by First Buses.

Service 508 Available from Dick Lane

Halifax – Leeds

Services every 30 Minutes Monday to Saturday, with an hourly service on Sundays.

Operated by First Buses.

Service 630 Available from Dick Lane

Thornton – Holme Wood via Bradford City Centre

Services every 30 Minutes Monday to Saturday, with an hourly service on Sundays.

Operated by First Buses and TLC Travel.

MAKE THE MOST OF BUS OPERATOR APPS:

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

Bus operators have been embracing the technology now available. Handy apps show the location of your bus on a real time map, all you to easily plan a journey, and even let you buy and store tickets for easy and safe access.

First Buses have their own app which you can easily use to buy and store tickets, plan your next journey, and much more! Scan the QR code to find out more and download the app.



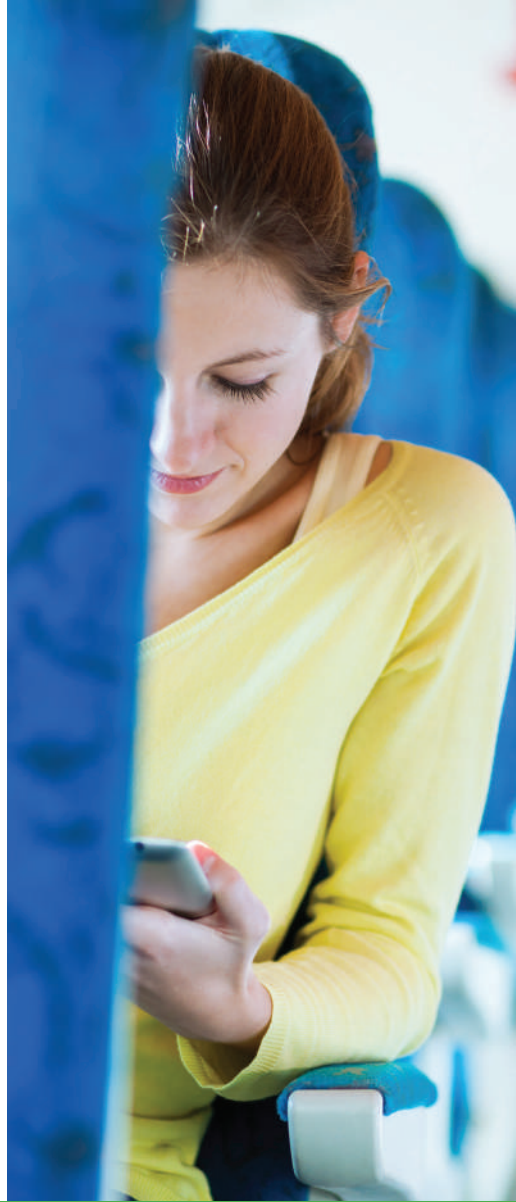
TRAVEL BY TRAIN

Carrwood Park is a short distance away from Bradford Interchange, perfect for family days out across the country, or your everyday commuting needs.

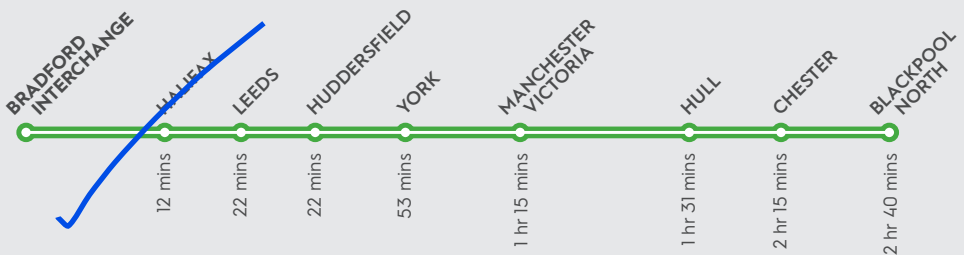
It takes around 35 minutes to walk to Bradford Interchange, or less than 15 minutes by bike. From the station, there are hourly services to Manchester Victoria, Chester, Huddersfield and York, with all trains towards York calling at Leeds and all trains towards Chester and Huddersfield calling at Halifax. There are also infrequent services to Blackpool North and Hull.

If you fancy a day out to Leeds, then rail is a great option! There are up to 5 services an hour to Leeds during the week, taking around 20 minutes via train! When you consider traffic and the time it can take to park, a journey by train could be much quicker than driving.

Explore all your rail options, including journey planning tools, station information, a handy season ticket calculator and much more at carrwoodparktravel.co.uk



APPROX TIME TO TRAVEL BY BIKE



SUSTAINABLE CAR USE

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

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

FIND A CAR SHARE COMPANION

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

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

wycarshare.com





JOIN THE EV REVOLUTION

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

Whilst EVs can initially be more expensive to buy or lease, reduced running costs and exemptions mean whole-life costs can work out much lower.

So, whilst you are doing your bit to help the environment, you could also be saving money! And with petrol and diesel vehicles already beginning to be phased out, prices are becoming increasingly competitive.

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

[start to save](#)

CO CHARGER

Worried you might not have ability to charge your car? No worries, Co Charger is the UK's largest community charging app! Simply find a host using the easy to use live map function, request a session, and once approved you're good to go! All payments are securely done through the Co Charger app, you can also use the app to set schedules, reminders and more!

Or if you'd like to help your fellow EV neighbours out, you can similarly rent out your charger. By renting out your charger you'll be helping your community become cleaner and greener, while earning a bit of money on the side!

For more information, please visit: [co-charger.com](#)

[remove](#)

Visit the Carrwood Park travel choices website for further information on sustainable car use: [carrwoodparktravel.co.uk](#)



USEFUL WEBSITES & TOOLS

There are an increasing range of online tools and information sources which can help you to plan and undertake journeys by different travel modes. Here are just a few that we have picked out for you:

NATIONAL RAIL

A portal into UK rail travel including timetables, booking facilities, network maps, station information and much more.

nationalrail.co.uk

SUSTRANS

Sustrans is a national charity delivering a wide range of work focused upon cycling. They are responsible for the management of the National Cycle Network, a UK-wide network of signed paths and routes for walking, cycling, wheeling and exploring outdoors.

sustrans.org.uk

FIRST BUSES

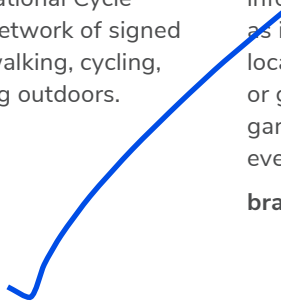
The company behind most of your bus journeys, with a website full of information on travelling by bus in the area. Plan a journey, download timetables, explore ticket options, view maps and much more.

firstbus.co.uk

BRADFORD COUNCIL

The Bradford Council website is full of information about the local area, as well as including information on events in the local area. From group cycle sessions or getting involved with your local gardening club, there's something for everyone!

bradford.gov.uk





OFFERS, DISCOUNTS & SAVINGS

To help minimise the cost of your sustainable transport choices we have arranged a range of discounts and offers which residents at Carrwood Park can take advantage of. We've also identified a number of further opportunities to save on the cost of your journeys:

halfords

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

runnersneed

the running specialists

RUNNERS NEED: In need of some new trainers or running equipment? Get exclusive discounts at Runners Need.

eo

EO CHARGING POINTS: Save on the cost of an electric vehicle charging point for your new home with £50 off.

bikmo

BIKMO: Recently purchased a new bike? Cycling more than you used to? Save 5% on the cost of cycle insurance with Bikmo.

BIKEDOCKSOLUTIONS[®]

THE MANUFACTURING STANDARD

BIKEDOCK SOLUTIONS: Save 10% on the cost of home bike storage and security solutions, including stands, lockers and wall hanging products.

BikeRegister[®]

The National Cycle Database

BIKE MARKING: Save 10% on the cost of Membership Plus Kits, Permanent Marking Kits, and UV Covert Kits with Bike Register, the National Cycle Database helping to reduce bike theft.



**TRAVEL
CHOICES**

gleeson

FURTHER SUPPORT AND ADVICE

Find us online at

carrwoodparktravel.co.uk

Or get in touch with us if you'd like some
specific travel advice for your regular or
one-off journeys

info@travelchoices.uk





Appendix C

Example Newsletter



TRAVEL CHOICES

@ LINKSWOOD PARK

EXPLORE YOUR LOCAL TRAVEL CHOICES

**BEGINNERS
GUIDE TO EVS**
PAGE 6

**E-BIKES
EXPLAINED**
PAGE 8

WAYS TO SAVE
PAGE 10

**EXPLORE
YOUR PUBLIC
TRANSPORT
CHOICES**
PAGE 4



TRAVEL
CHOICES

gleeson

WHY CONSIDER YOUR LOCAL TRAVEL CHOICES?

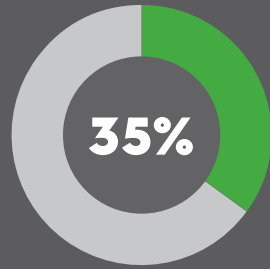


The car is, for many reasons, the most popular travel option in the UK. There are, however, a growing number of reasons why we should all consider whether we could swap the use of the car for more sustainable options, even if just some of the time.

Benefits associated with increased use of sustainable travel options can include reduced local congestion, improved air quality, better health and wellbeing and lower travel costs. Use of sustainable travel options can therefore be better for our local community, our environment, our bodies and our bank balance.

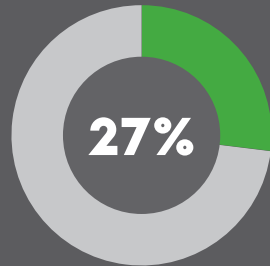


It takes **just 7 minutes to reach the local ASDA superstore on foot**. If you walked or cycled to the supermarket just once each week, rather than jumping in the car, you would save the same CO2 as produced by charging your smartphone **1,395 times** across the year!



Over **35%** of trips under two miles are made by car.

Based on 2019 data



Transport is the biggest greenhouse gas emitter in the UK, making up **27%** of all emissions, with over half of this from cars.



It costs an average of **£3406** a year to run a car in the UK, excluding finance.



EXPLORE YOUR PUBLIC TRANSPORT OPTIONS



EXPLORE YOUR TICKET OPTIONS

Paying for your bus journey on the day may be quick and easy, but it is normally the most expensive option. Make sure that you check out the ticket options available from your local bus operator to see how much you could save.



SAVE WITH A FLEXI SEASON TICKET

A flexi rail season ticket permits unlimited travel between and two stations, on any 8 in 28 days. They offer great savings against buying Anytime Day tickets, and allow you to choose which days you travel.

Find out more about travelling by public transport at the Linkwood Park Travel Choices website: linkwoodpark.travelchoices.uk

TRAVEL BY BUS

There are frequent bus services to and from locations including Rotherham, Doncaster, Sheffield and more, with bus stops located just a short walk away on Doncaster Road and Laudsdale Road.

Key local bus services include:

Service X78
Doncaster – Sheffield
Services every 20-minutes, Monday to Saturday and every 30-minutes on a Sunday. Available from the stops on Doncaster Road. Operated by First.

Service 115
Rotherham – East Herringthorpe
Services run twice hourly Monday to Saturday daytime, reducing to hourly services on Sundays and evenings. This service is available from the stops on Laudsdale Road. Operated by First.

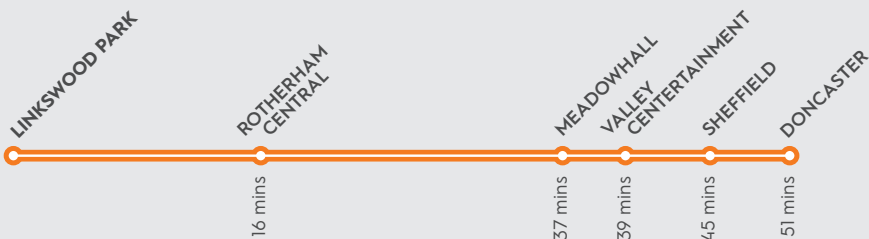
Service 116
Rotherham – Ravensfield
Services run twice hourly Monday to Saturday daytime, reducing to hourly services on Sundays and evenings. The service is available from the stops on Doncaster Road. Operated by First.

TRAVEL BY TRAIN AND TRAM

There’s also the option of travelling by tram from Parkgate retail park and Rotherham Central station. From both stations there are two services per hour to Sheffield, with stops at Meadowhall and Centertainment on the way.

If you’re travelling further afield, Rotherham Central station offers regular rail services to Sheffield, Leeds, Wakefield, Doncaster and more!

APPROX TIME TO TRAVEL ON PUBLIC TRANSPORT





BEGINNERS GUIDE TO GOING ELECTRIC

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

The EV market can, however, seem like a minefield, with lots of questions about the best options and practicalities of owning an EV.

We've found that a really useful information source for those looking to understand more about all things EV is electrifying.com.

Their handy *Beginners Guide To Going Electric* covers some of these key topics, such as the following questions:

Is an electric car right for me?

What is range, and how much will I need?

What's it like to drive an electric car?

How do I charge an electric car?

I've bought an electric car ... what next?



SALARY SACRIFICE AND OTHER WAYS TO PAY LESS FOR YOUR ELECTRIC CAR

There's no getting away from the fact that electric cars are currently more expensive to buy than their petrol or diesel counterparts. It's not something that even the most ardent EV fan could argue against.

But simply looking at the list price isn't focusing on the bigger picture. Over the course of your ownership, it's highly likely that an electric car will end up costing you less than the equivalent petrol or diesel version.

To help identify the cost savings available when driving an EV it is worth checking out the **electrifying.com** website. They have a useful fuel check calculator, along with advice on salary sacrifice tax savings and more.



The average cost of charging an electric car at home is just **£4 for 100 miles** of charge.

 www.electrifying.com

CAR OWNERSHIP USE

Did you know that the average car in the UK sits unused 96% of the time? Owning a car is often, therefore, expensive and inefficient. There are also direct links between car ownership and car use. If you own a car you are more likely to use it, whether more suitable alternatives are available or not.

On the other hand, if you rent a car only when needed, you are more likely to travel sustainably for those journeys where using a car is a choice, rather than a necessity.

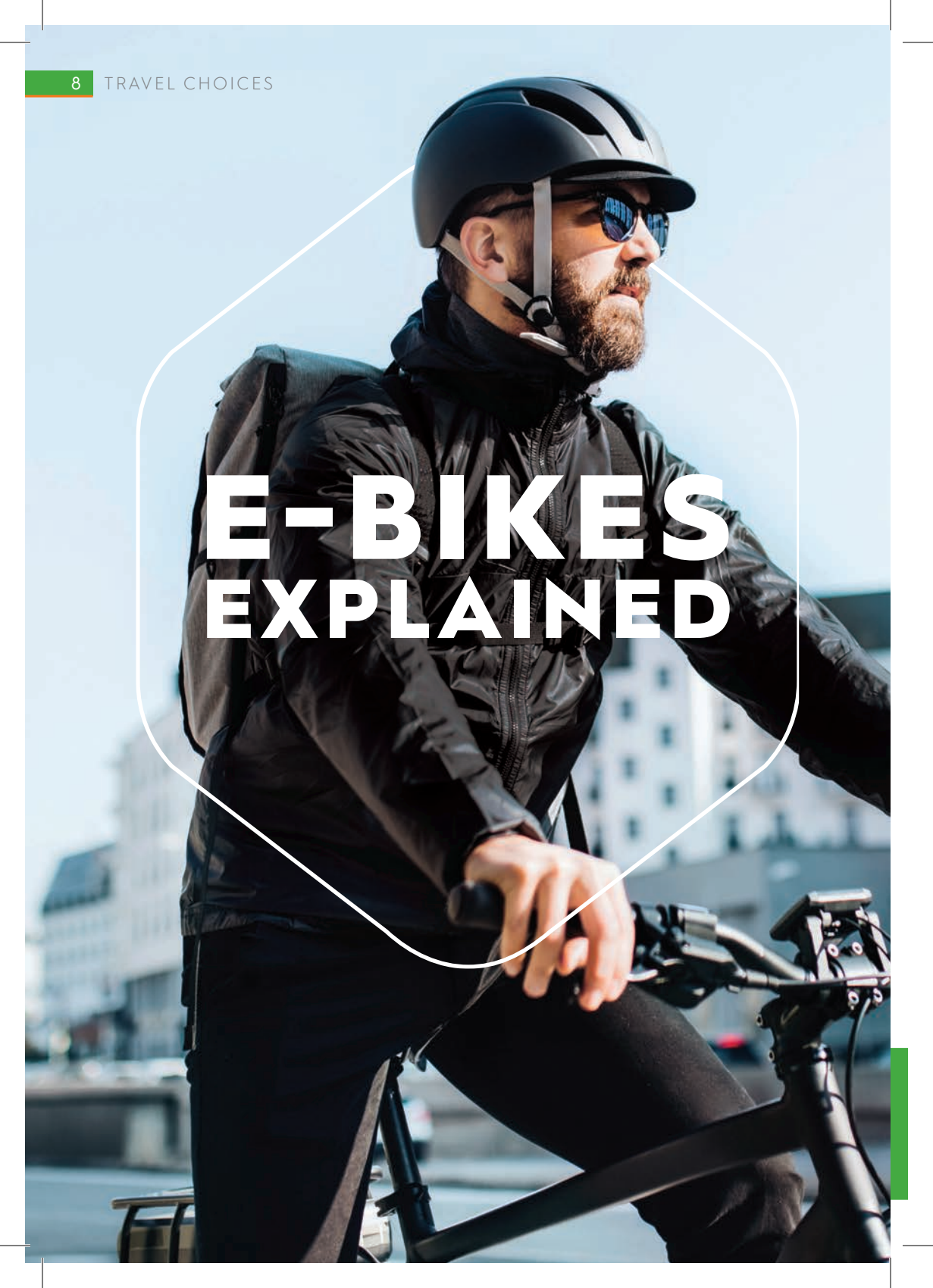
So why not consider making use of a car club vehicle, as an alternative to car ownership. Cars can be rented from

as little as an hour, with low costs and inclusive insurance. Simply book, unlock and start the car using your smart phone, and off you go!

Enterprise are one of the UK's leading car club providers, and have an increasing number of vehicle dotted across South Yorkshire. The closest car can be found at Unit 2 Canklow Road, Rotherham, S60 2JF. You can reach the car club in just 15 minutes by bike or around 25 minutes by bus

To find out more about how to join the club and book a vehicle, visit **enterprisecarclub.co.uk**

For further information on sustainable car use you can also check out the Linkwood Park Travel Choices website: linkwoodpark.travelchoices.uk

A man with a beard, wearing a black helmet, sunglasses, and a black jacket, is riding a black e-bike. He has a black backpack on his back. The background is a blurred city street. The text "E-BIKES EXPLAINED" is overlaid in large white letters, framed by a white rounded rectangle.

E-BIKES EXPLAINED



Cycling within the UK has seen a resurgence in recent years, with the number of people getting around on two wheels spiking. Some people have gone back to cycling after a long break, whilst some have jumped on a bike for the first time. It's been so popular that bike shops have reported running out of stock.

But what happens if you need to travel further than you're comfortable with on two wheels? An e-bike could provide the answer.

It's not cheating to ride an e-bike. It offers the chance to start cycling and improve your health or gives current cyclists an added boost to help them cycle further, carry a heavy load or keep a faster pace.

But what is an e-bike? How much do they cost and how far can you expect to travel? To help with these and other common questions the Energy Saving Trust have pulled together a handy guide – check it out now



www.energysavingtrust.org.uk/electric-bikes-explained

For further information, advice and tips on cycling around the local areas, check out linkswoodpark.travelchoices.uk

TRY BEFORE YOU BUY

If you're interested in making the switch to an e-bike but want to try it out first, it's worth knowing that Halfords offer free trials. You can borrow an e-bike from a Halfords store for between 30-minutes and a full day, providing an ideal opportunity to experience all the benefits of riding an e-bike first hand.

You can find out more about the trials and how to book at:

halfords.com/cycling/bikes/electric-bike-trials

halfords





WAYS TO SAVE

The cost of simply getting around is one that we could all do without, especially with cost rises coming at us from all directions. We've therefore pulled together some discounts and tips, which could help you save on the cost of your day-to-day travel choices.

DISCOUNTS:

Explore our range of exclusive Travel Choices discounts on new bikes, outdoor clothing, bike servicing, EV charging points and more.

SAVE ON PUBLIC TRANSPORT TRIPS:

Simply paying for public transport trips on the day may be quick and easy, but it means that you will probably be paying more than you need to. Make sure you explore the ticket options available to you if you are a public transport user.

SALARY SACRIFICE SCHEMES:

You could save some serious cash (up to 42%) on the cost of a new bike or electric car, if your employer offers a salary sacrifice scheme.

SPLIT THE COST OF DRIVING:

Sharing the cost of car journeys with just one other person can half your travel costs. It really can be that simple! Whilst a lot of car sharing is arranged informally, with friends, family or colleagues, there are now also ways of identifying other people undertaking a similar journey.

We've provided information on these and other ways to save at linkwoodpark.travelchoices.uk

USEFUL WEBSITES AND TOOLS

There are an increasing range of online tools and information sources which can help you to plan and undertake journeys by different travel choices. Here are just a few that we have picked out for you:

LINKSWOOD PARK TRAVEL CHOICES

When it comes to information on local travel choices, the Linkswood Park Travel Choices website is great place to start.

linkswoodpark.travelchoices.uk

BUS OPERATORS

Find out more about using key local bus services on the Stagecoach website. Explore routes, plan a journey, view timetables and buy your tickets.

stagecoachbus.com/timetables

FREE ADULT CYCLE TRAINING

From learning to ride for the first time or building confidence after a break from cycling, to one-to-one advanced training on a route of your choice, there's something for everyone through the Journey Matters bike training scheme.

journeymatters.co.uk/training-advice/bike-training

TRAVEL SOUTH YORKSHIRE

The home of information on travelling by public transport across South Yorkshire. Plan a journey, download timetables, view maps and much more.

travelsouthyorkshire.com

SOUTH YORKSHIRE TRAVELMASTER

If your journey involves train, bus or tram in South Yorkshire, then the TravelMaster tickets may be a good option for you. They offer a range of smartcard ticket options giving unlimited travel on all services in your selected zone.

sytravelmaster.com

SUSTRANS

Sustrans is the national charity delivering a wide range of work focussed upon cycling. They are responsible for the management of the National Cycle Network, a UK-wide network of signed paths and routes.

sustrans.org.uk



CONTACT US

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





Appendix D

Action Plan

Lockwood Road , Goldthorpe: Action Plan

	Action	Responsibility	Target Delivery Date
Travel Plan Management	Appoint a Travel Plan Coordinator	Gleeson Homes	Achieved
Marketing and Information Provision Strategy			
Marketing Strategy:	Provision of a Bespoke Travel Information Website	TPC	Prior to Sales Office opening
Marketing Strategy:	Travel Information Leaflet	TPC	Prior to Sales Office opening
Marketing Strategy:	Free Personalised Journey Planning	TPC	Offered on the website and via the travel information guide and newsletters
Marketing Strategy:	Annual Residents Newsletter	TPC	Annually from first occupation until full occupation
Marketing Strategy:	Promote Resident Discounts with Sustainable Travel Providers	TPC	Included on website, 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 on website, 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 on website, in travel information guide and newsletters
Cycle Strategy 2:	Promote free cycle training for residents with Barnsley Metropolitan Borough Council	TPC	Included on website, in travel information guide and newsletters
Cycle Strategy 3:	Promote 'Love to Ride' Scheme	TPC	Included on website, in travel information guide and newsletters
Cycling Strategy 4:	Discounts for Residents at Halfords Cycle Shops	TPC	Included on website, 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 on website, in travel information guide and newsletters
Sustainable Car Use			
Sustainable Car Use Strategy 1:	Promote Car Sharing	TPC	Included on website, in travel information guide and newsletters

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