

**LAND AT BARNBURGH LANE  
GOLDTHORPE  
PHASE 2**

**TRAVEL PLAN**

**Client: Gleeson Homes and Regeneration**

WESTGATE CONSULTING (LEEDS) LIMITED  
64 WESTGATE  
GUISELEY  
LEEDS  
LS20 8HJ

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## **SECTION 1 INTRODUCTION**

### **Background**

- 1.1 Westgate Consulting (Leeds) Limited has been commissioned by Gleeson Homes and Regeneration to produce a Travel Plan relating to the second phase of residential development at Barnburgh Lane in Goldthorpe, Rotherham. The local planning and highway authority for the site is Barnsley Metropolitan Borough Council (BMBC).
- 1.2 Phase 1 of the Barnburgh Lane development consisted of 152 residential units, and already has a Travel Plan, which is being implemented by Gleeson Homes and Regeneration.
- 1.3 Phase 2 of the development will consist of 61 residential units located immediately to the south of the first phase, and will extend the current travel plan programme to cover the new section of the scheme.

### **Goldthorpe Phase 1**

- 1.4 As noted above, a TP is currently being implemented at the first phase of development at Barnburgh Lane. Therefore this TP is an extension of the existing measures which have previously been agreed with officers at BMBC, rather than a revision to the approach at this site.

### **The Commitment to Travel Planning**

- 1.5 Gleeson Homes and Regeneration are committed to promoting sustainable travel choices and to the principles of sustainable development.
- 1.6 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 of the begins.

### **The Travel Plan Vision**

- 1.7 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**

- 1.8 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.
- 1.9 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 Phase 1, 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 Phase 1.

### **Report Format**

- 1.10 This Travel Plan outlines the principles, policies and strategic benefits of effective travel planning, and provides a summary of the transport infrastructure surrounding the development.
- 1.11 The report also considers the range of measures that have been implemented at Phase 1 of the scheme by the developer, and how these will be expanded into the new development.

## SECTION 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.

### National Policy

- 2.2 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.
- 2.3 The NPPF defines a travel plan as: “A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed”
- 2.4 In its White Paper “A New Deal for Transport”, the Government identified that the responsibility for transport problems and solutions is to be shared between the private and public sectors. It identified the importance that the planning system could play in reducing the need to travel by car (particularly single occupancy journeys) by the careful planning of new developments in a sustainable manner.
- 2.5 The Department for Transport document ‘Making Residential Travel Plans Work: Good Practice Guidelines for New development’, October 2005, provides guidance on producing and developing Travels Plans for new residential development. It sets out that the national sustainability agenda and modernisation of the planning system have reinforced the important and positive role that travel planning, including for residential development, can play in achieving a wide range of national and local objectives. These include:

- Helping to reduce the need to travel and to cut congestion;
- Supporting mixed community and housing objectives, including development location, density, design and parking;
- Supporting social inclusion objectives, particularly through improvement of accessibility to and from new development; and
- Providing a mechanism through which on-going sustainability appraisal and integration can be built into planning and implementation arrangements.

2.6 The document 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process', published April 2009, aims to help all those involved in creating and implementing travel plans; local authorities, transport and travel plan officers, developers and consultants, understand the process involved and good practise steps for achieving successful and sustainable travel plans. It states "Travel plans can be a key tool in achieving national, regional and local objectives to manage the demand for movement and improve accessibility for everyone."

### **Local Policy**

2.7 The Transport Act 2000 requires all local transport authorities in England, outside London, to prepare Local Transport Plans. The relevant local policy documentation in the context of this Transport Assessment is the Third South Yorkshire Local Transport Plan (LTP3) 2011 – 2015.

2.8 South Yorkshire's third Local Transport Plan (LTP3) has three component parts: the Transport Strategy, the Implementation Plan and the Annual Delivery Programme which will set out in detail the agreed prioritised delivery programme for the next financial year as well as briefly outlining the proposed four year programme.

2.9 The Transport Strategy has four main goals. The primary goal is to support the economic growth of the City Region. At the same time it aims to enhance social inclusion and health, reduce greenhouse gas emissions and maximise safety.

2.10 In translating the Transport Strategy into action, it will follow four cross-cutting principles:

- **Squeeze more from existing assets**– in the current funding climate this principle will ensure assets are well managed and maintained and used to their fullest potential, minimising the need for major infrastructure work. It is key to this first Implementation Plan. Efforts will be targeted on the routes, locations, customer groups and issues we have identified from our evidence base as being particularly important;
- **Make our growth sustainable** – it will look to achieve economic growth while minimising the impact on the environment, reducing emissions wherever possible;
- **Give people choice** – it will enable people to make informed choices about whether and how they travel, through providing a range of transport links and services to match varying lifestyles; and
- **Encourage a change in travel culture** - facilitating a shift from car dependency to more active and sustainable travel modes.

2.11 Relevant Transport strategy policies include:

- To improve connectivity between major Settlements;
- To focus new development along key public transport corridors and in places adjacent to existing shops and services;
- To apply parking policies to promote efficient car use, while remaining sensitive to the vulnerability of urban economies;
- To develop public transport that connects people to jobs and training in both urban and rural areas;
- To develop user-friendly public transport, covering all parts of SCR, with high quality of integration between different modes;
- To ensure public transport is accessible to all;

- To encourage active travel and develop high-quality cycling and walking networks; and
- To provide information and travel advice for the users of all modes of transport, so that they can make informed travel choices.

## **SECTION 3                      DEVELOPMENT PROPOSALS - GOLDTHORPE PHASE 2**

### **Site Location**

- 3.1 As described above, the development site is located off Barnburgh Lane in the Goldthorpe area of Rotherham. However, the site is within the jurisdiction of Barnsley Metropolitan Borough Council (BMBC). The Phase 2 site is located immediately to the south of the Phase 1 site as shown on the proposed Site Layout Plan a copy of which is attached at Appendix 1.

### **Development Proposals**

- 3.2 The proposed site layout indicates that the site will accommodate 61 residential dwellings. Vehicular access into the site will be via an extension to the main spine road running from north to south through Phase 1 from the purpose build simple priority junction with Barnburgh Lane.
- 3.3 Shared surfaces will also be provided within the site linking into the existing shared surfaces / footways / cycle links within Phase 1 and the footways on both sides of Barnburgh Lane. These existing and proposed facilities will connect the site with the existing public transport facilities, employment and retail facilities in the vicinity of the site and the existing residential settlements.
- 3.4 The proposed site layout shows a hierarchy of access roads throughout the site serving the residential units. The internal layout has been designed with a principal spine road running into the site from Phase 1 which forms a loop, with a hierarchy of roads branching off the main spine road, providing access to properties across the site.
- 3.5 The spine road had been designed to accommodate the necessary refuse and emergency vehicle requirements. Beyond this principal network of roads there are a number of private drives providing access to individual properties – where necessary, bin collection points are located at convenient points to allow access by residents and refuse collection operatives.
- 3.6 The internal access roads have been designed to achieve low vehicle speeds within the site, incorporating elements of shared surfaces, raised tables and appropriate changes in the road alignment. These will assist in providing a safe environment for pedestrians and cyclists within the site. The site design reflects the importance of accessibility by walking and cycling.

- 3.7 The proposed level of parking provides an appropriate balance between the need to promote sustainable modes of transport, meeting residents' demands and minimising on-street parking.

### **Active Travel**

- 3.8 The Government's objectives set out in the NPPF are to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised.
- 3.9 The site has a good level of accessibility by sustainable modes of transport and as outlined in the Introduction. This Travel Plan along with Barnsley LTP's transport strategy policies is anticipated to reduce the overall travel demands of the site, particularly trips by single occupancy vehicles.
- 3.10 Travel by non-car modes will be encouraged at the site and the development proposals include pedestrian and cycle connections across the site, linking into the surrounding facilities.
- 3.11 This section outlines the existing walking, cycling and public transport facilities within the vicinity of the development site and describes the accessibility of the site in terms of its proximity to key services and destinations.
- 3.12 Whilst superseded by the NPPF, the transport policies set out in the former PPG13 set out specific guidance related to walking and cycling:

**“Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres” (Para 74)**

and

**“Cycling also has potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport” (Para 77)**

- 3.13 These potential walking and cycling catchments have been used in the consideration of the accessibility of the site set out below.

### Walking

- 3.14 The site is within two kilometres of key facilities within Goldthorpe including education, health care and retail facilities.
- 3.15 The surrounding residential areas include networks of footways and footpaths and crossing points available on the majority of routes including Barnburgh Lane, Barnsley Road and Doncaster Road and, connecting the site to key facilities.
- 3.16 There is an existing footpath that runs along the western boundary of the Phase 1 development site and then west to Dearne High School. Subject to land ownership issues, to be confirmed by BMBC, this would be a preferred route for school children walking / cycling from the site to school. The route is shorter and would also prevent children from having to cross any roads.
- 3.17 There is an existing footpath that crosses the Phase 2 development site which will be diverted and all links retained, as shown on the proposed site layout.
- 3.18 Shared surfaces will also be provided within the site linking into the existing shared surfaces / footways / cycle links within Phase 1 and the footways on both sides of Barnburgh Lane. These existing and proposed facilities will connect the site with the existing public transport facilities, employment and retail facilities in the vicinity of the site and the existing residential settlements.
- 3.19 As described above, the proposed site layout maximises the accessibility of the site through the various pedestrian links to Phase 1 and existing footpaths. It is considered that the pedestrian provision within the vicinity of the site is of a good quality and provides a range of opportunities for residents to access nearby facilities on foot.

### Cycling

- 3.20 Areas including Goldthorpe, Bolton upon Dearne, Wath upon Dearne, Mexborough and Thurnscoe lie within 5km cycle catchment and Wombwell within the 8km catchment providing residents with a wealth of facilities and employment opportunities.

- 3.21 Barnsley has a network of cycle routes and lanes as shown on the plan also attached at Appendix 2. Route 62 of the National Cycle Network is located some 4 kilometres south of the site, route 62 follows Dearne Road north bound then runs east along Lowfield Lane where it links into the Trans Pennine Trail. Route 62 provides a traffic free route from the site in to Wath, Mexborough, Barnsley town centre and Doncaster town centre.
- 3.22 It is considered that the cycle provision within the vicinity of the site is of a good quality and provides a range of opportunities for residents to access nearby facilities by cycle.

#### Public Transport

- 3.23 The proposed development site is well located in terms of its proximity to public transport services, including the existing bus services which run along Barnburgh Lane and the B6098 and the railway station which is within Goldthorpe. Details of the existing provision are set out below.

#### Buses

- 3.24 There are existing bus services which pass along Barnburgh Lane to the north of the site and the B6098 to the west of the site.
- 3.25 The stops on Barnburgh Lane are located c.550 metres from the centre of the site for westbound services and c.600 metres for eastbound services, via Barnburgh Lane. These bus stops are served by bus number 224 which has a service frequency of two per hour Monday to Saturday all day and one per hour on Sundays and runs from Doncaster to Mexborough via Bolton on Dearne.
- 3.26 The stops on the B6098 are located c.900 metres from the centre of the site for southbound services and c.940 metres for northbound services, via Barnburgh Lane. The north bound bus stop is served by 218, 224 and 226 and the south bound bus stop is served by the 218 and 226 only. The 218 and 226 have a combined service frequency of four per hour Monday to Saturday all day and two per hour on Sundays. Bus number 218 runs from Barnsley to Rotherham via Mexborough and bus number 226 runs from Barnsley to Thurnscoe via Wombwell.

3.27 These existing bus stops are served by a number of bus services which serve Barnsley, Rotherham, Mexborough, Thurnscoe and Wombwell and the surrounding towns and villages as summarised in Table 3.1 below. A copy of the latest bus route map is enclosed within Appendix 3.

**Table 3.1 – Local Bus Services**

Stop	Bus	Route	Frequency		
			Mon – Sat Daytime	Mon – Sat Evening	Sun
B6098 NB & SB	218	Barnsley – Stairfoot – Darfield – Goldthorpe – Mexborough – Kilnhurst – Rawmarsh - Rotherham	Every 30 minutes	-	-
Barnburgh Lane & B6098 NB	224	Doncaster – Sprotborough – High Melton – Barnburgh – Goldthorpe – Bolton on Dearne - Mexborough	Every 30 minutes	Every 60 minutes	Every 60 minutes
B6098 NB & SB	226	Barnsley – Stairfoot – Wombwell – Wath upon Dearne – Bolton on Dearne – Goldthorpe - Thurnscoe	Every 30 minutes	Every 30 minutes	Every 60 minutes

Source: Stagecoach Website

- 3.28 The above table shows that the Barnburgh Lane stops are served by the 224 which provides a direct connection from the site to Doncaster town centre and Mexborough, with a 30 minute frequency, Monday – Saturday daytime and 60 minute in the evenings and on Sundays.
- 3.29 The above table shows that the B6098 stops are served by the 218 and the 226 in addition to the 224. The 218 and 226 provide a direct connection from the site to Barnsley town centre, with a combined 15 minute frequency, Monday – Saturday daytime, 30 minute in the evenings and 60 minutes on Sundays. The 218 also provide a direct connection into Rotherham town centre with a 30 minute frequency, Monday – Saturday daytime and in the evenings.
- 3.30 It is therefore considered that the site is well served by existing bus services providing good connections to Barnsley, Rotherham and Doncaster town centres and elsewhere.

#### Rail

- 3.31 The nearest railway station to the development site is Goldthorpe Railway Station, located approximately 1.75 kilometres walking distance from the centre of the site, which although outside the recommended 800 metres it is still within reasonable walking and cycling distance. The station is also accessible via bus services 218, 224 and 226 which all stop at the station. The station has step free access coverage and a train is available every 60 minutes between Leeds and Sheffield.
- 3.32 The existing service frequency and journey times from Goldthorpe Station are summarised in Table 3.2 below.

**Table 3.2 – Goldthorpe Railway Station – Destinations and Frequencies**

Destination	Mon – Friday Daytime Frequency	Typical Journey Time
Rotherham	Every 60 minutes	15 minutes
Sheffield	Every 60 minutes	27 minutes
Wakefield	Every 60 minutes	37 minutes
Leeds	Every 60 minutes	50 minutes

Source: National Rail Website

- 3.33 Overall, it is therefore concluded that there is a range of sustainable transport infrastructure within the vicinity of the proposed development site and that the site can be considered to be accessible by a range of modes.

### **Local Highway Network and Parking Provision**

- 3.34 The only vehicular access into the development will be, through Phase 1, from Barnburgh Lane. The site is located within Goldthorpe, a predominantly residential area approximately 13.0 kilometres to the east of Barnsley town centre.
- 3.35 Barnburgh Lane is a single carriageway two-way road, approximately 8.5 metres in width. A 30mph speed restriction is in force and 1.8m wide footways are provided on both sides of in the vicinity of the site. Barnburgh Lane provides frontage access to residential properties as well as access into other residential streets.
- 3.36 Approximately 500 metres west of the proposed site access Barnburgh Lane forms a priority junction with the B6098 which is the main route through Goldthorpe.
- 3.37 The B6098 provides a link between the A623 and the A635. The A623 provides a direct route into Mexborough and provides access onto the A630 which is the main route into Rotherham town centre.
- 3.38 The A635 can be described as a primary distributor type of road from which there is direct access into Barnsley town centre, it also provides access onto the A1(M), the M1 Motorway at Junction 37 and the A19 which is the main route into Doncaster town centre. Accessibility to the site by car is therefore considered to be excellent due to its close proximity with Barnsley, Rotherham and Doncaster town centres and both the A1(M) and M1 Motorway.
- 3.39 Use of alternative means of transport will also be encouraged by a policy of car parking restraint that will be adopted within the development. Parking policies outlined in Government publications are based upon the principle of maximum provision rather than minimum. Parking provision within specific areas of the development will however have regard to the type and mix of properties.

## **SECTION 4 TRAVEL PATTERNS AND KEY DESTINATIONS**

### **Local Facilities**

4.1 The surrounding area has a wide range of services and facilities which can be accessed by future residents of the site. These are summarised below:

- Barnsley town centre – has a large range of employment locations including offices, retail, leisure and other jobs, a range of shops, banks, post office, library, pubs, restaurants/cafes, leisure facilities, medical facilities and regular markets;
- Goldthorpe - has a range of shops including newsagents, takeaway food outlets, schools, recreation ground, community centre, dentist, doctors, supermarket, leisure centre, library, convenience stores and a post office.
- Employment – there are a number of large employment areas / industrial estates in the vicinity of the site including Goldthorpe Industrial Estate off Commercial Road located to the southwest of the site and Fields End Business Park located off the A635 to the northwest of the site;
- Education provision - there are primary schools including Dearne Goldthorpe Primary School and Goldthorpe Boys School located on Doncaster Road in Goldthorpe. The Dearne Advanced Learning Centre located on Goldthorpe Road in Goldthorpe is the nearest secondary School to the development site and Barnsley College is located in the town centre;
- Health facilities - including Dearne Valley Dental Practice located on High Street in Goldthorpe and Goldthorpe Doctors Surgery located on Doncaster Road in Goldthorpe;
- Food shopping – food retail units include convenience stores on Doncaster Road in Goldthorpe, ASDA Supermarket in Thurnscoe, ASDA Supermarket and Morrisons Supermarket within Barnsley town centre and Tesco within Mexborough.

- Leisure and Recreation – including Dearnside Leisure Centre and a recreation ground on Goldthorpe Road in Goldthorpe.

4.2 The local facilities within Goldthorpe and the surrounding areas are summarised in Table 4.1 below. The table includes approximate distances from the development site.

4.3 The table also notes whether or not the facilities are accessible by walking, cycling and public transport from the site. The criteria adopted in PPG13 have been used to determine the accessibility by walking (i.e. within 2km) and by cycling (i.e. within 5km) and the facilities are noted as being accessible by public transport if they are accessible by the bus services outlined in Table 3.1 above. Facilities not accessible via these bus services are accessible via buses serving Barnsley town centre.

4.4 Many of the facilities close to the town centre can be reached within an acceptable cycling distance from the site and bus services 218 and 226 connect the site to Barnsley town centre and also to destinations such as Mexborough, Rotherham town centre and Doncaster town centre.

**Table 4.1: Key Facilities and Services**

<b>Journey Purpose</b>	<b>Destination</b>	<b>Distance from Site</b>	<b>Accessible by Walk (W)/ Cycle (C)/ Public Transport (PT)</b>
Town Centre	Barnsley Town Centre	13km	PT
Employment	Goldthorpe Industrial Estate	2.5km	C/PT
	Fields End Business Park	1.8km	W/C/PT
Education	Dearne Goldthorpe Primary School	1.2km	W/C/PT
	Goldthorpe Boys School	1.2km	W/C/PT
	Dearne Advanced Learning Centre	1.3km	W/C/PT
	Barnsley College	13km	PT
Retail	ASDA Supermarket Thurnscoe	3.7km	C/PT
	Tesco Supermarket Mexborough	6.9km	C/PT
	ASDA Supermarket Barnsley	15.3km	PT
	Morrisons Supermarket Barnsley	14.2km	PT
Health	Dearne Valley Dental Practice	900m	W/C/PT
	Goldthorpe Doctors Surgery	1.9km	W/C/PT
Leisure	Dearneside Leisure Centre	1.3km	W/C/PT
	Recreation Ground	1.7km	W/C/PT

All measurements are approximate

### Summary

4.5 The site is situated in an accessible location, various retail outlets, employment facilities, recreation facilities, health care facilities and schools are within a reasonable walking distance and Barnsley town centre, further employment areas, schools, leisure centre, recreation facilities and the railway station are all located within cycling distance of the site or accessible by regular bus services.

4.6 Overall, it is concluded that a range of key facilities and services, including employment, retail, health and education uses, are readily accessible from the site.

- 4.7 It is therefore considered that the location of the site is consistent with national and local policy objectives.

## **SECTION 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 Phase 1 of Barnburgh Lane, it is therefore appropriate to summarise the actions that have already been undertaken, and those which will also be applied to the second phase of the scheme.

### **Phase 1: Existing TP Measures**

- 5.3 Firstly, Gleeson Homes & Regeneration appointed a TPC for Barnburgh Lane Phase 1. The contact details for the TPC are:

????????????????

- 5.4 Secondly, all prospective and confirmed future residents are provided with a copy of the Barnburgh Lane Travel Information Pack.
- 5.5 As part of the Travel Plan for Phase 1, 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 Barnburgh Lane Phase 1 Travel Plan Targets**

Reference	Target
T1	Reduction in the 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 to be by public transport
T4	4% of peak hour journeys to be by cycle
T5	18% of peak hour journeys to be by foot

- 5.6 Since the submission of the original TP for Phase 1, it has been agreed with BMBC that the first residential survey will be undertaken during ????. This will provide the initial feedback upon the effectiveness of the travel plan for the first residents of Phase 1. The site currently has only ?? of the 152 plots completed and occupied. However, the first annual monitoring survey will be undertaken following the agreed schedule.

### **Phase 2: 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 from Phase 1 to cover the whole of the Barnburgh Lane 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 Barnburgh Lane.
- 5.9 The contact details for the Travel Plan Coordinator will be confirmed with BMBC upon appointment, and the responsibility for appointing the TPC will be undertaken by the developer.

5.10 In the interim, the TPC for Phase 1 can be contacted and will be responsible for delivering any measures or addressing issues related to travel planning.

5.11 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**

5.12 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.

#### Travel Information Packs

5.13 Given the scale of this site and the previous actions completed for Phase 1, it is proposed that all new residents at Phase 2 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.

5.14 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.

### Social Media and Email

- 5.15 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.
- 5.16 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.
- 5.17 A common means of providing people with up to date news and information is to make use of social media and email. The TPC will therefore establish an email group and possibly also a Twitter presence and these will be linked together.
- 5.18 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.
- 5.19 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.

### **Specific Measures**

- 5.20 As agreed between Gleeson and BMBC with the Travel Plan for Phase 1 the following specific measures will be implemented by the Residential Travel Plan Co-ordinator on Phase 2.

Walking

- 5.21 The Residential Travel Plan Co-ordinator will encourage the residents of the development to walk to local facilities by providing residents with information and advice concerning safe pedestrian routes to and from the development. This information will be provided in the Travel Information Pack and on the general website.
- 5.22 The Residential Travel Plan Co-ordinator will make residents aware of the health benefits associated with walking and consideration will be given to the provision of personal attack alarms and also umbrellas to encourage residents to walk for all or part of their journey.
- 5.23 Residents will also be made aware through the Residential Travel Plan of the nationwide on-line walk buddy scheme that is available at [www.walkbudi.com](http://www.walkbudi.com). Registration with the scheme is free and the aim is to match individuals who live and work in similar locations in order that they can share the walk to work or educational facilities together.
- 5.24 The Residential Travel Plan Co-ordinator will promote [www.walkit.com](http://www.walkit.com) as the free online walking journey planner.
- 5.25 The Residential Travel Plan Co-ordinator will promote the Safer Routes to School Website <http://www.saferoutestoschools.org.uk/> which provides free information to schools, parents and pupils interested in school travel initiatives. The website produces templates and resources, including a variety of information sheets, to help with all school travel needs. The School Travel team arranges Action days, one day packages combining fun and information with free training for pupils, teachers, parents and school representatives.
- 5.26 The Residential Travel Plan Co-ordinator will promote the direct.gov website "Tales of the Road" <http://talesoftheroad.direct.gov.uk/> the road safety website for children which explains the Green Cross Code.

- 5.27 The Residential Travel Plan Co-ordinator will work with residents and local primary schools in order to set up Walking Bus schemes. Walking Bus scheme is a safe and healthy way for groups of children to walk to and from school. Each walking bus has an adult 'driver' at the front and an adult 'conductor' at the rear. The children walk along a set route picking up 'passengers' at planned 'bus stops' along the way. The bus runs in all weather conditions and everyone wears a reflective jacket which the developer will provide sponsored high visibility jackets for all children using the local walking bus schemes.
- 5.28 The Residential Travel Plan Co-ordinator will promote the Walk to School campaign, Walk to School Week (usually held in May) and International Walk to School Month (usually October). The Walk to School campaign encourages pupils to walk to school more often. The campaign includes the popular Walk on Wednesday (WOW) scheme, which helps to promote regular walking among pupils. These are great opportunities to get involved in events that promote the many benefits of walking.
- 5.29 Subject to any land ownership issues Gleeson would be happy to commit to signing and promoting the existing public footpath which currently runs along the western boundary of the development site and then west to Dearne High School as a preferred route for school children walking / cycling from the site to school. BMBC to confirm land ownership.

#### Cycling

- 5.30 The site is accessible by cycle from the local highway network and dedicated cycle storage will be provided at every dwelling. Cycle storage will be an integral part of the design of each dwelling and if a house has no direct access to the garden (shed) or garage without going through the house, cycle storage will be provided at the entrance to the building.

- 5.30 Residents will be provided with information and advice concerning safe cycle routes to and from the development. A way of encouraging cycling particularly for novices is to organise a series of Breakfast Clubs where new cyclists are introduced to experienced riders in order to gain confidence and useful information. The Residential Travel Plan Co-ordinator will consider the implementation of such meetings to encourage more residents to use this mode of transport on a regular basis. It is acknowledged that this may be difficult to organise within a private residential development and therefore information on established cycle groups and clubs will be provided to residents within the Travel Information Pack.
- 5.31 The Residential Travel Plan Co-ordinator will approach local cycle shops in an attempt to negotiate a discount for residents of the development for purchasing bicycles and accessories.
- 5.32 The Residential Travel Plan Co-ordinator will also make residents aware of the nationwide on-line bike buddy scheme that is available at [www.cyclebudi.com](http://www.cyclebudi.com). Again registration with the scheme is free and the aim is to match individuals who live and work in similar locations in order that they can share the cycle to work together. This is a sister scheme to the walk buddy scheme.
- 5.33 The Barnsley Cycling Map is also available on-line at [www.barnsley.gov.uk/barnsley-cycle-routes](http://www.barnsley.gov.uk/barnsley-cycle-routes). The Residential Travel Plan Co-ordinator will work with residents and local primary/secondary schools in order to encourage children to cycle to school, this includes ensuring there is a safe place at the school for pupils to store their bikes and associated equipment. The developer will provide sponsored high visibility jackets and a voucher towards cycle safety equipment, such as lights and helmets, for all children living on the site who cycle to school.
- 5.34 The Residential Travel Plan Co-ordinator will work with local primary/secondary schools to arrange the local council to provide Bikeability training at the schools, free of charge, for children who already do or would like to cycle to and from school. Children can start Bikeability lessons once they have learned to ride a bike, usually when they are around 7 to 9 years old (level one). They will usually receive level two training in Year 6 (10 to 11 year olds). Older teenagers in secondary schools can do level three.

5.35 The Residential Travel Plan Co-ordinator will promote the Bike to School Week.

Public Transport

5.36 The Residential Travel Plan Co-ordinator will positively market and promote the use of bus and rail services to all residents in an effort to encourage the use of public transport. It is assumed that most new residents of the development will have access to the internet and the Travel Plan Co-ordinator shall ensure that the residents are aware of the relevant internet links to access travel information including train and bus timetables.

5.37 South Yorkshire Passenger Transport Executive (SYLTE) is responsible for the co-ordination of public transport in South Yorkshire. It is accountable to the Passenger Transport Authority, which is made up of nominated elected members from the local authorities of Barnsley, Doncaster, Rotherham and Sheffield.

5.38 SYLTE is responsible for developing the network and services across the county. Its roles include:

- Providing bus stops and their facilities (e.g. timetable information),
- Running five Park & Ride sites,
- Providing bus services in rural communities;
- Information, awareness and advice to people and organisations about using public transport,
- Providing Traveline - the internet and phone service for finding out when and where to use public transport,
- Providing YourNextBus - the mobile phone texting service for finding out when your next bus is actually going to come,
- Making available South Yorkshire tickets, such as the TravelMaster.

5.39 Bus information, maps and journey planners are available on the Stagecoach, Travel South Yorkshire and Transport Direct websites:

- [www.stagecoachbus.com/localdefault.aspx](http://www.stagecoachbus.com/localdefault.aspx);
- [www.travelsouthyorkshire.com](http://www.travelsouthyorkshire.com);
- [www.transportdirect.info/](http://www.transportdirect.info/).

5.40 Travel South Yorkshire also operate a YourNextBus text service:

- Text the unique eight digit bus stop number to 64422, South Yorkshire's official YourNextBus text number;
- Within a few seconds a text will be received informing the user of live bus times for the next four buses calling at that stop.

5.41 The following are also available for information about bus and train options in Barnsley and South Yorkshire:

- Call Traveline Yorkshire on 01709 515151.
- Visit one of Barnsley's Travel Information Centres.

5.42 The Travel Plan Co-ordinator will provide a simple checklist of all useful information relating to public transport and this will be provided to new residents as part of the Travel Information Pack. The information will also be available in marketing and sales literature in order that prospective residents can access the site for viewings using public transport.

#### Powered Two Wheelers (PTWs)

5.43 The Government has recognised that PTWs have a part to play in an integrated transport policy and is encouraging Local Authorities to consider the needs of these vehicles within their Local Transport Plans. The use of these vehicles will be promoted by the Residential Travel Plan Co-ordinator and motorcycle parking will be provided within the site in line with BMBC's policy.

- 5.43 PTWs have advantages over cars in terms of flexibility and affordability. They can make more efficient use of road space in congested town and city centres and provide an alternative for people on low incomes and those living in rural areas.
- 5.44 There are various national groups that represent the owners and riders of PTWs including MAG UK ([www.mag-uk.org](http://www.mag-uk.org)), the British Motorcyclists' Federation ([www.bmf.co.uk](http://www.bmf.co.uk)), the Motor Cycle Industry Association ([www.mcia.co.uk](http://www.mcia.co.uk)) and the Institute of Advanced Motorcyclists ([www.iam.org.uk](http://www.iam.org.uk)).

#### Car Sharing

- 5.45 Car sharing represents a relatively convenient form of travel whilst offering a significant potential to reduce overall private mileage of residents.
- 5.46 The Residential Travel Plan Co-ordinator will look into the formation of an informal car sharing scheme at the development. The regular travel needs of residents will be identified through the initial travel survey which will enable the establishment of a database enabling residents having the same destination to be identified, promoting multiple occupancy car journeys. The Residential Travel Plan Co-ordinator will devise an incentive scheme to encourage people to take part in car sharing. This could include vouchers for leisure activities given to the people who carry out the greatest number of car sharing journeys over a given period of time.
- 5.47 The Travel Plan Co-ordinator will promote Car sharing in Travel Welcome Packs and at any residents meetings.
- 5.48 In addition to any on-site based car sharing scheme, the Residential Travel Plan Co-ordinator will inform residents of the web-based national Lift Share scheme, details of which can also be found at [www.liftshare.org](http://www.liftshare.org). This scheme also operates in the same manner as the Cycle and Walk Buddy schemes described earlier.

Reducing the Need to Travel

- 5.49 Broadband wireless internet provision is now widely available through a standard telephone line and this facility allows residents to work or study from home and also takes advantage of a wide range of home shopping opportunities.
- 5.50 In order to reduce the need to travel, the Residential Travel Plan Co-ordinator will promote to all residents the advantages that internet use and home delivery services can provide in terms of reducing the number of trips to and from the development particularly during peak periods on the local highway network.

## SECTION 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 phase of the development at Barnburgh Lane.

### Travel Plan Targets

6.2 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 Barnburgh Lane Phase 2 Travel Plan Targets**

Reference	Target
T1	Reduction in the 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 to be by public transport
T4	4% of peak hour journeys to be by cycle
T5	18% of peak hour journeys to be by foot

6.3 Table 6.2 below summarises the proposed timescales for the implementation and monitoring of the Travel Plan.

**Table 6.2: Travel Plan Action Plan and Timescales**

Item/Action	Timescale	Responsibility
Prepare / Agree Interim Travel Plan	Reserved Matters Planning Application	Gleeson Homes and Regeneration / Westgate Consulting
Prepare / Agree Final Travel Plan	3 Months prior to occupation of first dwelling	Gleeson Homes and Regeneration
Appoint TPC	3 Months prior to occupation of first dwelling	Gleeson Homes and Regeneration
Implement Final Travel Plan	3 months prior to occupation of first dwelling	TPC / Gleeson Homes and Regeneration during construction phase
Conduct Baseline Travel Surveys	Within 1 year of occupation of first dwelling	TPC
Annual Travel Surveys	Annually from Baseline survey until the end of the five year Travel Plan period	TPC

### Travel Plan Monitoring

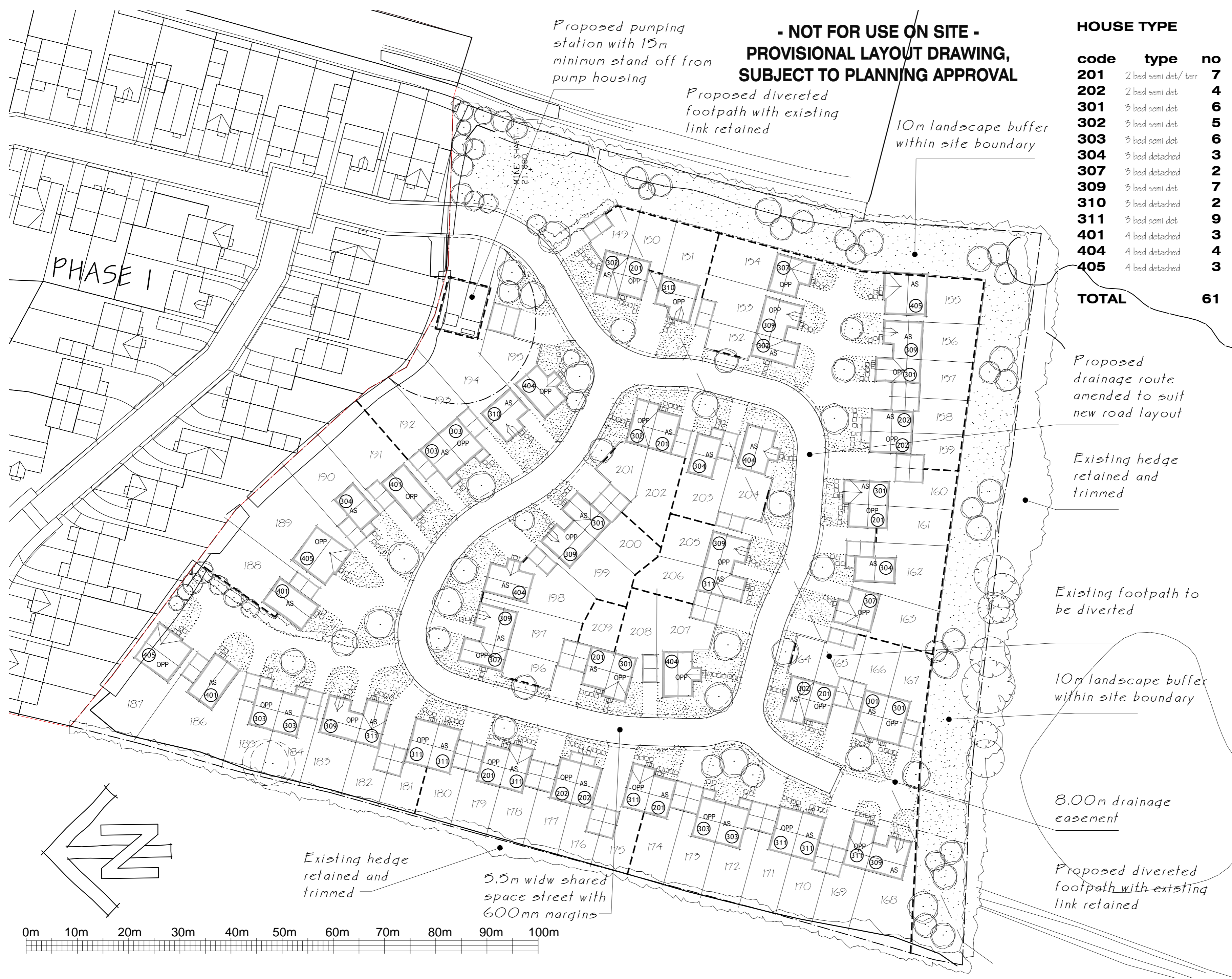
- 6.4 As noted above, the first travel survey at this site will take place during summer **????**. This will consist of a multi-modal traffic count at the site entrance, as agreed in the original travel plan for Phase 1, and agreed with BMBC. This survey will enable the TPC to monitor the travel patterns at the site.
- 6.5 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.
- 6.6 Following the initial baseline travel survey, further subsequent travel surveys will be undertaken annually for a period of four years at Barnburgh Lane, 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.

- 6.7 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.

## **SECTION 7                      SUMMARY**

- 7.1     This Travel Plan outlines the local sustainable travel options for the second phase of residential development at Barnburgh Lane, 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 from Phase 1 of Barnburgh Lane, 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 will be established beginning 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 1**



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

**HOUSE TYPE**

code	type	no
201	2 bed semi det/ terr	7
202	2 bed semi det	4
301	3 bed semi det	6
302	3 bed semi det	5
303	3 bed semi det	6
304	3 bed detached	3
307	3 bed detached	2
309	3 bed semi det	7
310	3 bed detached	2
311	3 bed semi det	9
401	4 bed detached	3
404	4 bed detached	4
405	4 bed detached	3
<b>TOTAL</b>		<b>61</b>

- Existing tree to be removed
- Existing tree to be retained and protected during construction to British Standard 5837:1991.
- Areas of new tree planting see schedule for species
- New shrubs/ ground cover planting
- Grass to front garden
- Paving slab access paths to level threshold for principle entrance. Gradient not to exceed 1 in 12 for maximum 5.00m length
- Private drives
- 1.80m high screen wall
- S.W. boarded vertical screen fence 1.80m high (100 x 22mm boards with 22mm gaps, 3No. 75 x 38mm rails, 100 x 100mm posts @ 1.875m centres).
- Plot division fence, post & wire
- House type code reference number
- Plot number
- Garages location.
- Parking bays



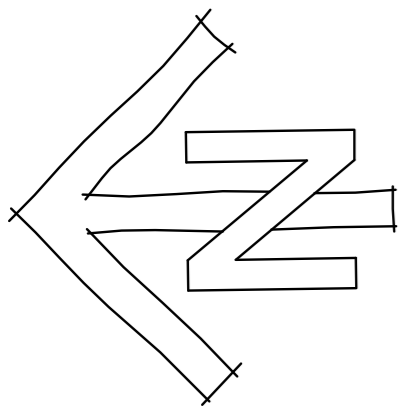
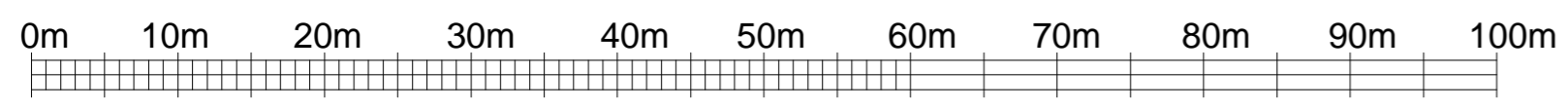
**Richard Ward Design**  
**RW**  
 Chartered Architectural Technologist  
 Architectural Design & Development Consultant  
 Richard S. Ward 2. Burtram Close  
 M.C.I.A.T. Weston Favell  
 Telephone 01604 410943 Northampton NN3 3PH

**BARNBURGH LANE  
GOLDTHORPE Ph2**

**planning layout**

**GLEESON  
HOMES & REGENERATION**

A	Plots re-numbered	14.07.15	Scale
			<b>1:500</b> at A2
			Date
			<b>03.01.15</b>
			Dwg No
			<b>453/2-A</b>

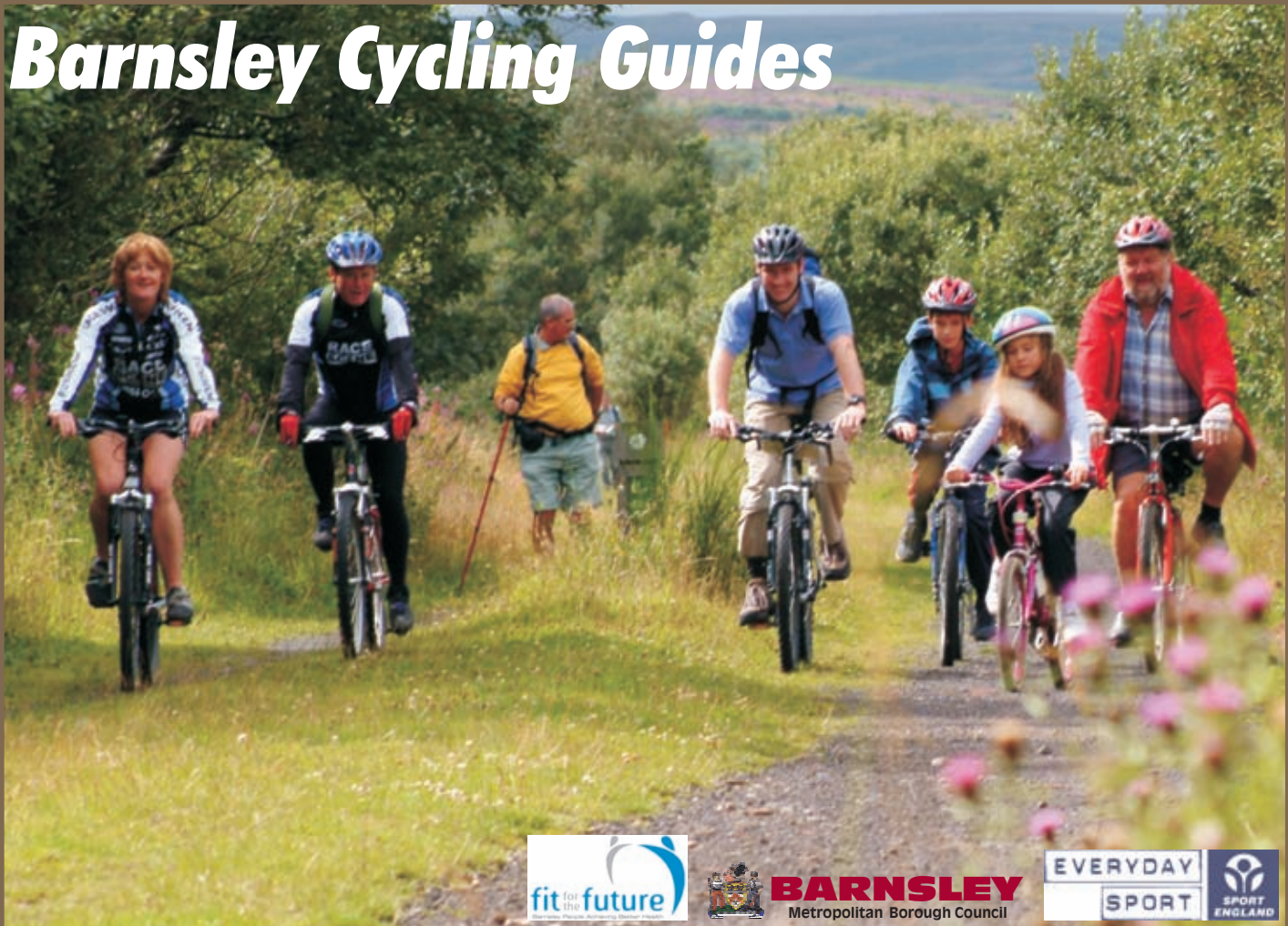


## **APPENDIX 2**

# Barnsley Cycling Guides

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## Barnsley Cycling Guides

Welcome to the first edition of the Barnsley Cycling Guides. In this pack you will find introductory pages about cycling, guides to six cycle rides spread across Barnsley borough, and an index showing the location of each ride.

Each guide has a map and a route description with details of the distance, grade of difficulty and approximate time needed to complete the ride. Some local visitor attractions and points of interest are also identified along the routes.

### How to get there:

You may be able to take your bicycle on the train; for further information on this and other services please contact National Rail Enquiries Tel 08457 484950. If you use a car, please use car parks wherever possible, and be considerate of others when parking elsewhere.

### Equipment and safety:

To protect your head, always wear a cycle helmet; preferably one marked with a recognised safety standard.

Always check that your cycle is in good working order before starting your ride. We recommend you carry a puncture repair kit, spare inner-tube, air pump, tyre levers, adjustable spanner and allen keys.

### Clothing and footwear:

Some sections can have wet, muddy or uneven ground, so please choose appropriate clothing and footwear.

### Produced by:

BMBC Planning & Transportation  
BMBC Culture, Sport & Tourism  
Fit for the Future, and  
Members of the Birdwell Wheelers

Information in this pack can be made available in large print. The routes are being assessed for mobility and sensory impaired users. For further information please contact BMBC Planning and Transportation Service on 01226 772655.



## be ACTIVE CHOOSE CYCLING

### Did you know?

Physical activity not only contributes to well-being but is also essential for good health. Becoming more physically active improves health from childhood through to old age. Regular exercise helps you feel fit, relaxed and gives you more energy. It also helps protect you against heart problems, high blood pressure, diabetes, obesity and depression.

Cycling is one of the most effective forms of exercise there is and can be enjoyed by people of all ages and abilities. After just a few weeks exercise you will start feeling fitter and healthier.

For more ideas on becoming more active visit Sport England's Everyday Sport website: [www.everydaysport.com](http://www.everydaysport.com)

For more information on sports and activities in Barnsley visit the Barnsley Sport and Activity Forum website: [www.bsaf.org.uk](http://www.bsaf.org.uk)

For more information on how Barnsley people can achieve better health visit the Barnsley Fit for the Future website: [www.barnsleyfit4thefuture.co.uk](http://www.barnsleyfit4thefuture.co.uk)

For more information on ways to stay fit and healthy visit the British Heart Foundation website: [www.bhf.org.uk](http://www.bhf.org.uk)



## The Trans Pennine Trail

The Trans Pennine Trail is a coast to coast route across northern England for walkers, cyclists and horse riders. It is mainly traffic free and family friendly and its easy gradients and surfaced paths make much of the Trail suitable for people using wheelchairs and pushchairs.

The Trail links the ports of Liverpool and Hull with connections to the seaside resorts of Southport and Hornsea. It also links towns and cities across the north of England, including Manchester, Leeds, Wakefield, Barnsley, and Sheffield.

### The Trans Pennine Trail in Barnsley

Pennine Barnsley is the area where sections of the Trail come together from the north, south, east and west making it an ideal recreational base.

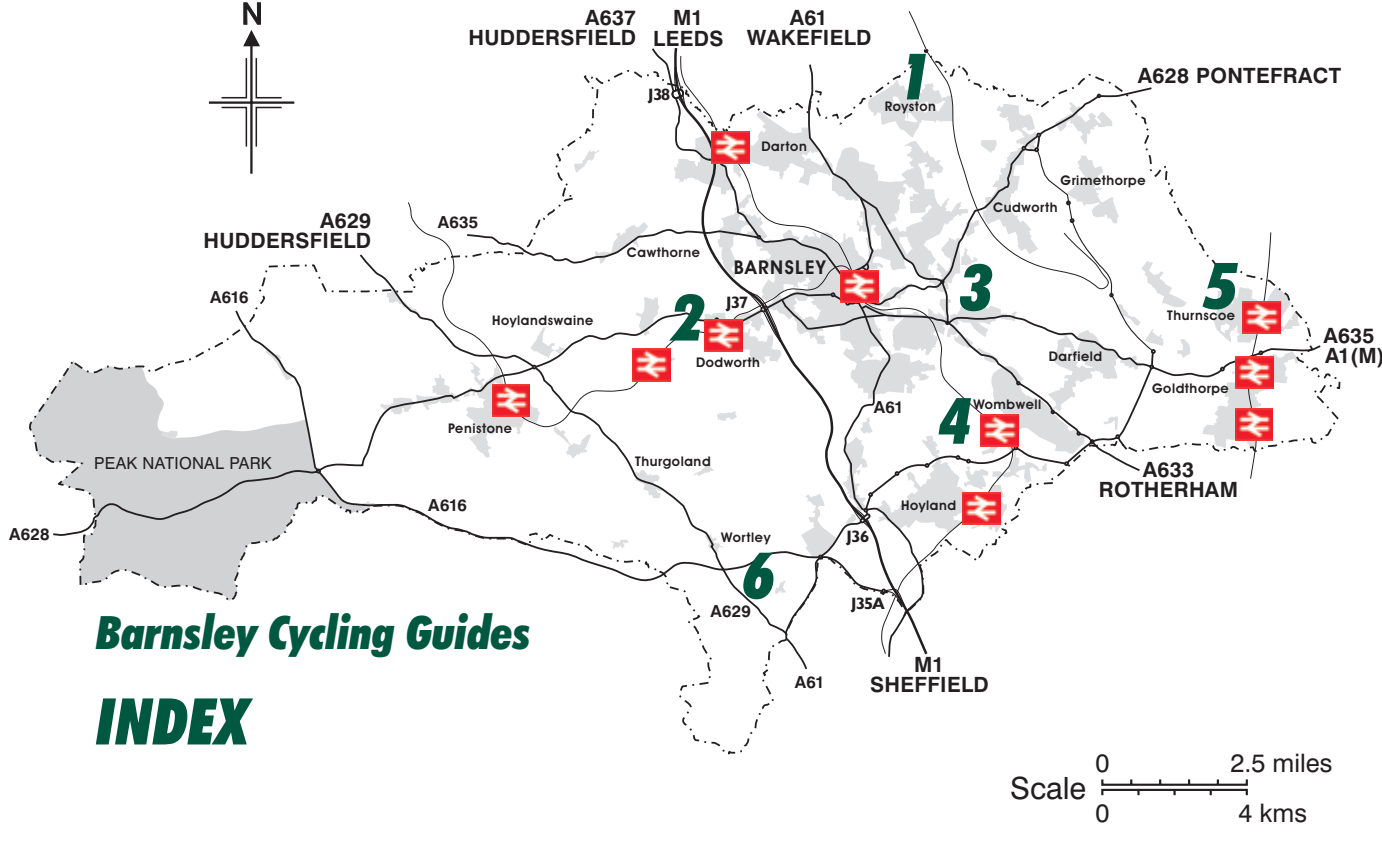
The landscape has a natural beauty; from the heather moors of Langsett, through the quaint village of Silkstone to the exciting wetlands of the lower Don valley.

The uniqueness of the Trail in Barnsley is that it provides access to the north and south sections and can be explored as a circular route through the heart of the South Yorkshire Forest.

There are a number of Country Parks that offer routes for cyclists that are accessible from the Trans Pennine Trail. These include:- **Dearne Valley Park**, Barnsley; **Elsecar Park**, and **Worsbrough Mill and Country Park**.

For more information on the Trans Pennine Trail please contact the Trans Pennine Trail Officer Tel 01226 772005 or visit the website: [www.transpenninetrail.org.uk](http://www.transpenninetrail.org.uk)





**Barnsley Cycling Guides**  
**INDEX**

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# Barnsley Cycling Guides

## INDEX



Produced by: BMBC Planning and Transportation Service

- 1 Royston & Notton Grange
- 2 Dodworth & Silkstone
- 3 Cudworth & Worsbrough
- 4 Worsbrough, Old Moor & Elsecar
- 5 Thurnscoe, Clayton & Gt.Houghton
- 6 Wortley & Howbrook



**BARNSLEY**  
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# Cycling Guide 1

## ROYSTON & NOTTON GRANGE

**Starting Point:** Station Road, Royston.

**Distance:** 3.8 miles (6.2 km).

**Grade of difficulty:** Easy.

**Time:** Allow yourself 30-40 mins.



Trans Pennine Trail/ Disused Barnsley Canal

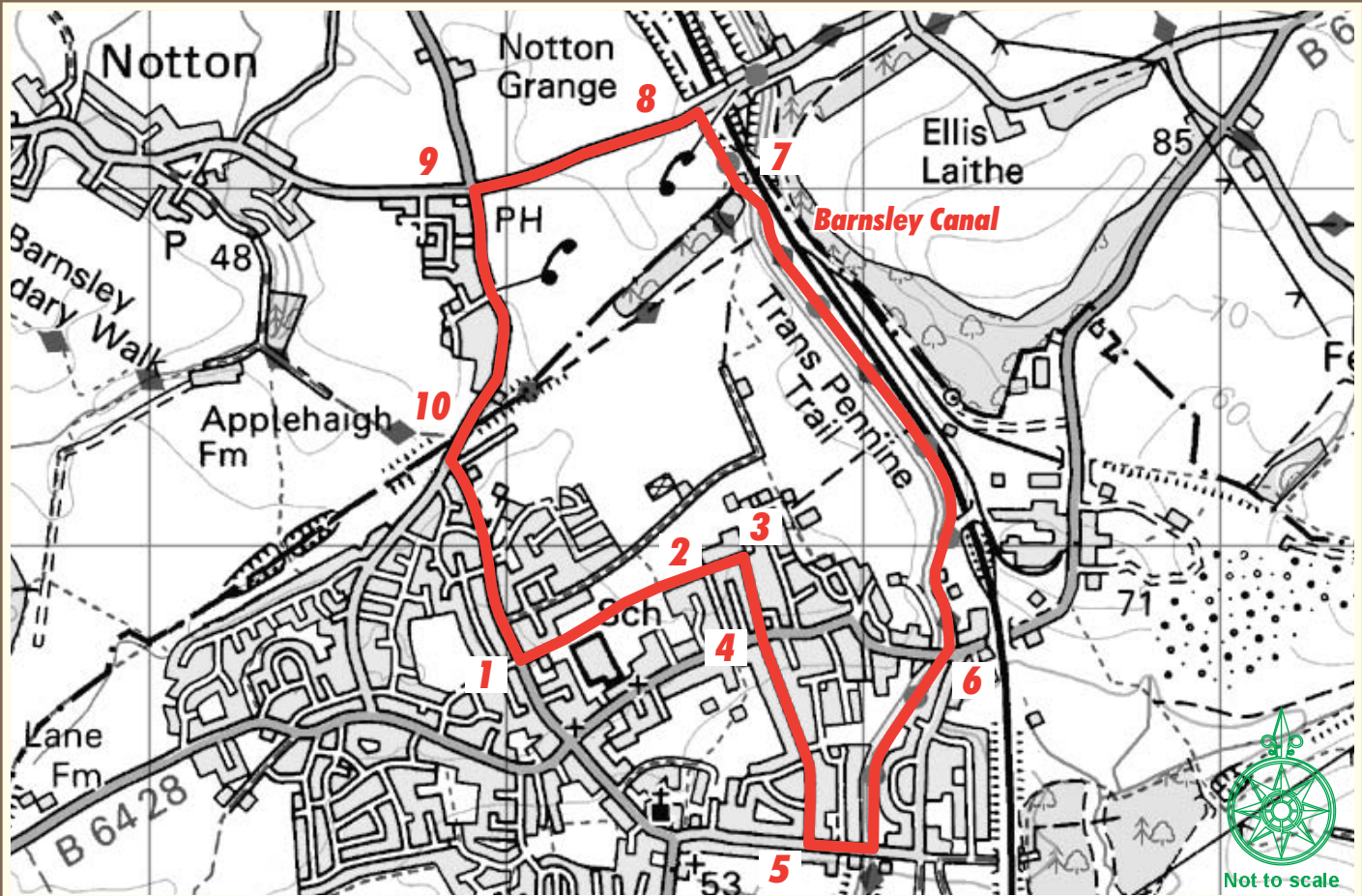
Information in this cycling guide can be made available in large print. This route is being assessed for mobility and sensory impaired users. For further information please contact BMBC Planning and Transportation Service on 01226 772655.

**1** Start opposite Royston Police Station on Station Road and go down Warren Walk along a cycleway between the Royston Comprehensive School playing fields. **2** Carry on across the top of Milgate Street. **3** Turn right down Victoria Road towards Midland Road. **4** Cross the road (with care) into Park View; go down the hill to Church Hill. **5** Turn left, go along Church Hill and continue past Meadow Road; after a short distance turn left through the 'A' frame barrier to go along the canal towpath. **6** Cross Midland Road (with care) and look out for the Interpretation board next to the roadside. Continue along the canal towpath going past Whincover (*this area was a canal basin where coal was loaded from Monkton Collieries*). **7** Go through an 'A' frame and down across the end of the canal, follow the track through to another 'A' frame and continue on to Notton Lane at Old Royston. **8** Go through the barrier and turn left down Notton Lane (with care) and be aware of traffic. **9** At the 'Oliver Twist PH' crossroads, turn left along Bleakley Lane. **10** At the junction with Summer Lane, where the old railway abutments are, turn left onto Station Road. Continue along until you arrive back at the Police Station, the start of your ride.

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# Cycling Guide 2

## DODWORTH & SILKSTONE

**Starting Point:** Higham Lane, Dodworth.

**Distance:** 9.2 miles (14.8 km).

**Grade of difficulty:** Moderate/Challenging.

**Time:** Allow yourself 120-130 mins.



Silkstone Wagonway 1809

Information in this cycling guide can be made available in large print. This route is being assessed for mobility and sensory impaired users.

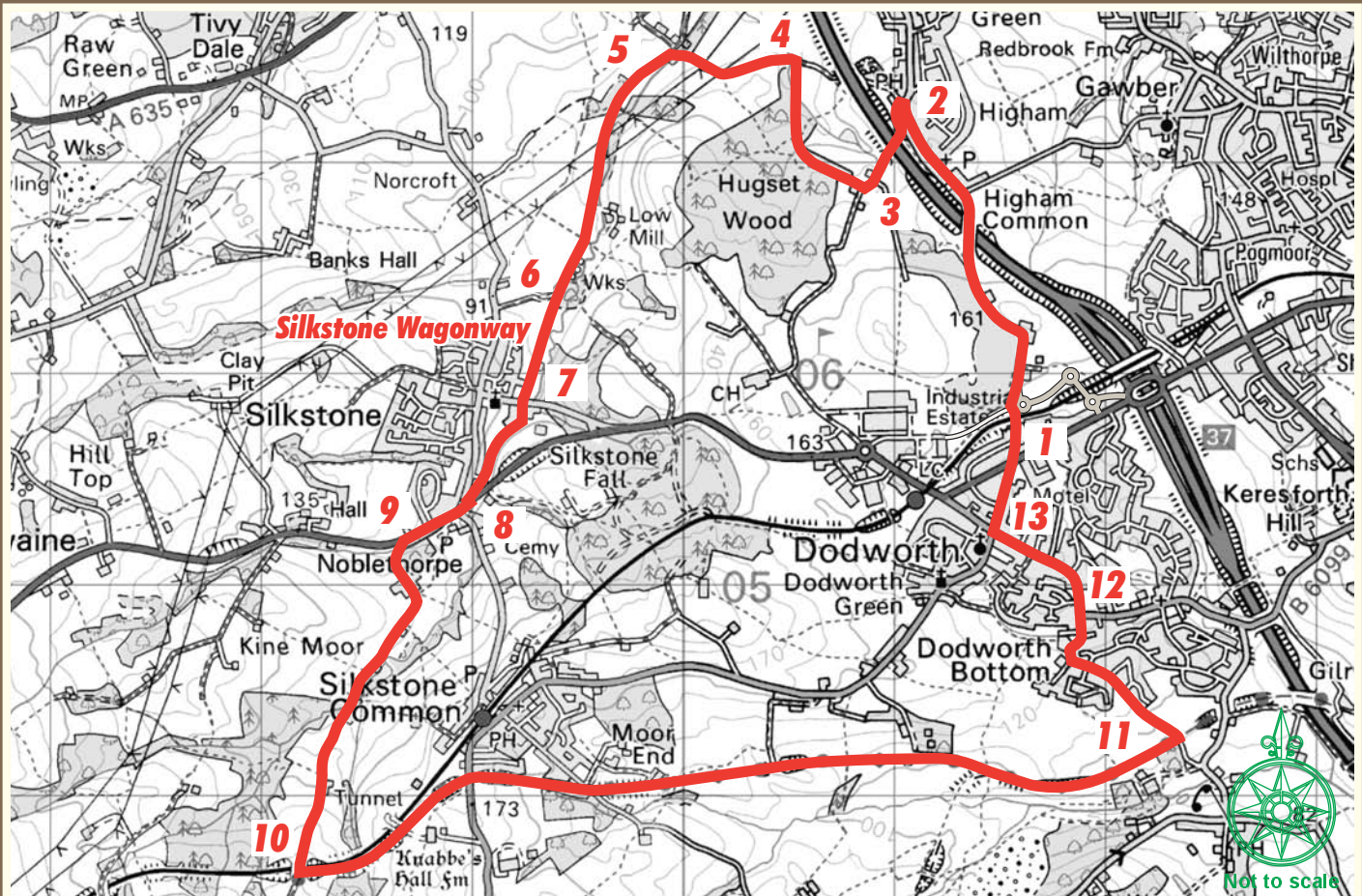
For further information please contact BMBC Planning and Transportation Service on 01226 772655.

- 1 Start in Higham Lane, Dodworth. Go under the railway bridge and uphill, then over the M1 Motorway into Higham.
- 2 At the 'Engineers Arms PH' turn left into Pog Well Lane, go down hill and under the Motorway.
- 3 At Oak Cottage turn right along track down hill to Royd Lane.
- 4 At the junction turn left, go over a small bridge uphill along the bridleway. Go straight on when joining wider track.
- 5 At Beechwood (house) turn left and continue on passing Low Mill Farm.
- 6 After the Sewage Works fork left onto the narrower track. Pass a sign on wall 'Silkstone Wagonway 1809'.
- 7 At the road, cross straight over and continue on bridleway to the 'Ring O' Bells PH' in Silkstone.
- 8 Turn left onto High Street, then turn right (with care) onto the A628 Barnsley Road.
- 9 Turn left into Blacker Green Lane. Go uphill on tarmac lane and continue straight on when reaching unsurfaced road. Go uphill then over a double railway bridge.
- 10 Turn left onto the Trans Pennine Trail/ Dove Valley Trail for 2.7 miles.
- 11 At the 'Wentworth Castle' sign, turn left uphill towards Dodworth Bottom; continue on Smithy Wood Lane to join Stainborough Road.
- 12 Turn left on to the B6099 High Street.
- 13 Turn right on to the B6449 Barnsley Road, then straight on at the crossroads (Mitchelson Avenue) and back to the start of your ride.

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# Cycling Guide 3

## CUDWORTH & WORSBROUGH

**Starting Point:** Carrs Lane, Cudworth.

**Distance:** 12.8 miles (20.6 km).

**Grade of difficulty:** Easy

**Time:** Allow yourself 120-130 mins.



Worsbrough Mill

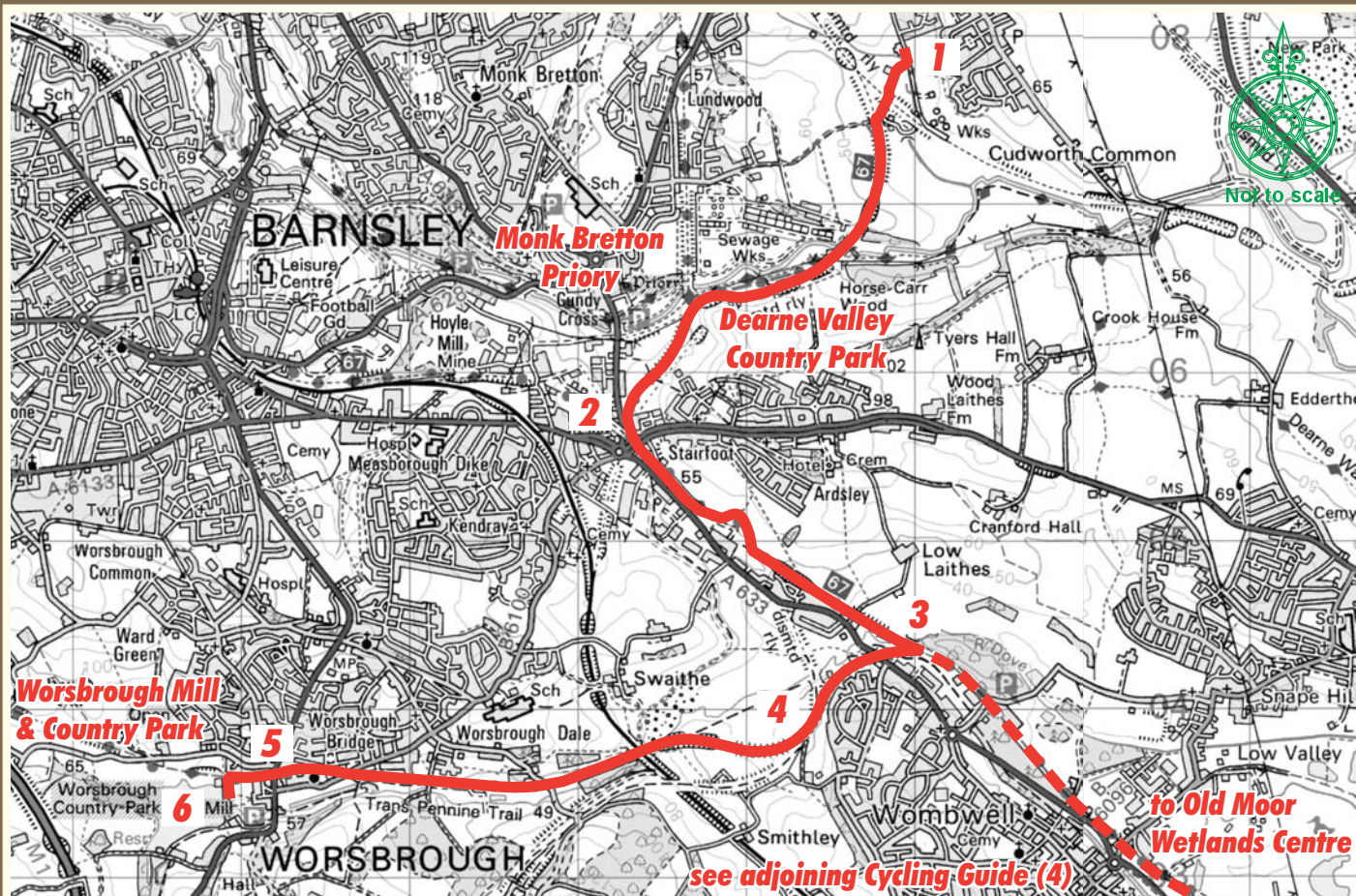
- 1 Start from Ring Farm (Police Stables), Carrs Lane, Cudworth. Going out of Cudworth keep right at the first fork going under the old bridge and up the stony track to the Trans Pennine Trail (TPT) barrier. Go through the barrier and along the tarmac Trail to Stairfoot.
- 2 Cross the A635 Doncaster Road (with care) and go up the ramp; follow the Trail to the next TPT sign at Aldham (signposted 'Worsbrough 2.5m').
- 3 Turn sharp right back onto the Dove Valley Trail; cross the bridge over Barnsley Road and continue on to a fork in the trail.
- 4 Keep right (signposted 'Silkstone Common') following the Trail to the cyclists controlled lights on the A61 Park Road, Worsbrough Bridge.
- 5 Cross the road (with care) and rejoin the Trail opposite until you reach a sign close to the bridge (signposted 'Worsbrough Mill'). Left through the barrier and down the track to Worsbrough Mill.
- 6 Return to Cudworth by the same route back to the start of your ride.

Information in this cycling guide can be made available in large print. This route is being assessed for mobility and sensory impaired users. For further information please contact BMBC Planning and Transportation Service on 01226 772655.



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# Cycling Guide 4

## WORSBROUGH, OLD MOOR & ELSECAR

**Starting Point:** Worsbrough Mill,  
Worsbrough Bridge.

**Distance:** 15.6 miles (25.0 km).

**Grade of difficulty:** Easy.

**Time:** Allow yourself 150-160 mins.



Old Moor Wetlands Centre

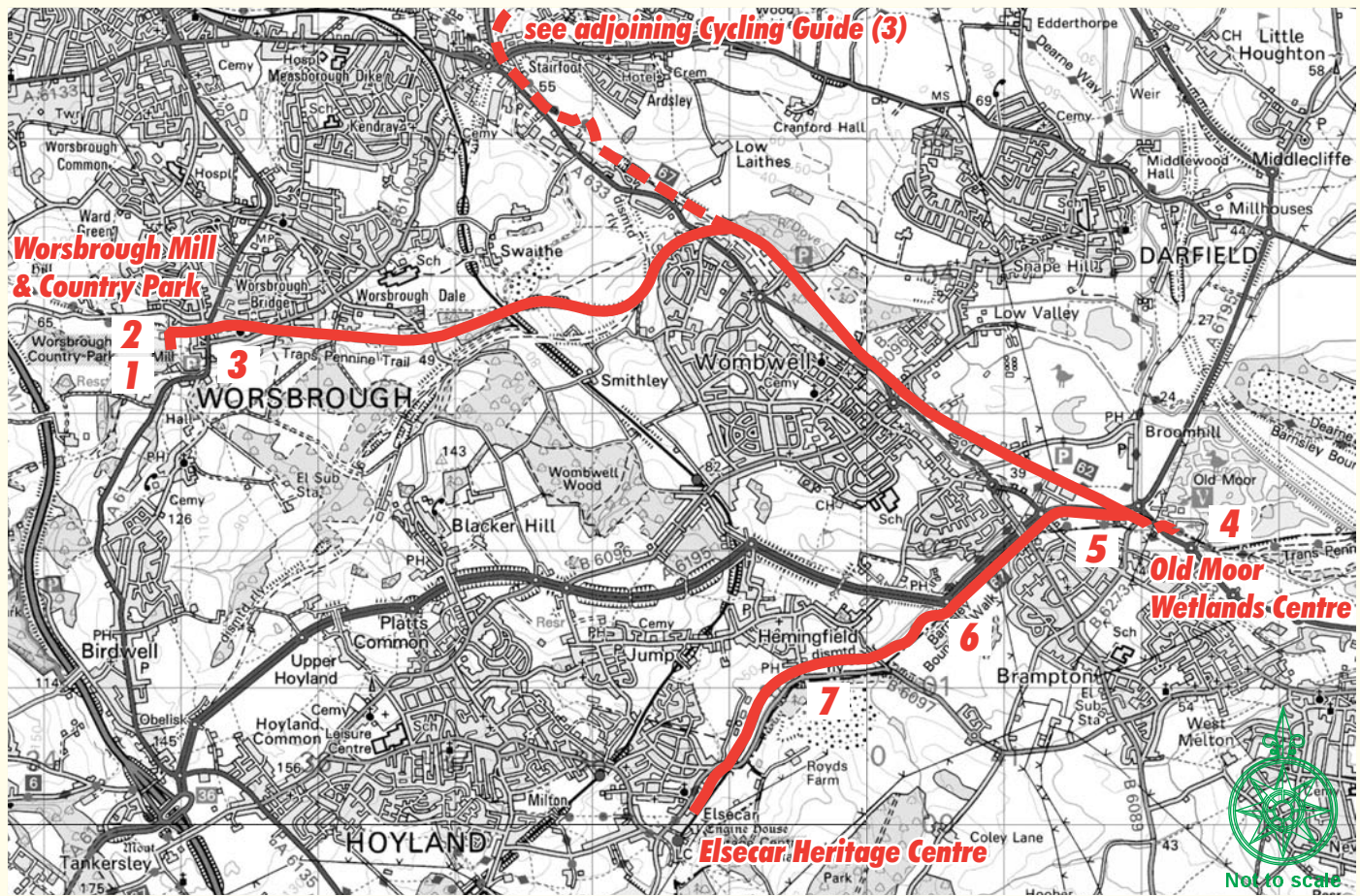
Information in this cycling guide can be made available in large print. This route is being assessed for mobility and sensory impaired users. For further information please contact BMBC Planning and Transportation Service on 01226 772655.

**1** Start from Worsbrough Mill car park, Worsbrough Bridge and go towards Worsbrough Mill. Go past the right side of the Field Study Centre; at a gate turn right and go over two stone bridges. After the second bridge, turn left onto a track and continue on to a steel gate/ 'A' frame barrier. **2** Turn right onto the Trans Pennine Trail (TPT). **3** Cross (with care) the A61 Park Road at the cyclist controlled lights. Stay on the Trail for 5.2 miles (crossing the bridge over Barnsley Road at Aldham) to the Old Moor Wetlands Centre. **4** From the Wetlands Centre, retrace the route for a short distance back to the TPT sign at a fork in the Trail (signposted 'Elsecar/ Gypsy Marsh') near the bridges. **5** Turn left at the fork following the track crossing busy roads (with care) to Corton Wood. **6** Keep to the left track until you reach the Dearne and Dove Canal. Continue along the canal towpath under Smithy Bridge Lane bridge. **7** At Tingle Bridge Lane go up the steps or round by the ramp to cross the road and rejoin the Trail. Cross Wath Road (with care) and continue along the Trail to the Elsecar Heritage Centre. Return to Worsbrough Mill by the same route back to the start of your ride.



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# Cycling Guide 5

## THURNSCOE, CLAYTON & GT.HOUGHTON

**Starting Point:** Station Road,  
Thurnscoe.

**Distance:** 7.2 miles (11.7 km).

**Grade of difficulty:** Easy/Moderate.

**Time:** Allow yourself 70-80 mins.

- 1 Start from the Railway Station car park Thurnscoe, turn right on to Station Road and go under the railway bridge.
- 2 Turn right into Hollybush Drive (signposted 'No Through Road'), go past 'The Thurnscoe Centre' (GP Surgeries). Follow the metal fence at the side of the railway, and continue straight on when reaching the bridleway.
- 3 Right over the bridge, then left at the side of the railway to the track crossing the field diagonally. Follow the bridleway to the junction of Stotfold Road.
- 4 Left, along Stotfold Road back over the railway to the road by the Police House.
- 5 Left uphill and into Clayton Village keeping left along Churchfield Road.
- 6 Down Clayton Lane to the B6411 (Houghton Road).
- 7 Right (with care) to Great Houghton Welfare Hall.
- 8 Right along High Street, past the 'Old Hall Inn' to Church Street.
- 9 Turn left past the old Chapel along a tarmac then stony lane (Chapel Lane).
- 10 Turn left along the bridleway adjoining the golf course to the B6273 (Rotherham Road).
- 11 Turn right then left through the gap in the green fencing along the old railway track towards Goldthorpe to the red barrier.
- 12 Left and immediately right onto Pagnell Avenue, following the road round to Billingley Drive.
- 13 Right along High Street.
- 14 Left along Shepherd Lane to Station Road, back to the start of your ride.

Clayton Village Pond

Information in this cycling guide can be made available in large print. This route is being assessed for mobility and sensory impaired users.  
For further information please contact BMBC Planning and Transportation Service on 01226 772655.



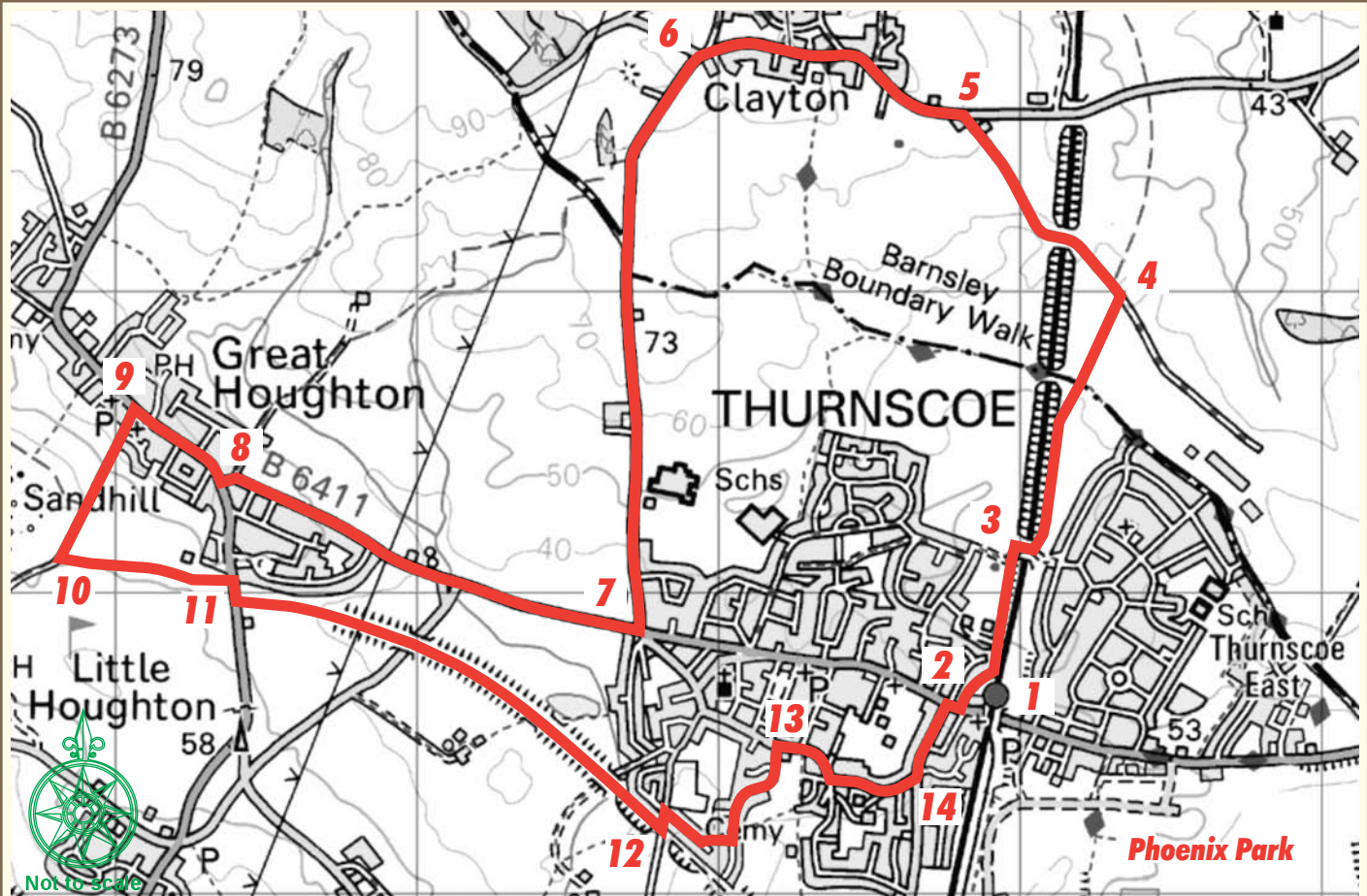
**BARNSELY**  
Metropolitan Borough Council



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Not to scale

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# Cycling Guide 6

## WORTLEY & HOWBROOK

**Starting Point:** Park Avenue, Wortley.

**Distance:** 5.8 miles (9.3 km).

**Grade of difficulty:** Easy/Moderate.

**Time:** Allow yourself 60-70 mins.



St.Leonard's Church, Wortley

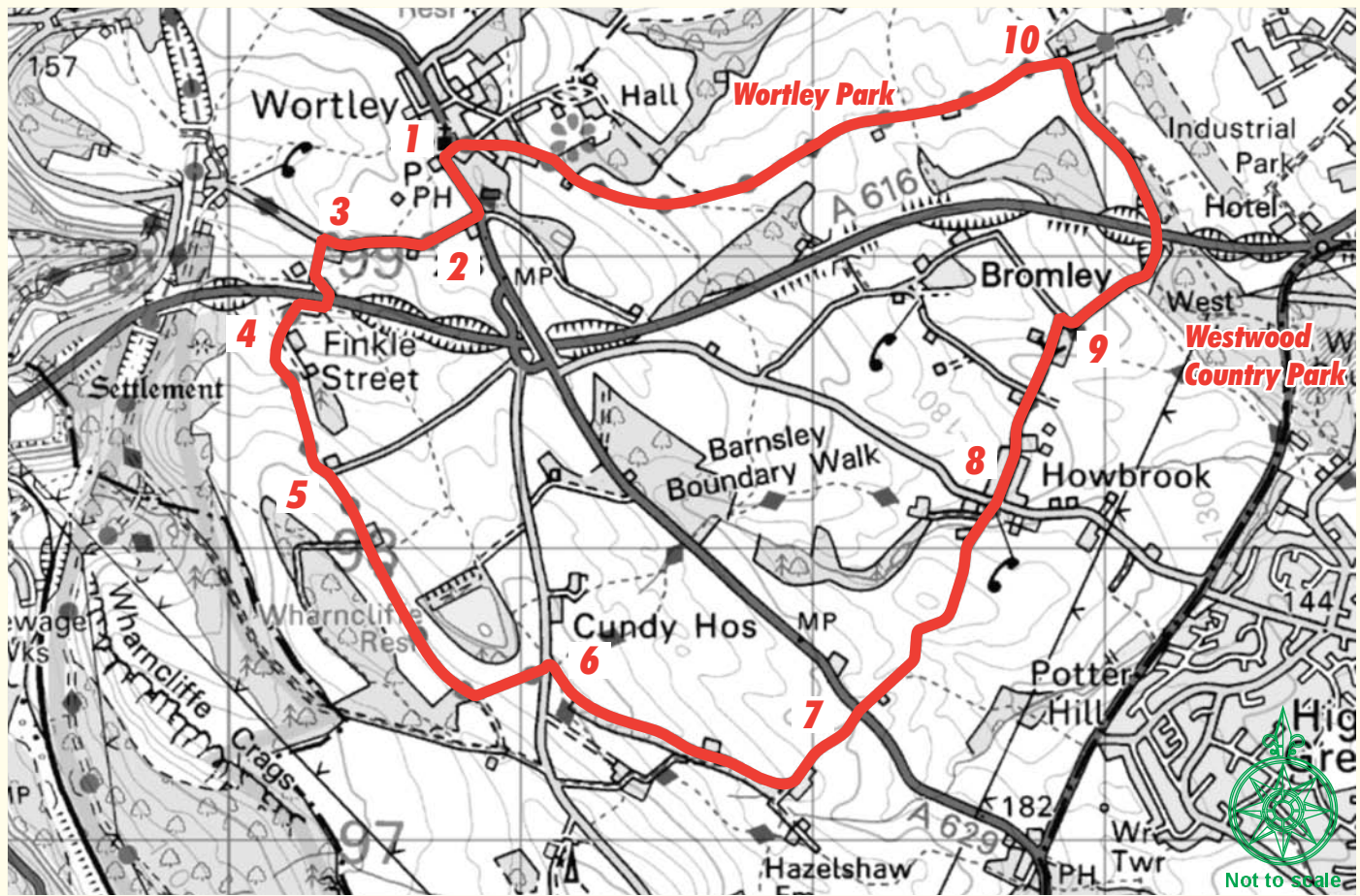
Information in this cycling guide can be made available in large print. This route is being assessed for mobility and sensory impaired users. For further information please contact BMBC Planning and Transportation Service on 01226 772655.

**1** Start opposite St.Leonard's Church in Wortley Village turning left on to the A629 to Finkle Street Lane. **2** Turn right (with care) down the hill. **3** Immediately after Sycamore Farm, turn left on to the bridleway. **4** Go under the A616 Stocksbridge Bypass road, turn right immediately, then follow the bridleway uphill and through the gate to Moor End Farm. **5** Straight on, through farmyard, along the track then bear left at the junction to Woodhead Road. **6** Left then right on Bank Lane (*see old milestone on banking on left side and base of Cundy Cross on the right*) and down to the A629. **7** Cross the road (with care) on to Berry Lane which leads to Howbrook. **8** Cross Howbrook Lane (*see Victorian post box in wall*) on to Carr Head Road to the second junction at Carr House Farm. **9** Turn right on to Storrs Lane, down hill under the A616 Stocksbridge Bypass road and up Westwood Lane to the entrance lodge to Wortley Park. **10** Left through the gateway following the bridleway through Wortley Park and back to the start of your ride.

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## **APPENDIX 3**

