



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 137 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 137 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 (NPPF – February 2019)

- 2.4 The revised National Planning Policy Framework was published in February 2019 and sets out the government's planning policies for England and how these are expected to be applied.
- 2.5 The document sets out the need for a Travel Plan (and Transport Assessment) in support of development proposals that are likely to have an impact on the surrounding highway network. It suggests that 'Any analysis of transport impacts should take account of the following:
- Opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
 - Safe and suitable access to the site can be achieved for all people; and
 - Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.
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2.6 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”

2.7 It 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”

2.8 The NPPF also specifically encourages the development of sustainable transport opportunities, including the provision of high quality public transport facilities.

2.9 The above has been borne in mind when developing this Travel Plan, which seeks to minimise vehicular trips and maximise opportunities for more sustainable modes.

Local Policy

Sheffield City Region Transport Strategy 2040 (2011 – 2026)

2.10 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”.

2.11 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.
-



2.12 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*”.

2.13 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

2.14 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.

2.15 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.
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2.16 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.

2.17 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.

2.18 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

2.19 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

2.20 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.

2.21 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

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

Active Travel

Pedestrian Access

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

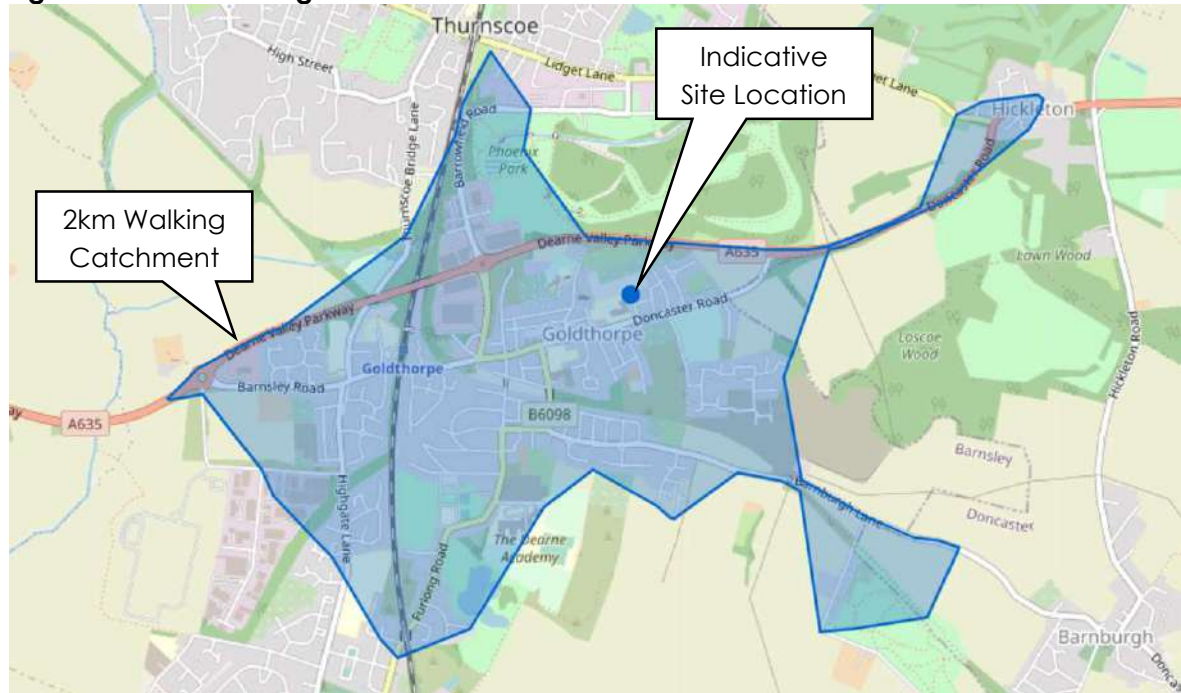
Table 3.1: IHT Walking Guidelines

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

(Source, IHT)

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

Figure 3.1: 2km Walking Catchment



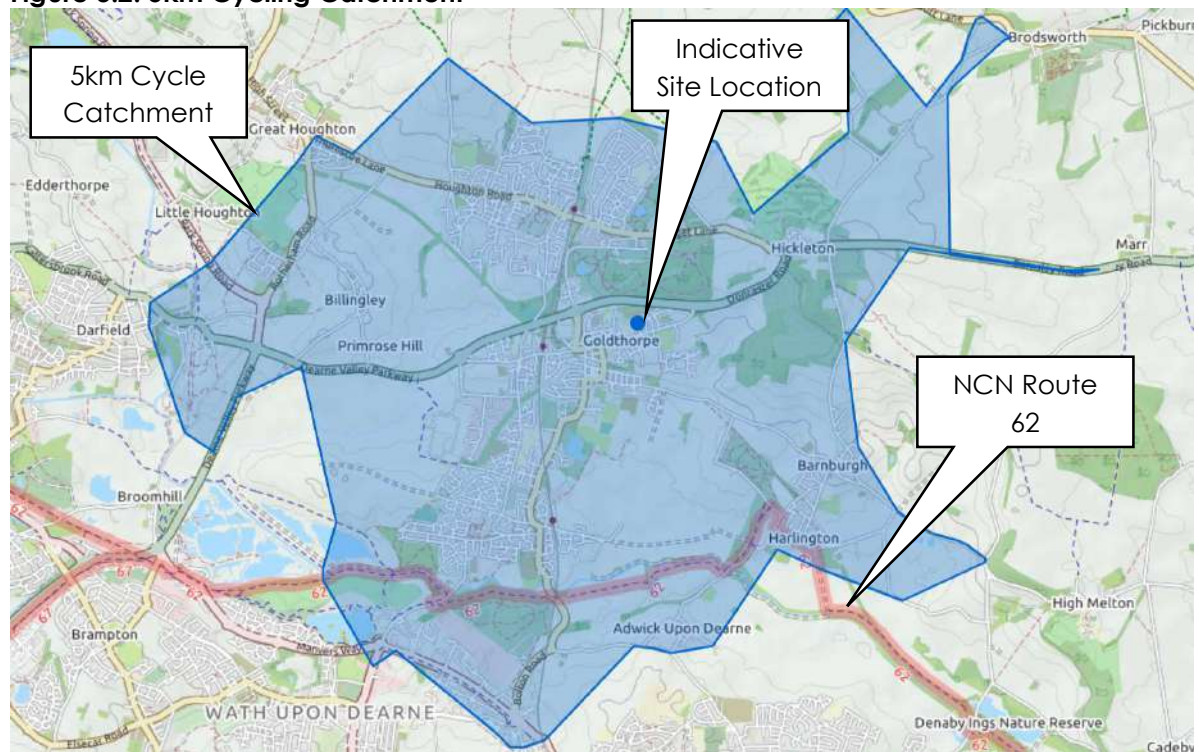
(Source: Open Street Map)

- 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. These are lit and connect directly to footways on Doncaster Road, to the south of the site.
- 3.5 The footways on Doncaster Road are continuous on both sides of the carriageway and street lit, facilitating east – west pedestrian movement. Amenities including shops in Goldthorpe and the 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.
- 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. **Section 4** of this Travel Plan will also outline measures which will be introduced to promote and encourage walking amongst residents of the development.

Cycle Access

- 3.7 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**.

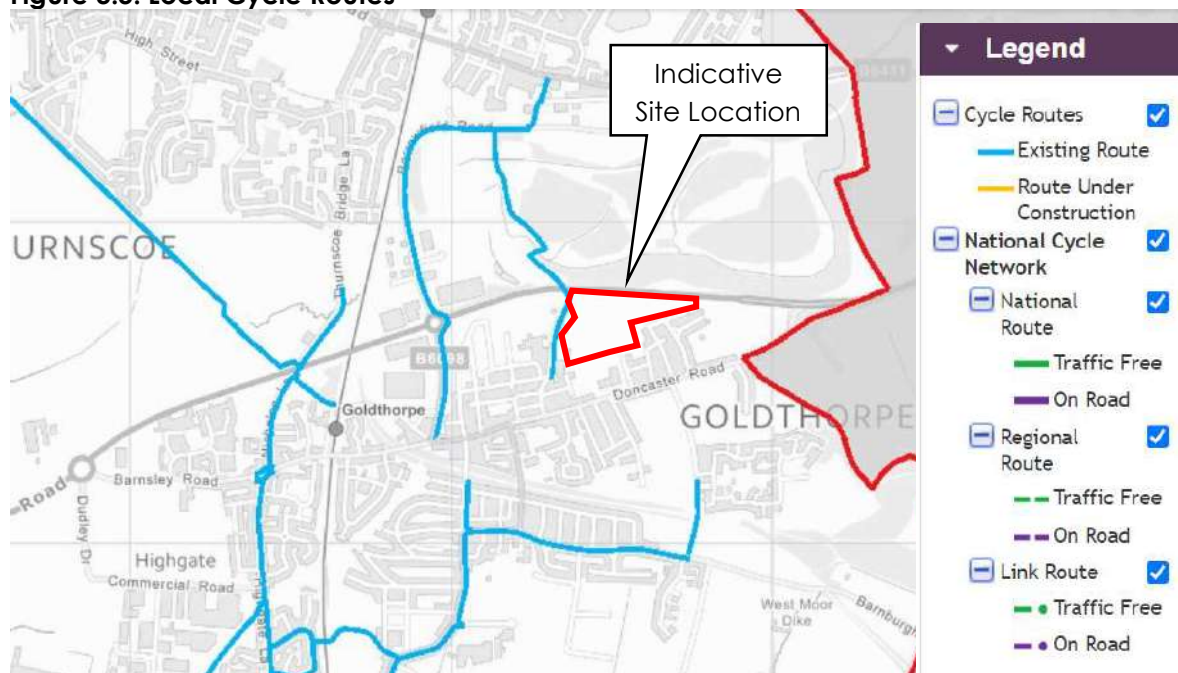
Figure 3.2: 5km Cycling Catchment



(Source: Open Street Map)

- 3.8 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)

- 3.9 As can be seen In **Figure 3.3** above, 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.
- 3.10 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.
- 3.11 To the south of the site, further 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 westwards 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.

- 3.12 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.
- 3.13 It is considered that due to the close proximity of local and national cycle routes within the immediate vicinity of the site, and the wealth of facilities within cycling distance, that cycling will be an attractive travel option for future residents.

Public Transport

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

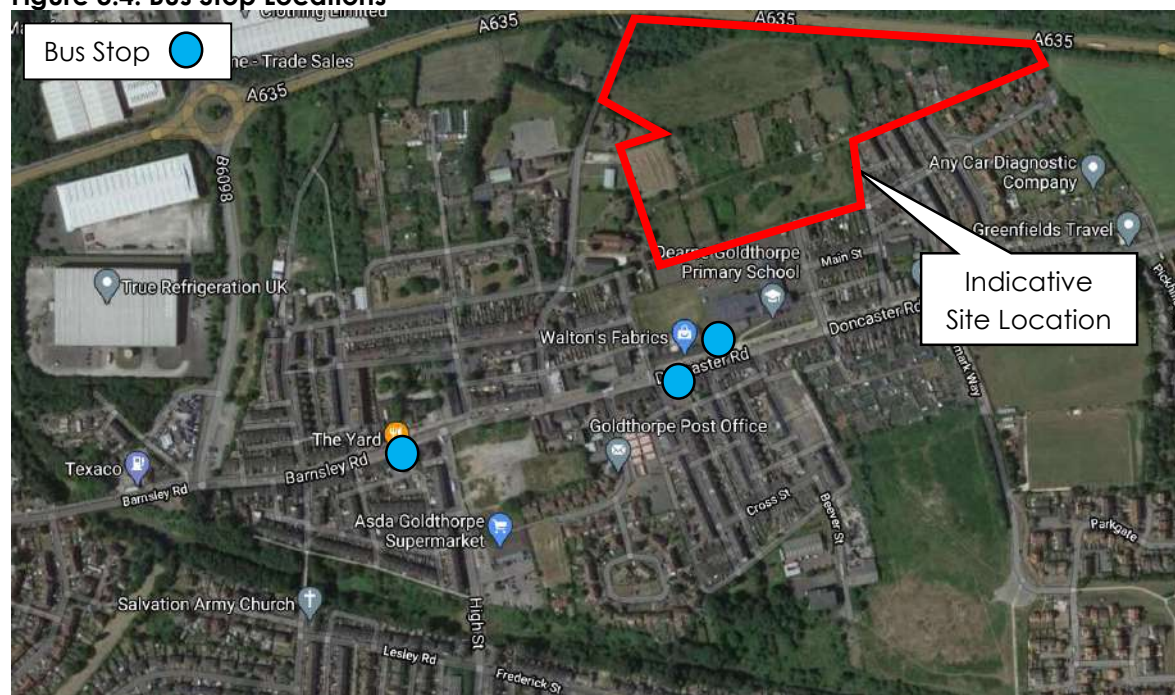
Bus Services

- 3.15 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 bus stops on Doncaster Road both benefit from a flag, timetable information and bus cage; whilst the eastbound stop additionally benefits from raised kerbs and a waiting shelter.
- 3.16 In addition 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 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:
- 3.18 *"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*
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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).

- 3.19 Furthermore, in 'Buses in Urban Developments' (January 2018) the 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.
- 3.20 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)

- 3.21 **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				
219A	Barnsley Interchange – Doncaster Interchange	60 mins	60 mins	-
X19	Barnsley Interchange – Doncaster Interchange	30 mins	30 mins	60 mins
Barnsley Road				
208	Rotherham Interchange – Grimethorpe	3 Services	3 Services	3 Services
218 / 218A	Barnsley Interchange – Rotherham Interchange	60 mins	60 mins	60 mins
219	Barnsley Interchange – Doncaster Interchange	60 mins	60 mins	60 mins
226	Barnsley Interchange – Thurnscoe	30 mins	30 mins	60 mins

(Source: Public Transport Operator Websites)

3.22 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 Services

3.23 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 hourly services to Leeds, Wakefield Westgate, Rotherham Central and Sheffield. Facilities at the station including shelters, digital display screens and timetable information; both platforms have step-free access.

3.24 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

- 3.25 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

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

- 3.27 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
Fulton's Foods	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

- 3.28 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

- 3.29 Alongside numerous smaller employment opportunities across Goldthorpe and the surrounding area, there a number of major employment areas locally these 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

- 3.30 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.
- 3.31 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 The key to successful travel planning is to identify the most suitable modes of transport that are realistic and practical for residents of a site such as this to adopt, before making these modes as attractive as possible. There is no single solution to any one person's transport needs. Different people will respond to different measures, whilst some may not react to any. A range of Travel Plan measures are therefore proposed, which residents can pick and choose from as they consider appropriate.

Travel Plan Management and Resources

- 4.2 It is recognised that an important element of the success of this Travel Plan will be the appointment of a Travel Plan Coordinator (TPC). The TPC will have overall responsibility for the development, implementation and management of the Travel Plan strategy throughout the period of development at the site.
- 4.3 Gleeson Homes has engaged TPS to fulfill the role of the TPC for the development. Contact details for the TPC, who will be in place until final occupation at the site, can be found below:

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

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

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

Marketing Strategy 1: Provision of a Bespoke Travel Information Website

- 4.7 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 use online information sources.
- 4.8 One of the key elements to the Travel Plan, therefore, will be the development of a branded and bespoke travel information website; a one-stop shop for travel information for new and prospective residents which will contain, but not be limited to:
- Site location information;
 - The offer of a Personal Journey Plan;
 - Details of local cycle routes, and cycle shops;
 - Public transport maps, timetables and destination information;
 - Links to online car sharing databases;
 - Information on eco-driving;
 - A range of links to local and national travel information websites; and
 - Contact information for the Travel Plan Coordinator on site.

- 4.9 This website will be developed and managed by the TPC and will be maintained to ensure information is accurate and up to date. An example of a similar travel website can be viewed at <http://linkwoodpark.travelchoices.uk/>.

Marketing Strategy 2: Travel Information Leaflet

- 4.10 In order to further promote and encourage sustainable travel at the site, a travel information leaflet will be prepared; this will provide a summary of the range of travel options available to residents.
-



- 4.11 The leaflet will be distributed via the sales office to all prospective residents to help ensure that they are aware of the range of travel options available to them prior to making the decision on whether to purchase a new home at the development. Subsequently, it will be distributed to all new residents alongside their welcome pack at the point at which they first occupy their home in order to ensure that the sustainable travel message is reinforced.
- 4.12 A travel information leaflet for a nearby Gleeson Homes site in Rotherham is provided at **Appendix B**. The content of the travel guide will be regularly reviewed and re-printed, as required, to reflect any changes to local travel options.

Marketing Strategy 3: Free Personalised Journey Planning for each household

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

Marketing Strategy 4: Annual Residents' Newsletter

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

Marketing Strategy 5: Promote Discounts with sustainable travel providers to residents.

- 4.15 As TPC at a number of Gleeson Homes sites, TPS has secured discounts with a number of sustainable travel retailers, including bikes and accessories at Halfords, home electric vehicle charging points, secure bike storage and running and walking equipment. The discounts will be promoted via the travel guide and newsletter.

Walking Specific Measures

- 4.16 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.
- 4.17 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

4.18 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

4.19 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

4.20 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

4.21 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

4.22 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

- 4.23 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

- 4.24 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.
- 4.25 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

- 4.26 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.
- 4.27 The promotion of links to further sources of advice and information will be undertaken, these sources will include:
- The offer of personalised support which will include public transport options as appropriate;
 - Online route and journey planners, including:
 - <https://tsy.yorkshiretravel.net/lts/#/travellInfo>
-



- [google.co.uk/maps](https://www.google.co.uk/maps)
- [ojp.nationalrail.co.uk/service/planjourney/search](https://www.ojp.nationalrail.co.uk/service/planjourney/search)
- Live arrival and departure information, including:
 - [nationalrail.co.uk/times_fares/ldb.aspx](https://www.nationalrail.co.uk/times_fares/ldb.aspx)
 - <https://tsy.yorkshiretravel.net/lts/#/liveDepartures>
- Public transport network and route maps, including:
 - <https://tsy.yorkshiretravel.net/lts/#/timetables>
 - <https://tiskon-maps-stagecoachbus.s3.amazonaws.com/Timetables/Yorkshire/barnsley%20and%20dearne%20valley/219%20219a%20Barnsley%20valid%20from%2025%20January%202020.pdf>
- Handy apps and travel tools:
 - <https://www.stagecoachbus.com/promos-and-offers/national/stagecoachbusapp>
 - [nationalrail.co.uk/times_fares/18.aspx](https://www.nationalrail.co.uk/times_fares/18.aspx)

Sustainable Car Use Measures

- 4.28 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

- 4.29 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

- 4.30 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.
-



- 4.31 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

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



5. TARGETS, MONITORING AND REPORTING

Introduction

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

Travel Plan Targets

- 5.2 Targets are essential to ensure that everyone involved in the Travel Plan process knows what needs to be done and to enable progress to be assessed. Targets should be SMART (see below) and can take the form of 'aim-type' targets and 'action-type' targets:
- **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	13	45	58	54	28	82

(Source: TRICS data)

- 5.9 Assuming at full occupation there will be 137 dwellings, some 58 two-way trips in the AM peak hour and 82 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 6 two-way trips in the AM peak hour (to 52) and 8 in the PM peak hour (to 74), 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	0.084	0.299	0.383
PM	0.353	0.185	0.537

(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

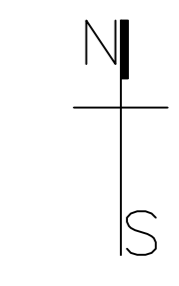
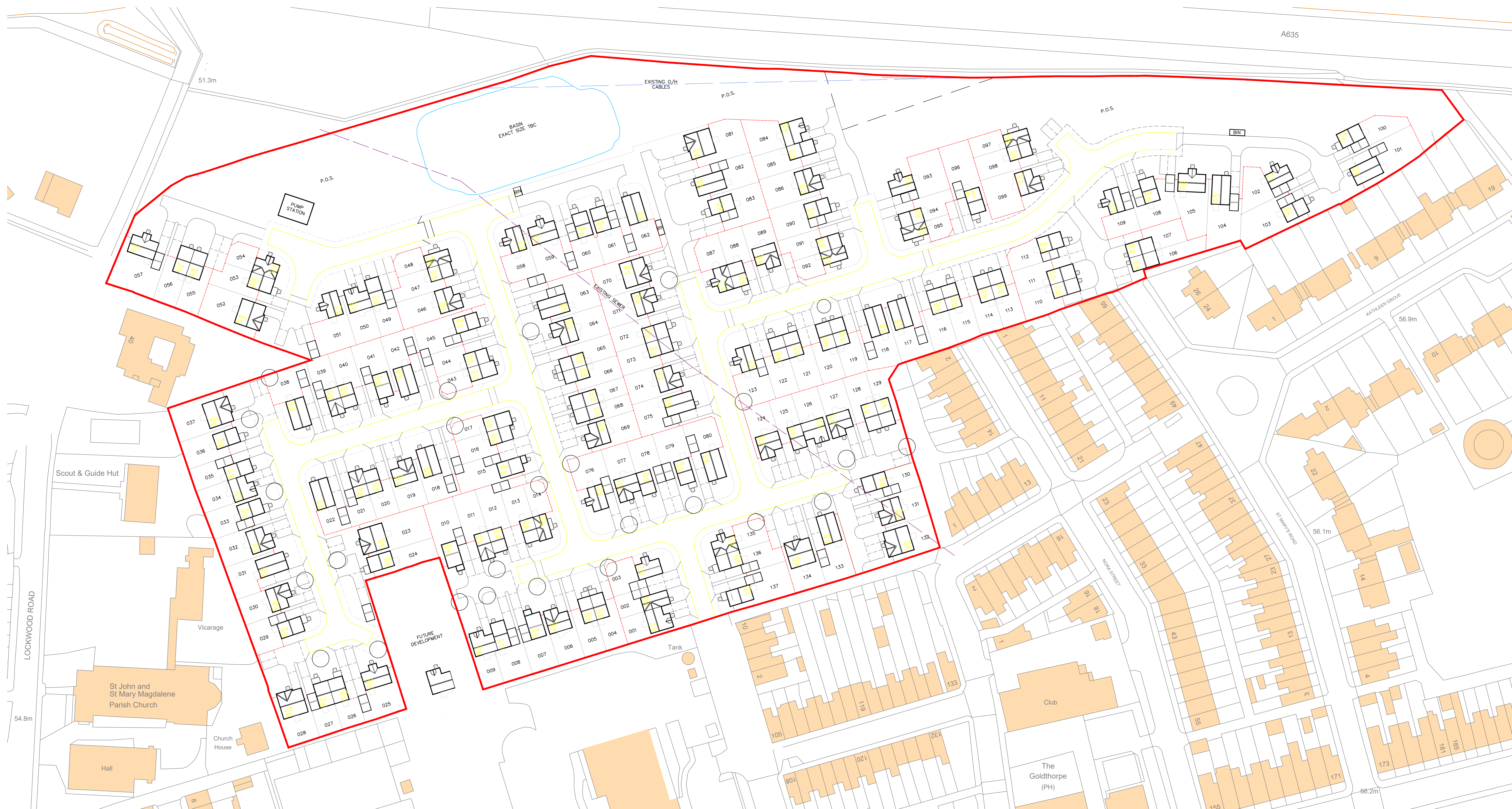
- 5.16 Following the initial baseline count, subsequent traffic counts will be undertaken annually until the point of final occupation at the East Street site access. These counts will allow the TPC to monitor the success of the Travel Plan over time in achieving the agreed targets to reduce the number 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
-

TPS Project Number: P1557
Project Name: Lockwood Road, Goldthorpe
Date: April 2021



Appendix A

Site Layout Plan



- LEGEND:**
- 1.8m (6") TIMBER FENCE
 - POST & WIRE FENCE
 - DRIVE DETAIL
 - PROPOSED TREES

SITE AREA:
 GROSS AREA - 5.118 Ha 12.64 ACRES
 NET AREA - 3.90 Ha 9.637 ACRES
 HOUSING DENSITY - 8,915 SQFT PER ACRE

TOTAL APPROX. GROSS SITE AREA: 12.64 acres / 5.12ha
 TOTAL APPROX. NET SITE AREA: 10.06 acres

/ 4.07ha
 NET DENSITY: 33.66 dwellings per hectare

Schedule of Accommodation

To be read in conjunction with drawing no. 3228-1-001-C

Ref.	No. of Beds	Type	No. of Units	Percentage	Sq. Ft.	Total Sq. Ft.
201	2 Bedrooms	Semi-detached	12	8.76	651.00	7812.00
202	2 Bedrooms	Semi-detached	4	2.92	671.00	2684.00
212	2 Bedrooms	Semi-detached	5	3.65	671.00	3355.00
301	3 Bedrooms	Semi-detached	13	9.49	759.00	9867.00
303	3 Bedrooms	Semi-detached	11	8.03	772.00	8492.00
304	3 Bedrooms	Detached	21	15.33	772.00	16212.00
307	3 Bedrooms	Detached	16	11.68	807.00	12912.00
310	3 Bedrooms	Detached	6	4.38	788.00	4728.00
311	3 Bedrooms	Semi-detached	11	8.03	759.00	8349.00
313	3 Bedrooms	Semi-detached	3	2.19	811.00	2433.00
314	3 Bedrooms	Detached	8	5.84	811.00	6488.00
401	4 Bedrooms	Detached	15	10.95	1066.00	15990.00
403	4 Bedrooms	Detached	4	2.92	1048.00	4192.00
405	4 Bedrooms	Detached	8	5.84	1172.00	9376.00
Totals			137	100.00		112890.00



revision	09.06.21	content	LAYOUT REVISED IN LINE WITH CLIENTS COMMENTS	initials	ED
project	PROPOSED RESIDENTIAL LOCKWOOD ROAD GOLDTHORPE				
client	GLEESON DEVELOPMENTS				
title	PROPOSED SITE LAYOUT				
date	02.03.21	scale	1:500@A0	drawn	SN
drawing number	3228-1-001		checked	WW	

PLANNING subject to structural review subject to accurate survey

Niemen Architects
 Deck 2 The Waterscape
 42 Leeds & Bradford Road
 Kirkstall Leeds LS5 3EG
 Tel: 0113 239 5400
 www.niemen.co.uk
 office@niemen.co.uk



Appendix B

Example Travel Guide

Carlisle Park Map

Map not to scale



Carlisle Park

Carlisle Street, Swinton

Get Walking

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

To help plan your journey on foot, we have highlighted some of the key local amenities on the map opposite.

There are a range of shops, hairdressers, pubs and cafes along Station Road and Bridge Street, just north of Carlisle Park, and it's only a short walk to the local school, town hall, library and train station.

Get Cycling

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

The local area has an extensive and expanding cycle network, with a number of advisory cycle routes running close to Carlisle Park (including Carlisle Street itself). It's one of the reasons you may have seen an increasing number of people out on their bike recently.

For more information, including interactive maps and route planners visit: CarlisleParkTravel.co.uk



Need help planning a local journey?

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

info@carlisleparktravel.co.uk

Moving home is an exciting time, that often brings changes in lifestyle, as well as a change in your surroundings.



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

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

Complementing this guide is a bespoke travel information website where you can find further advice, tools and downloadable content such as public transport timetables, cycle maps and much more visit: www.carlisleparktravel.co.uk



Want to know more about travel options at Carlisle Park?

- ✓ Transport ticket offers
- ✓ Cycle route information
- ✓ Journey planning tools
- ✓ Downloadable timetables

carlisleparktravel.co.uk

Travelling by Train

Swinton station is less than 800 metres from Carlisle Park, that's just a steady 10-minute walk!

From here you can catch regular services to destinations including Sheffield, Rotherham and Doncaster. There are currently three trains per hour to Sheffield, Meadowhall and Rotherham and two trains per hour to Doncaster. All services through Swinton station are operated by Northern and you can find ticket options, latest offers and travel updates by visiting northernrailway.co.uk – they even have a free smartphone app for travel information on the move.

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

Travelling by Car

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

Sometimes our destination dictates that travelling by car is the easiest and most convenient way. However, with the cost of fuel fluctuating and everyone growing more environmentally-conscious, it's always worth considering how you might save some money, whilst doing your bit for the planet.

CAR SHARING

Did you know there are approximately 38 million empty seats on our roads every day! Car sharing can mean more flexibility, more freedom and more money for sharers and drivers alike.

There are a number of car share schemes to choose from; it's free and simple to register a journey and search for someone to share with, you don't even have to share everyday and you can opt to share as a driver or a passenger. For more information about car sharing visit: carlisleparktravel.co.uk

Travelling by bus

If you haven't caught the bus for a while, you might be pleasantly surprised by the difference in your experience!

New technology means you don't have to wait around at bus stops, many buses offer WiFi on board, cashless ticket options and more.

Your nearest stops to Carlisle Park are located at Station Street and are served by services 208, 218, 218a, 220 and 221, with up to 7 buses an hour to a range of destinations such as; Rotherham, Barnsley, Sheffield and Doncaster.

A summary of the local bus services is provided below. For more detailed information or to access bus timetables visit:

www.stagecoachbus.com and www.travelsouthyorkshire.com

Station Street

208 Rotherham – Mexborough - Grimethorpe

Three services per day Monday to Sunday.

218 Barnsley – Swinton – Rotherham

Services run every 60 minutes Monday to Sunday.

218a Rotherham – Swinton – Barnsley

Services run every 60 minutes Monday to Saturday.

220 Doncaster - Swinton - Barnsley

Services run every 30 minutes Monday to Saturday, and every 60 minutes on Sunday.

221 Rotherham – Swinton – Doncaster

Services run every 30 minutes Monday to Saturday, and every 60 minutes on Sunday.

TPS Project Number: P1557
Project Name: Lockwood Road, Goldthorpe
Date: April 2021



Appendix C

Example Newsletter

TPS Project Number: P1557
Project Name: Lockwood Road, Goldthorpe
Date: April 2021



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 1:	Provision of a Bespoke Travel Information Website	TPC	Prior to Sales Office opening
Marketing Strategy 2:	Travel Information Leaflet	TPC	Prior to Sales Office opening
Marketing Strategy 3:	Free Personalised Journey Planning	TPC	Offered on the website and via the travel information guide and newsletters
Marketing Strategy 4:	Annual Residents Newsletter	TPC	Annually from first occupation until full occupation
Marketing Strategy 5:	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 2:	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