

# Appendix 7 Transportation

## APPENDIX 7.1

### ROAD LINES PROTECTED FROM DEVELOPMENT

CLASSIFICATION	ROAD NAME	LOCATION	COMMENT
<b>A. Adwick Ward</b>			
B1220	Cross Hill, Skellow Road	Skellow	
B1220	Askern Road	Carcroft	
B1220	Church Lane (Bridge)	Carcroft	
B1220	Doncaster Lane	Carcroft	
B1220	Doncaster Lane	Woodlands	
C282	Crabgate Lane	Burghwallis	
C282	Grange Lane	Burghwallis	
C282	Burghwallis Road	Burghwallis	
UNCL	Crossfield Lane	Skellow	
UNCL	Stoney Croft Lane	Burghwallis	
UNCL	Scorcher Hills Lane	Burghwallis	
UNCL	Six Rood Lane	Burghwallis	
UNCL	Abbes Walk	Burghwallis	
UNCL	Burghwallis Lane	Burghwallis	
UNCL	Grange Lane	Burghwallis	
UNCL	Lodge Road	Carcroft	
<b>B. Armthorpe Ward</b>			
A18	Thorne Road	Edenthorpe	
C96	Nutwell Lane	Armthorpe	
C96	Hatfield Lane	Long Sandall Common	
UNCL	Cow House Lane	Armthorpe	
UNCL	Gunhills Lane	Armthorpe	
UNCL	Mere Lane	Armthorpe	
UNCL	West Moor Lane	Armthorpe	
UNCL	Cedric Road	Edenthorpe	
<b>C. Askern Ward</b>			
A19	Selby Road	Norton Common	Level Crossing
A19	Selby Road	Askern	
A19	Doncaster Road	Askern	
A19	Doncaster Road	Owston	
A19	Doncaster Road	Sutton	
C52	Bone Lane	Campsall	
C52	High Street	Campsall	
C52	Sutton Road	Campsall	
C52	Churchfield Road	Campsall	
C52	The Avenue	Campsall	
C52	Campsall Road	Campsall	
C53	Moss Road	Askern	
C53	Moss Road	Flashley Carr	
C53	Moss Road	Moss	





CLASSIFICATION	ROAD NAME	LOCATION	COMMENT
<b>F. Bentley North</b>			
A19 A19	Askern Road Bentley Road	Bentley Bentley	
<b>G. Bessacarr</b>			
A638	Great North Road	Bessacarr	
<b>H. Conisbrough</b>			
A630T A630T	Doncaster Road Doncaster Road/ Sheffield Road/New Hill	Hooton Roberts Conisbrough	Junction
A6023 A6023	Low Road Doncaster Road	Conisbrough Denaby	
B6094	Carr Lane	Conisbrough	
C133	Denaby lane	Old Denaby	Junction
UNCL	The Green	Old Denaby	
<b>I. Hatfield</b>			
A18 A18 A18 A18	Doncaster Road High Street Epworth Road High Levels Bank	Hatfield Hatfield Hatfield Hatfield	Slay Pits Diversion
A18/A614/ C251	Epworth Road/ Tudworth Road	Hatfield Woodhouse	
A614 A614 A614	Todworth Road Bawtry Road Main Street	Hatfield Chase Hatfield Woodhouse Hatfield Woodhouse	
C69 C69	Station Road Station Road	Dunscroft Hatfield	
C192	Cemetery Road	Hatfield	
C252 C252	Moss Croft Lane Ancient Lane	Hatfield Woodhouse Hatfield Woodhouse	
UNCL UNCL UNCL UNCL	Crookesbroom Lane Ash Hill Road Bootham lane Hollin Bridge Road	Dunscroft Dunscroft Dunscroft Hatfield Woodhouse	
<b>J. Mexborough</b>			
A6023	Wath Road	Mexborough	
C163	Adwick Road	Mexborough	
C443	Bank Street	Mexborough	



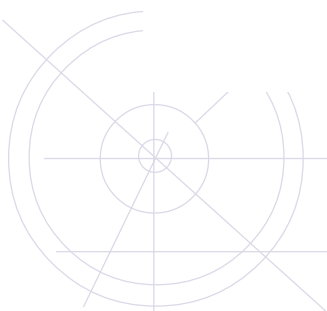
CLASSIFICATION	ROAD NAME	LOCATION	COMMENT
<b>K. Richmond</b>			
A635 A635 A635	Barnsley Road Barnsley Road Barnsley Road	Hickleton Marr Scawsby Leys	
B6422 B6422 B6422 B6422 C12	Butt Lane Elmsall lane Hooton Road Green lane Harlington Road	Hooton Pagnell Hooton Pagnell Brodsworth Scawsby Harlington	
C22 C22 C22 C22 C22	Barnburgh Lane Melton Road Doncaster Road Doncaster Road Fox Lane	Barnburgh High Melton High Melton Barnburgh Barnburgh	
C72 C72 C72	Sticking Lane Harlington Lane Red Hill Lane	Adwick upon Dearne Adwick upon Dearne Hickleton	
C110 C110	Hampole Field Lane Leys Lane	Hampole Hampole	
C174	Doncaster Road	Harlington	
C178	Sheep Lane	High Melton	
C235	Scawsby Lane	Scawsby Leys	
C280	Churchfield Road	Hooton Pagnell	
C281	Bilham Lane	Hooton Pagnell	
C309	Blacksmith Lane	Marr	
C310	Church Lane	Marr	
UNCL UNCL UNCL UNCL UNCL UNCL UNCL UNCL	Manor Lane Crow Tree Lane Northfield Lane Hooton Pagnell By-Pass Pickburn Lane New Close Lane Scorcher Hill Lane Hooton Pagnell Diversion	Adwick upon Dearne Adwick upon Dearne Hooton Pagnell  Brodsworth Skelbrooke Skelbrooke Hooton Pagnell	
<b>L. Rossington</b>			
A638	Great North Road	Rossington	
B6463 B6463	Stripe Road Sheep Bridge Lane	Rossington Rossington	
UNCL	Littleworth Lane	Rossington	
<b>M. South East</b>			
A614 A614	Bawtry Road Bawtry Road	Blaxton Austerfield	



CLASSIFICATION	ROAD NAME	LOCATION	COMMENT
A614 A614 A614	Station Road Thorne Road Doncaster Road	Bawtry Bawtry Finningley	
A631  A638 A638  A638 B1396 B1396 B1396	Gainsborough Road  Great North Road Great North Road/ Bawtry Road South Parade Doncaster Road Main Street Cantley Lane	Bawtry  Bawtry  Bessacarr Bawtry Branton Auckley Cantley	
C96 C96 C96 C96 C96 C96	Warning Tongue Lane Warning Tongue Lane School Lane School Lane Main Street Nutwell Lane	Bessacarr Cantley Cantley Old Cantley Old Cantley Old Cantley	
C216 C216	Hayfield Lane Hurst Lane	Cantley Auckley	
UNCL UNCL UNCL UNCL UNCL UNCL UNCL UNCL UNCL	School Lane Common Lane Whiphill Top Lane Gate House Lane Gate House Lane Park Lane Mill Lane Brockholes Lane Green Lane	Auckley Auckley Branton Branton Finningley Blaxton Branton Old Cantley Old Cantley	
<b>N. Southern Parks</b>			
A60 A60	Doncaster Road Main Street	Tickhill Wadworth	
A631 A631 A631 A631	Bawtry Road Tickhill Road Rotherham Road Sunderland Street	Tickhill Stainton Tickhill Tickhill	
B6094  B6094 B6094 B6094	Cockhill Lane/B6094  Long Lane  Wilsic Road Church Road	Braithwell  Wadworth  Wadworth Wadworth	Junction Diversion Realignment  Realignment Bend realignment
B6422 B6422	Holywell Lane Fishpond Lane	Clifton Clifton	
B6427	Holywell Lane	Braithwell	
B6376 B6376 B6376 B6376	Birchwood Hill Maltby Lane Doncaster Road High Street	Clifton Braithwell Braithwell Braithwell	



CLASSIFICATION	ROAD NAME	LOCATION	COMMENT
B6463	Blyth Road	Tickhill	
C8	Greaves Syke Lane	Micklebring	
C22	Melton Road	Sprotbrough	
C98	Ashton Lane	Braithwell	
C175	Micklebring Lane	Braithwell	
C177 C177 C177 C177	Pasture Lane Main Street Main Street Cadeby Lane Cadeby Road	Cadeby Cadeby Sprotbrough Sprotbrough Sprotbrough	
C178 C178 C178 C178	Sheep Lane Brand lane Little Lane Long Lane	Melton Melton Melton Melton	
C179	Cadeby Lane	Cadeby	
C235 C235 C235 C235	Boat Lane Spring Lane Spring Lane Thorpe Lane	Sprotbrough Sprotbrough Melton Melton	
C278 C278 C278 C278 C278	Stainton lane Raw Lane Lime Kiln Lane Cockhill Lane Hirst Lane	Stainton Stainton Stainton Stianton Stainton	
C325	Scotch Spring Lane	Stainton	
UNCL UNCL UNCL UNCL UNCL UNCL UNCL UNCL UNCL UNCL UNCL	Garden Lane Back Lane Cow Hill Lane Nursery Lane Austwood Lane Holme Hall Lane Tickhill Back Lane Wilsic Lane/Road Low Street Woodhouse Lane Wong Lane Dadsley Road	Stainton Micklebring Micklebring Sprotbrough Braithwell Stainton Stainton Wadworth Wadworth Wadworth Tickhill Tickhill	
UNCL	Car Bank	Wadworth Carr	By-Pass
<b>O. Stainforth</b>			
C25 C25 C25 C25 C25	Station Road Stainforth Road Doncaster Road Thorne Road Silver Street	Barnby Dun Barnby Dun Barnby Dun Barnby Dun Barnby Dun	Market Place Diversion
C25	Top Road	Barnby Dun	



CLASSIFICATION	ROAD NAME	LOCATION	COMMENT
C97 C97	Armthorpe Lane Armthorpe Lane	Barnby Dun Kirk Sandall	
C194 C194	Fishlake Nab Pinfold Lane	Fishlake Fishlake	
C226	East Lane	Stainforth	
C307	Trundle Lane	Fishlake	
C308 C764 C764	Hushells Lane Low Lane Church Lane	Fishlake Bramwith Barnby Dun	
UNCL UNCL UNCL UNCL	Brecks Lane Dirty Lane The Grove Church Lane	Kirk Sandall Fishlake Barnby Dun Barnby Dun	
<b>P. Thorne</b>			
A614	Selby Road	Thorne	
C24	King Edward Road	Moorends	
UNCL	Moor Lane	Thorne Levels	
<b>Q. Warmsworth and Edlington</b>			
A630 A630	Sheffield Road High Road	Warmsworth Warmsworth	
B6094	Carr Lane	Old Edlington	
C7	Broomhouse Lane	Edlington	
UNCL	Tenter Lane	Warmsworth	
<b>R. Wheatley</b>			
A18	Thorne Road	Wheatley	



## APPENDIX 7.2

# PARKING STANDARDS IN NEW DEVELOPMENTS

## INTRODUCTION

1. The reason for adopting parking standards is to ensure that adequate space is provided for the parking of vehicles generated by particular activities. Parking facilities should be made available in such a way that they do not pose any safety hazard, obstruct the flow of pedestrian and

vehicular traffic and do not give rise to any undue loss of amenity particularly of residential or visual nature. Parking standards are therefore an important element in any land-use policy and the potential for their adequate provision is a material consideration of most

planning applications, set out in Policy T16.

2. These standards are intended to ensure that developers provide suitable areas of land within their development (or occasionally nearby) laid out in an acceptable manner.

## OPERATIONAL PARKING

3. This is parking necessary for service vehicles which regularly visit premises and are essential to the operation of the particular business or activity. For example it includes space required by vehicles delivering and collecting goods. As requirements for operation parking in developments are to some extent unique, overall standards for this type of parking are difficult to standardise. Each case should be considered on its merits and on the basis of information provided regarding service, i.e. the type of vehicle serving the site and the frequency of their visits. Operational parking requirements should neither compromise or be compromised by other types of parking.

4. Notwithstanding the above comments some minimum standards are given for guidance. Operational spaces need only be provided at times when they are needed. By their nature they must be provide don-site. As a general rule servicing provision should be based on the maximum number of vehicles likely to serve the development at any one time. The provision should allow the vehicles to be able to manoeuvre easily and to stand for loading/unloading without inconvenience or prejudice to any other users of the site.

5. Operational parking provision should therefore aim to achieve the following:

- a) all vehicles being able to enter and leave the site in forward gear;
- b) all servicing to be from the site itself and not from the Public Highway;
- c) a maximum refuse bin carry distance of 25 metres; and,
- d) the provision of an adequate means of access for emergency vehicles.

## NON-OPERATIONAL PARKING

6. This type of parking is necessary to accommodate visitors to the site. It includes both customers and workers. Generally it is not essential that non operational parking is accommodated within the curtilage of a particular development, however it is usually the case due to land ownership. In general, non-operational car parking

requirements can themselves be subdivided:

a) Long term parking, for employees can be provided beyond the site curtilage. However, it should be sufficiently close to be practical, so that undesirable on-street parking is avoided.

b) Short term parking for visitors, business callers, shoppers etc., who intend to stay on the site/premises for short periods of time. Provision for this demand should be placed on site, or where circumstances may not allow (i.e. town centre locations) as near to the site as possible.

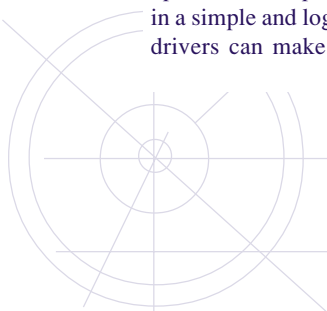
## DESIGN CRITERIA

7. Car Parking spaces should be 5m x 2.4m (16ft x 8ft). The aisle between bays should be 6m (20ft) wide, unless bays are at an angle(70°) to the aisle in which case widths can be reduced to 5m (16ft) if a one way system is in operation. Car parks must be laid out in a simple and logical manner so that drivers can make easy use of them.

Consideration must also be given to any likely vehicle/pedestrian conflict and measures should be incorporated into layouts to avoid potential hazards to safety. Access arrangements should ensure that cars wishing to enter the site do not have to wait on the public highway, where they could cause problems of congestion and

inconvenience to other road users.

8. Full consideration should also be given to the requirements of disabled drivers in any car parking scheme. All buildings coming within the scope of Section 76 of the Town and Country Planning Act 1990 and others likely to be used by disabled





people should be provided with suitable parking provision. Due to the needs of disabled drivers their parking bays should be positioned as conveniently as possible and with easy access to the associated development. Parking spaces for the disabled should be 3.6 metres wide or have a transfer area of 1.2 metres to one side of a standard space. These spaces should be clearly marked with the B.S. 'Disabled' symbol in accordance with B S 3262, Part 1.

**9.** Landscaping and visual treatment are an essential element of a proposal to provide a parking area and the visual impact of parking provision is a material consideration in respect of the acceptability of a proposal.

**10.** Suitable screening can be achieved by a continuous although not necessarily solid treatment. Such screening should be positioned so as not to reduce visibility to the detriment of highway safety and should be such

## THE STANDARDS

**14.** The standards reflect the requirements of different land uses. It is not practical to give a standard for every possible use, however the last is as comprehensive as possible, whilst remaining workable for development control. It acknowledges the majority of uses set out in the Town and Country Planning (Use Classes) Order 1987 as well as particular uses which

that whilst it does provide an adequate visual barrier it does not create security problems by giving cover to potential criminals. The total screening of a car park could create an uninviting place for motorists and pedestrians.

**11.** Trees and shrubs are particularly useful as they provide a natural element to an otherwise totally man-made environment. Also more mature trees which provide a canopy can when provided together with underplanting result in cover which can be quite dominant when viewed from ground levels.

**12.** The use of landscaping depends on location and size of a particular carpark. It aims to avoid large open areas and to blend them into the general streetscape. Most developments will involve relatively small parking areas but where large-scale undertakings are involved, i.e. supermarkets, leisure developments,

are considered to warrant individual attention.

**15.** The standards are given as a guide and can be applied flexibly, particularly where a mixed use is involved. This reflects the fact that no two proposals are going to be identical. However in general terms any developer will be expected to provide

or any activity which generates high numbers of visitors or employees considerable numbers of staff the importance of good landscaping becomes more apparent. It can be desirable to sub-divide large parking areas into visually distinct areas. Extensive unbroken expanses of concrete or tarmac are both unattractive to the eye and confusing for the user. In these cases earth bunds combined with tree and shrub planting can assist greatly in providing an attractive layout.

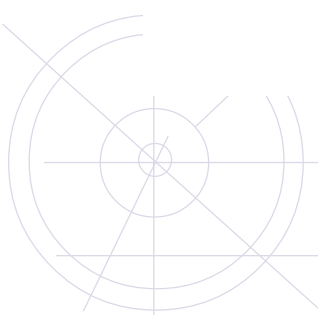
**13.** The actual treatment of the car park itself can be made sensitive to its surroundings. The use of paving, surfacing colour, edgings and kerbs together with fences and barriers can all be designed and incorporated into a car park so as to make it a positive contribution to the environment.

car parking in accordance with the standards unless there is a strong justification otherwise. The siting and design of any entrance or exit point onto the highway will have to be carried out to the satisfaction of the local highway authority.



**SCHEDULE OF STANDARDS:**

Development Type/ Land Use	Operational Parking Requirement	Non-Operational Parking Requirement
<b>RESIDENTIAL</b>		
1. Dwelling houses and flats (public and private) as defined by Class C3 of the Town and Country Planning (Use Classes) Order 1987	-	<b>Residents:</b> 1 garage or garage space per dwelling (the garage/space being set back a minimum of 6m from the highway boundary which effectively provides two parking spaces... <b>Visitors:</b> If the garage or garage space is not provided within curtilage of dwelling 1 space per 5 dwellings should be provided for visitors
1. Restricted tenure accommodation for the elderly and special needs housing	-	<b>Residents:</b> 1 garage or garage per 2 dwellings (the garage/space being set back a minimum of 6m from the highway boundary) - which effectively provides two parking spaces <b>Visitors:</b> In addition to resident parking, visitor parking should be provided at a rate of 1 space per 5 dwellings
1. Flatlets or bedsits	-	<b>Residents and visitors</b> - 1 space for 60% of the number of units
1. Sheltered Housing Schemes	1 warden space and appropriate servicing and manoeuvring space.	<b>Residents and Visitors</b> - 1 space per 4 units
1. Hotel, boarding house, hostels, guest house	1 space per resident staff, 1 space per 3 non-resident staff and appropriate servicing and manoeuvring space	1 space per bedroom
1. Residential Care Homes and Nursing Homes	1 space for 3 non-resident staff. 1 space for each resident member of staff and appropriate servicing and manoeuvring space.	Visitors 1 space per 4 bedspaces



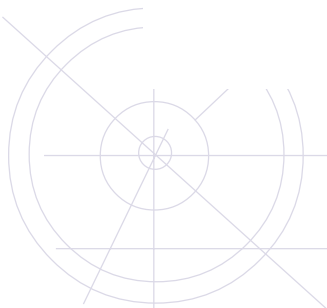
## SCHEDULE OF STANDARDS:

Development Type/ Land Use	Operational Parking Requirement	Non-Operational Parking Requirement
1.Private Clinics Hospitals	1 space per doctor 1 space per 3 other members of staff and sufficient servicing and manoeuvring space	1 space per 3 bedspaces
1. Residential Schools	1 space per resident staff 1 space per 2 non-resident staff and sufficient servicing and manoeuvring space	1 space per 12 students
<b>COMMUNITY BUILDINGS</b>		
1. Non-Residential Schools	1 space per teacher and sufficient servicing and manoeuvring space	<b>Primary Schools.</b> 1 visitor space per 5 staff. <b>Secondary Schools</b> 1 visitor space per 10 staff.
1. Clinic/Health Centre	1 space per doctor and full time staff member and sufficient servicing and manoeuvring space.	1 space per 2 Consulting Rooms
1. Library	1 space per 2 members of staff plus sufficient servicing and manoeuvring space	1 space per 20 sqm of public floor space
1. Theatre/Cinema	1 space per 3 members of staff	1 space per 4 seats
1. Churches/Places of Assembly	2 spaces	1 space per 10 seats



**SCHEDULE OF STANDARDS:**

	<b>Development Type/ Land Use</b>	<b>Operational Parking Requirement</b>	<b>Non-Operational Parking Requirement</b>
	1. Swimming Baths/Sports Halls/public space	1 space per 3 members of staff	1 space per 10 sqm of public floor space.
	<b>OFFICES</b>		
*Within Doncaster Town Centre the Commercial Policy Area includes the Shopping and Office Policy Areas	1. General Offices (Use Class A2) Commercial Policy Areas*	1 space per 50 sqm	Combined with operational requirements
	1. Outside Commercial Policy Areas*	6 spaces up to 140 sqm thereafter	Combined with operational requirements
		1 space per 33 sqm up to 465 sqm thereafter	Combined with operational requirements
		1 space per 46 sqm	Combined with operational requirements
	<b>RETAIL</b>		
	1. Shops within Commercial Policy Areas*	1 space per 60 sqm	Combined with operational requirements
	1. Shops, including shopping parades and isolated units	1 space per 3 staff and servicing	1 space per 37 sqm retail floorspace
	1. Supermarkets	1 space per 3 staff	1 space per 15 sqm of gross floorspace
	1. Retail Warehousing	1 space per 3 staff and servicing	1 space per 20 sqm of gross floorspace
	1. Car Showrooms	1 space per 3 staff and servicing	1 space per 50 sqm of gross floorspace
	1. Wholesale Warehousing	1 space per 3 staff and adequate servicing and manoeuvring space	1 space per 25 sqm
	1. Hot Food Takeaways	1 space per 2 members of staff and servicing and manoeuvring	1 space per 30 sqm if adequate public or on street parking not available



**SCHEDULE OF STANDARDS:**

Development Type/ Land Use	Operational Parking Requirement	Non-Operational Parking Requirement
1. Public Houses	1 space per resident staff 1 space per 3 non-resident staff plus adequate servicing and manoeuvring space	1 space per 5 sqm of public floorspace
1. Restaurants/Cafes	1 space per permanent member of staff 1 space per partime member of staff plus adequate servicing and manoeuvring space	1 space per 4 seats
<b>INDUSTRY/BUSINESS</b>		
1. Factories and Workshops (Use Classes B.2 - B.7)	5 spaces up to 140 sqm thereafter 1 space per 46 sqm Up to 605 sqm Thereafter 1 space per 70 sqm and adequate servicing and manoeuvring space	Combined with operation requirement
2. Business Uses (Use Class B.1)	1 space per 2 members of staff plus 1 space per 10 staff for visitor plus adequate servicing and manoeuvring space	Combined with operation requirement
2. Storage (Use Class B8)	1 space per 280 sqm	Combined with operation requirement



## BICYCLE PARKING

**16.** All major developments which are likely to generate cycle traffic, e.g. supermarkets, factories, schools, public buildings, should be assessed in terms of their provision for cyclists. These buildings when considered appropriate should be required to provide appropriate cycle parking facilities. This should be located close to entrances, clearly sign posted and in a position visible to passers by and by people inside the building. If the parking is likely to be more long term (eg. Place of work and public parking in town centres) protection from adverse weather is desirable. Again for security reasons surveillance by

staff or passers by is vital.

**17.** In order to park cycles securely some form of stand is required. This should provide support for the cycle and at the same time allow for the locking of the cycle (by means of the cyclists own lock). Traditionally concrete slit standards were provided, these are not suitable as they can damage wheels and provide no means of security. Today standards should be simple to install have no moving parts (hence avoiding frequent maintenance and possible vandalism). There are two common types of stand which are considered suitable these

being:

a) the Sheffield or universal type, a metal loop some 750mm high which is set into the ground.

b) the wall mounted loop, set into a wall at a similar height to (a).

**18.** Whilst demand for cycle parking spaces is not as easy to assess as that for car parking, some guidance is provided in this area. The standards which are considered a reasonable basis to consider proposals against are set out below.

Use	Recommended cycle parking provision
1. Retail, commercial/industrial premises, places of worship and assembly, etc.	1 cycle space per 10 car parking spaces
1. Secondary schools, Colleges	2 cycle spaces per 5 students 1 cycle space for every 10 staff parking spaces.

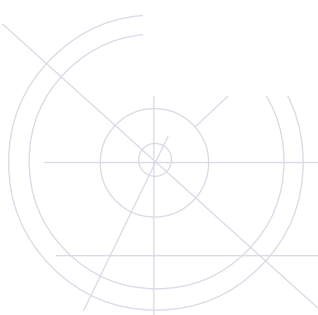
**19.** These standards could be increased if cycle usage is expected to be significantly above average.

**20.** These standards are principally concerned with bicycles, however the needs of other 2 wheel vehicle users need consideration (i.e. motor cyclists, mopeds and motor scooters).

**21.** These vehicles are generally less numerous than cycles and to some extent they can be catered for in traditional car parks. It is appropriate, when considering developments in group 1, above, to seek provision for motorised cycles at a level of 50% of that sought for cycles. The desirability of secure parking (e.g. the provision

of loops) is equally valid and should be a requirement of any parking area for motorised cycles.

**22.** The above standard can be considered with some flexibility, however when considering development proposals, the desirability of cycle parking will be assessed.



## APPENDIX 7.3

## CYCLING ACTION PROGRAMME : PROJECT SCHEDULE

**Timescales**

- A= Short Term Implementation  
 B= Medium Term Implementation  
 C= Long Term Implementation  
 H= Implementation as part of highway improvement scheme

PROJECT	TIME SCALE	DESCRIPTION
Trans-Pennine-Trail	A	Long distance recreational route linking Hull and Liverpool. The project through Doncaster will provide; <ol style="list-style-type: none"> <li>1.a local recreational facility,</li> <li>2.a long distance route,</li> <li>3.a spine on which to link other recreational and functional routes,</li> <li>4.a tourism project onto which can be added a variety of other supporting facilities e.g. cycle hire, accommodation, refreshments.</li> </ol>
Intake Route	A	An urban cycle route from Intake to Doncaster Town Centre using quieter residential roads and Town Fields linking into the Town Centre at Bennetthorpe.
Bessacarr/Cantley Route	A	Many elements of this route have already been provided. They need to be linked together coherently to form a continual route into the Town Centre with links to the Leisure Park.
Belle Vue	A	An urban route linking Belle Vue into the Town Centre. This route would also link into the Leisure Park. A major consideration of this route is adapting the existing pelican crossing on Carr House Road as a facility to include cyclists.
Hyde Park/Doncaster Carr	A	This route is currently being implemented. It will provide an important link to the employment area of Doncaster Carr. Enhancement of this route will include links with the town centre.
Balby/Hexthorpe	A	This is an established route. The route needs upgrading through improved signing and other minor works.



PROJECT	TIME SCALE	DESCRIPTION
Doncaster Entry Points	A	There are 8 entry points for cyclists into Doncaster Town Centre from; Bentley (North Bridge) Wheatley Hall Road Beckett Road Route Intake (Bennetthorpe) Bessacarr/Cantley (Bennetthorpe) Belle Vue (Roman Road/Cemetery Road) Hyde Park (Trafford Way corridor) Balby/Hexthorpe (St. Sepulchre Gate West) At each entry point the routes will link into the signed town centre network. Any facilities at the entry points will need to be identified and provided to enable cyclists to travel safely into the town centre network.
Doncaster Town Centre Network	A	This is a network of routes that cyclists can follow to allow safe cross town movements linking the 8 routes that will converge on the town centre. The project will consist of signing, small scale engineering works where appropriate and cycle parking. The network will link major facilities in the town centre; shopping areas, station, markets, library, Council House and provide parking facilities. The Town Centre Traffic Management Scheme will need to reflect this cycle network.
Armthorpe-Kirk Sandall	A	Long standing proposals that are partially completed. Work required to determine outstanding items required to complete the route.
Disused Railway Study	B	Study into cycleway use of existing and potential disused railways.
Canalside Study	B	Study into potential use of riverside and Canalside for cycleways.
Shaw Lane Roundabout	B	Provision of alternative facilities for cyclists using the Shaw Lane/Thorne Road roundabout with links into surrounding areas.
Doncaster-Armthorpe	B	Multi-functional link through Shaw Wood linking Armthorpe to Shaw Lane industrial estate From this point it will link with the Beckett Road route through Wheatley to town centre.
Rossington-Doncaster	B	This would be a multi-functional route linking Rossington into Bessacarr and from there into the Leisure Park and Doncaster Town Centre. A number of options exist in





PROJECT	TIME SCALE	DESCRIPTION
		selecting a route. It is considered that the route would be shorter and an alternative to using heavily trafficked roads.
Armthorpe-Racecourse	B	This route would pass through Armthorpe Colliery and Sandall Beat. It would connect with the Bessacarr/Cantley - Doncaster Town Centre route in order to provide a direct route from Armthorpe to Doncaster Town Centre.
Thorne Town Centre	B	Provision of cyclist facilities and ensuring new link roads and developments provide for cyclists.
Armthorpe/Hatfield	C	A recreational link between Armthorpe and Hatfield through West Moor using little used roads. UDP proposals will provide opportunity for parts of this route around the north of Armthorpe to be implemented.
Hatfield-Thorne	C	Recreational route linking Thorne and Hatfield. This route could be part of the Hatfield/Thorne rural project. Some new rights of way and land acquisition might be required.
Thorne-Moorends	C	Multi-purpose route linking Moorends with Thorne. New rights of way would be required. The route would provide an alternative to Doncaster Road. The route passes through a major housing site identified in the UDP.
Barnby Dun - Long Sandall	C	A route through Kirk Sandall Industrial Estate which will link into the Wheatley Hall Road cycleway effectively linking Barnby Dun eventually with Doncaster Town Centre. The route will pass through Long Sandall thus by - passing the low bridge and narrow section on Barnby Dun Road. There may be an opportunity for the route to be included within a Country Park which may be developed in the Kirk Sandall Area. (Policy RL20).
Blue Bell Trail	C	This is a recreational route linking various council owned woodlands in the south eastern portions of Doncaster.
Mexborough-Earth Museum	C	This is a recreational route utilising Conisbrough Viaduct linking The Trans Pennine Trail at the proposed Earth Centre (Policy RP4) with



PROJECT	TIME SCALE	DESCRIPTION
		Edlington. Discussions are already in progress to protect the line of this route. The route could link into the Edlington brickfields project.
Edlington - Doncaster Carr	C	This route would follow the line of the disused railway line skirting around the Woodfield Plantation site and then into Doncaster Carr. A problem is crossing the A1 (M) and the east coast railway line. Provision needs to be made for this dulling proposals for the A6182 White Rose Way. Beyond the railway the route would link into Doncaster Carr and the Leisure Park.
Brodsworth - Dearne Bridge	C	This route would be a recreational route linking Brodsworth Hall to the Trans Pennine Tail at the Dearne Bridge on Pastures Road. A branch from this route could extend to Hickleton. The route could pass through High Melton College and Melton Woods. This route would also form part of a circular recreational route between the proposed Earth Centre (Policy RP4), High Melton Woods, Brodsworth Hall, Bentley Linear Park, and Sprotbrough Lock.
Tickhill/Wadworth Route	C	This route connects Tickhill and Wadworth using little used lanes. The route can link these villages into Doncaster via Rossington or Edlington. These routes will provide recreational potential but would also provide safe and direct links into the Doncaster urban cycle network from Wadworth and Tickhill.
Balby Woodfield	C	A route from Sanford Road into the Woodfield Country Park.
Thorne Network	C	Provision of a cycle network in Thorne establishing defined cycle routes away from well trafficked roads.
Bentley/Arksey Common	C	This is a recreational route using existing rights of way on Bentley and Arksey Commons.
Wheatley Roundabout	H	Provision of alternative facilities for cyclists using the Wheatley Hall Road/ Barnby Dun Road roundabout. The implementation will need to be related to the dualling of Wheatley Hall Road.

