

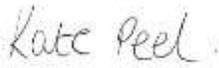
**Pit Lane, Wombwell  
Proposed Residential Development  
Travel Plan**

June 2025 (Rev 1)

Prepared on behalf of

**Crest Nicholson Operations Ltd**

## Quality Management

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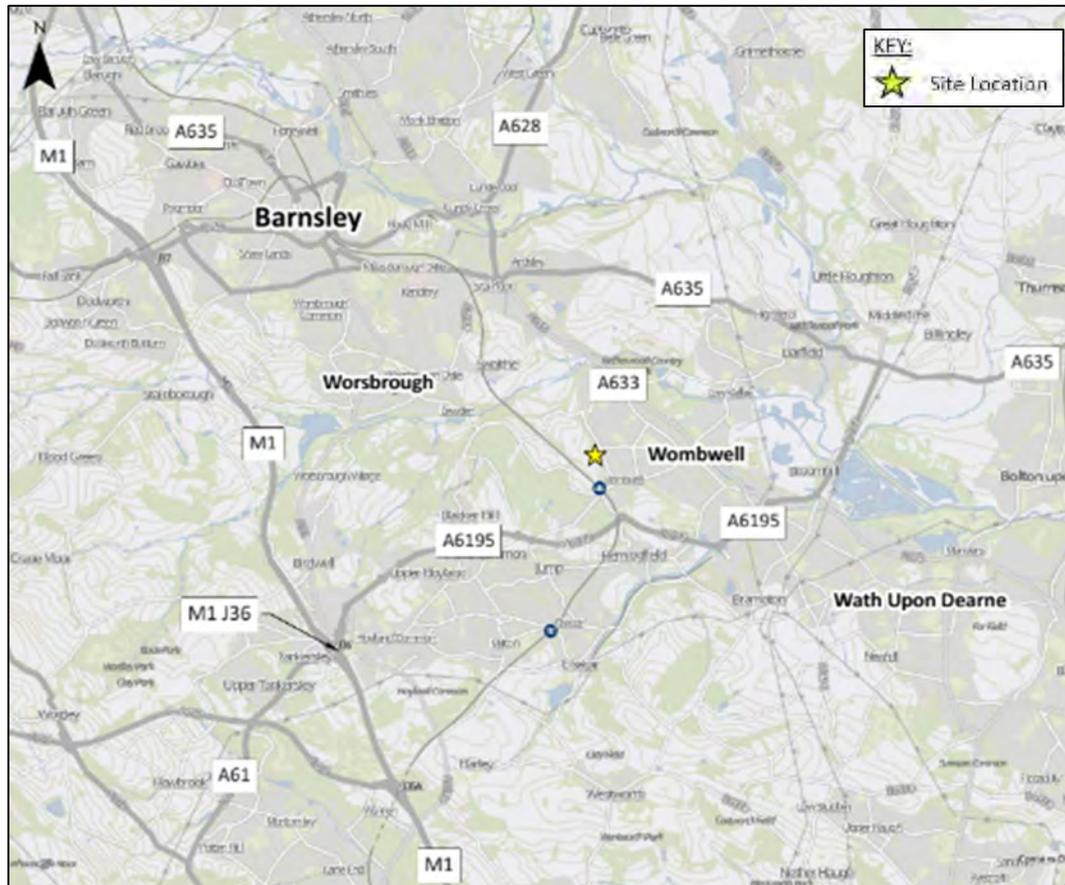


# 1. Introduction

1.1.1 Optima Highways and Transportation Ltd (Optima) have been appointed to prepare a Travel Plan (TP) for a proposed residential development on land to the south of Pit Lane, Wombwell, Barnsley (“the Site”).

1.1.2 The location of the Site is identified on Figure 1 and Image 1.1.

Image 1.1 Site Location Plan



1.1.3 The outline planning application is for a housing development consisting of 230 dwellings on behalf of Crest Nicholson Operations Ltd (hereafter known as Crest Nicholson), with a mix of house types, including access, landscaping and areas of public open space. The development proposals are shown on the STEN Development Framework contained at Appendix A.

1.1.4 The Site lies within the administrative area of Barnsley Metropolitan Borough Council (BMBC) which, as a unitary authority, holds responsibility for both Planning and Highway matters.

1.1.5 A TP is a package of measures tailored to the needs of individual developments, aimed at promoting greener, cleaner travel choices and reducing the reliance on taking journeys in single occupancy vehicles. It involves the creation of a set of mechanisms, initiatives and targets that together can enable a development to reduce the impact of travel and transport on the environment, whilst also achieving a number of other benefits for residents and visitors. A TP is not a static document and should be developed and evolve over time as the development progresses.

1.1.6 This document provides details of the measures to be incorporated into the overall design of the development and outlines the obligations on Crest Nicholson to encourage residents to use sustainable modes of transport along with a range of initiatives to be adopted to encourage the use of sustainable modes.



1.1.7 This report should be read in conjunction with the separate Transport Assessment (TA) document that also supports the proposed planning application and sets out the site history, transport matters relating to the development proposals and identifies what measures will be provided to accommodate the anticipated transport impacts.

## 1.2 REPORT STRUCTURE

1.2.1 Following the introduction, this TP contains the following:

- Chapter 2 – summarises the development and describes the Site;
- Chapter 3 – defines the Travel Plan objectives and targets;
- Chapter 4 – describes the Travel Plan Coordinator role;
- Chapter 5 – sets out the monitoring and review process;
- Chapter 6 – describes the walking facilities, accessibility and measures;
- Chapter 7 – describes the cycling facilities, accessibility and measures;
- Chapter 8 – describes the public transport facilities, accessibility and measures;
- Chapter 9 – details all other Travel Plan measures; and
- Chapter 10 – contains an Action Plan.



## 2. The Site & Development Proposals

### 2.1 EXISTING SITE

2.1.1 The Site has an approximate area of 7.4 hectares (18.29 acres) and is located on land to the south of Pit Lane, to the west of Wombwell, approximately 5.5km south-east of Barnsley town centre. As set out within Chapter 1, the Site occupies the majority of land safeguarded for residential development under site reference SL20.

2.1.2 The Site in relation to the strategic and local transport networks is shown on Figures 1 and 2 respectively. Image 2.1 below illustrates the indicative Site boundary.

**Image 2.1 Indicative Site Boundary**



2.1.3 The Site is of irregular shape and formed of open agricultural land bound by Pit Lane to the north, existing residential development served by Windmill Crescent to the east, Wombwell Main Cricket Club and further residential development served via Pashley Croft to the south and an existing track running between Pit Lane and Wombwell Station car park to the west.

2.1.4 The Site is provided with an agricultural access to the north-west onto Pit Lane.



## 2.2 DEVELOPMENT PROPOSALS

2.2.1 The development proposals are shown on the STEN Architecture contained at Appendix A and can be summarised as follows:

- Provision of 230 residential dwellings;
- Vehicular access via the realignment and upgrading of Pit Lane, with access retained to the remainder of Pit Lane via the provision of a priority junction onto the proposed spine road;
- Upgrading of the Pit Lane/Aldham House Lane/Windmill Road/Summer Lane junction; and
- Associated parking, landscaping and infrastructure.

## 2.3 PROPOSED SITE ACCESS ARRANGEMENTS

2.3.1 The site access includes the provision of 2m footways to both sides of Pit Lane, connecting the Site with existing provision along Aldham House Lane/Windmill Road. The proposals also include the provision of a dropped crossing with tactile paving on the Pit Lane arm of the Aldham House Lane/Windmill Road/Summer Lane/Pit Lane junction.

2.3.2 Further dropped crossings with tactile paving will also be provided across Aldham House Lane and Windmill Road providing access to Summer Lane.

2.3.3 The proposed internal spine road will be flanked by 3m verges and 2m footways to both sides, with the re-aligned section of Pit Lane then flanked by 1m verges to both sides.

2.3.4 It is also proposed to provide a boundary connection with the existing shared surface track which runs along the western boundary of the Site which can be utilised to provide convenient access to Wombwell Railway Station in under a 5-minute walk.

2.3.5 Cycle access to/from, and within the proposed development, will be accommodated on-carriageway.



## 3. Objectives and Targets

### 3.1 TRAVEL PLAN OBJECTIVES

3.1.1 This TP shall, by containing appropriate measures, help to improve the environment by seeking to reduce the number of trips made to and from the development by the private car. All residents shall be made aware of the measures included within the TP in order that positive benefits can be delivered and the number of trips undertaken by public transport, walking or cycling are increased.

3.1.2 The overall objectives for the development are:

- Promoting walking, cycling and public transport as the primary modes of travel;
- To deliver mode shift from car journeys to alternative modes including multi-occupancy vehicle trips;
- To reduce vehicle emissions through the take up of alternative transport modes; and
- To deliver education and promotion of walking and cycling as options for a healthier lifestyle.

### 3.2 TRAVEL PLAN TARGETS

3.2.1 Overarching targets are to be set once baseline travel surveys have been carried out (as described within Chapter 5). Targets set for the Travel Plan will need to be 'SMART' i.e. they must be:

- **S**ite-specific;
- **M**easurable;
- **A**chievable;
- **R**ealistic; and
- **T**ime related.

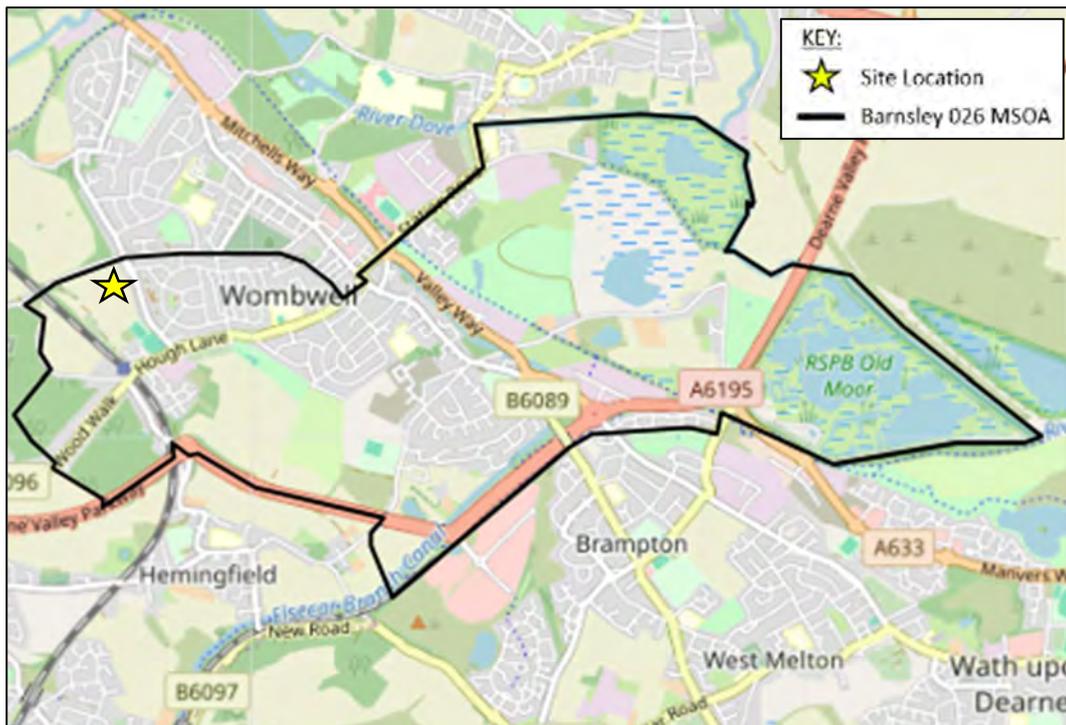
3.2.2 In order to establish initial targets for the Site, expected trip generation and census data has been reviewed. BMBC sets out in the SPD for Sustainable Travel adopted in July 2022 that a TP must display the trip generation of multiple modes of transportation which may be produced by a development.

### 3.3 MULTI MODAL TRIP GENERATION

3.3.1 In order to establish the trip generation by mode for the development Census data (2011) has been obtained from [www.nomisweb.co.uk](http://www.nomisweb.co.uk). The proposed development is located within the boundary of super output area (mid layer) 'Barnsley 026', illustrated in Image 3.1.



Image 3.1 Barnsley 026 Middle Super Output Area



Source – [www.nomisweb.co.uk](http://www.nomisweb.co.uk)

3.3.2 The output area is considered to represent similar characteristics to the Site in terms of accessibility by all modes. As such the mode share of the selected output area is the most appropriate way to predict the proposed mode split. The Method of Travel to Work data for Barnsley 026 MSOA is summarised in Table 3.1.

**Table 3.1 Summary of Census Mode Splits – Barnsley 026**

Mode	Trips
Driving a car or van	71%
Passenger	8%
Taxi	0%
Cycle	1%
Walk	10%
Bus	7%
Rail	3%
Motorcycle	1%
Work from home	0%
Other	0%
<b>Total</b>	<b>100.0%</b>

3.3.3 The TRICS 7.10.4 online database has been utilised to calculate representative and appropriate trip rates for the proposed housing during the typical network peak hours.

3.3.4 Survey sites within the database have been chosen using the parameters summarised within Table 3.2.



**Table 3.2 TRICS Selection Criteria**

Parameter	Selection
Land Use	03 - Residential, Category: A Houses Privately Owned
Calculation options	Vehicular trip rates
Regions	Greater London, Scotland, Wales, Northern Ireland and Ireland sites excluded
Trip Rate Parameter	Number of dwellings
Parameter Range	50 to 1,000 units selected (average 190)
Date Range	31/12/21 to 04/07/23 – post COVID-19 pandemic surveys selected only
Days Included	Monday to Friday
Location	Edge of Town & Neighbourhood Centre

3.3.5 The full TRICS output is contained within the TA at Appendix H and the weekday AM and PM peak hour trip rates shown within Table 3.3.

**Table 3.3 TRICS Trip Rates and Trip Generation**

Time Period	Vehicular Trip Rates (per dwelling)			Traffic Generation (230 Dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
<b>AM Peak Period</b>						
<b>08:00-09:00</b>	0.138	0.350	0.488	32	81	112
<b>PM Peak Period</b>						
<b>17:00-18:00</b>	0.314	0.15	0.464	72	35	107

3.3.6 As shown above, the development is predicted to generate 112 two-way vehicular trips during the AM peak hour of 08:00-09:00 and 107 two-way vehicular trips during the PM peak hour of 17:00-18:00. It is expected that with the implementation of this TP, the expected traffic generation for the development can be reduced up to 10%.

3.3.7 The initial target is for a 10% reduction in vehicles travelling to and from the development over a 5-year period. As shown in Table 3.4, this results in a two-way vehicle movement target of 101 (112 x 0.9) in the AM peak and 96 in the PM peak (107 x 0.9).

**Table 3.4 TRICS Trip Rates and Trip Generation Targets**

Time Period	Vehicular Trip Rates (per dwelling)			Traffic Generation (230 Dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
<b>AM Peak Period</b>						
<b>08:00-09:00</b>	0.124	0.315	0.439	29	73	101
<b>PM Peak Period</b>						
<b>17:00-18:00</b>	0.283	0.135	0.418	65	32	96

3.3.8 For walking and cycling the targets set out are in line with the Barnsley Transport Strategy, these targets are as follows:

- Modal share of 20% for walking by 2030; (10% increase);



- Modal share of 3% for cycling by 2030 (2% increase); and
- As for public transport (predominantly bus use), the target is for the modal share to be 33% (23% increase) by 2030.

3.3.9 The interim targets will be reviewed and confirmed within 3 months following the first travel surveys (12 months after first occupation). These or other targets set shall not be omitted or changed by the Travel Plan Coordinator without prior consultation with BMBC.



## 4. Roles and Responsibilities

### 4.1 INTRODUCTION

4.1.1 An important aspect of a successful TP is the allocation of sufficient time and resources to enable it to happen. This can in part be achieved by the recognition from the outset of the roles and responsibilities of those who will be involved.

### 4.2 TRAVEL PLAN COORDINATOR

4.2.1 Crest Nicholson will appoint a Travel Plan Coordinator (TPC) 6 months prior to first occupation of the development and be in place for 5 years. Once appointed the TPC will inform BMBC of the date that this work commenced and provide a contact name and details.

4.2.2 The duties of the TPC will include:

- Implementation of the TP;
- Acting as a single point of contact across the development for all transport, access and travel related issues;
- Obtaining and providing residents/visitors with up-to-date details of information relating to access to the site via sustainable modes; and
- Liaison with BMBC, South Yorkshire Combined Authority and other key stakeholders such as public transport operators.

**Table 4.1 Travel Plan Measure 1 – Appoint Travel Plan Co-ordinator**

Travel Plan Measure – TPM1	
<b>Summary</b>	Appoint a Travel Plan Coordinator.
<b>Guideline Timescale</b>	6 months prior to 1 <sup>st</sup> occupation and retained for 5 years.
<b>Notes</b>	To implement, oversee and manage the Travel Plan.
<b>Responsibility</b>	Crest Nicholson.

4.2.3 A TP contains a series of measures to be implemented usually by the Developer and the TPC. The initial measures for the Site are set out in throughout this TP.

4.2.4 The measures will be predominantly funded through the TPC role. Funding for the TPC role will be provided by the developer. The scope of the measures will be discussed with Crest Nicholson and BMBC as part of the TP monitoring process.

4.2.5 For the interim period, Optima are listed as the TPC. The contact details of the TPC are shown in Table 4.2.

**Table 4.2 Travel Plan Coordinator**

Contact Details	
<b>Name</b>	Kate Peel
<b>Address</b>	Optima Highways & Transportation Suite 1, 3rd Floor, Goodbard House, Infirmary Street, Leeds, LS1 2JP
<b>Email</b>	Kate.peel@optimahighways.com
<b>Phone</b>	0113 245 1679



## 5. Monitoring and Review

### 5.1 INTRODUCTION

5.1.1 A successful TP must have an appropriate monitoring and review programme that measures success (and failure) and reinvigorates the process where necessary.

### 5.2 TRAVEL SURVEY

5.2.1 A critical element of the information gathering exercise for the TP is to carry out a travel survey of residents. This will provide details of individual circumstances, travel patterns, home working patterns and school travel. The survey will also provide the opportunity for residents to raise awareness of travel issues.

5.2.2 A full travel survey of residents will be carried out 12 months after first occupation and annually thereafter.

5.2.3 The survey will be undertaken using an online questionnaire software such as 'SurveyMonkey' and this will be facilitated by providing residents with a QR code to access the survey.

**Table 5.1 Travel Plan Measure 2 – Undertake Travel Surveys**

Travel Plan Measure – TPM2	
<b>Summary</b>	Undertake a travel survey to provide a baseline and inform initial targets.
<b>Guideline Timescale</b>	12 months after first occupation and annually thereafter (for a period of 5 years).
<b>Notes</b>	To record travel patterns and inform targets.
<b>Responsibility</b>	Travel Plan Coordinator.

### 5.3 TRAFFIC COUNTS

5.3.1 Traffic Counts assist with monitoring of the site and gather information on the number of vehicles arriving and departing from the Site. This information can then be used to compare to the Site trip rates set out in Chapter 3. The traffic count would be carried out at the vehicular access points.

**Table 5.2 Travel Plan Measure 3 – Undertake Traffic Counts**

Travel Plan Measure – TPM3	
<b>Summary</b>	Undertake a traffic count to provide a baseline and inform initial targets.
<b>Guideline Timescale</b>	12 months after first occupation and annually thereafter (for a period of 5 years).
<b>Notes</b>	To record travel patterns and inform targets.
<b>Responsibility</b>	Travel Plan Coordinator.

### 5.4 MONITORING AND ANNUAL REVIEW

5.4.1 The TP will be monitored on an annual basis during the appointment of the TPC, which will include a full survey of all residents. Within 3 months of the annual review the TPC shall agree the following TP items with BMBC:

- Any revised site-specific measures to reduce the numbers of car-borne trips; and



- Any revisions to the modal split targets for the residents as a result of carrying out the surveys.

5.4.2 The annual monitoring report will review the progress that has been achieved in implementing measures against the modal shift targets over the preceding twelve-month period. As part of the preparation of the monitoring report, the TP will be reviewed as appropriate, and any further secondary actions/measures will be identified and implemented to achieve the modal split targets. The annual monitoring report will be submitted by the TPC to the relevant external organisations including BMBC, South Yorkshire Combined Authority and public transport operators where appropriate.

5.4.3 Potential secondary measures/actions could include the following for which the TPC would be responsible:

- Arrange for a local cycle store to provide a troubleshooting/maintenance day;
- Seek to arrange a discount for residents at a local cycle store; or
- Seek to arrange a discount for residents at a local running/sportswear store to try and increase the number of people walking/running.

**Table 5.3 Travel Plan Measure 4 – Monitoring and Review**

Travel Plan Measure - TPM4	
<b>Summary</b>	Prepare a monitoring report
<b>Guideline Timescale</b>	Annually, following the Travel Survey
<b>Notes</b>	To monitor the Travel Plan performance.
<b>Responsibility</b>	Travel Plan Coordinator.

## 5.5 MAINTAINING INTEREST

5.5.1 For the TPC to maintain residents' interest in the TP, there are a few key points that will help assist in ensuring that people are not discouraged. These are as follows:

- Ensure that the measures implemented work, this will maintain confidence in the TP;
- Ensure that there is regular communication to keep the TP issues in people's minds;
- Ensure that easily contactable assistance is available to try and resolve any problems people may have in changing mode;
- Make sure information provided to residents is always up to date; and
- Develop a successful feedback mechanism.



## 6. Walking

### 6.1 EXISTING PEDESTRIAN FACILITIES

6.1.1 Pit Lane is flanked by footways to both sides in the vicinity of the Aldham House Lane/Windmill Road/Summer Lane/Pit Lane crossroads junction, before terminating beyond the corner radii. Thereafter, the route is flanked by verges to both sides.

6.1.2 Aldham House Lane/Windmill Road is flanked by lit footways to both sides of varying, but generally c. 2-3m width. Summer Lane, which leads east of Aldham House Lane/Windmill Road and provides access to the nearest convenience store is flanked by a 2.3-3.0m wide footway to the north and a 1.6-1.8m wide footway to the south, both of which benefit from street lighting.

6.1.3 To the south of the Site, Hough Lane also includes lit c. 2-3m wide footways to both sides and provides access via Windmill Road to Wombwell Railway Station.

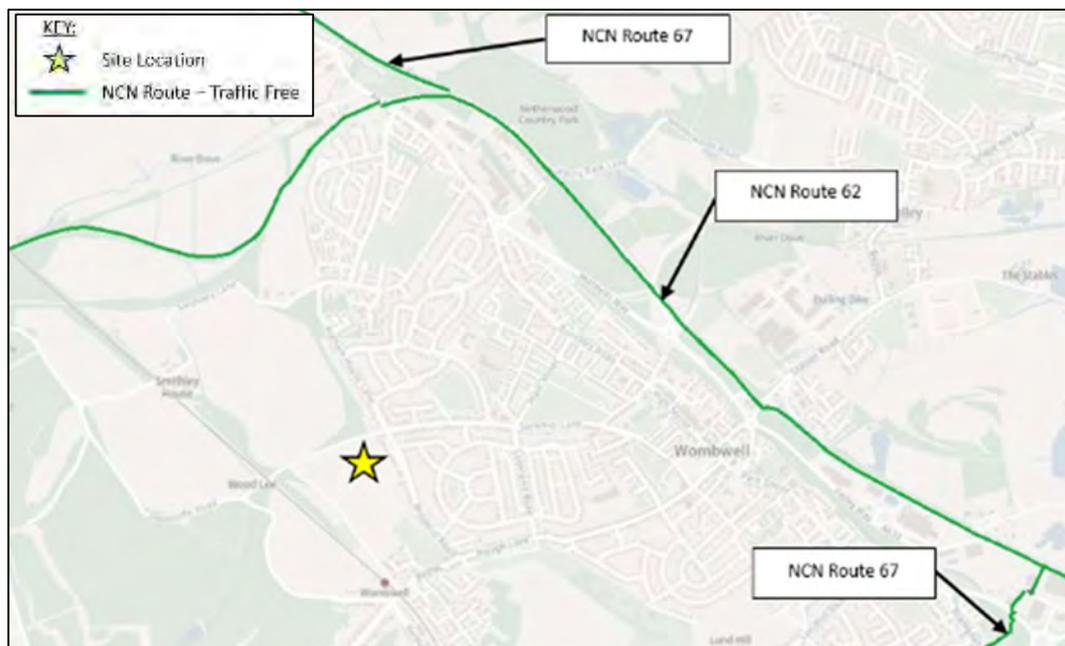
6.1.4 An existing shared surface track also extends between Pit Lane and Wombwell Railway Station car park along the Sites western boundary and is regularly utilised by pedestrians.

6.1.5 The vast majority of roads within the surrounding estate are also flanked by lit footways to both sides.

6.1.6 In addition to the above, National Cycle Network (NCN) Route 62 which forms part of the TransPennine Trail runs to the north and east of Wombwell. In the vicinity of the Site, NCN Route 62 is an off-carriageway route which provides access Doncaster and Barnsley via NCN Route 67. Within a wider context, NCN Route 62 connects Fleetwood on the Fylde region of Lancashire with Selby in North Yorkshire. It forms the west and central sections of The Trans Pennine Trail which is a long-distance path running from coast to coast across northern England.

6.1.7 Image 6.1 contains an extract of the Barnsley cycle map in the vicinity of the Site.

Image 6.1 Extract of Cycle Map



Source: [www.barnsley.gov.uk](http://www.barnsley.gov.uk)



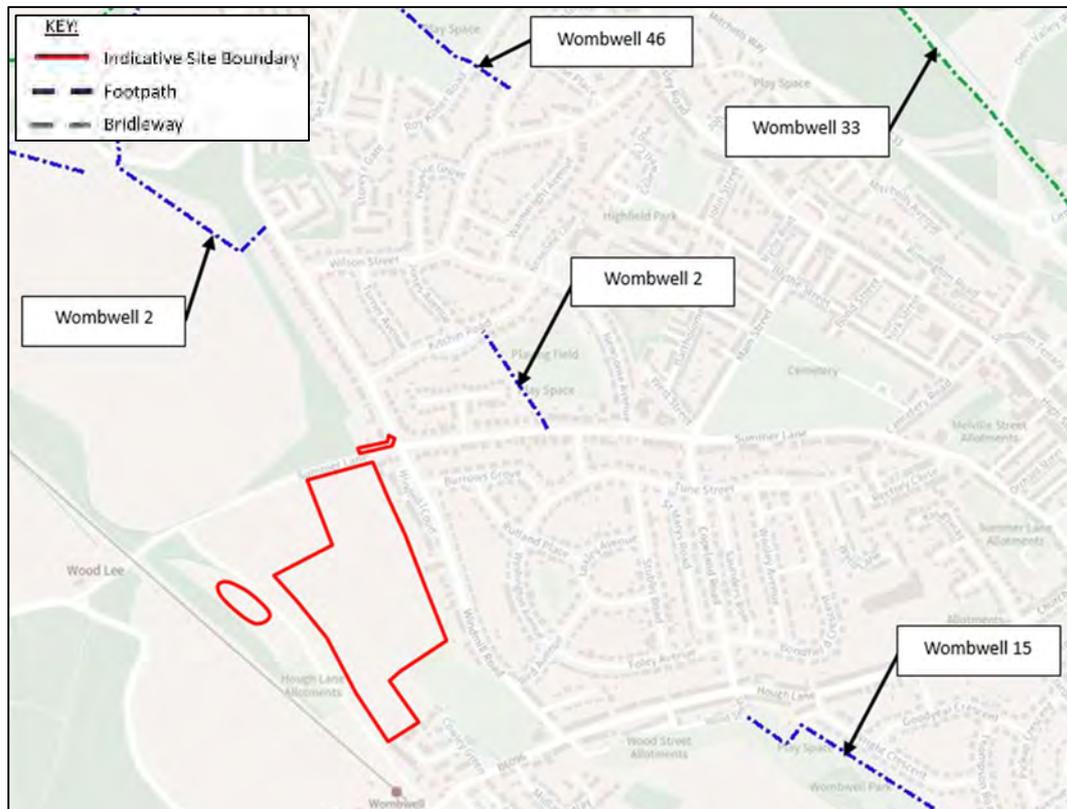
### Public Rights of Way

6.1.8 There are a series of existing public rights of way surrounding the Site, details of which are summarised within Table 6.1, with locations identified in Image 6.2.

**Table 6.1 PRow Summary**

Route Name	Type	Route	Approx. Length (m)	Approx. width (m)	Surface
Wombwell 2	Footpath	Includes a short, tarmacked c. 200m connection between Kitchen Road and Summer Lane with street lighting.	200m	c. 2-3m	Tarmac
		Includes a link between Aldham House Lane and the A633 Barnsley Road which extends across arable farmland and areas of woodland.	1.3km	n/a	Open grass
Wombwell 15	Footpath	Provides a link between B6096 Hough Lane and Beech house Road in Hemingfield via Wombwell Park and a pedestrian foot bridge crossing of the A6195 Dearne Valley Parkway.	1.5km	c. 2m	Mainly Tarmac
Wombwell 33	Bridleway	Extends between Bradbery Balk Lane and Dove Valley Way and combines with Bridleways 32 and 51 in the vicinity of the Site to form part of the TransPennine Trail.	560m	c. 2m	Tarmac
Wombwell 46	Footpath	Connects Rose Grove with Aldham House Lane via an area of public open space.	300m	c. 2m	Tarmac

**Image 6.2 PRow Extract**



Source: [www.barnsley.gov.uk](http://www.barnsley.gov.uk)



## 6.2 ACCESSIBILITY ON FOOT

6.2.1 The residential design guide “Manual for Streets” (MfS) advises that “walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes (up to about 800m) walking distance of residential areas...” (ref para 4.4.1). However, this is not regarded as an upper limit in MfS and reference is also made to walking offering “the greatest potential to replace short car trips, particularly those under 2km”.

6.2.2 The acceptability of walking trips up to 2km (an approximate 25-minute walk time) is also supported in the IHT document ‘Providing for Journeys on Foot’ as shown in Table 6.2.

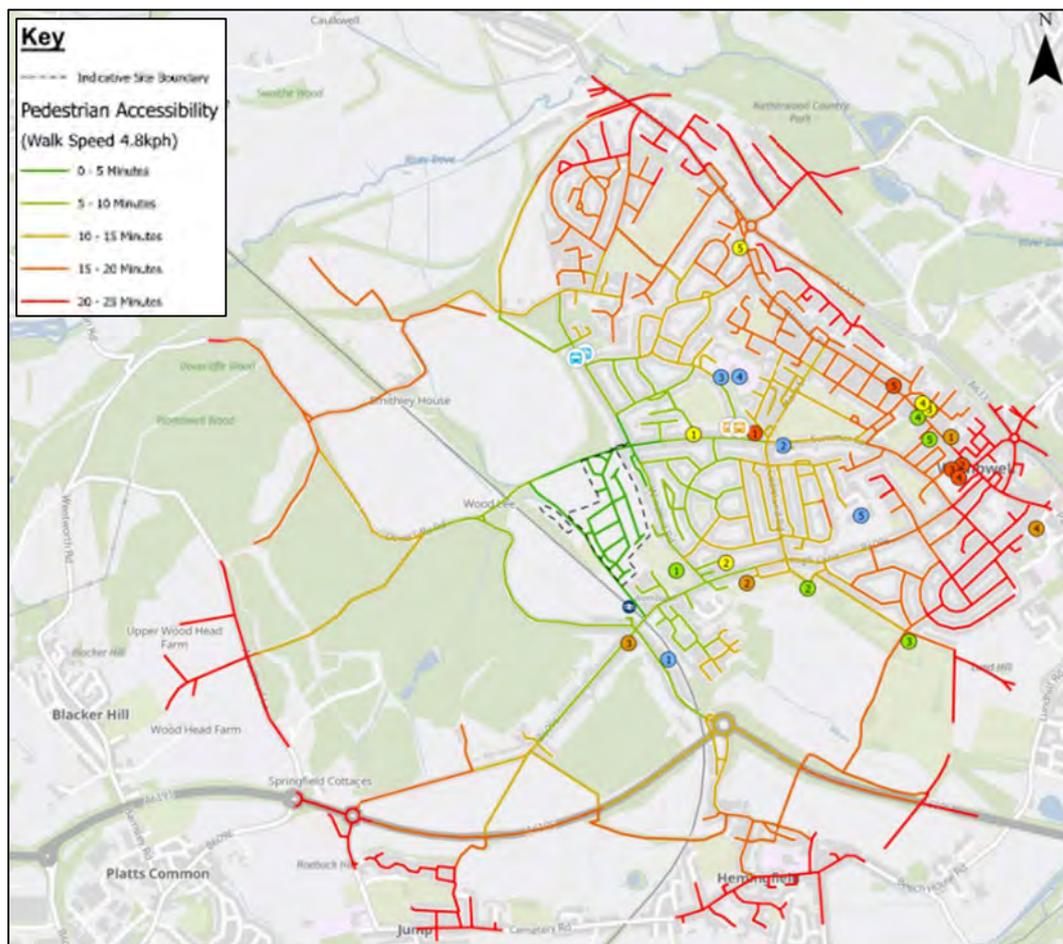
**Table 6.2 Accessibility by Foot**

	Town Centres (m)	School/Work (m)	Elsewhere (m)
<b>Desirable</b>	200	500	400
<b>Acceptable</b>	400	1,000	800
<b>Preferred Maximum</b>	800	2,000	1,200

Source – Table 3.2 ‘Guidelines for Providing for Journey on Foot’ published by IHT

6.2.3 Using GIS Network Analyst software typical walk times (up to 25 mins) from the proposed Site centre are shown on Figure 4 and an extract is shown within Image 6.3.

**Image 6.3 Pedestrian Accessibility**



6.2.4 Table 6.3 summarises the key amenities and facilities available within 2km of the Site, as illustrated on Figure 4.

**Table 6.3 Local Facilities and Amenities within 2km**

<b>Local Facilities and Amenities</b>	
<b>Retail</b>	<ul style="list-style-type: none"> <li>• Go Local Extra Convenience Store</li> <li>• Hough Lane Stores</li> <li>• Heron Foods</li> <li>• Tesco Express</li> <li>• Premier Stores</li> </ul>
<b>Education</b>	<ul style="list-style-type: none"> <li>• Little Ducklings Day Nursery</li> <li>• Forward Steps Nursery</li> <li>• Kids World Wombwell Day Nursery</li> <li>• High View Primary Learning Centre</li> <li>• Kings Oak Primary Learning Centre</li> </ul>
<b>Leisure</b>	<ul style="list-style-type: none"> <li>• Wombwell Main Cricket Club</li> <li>• Wombwell Skate Park</li> <li>• Hillies Pavilion</li> <li>• Fight Team Boxing</li> <li>• Better Bodies Gym</li> </ul>
<b>Health</b>	<ul style="list-style-type: none"> <li>• Summer Lane Practice</li> <li>• MyDentist Wombwell</li> <li>• Rowlands Pharmacy</li> <li>• Wombwell Medical Centre</li> <li>• F &amp; P Dental Practice</li> </ul>
<b>Services</b>	<ul style="list-style-type: none"> <li>• Wombwell Post Office</li> <li>• St George Arms Post Box</li> <li>• 1 Wood Walk Post Box</li> <li>• Shipcroft Community Centre</li> </ul>

6.2.5 It is therefore concluded that the proposed residential development will be provided with good accessibility on foot to a range of services and facilities in accordance with national MfS, CIHT and DfE guidance.



### 6.3 WALKING MEASURES

**Table 6.4 Travel Plan Measure 5a – Travel Information Leaflet & Newsletters (Pedestrians)**

Travel Plan Measure – TPM5a	
<b>Summary</b>	Production and distribution of a Travel Information Leaflet including key pedestrian routes and destinations, as well as health benefits of walking and mention of walking groups. Followed by newsletters throughout the year with updated information.
<b>Guideline Timescale</b>	Prior to occupation.
<b>Notes</b>	To encourage trips on foot.
<b>Responsibility</b>	TPC to produce and distribute the leaflet, followed by newsletters.

**Table 6.5 Travel Plan Measure 6 – Internal Footway Provision**

Travel Plan Measure – TPM6	
<b>Summary</b>	Provision of 2.0m footways within the development.
<b>Guideline Timescale</b>	Prior to occupation.
<b>Notes</b>	To encourage trips on foot.
<b>Responsibility</b>	Crest Nicholson.

### 6.4 USEFUL LINKS

**Table 6.6 Useful Links – Walking**

Walking Weblinks	
Useful information on walking including links to other sources	<a href="http://www.barnsley.gov.uk/services/sport-and-leisure/walking-in-barnsley/">www.barnsley.gov.uk/services/sport-and-leisure/walking-in-barnsley/</a> <a href="http://www.alltrails.com/england/south-yorkshire/barnsley">www.alltrails.com/england/south-yorkshire/barnsley</a>
Walking journey planners	<a href="http://www.plotaroute.com/walkingrouteplanner">www.plotaroute.com/walkingrouteplanner</a> <a href="http://www.google.com/maps">www.google.com/maps</a>
Walk 4 Life	<a href="https://walk4life.info">https://walk4life.info</a>
Ramblers	<a href="http://www.ramblers.org.uk">www.ramblers.org.uk</a>



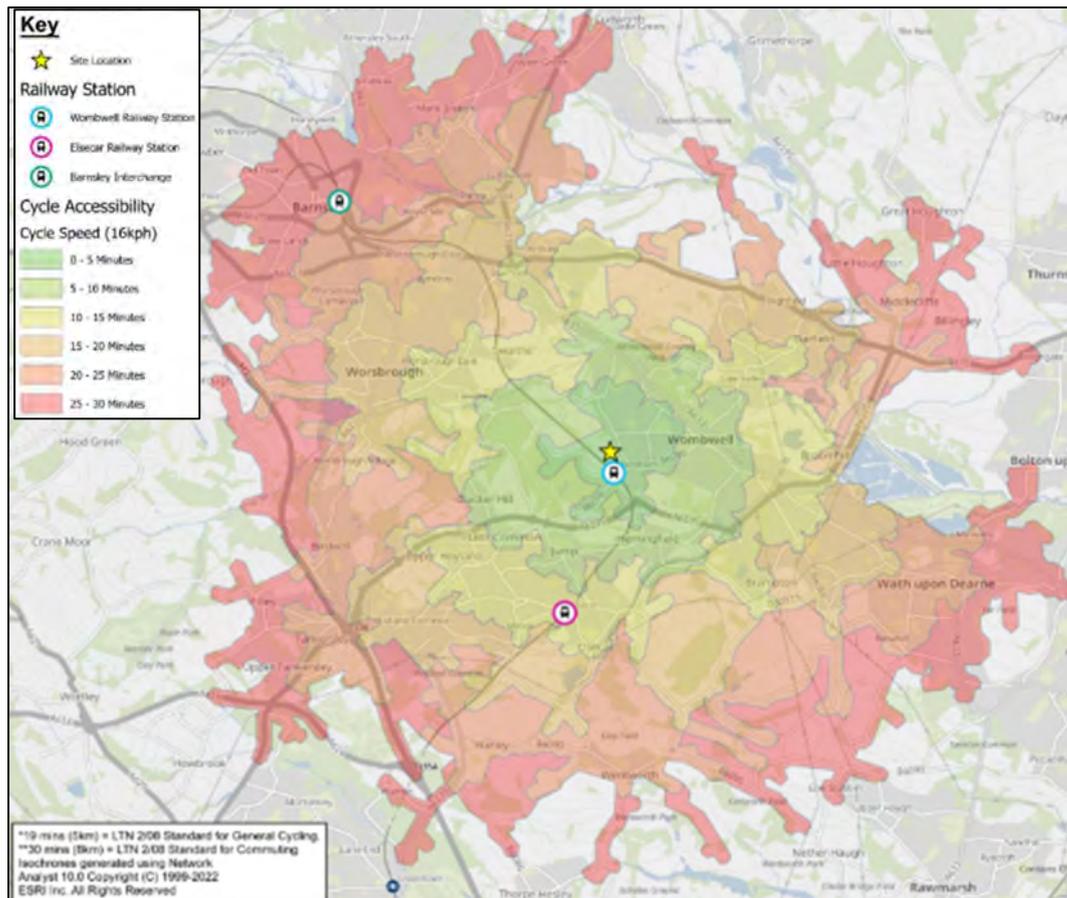
## 7. Cycling

### 7.1 CYCLE ACCESSIBILITY

7.1.1 It is generally accepted that an acceptable and comfortable distance for general cycling trips is considered to be up to 5km with commuting cycle trips of up to 8km.

7.1.2 Using GIS Network Analyst software typical cycle times (with 20 mins approximating to just over a 5km distance) from the Site are shown on Figure 5 an extract of which is provided within Image 7.1.

Image 7.1 Cycle Accessibility



7.1.3 Table 7.1 summarises the key amenities and facilities available within 5km of the Site, as illustrated on Figure 5.



**Table 7.1 Local Facilities and Amenities within 5km Cycle Distance**

Local Facilities and Amenities			
<b>Retail</b>	<ul style="list-style-type: none"> <li>• Stairfoot Retail Park Barnsley</li> <li>• Wombwell Town Centre</li> </ul>	<ul style="list-style-type: none"> <li>• Cortonwood Shopping Park</li> </ul>	<ul style="list-style-type: none"> <li>• Wath Plaza</li> </ul>
<b>Employment</b>	<ul style="list-style-type: none"> <li>• Stairfoot Business Park</li> </ul>	<ul style="list-style-type: none"> <li>• Wombwell Town Centre</li> </ul>	<ul style="list-style-type: none"> <li>• Shortwood Business Park</li> </ul>
<b>Education</b>	<ul style="list-style-type: none"> <li>• High View Primary Learning Centre</li> <li>• Kings Oak Primary Learning Centre</li> <li>• Netherwood Academy</li> <li>• Wombwell Park Street Primary School</li> <li>• Barnsley Academy</li> </ul>	<ul style="list-style-type: none"> <li>• The Ellis C of E Primary School</li> <li>• Jump Primary School</li> <li>• St Michael and All Angels Catholic Primary</li> <li>• Outwood Primary Academy</li> <li>• Greenfield Primary School</li> </ul>	<ul style="list-style-type: none"> <li>• Uperwood Academy</li> <li>• Hunningley Primary Academy</li> <li>• Elsecar Holy Trinity Primary</li> <li>• Brampton Cortonwood Infants</li> <li>• Oakhill Primary Academy</li> </ul>
<b>Leisure</b>	<ul style="list-style-type: none"> <li>• Netherwood Country Park</li> <li>• Hillies Pavillion</li> <li>• Hoyland Leisure Centre</li> </ul>	<ul style="list-style-type: none"> <li>• Total Workout Gym</li> <li>• Worsbrough Mill Country Park</li> <li>• Broomhill Park – Old Moor</li> </ul>	<ul style="list-style-type: none"> <li>• Unique Leisure</li> <li>• Elsecar Heritage Centre</li> </ul>
<b>Health</b>	<ul style="list-style-type: none"> <li>• Kendray Hospital</li> <li>• Barnsley Hospital</li> <li>• Wombwell Medical Centre</li> <li>• The Market Surgery</li> <li>• Garland House Surgery</li> <li>• Hoyland Medical Practice</li> <li>• Woodgrove Surgery</li> </ul>	<ul style="list-style-type: none"> <li>• The Dove Valley Practice</li> <li>• Ashville Medical Practice</li> <li>• B H F Lundwood Practice</li> <li>• The Kakoty Practice</li> <li>• Burleigh Medical Centre</li> <li>• The Grove Medical Practice</li> <li>• The Magna Group Practice</li> </ul>	<ul style="list-style-type: none"> <li>• Huddersfield Road Surgery</li> <li>• Victoria Medical Centre</li> <li>• Rotherham Road Medical Centre</li> <li>• Monk Bretton Health Centre</li> <li>• Walderslade Surgery</li> <li>• Chapelfield Medical Centre</li> </ul>
<b>Services</b>	<ul style="list-style-type: none"> <li>• Wombwell Post Office</li> <li>• Hoyland Post Office</li> <li>• Wombwell Road Drop &amp; Collect Post Office</li> <li>• Jump Post Office</li> <li>• Bank End Post Office</li> </ul>	<ul style="list-style-type: none"> <li>• Elsecar Parish Hall</li> <li>• Milton Hall</li> <li>• Kirk View Community Centre</li> <li>• Worsborough Bridge Post Office &amp; Shop</li> <li>• Shipcroft Community Centre</li> </ul>	<ul style="list-style-type: none"> <li>• Darfield Church Hall</li> <li>• Darfield Community Centre</li> <li>• Brampton Bierlow Parish Hall</li> <li>• Cortonwood Comeback Centre</li> <li>• Dartfield Post Office</li> </ul>

## 7.2 CYCLE MEASURES

**Table 7.2 Travel Plan Measure 5b - Travel Information Leaflet (Cycling)**

Travel Plan Measure – TPM5b	
<b>Summary</b>	Production and distribution of a Travel Information Leaflet including key cycle routes and destinations.
<b>Guideline Timescale</b>	Prior to occupation / upon occupation.
<b>Notes</b>	To encourage cycling.
<b>Responsibility</b>	TPC to produce, distribute and update the leaflet at each annual review.

**Table 7.3 Travel Plan Measure 7 – Cycle Storage**

Travel Plan Measure – TPM7	
<b>Summary</b>	Provision of secure cycle storage for each dwelling by means of a garage space or outdoor storage.
<b>Guideline Timescale</b>	Upon occupation.
<b>Notes</b>	To encourage trips by bicycle.
<b>Responsibility</b>	Crest Nicholson Operations Ltd.



**Table 7.4 Travel Plan Measure 8 – Cycle Voucher**

Travel Plan Measure – TPM8	
<b>Summary</b>	Provide a £100 cycle voucher to households for a local bicycle shop. The availability of a plot by plot bicycle voucher will be advertised in the sales office at point of sale. Should the customer wish to take this option, they should formally notify the choice in writing to Crest Nicholson, no later than 6 months from their date of legal completion.
<b>Guideline Timescale</b>	Upon occupation.
<b>Notes</b>	To encourage trips by bicycle.
<b>Responsibility</b>	Crest Nicholson and Travel Plan Coordinator.

### 7.3 USEFUL LINKS

**Table 7.5 Useful Links – Cycling**

Cycle Weblinks	
Useful information on cycling including links to other sources	<a href="http://www.barnsley.gov.uk/services/sport-and-leisure/cycling/">www.barnsley.gov.uk/services/sport-and-leisure/cycling/</a>
Sustrans On-line Mapping	<a href="http://www.sustrans.org.uk/national-cycle-network">www.sustrans.org.uk/national-cycle-network</a> click on link to the National Cycle Network map which is based on OS mapping.
Tax Free Bike Scheme	<a href="http://www.gov.uk">www.gov.uk</a> search 'cycle to work'
Bike and Go	<a href="http://www.bikeandgo.co.uk">www.bikeandgo.co.uk</a>
Halfords	<a href="http://www.halfords.com">www.halfords.com</a>
Barnsley Cycle Shops	<a href="http://www.evanscycles.com">www.evanscycles.com</a>
Cycle Streets	<a href="http://www.cyclestreets.net">www.cyclestreets.net</a>
National cycle events	<a href="http://www.bikeweek.org.uk">www.bikeweek.org.uk</a>
Cycle Training	<a href="http://www.barnsley.gov.uk/whats-your-move/find-your-move/cycling/barnsley-bike-works/">www.barnsley.gov.uk/whats-your-move/find-your-move/cycling/barnsley-bike-works/</a>



## 8. Public Transport

### 8.1 BUS SERVICES

8.1.1 The nearest bus stops to the Site are located along Aldham House Lane within 630m of the Sites notional centre point. Both the north and southbound stops are marked by the southbound flag and pole bus stop. The proposals will ensure the northbound bus stop is accessible via a continuous footway and also include the provision of a dropped crossing with tactile paving along Aldham House Lane to ensure safe passage for pedestrians accessing the southbound bus stop.

8.1.2 A northbound bus stop is located along Aldham House Lane, adjacent to the Bearley Sheaf Public House, just north of the Aldham House Lane/ Summer Lane/Pit Lane junction, however the stop is marked as no longer in use on the ground. Similarly, a southbound bus stop is also located along Aldham House Lane just north of the Aldham House Lane/Kitchen Road junction which is also not currently in use, with all timetable information removed and the stop itself not identified on any current timetable information. Both stops are assumed to be now redundant as a result of the existing services being re-routed.

8.1.3 Additional bus stops are also available along Newsome Avenue some 685m east of the Sites notional centre point and which are accessible via Summer Lane and form part of the same bus route.

8.1.4 The location of the nearest bus stops is shown on Figure 4.

8.1.5 A summary of the bus stop provision at the nearest stops within the vicinity of the Site is provided within Table 8.1.

**Table 8.1 Bus Stop Provision**

Bus Stop Reference	Location	Approx. Distance from Site (centre)	Direction	Facilities	Buses towards	Services
<b>Aldham House Lane</b>						
37055632	Aldham House Lane/Wilson Street	625m	Northbound	Bus stop flag & pole.	Wombwell	67/67a/67c
37050565	Aldham House Lane/Wilson Street	630m	Southbound	Marked by northbound stop.	Barnsley	67/67a/67c
<b>Newsome Avenue</b>						
37055630	Newsome Avenue/Summer Lane	680m	Northbound	Marked by southbound stop	Wombwell	67/67a/67c
37050547	Newsome Avenue/Summer Lane	685m	Southbound	Bus shelter and timetable information	Barnsley	67/67a/67c

8.1.6 A summary of the bus services operating within the vicinity of the Site is provided in Table 8.2.



**Table 8.2 Bus Service Summary**

Service	Route	Operator	Days of Operation	Approximate Frequency Each Direction
<b>Aldham House Lane &amp; Newsome Avenue</b>				
67	Barnsley – Wombwell	Stagecoach Yorkshire	Monday – Friday	1 every 2 hours
			Saturday	1 every 2 hours
			Sunday	No service
67a	Barnsley – Wombwell	Stagecoach Yorkshire	Monday – Friday	1 every 2 hours
			Saturday	1 every 2 hours
			Sunday	4 per day
67c	Barnsley – Wombwell	Stagecoach Yorkshire	Monday – Friday	1 per day
			Saturday	1 per day
			Sunday	4 per day

8.1.7 The bus services summarised within Table 8.2 combine to offer 1 service per hour between Barnsley and the surrounding area, including Wombwell Railway Station.

## 8.2 RAIL SERVICES

8.2.1 The nearest railway station is Wombwell, which is located circa 900m to the south of the Site. Indicative journey times to Wombwell railway station are summarised within Table 4.5.

**Table 8.3 Wombwell Railway Station – Indicative Journey Times**

Mode of Transport	Indicative Journey Time
On Foot	4 minutes
Cycle	2 minutes
Bus (Service 67/67a/67c)	6 minutes <i>(Plus minutes 8 walk time – 2 mins to Aldham House Lane bus stops and 2 mins from Hemingfield Road bus stops)</i>

8.2.2 Wombwell Railway Station is located on the Hallam and Penistone Lines and provides regular services between Barnsley, Sheffield, Huddersfield and Leeds. Wombwell is provided with 6 car parking and 12 cycle storage spaces, which are sheltered and covered by CCTV.

8.2.3 Approximate journey times are as follows:

- Barnsley – 6 minutes;
- Sheffield – 24 minutes;
- Huddersfield – 55 minutes; and
- Leeds – 1hr 1 minute.



### 8.3 PUBLIC TRANSPORT MEASURES

**Table 8.4 Travel Plan Measure 5c – Travel Information Leaflet (Public Transport)**

Travel Plan Measure – TPM5c	
<b>Summary</b>	Production and distribution of a Travel Information Leaflet including public transport information.
<b>Guideline Timescale</b>	Upon occupation.
<b>Notes</b>	To encourage public transport use.
<b>Responsibility</b>	TPC to produce, distribute and update the leaflet at each annual review.

**Table 8.5 Travel Plan Measure 9 – Provision of Residential 7-Day Bus Tickets**

Travel Plan Measure – TPM9	
<b>Summary</b>	<p>A free ‘Barnsley 7 Day MegaRider’ bus ticket will be provided for each dwelling on request, for first occupation only.</p> <p>This ticket allows for unlimited travel in the Barnsley Area for 7 days on Stagecoach buses services and is usually £17.</p> <p>The availability of a plot by plot bus ticket will be advertised in the sales office at point of sale. Should the customer wish to take this option, they should formally notify the choice in writing to Crest Nicholson, no later than 6 months from their date of legal completion.</p>
<b>Guideline Timescale</b>	Upon occupation.
<b>Notes</b>	To encourage public transport use and/or other sustainable travel.
<b>Responsibility</b>	Crest Nicholson and Travel Plan Coordinator.

### 8.4 USEFUL LINKS

**Table 8.6 Useful Links – Public Transport**

Public Transport Weblinks	
Public transport timetables, ticket and real time information	<a href="http://www.barnsley.gov.uk/services/roads-travel-and-parking/public-transport">www.barnsley.gov.uk/services/roads-travel-and-parking/public-transport</a>
Rail times and journey planner	<a href="http://www.nationalrail.co.uk">www.nationalrail.co.uk</a>
Coach information	<a href="http://www.nationalexpress.com">www.nationalexpress.com</a> <a href="http://www.megabus.com">www.megabus.com</a>
Personalised journey planning	<a href="https://journeyplanner.travelouthyorkshire.com">https://journeyplanner.travelouthyorkshire.com</a>



## 9. Other Measures

### 9.1 CAR SHARING

**Table 9.1 Travel Plan Measure 10 – Car Share**

Travel Plan Measure – TPM10	
<b>Summary</b>	The TPC will encourage car sharing amongst residents and will facilitate matches. The Lift Share Car Share scheme will be promoted by the TPC <a href="https://liftshare.com/uk">https://liftshare.com/uk</a>
<b>Guideline Timescale</b>	Upon occupation.
<b>Notes</b>	To encourage car sharing particularly for commuter journeys.
<b>Responsibility</b>	TPC to include in Travel Leaflet and subsequent newsletters.

### 9.2 CAR CLUB

**Table 9.2 Travel Plan Measure 11 – Car Club**

Travel Plan Measure – TPM11	
<b>Summary</b>	The Enterprise Car Club will be promoted by the TPC <a href="http://www.enterprisecarclub.co.uk">www.enterprisecarclub.co.uk</a> Whilst there are no local car clubs, the TPC will encourage business trips within City Centres to be by car club vehicle to allow commuting trips by other modes.
<b>Guideline Timescale</b>	Upon occupation.
<b>Notes</b>	To encourage car club use as an alternative to owning / using a car for commuter trips.
<b>Responsibility</b>	TPC to include in Travel Leaflet and subsequent newsletters.

### 9.3 USE OF ELECTRIC VEHICLES

**Table 9.3 Travel Plan Measure 12 – Encourage Use of Electric Vehicles**

Travel Plan Measure – TPM12	
<b>Summary</b>	The TPC will encourage the use of electric vehicles and 1 EVCP will be provided for each dwelling.
<b>Guideline Timescale</b>	Upon occupation and prior to occupation.
<b>Notes</b>	To encourage more sustainable driving practices.
<b>Responsibility</b>	TPC to include in Travel Leaflet and Crest Nicholson to provide.

### 9.4 HOME DELIVERY SERVICES

**Table 9.4 Travel Plan Measure 13 – Home Delivery Services**

Travel Plan Measure – TPM13	
<b>Summary</b>	Promote the benefits of home delivery services.
<b>Guideline Timescale</b>	Upon occupation.
<b>Notes</b>	To reduce the need to travel.
<b>Responsibility</b>	TPC to include in Travel Leaflet and subsequent newsletters.



## 9.1 WORKING FROM HOME

**Table 9.5 Travel Plan Measure 14 – Home Working**

Travel Plan Measure – TMP14	
<b>Ref</b>	Promote working from home.
<b>Summary</b>	Upon occupation.
<b>Notes</b>	To reduce the need to travel.
<b>Responsibility</b>	TPC to include in Travel Leaflet and subsequent newsletters.

## 9.2 PERSONALISED JOURNEY PLANNING

**Table 9.6 Travel Plan Measure 15 – Personalised Journey Planning**

Travel Plan Measure – TPM15	
<b>Ref</b>	Personalised Journey Planning
<b>Summary</b>	Upon occupation.
<b>Notes</b>	Every resident will be able to contact the TPC to ask for help with personalised journey planning. This will be promoted within the Travel Leaflet and any other means of communication.
<b>Responsibility</b>	TPC to include in Travel Leaflet and subsequent newsletters.

## 9.3 COMMUNICATION

9.3.1 When raising awareness of the TP, consideration should be given to different groups that should be targeted.

9.3.2 Publicity material could include the following:

- Ensuring that a copy of the TP is available to all residents on request;
- Sustainable travel information to be provided to residents via the Travel Leaflet; and
- A TP email/newsletter – for example a leaflet detailing the launch of a new measure, the advantages of this and who to contact to find out more.

9.3.3 When developing the marketing strategy, it is often useful to identify which of the above media would be most effective at different stages of implementation and identify the timescale and who will be responsible for developing each.



## 10. Action Plan

10.1.1 An Initial Action Plan has been prepared in order to set out the initial actions / measures, along with timescale and responsibility for each action. This helps to ensure that the TP is effectively implemented, and the targets are met.

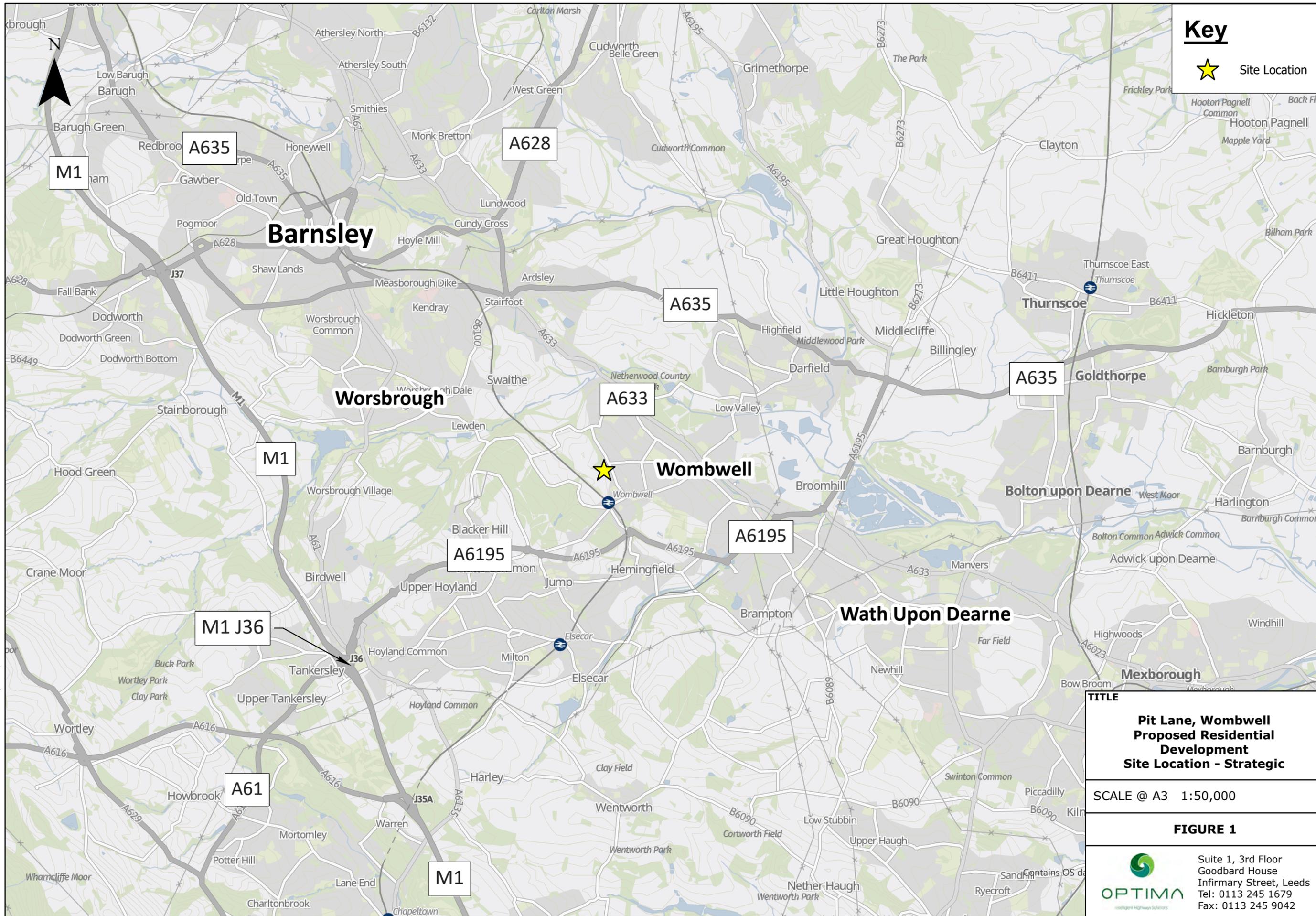
**Table 10.1 Initial Action Plan**

Reference	Measures	Objective	Guideline Timescale	Responsibility
TPM1	Appoint a Travel Plan Coordinator	To implement, monitor and review the Travel Plan	6 months prior to 1 <sup>st</sup> occupation and retained for 5 years after full occupation	Crest Nicholson
TPM2	Undertake resident travel surveys	To gather baseline travel information and inform measures	From 50% occupation or within 10 months of first occupation	Travel Plan Coordinator
TPM3	Undertake Traffic Survey Counts			
TPM4	Monitor and Review	To monitor Travel Plan performance.	Annually during TPC role	Travel Plan Coordinator
TPM5a/5b/5c	Provide travel information leaflets and newsletters for residents and visitors	To encourage sustainable travel	Prior to occupation and ongoing	Travel Plan Coordinator
TPM6	Internal Footway Provision			Crest Nicholson
TPM7	Cycle Storage	To encourage bike use	Prior to occupation	Crest Nicholson
TPM8	Cycle voucher	To encourage bike use	Upon occupation	Crest Nicholson and Travel Plan Coordinator
TPM9	Bus Ticket	To encourage use of public transport	Upon occupation	Crest Nicholson and Travel Plan Coordinator
TPM10	Promote car sharing	To encourage car sharing and reduce single occupancy trips	Upon occupation	Travel Plan Coordinator
TPM11	Promote car club	To encourage sustainable travel	Upon occupation	Travel Plan Coordinator
TPM12	Electric Vehicle Charge Points	To encourage more sustainable driving practices	Upon occupation	Crest Nicholson
TPM13	Promote home delivery services	To reduce the need to travel	Upon occupation	Travel Plan Coordinator
TPM14	Promote working from home	To reduce the need to travel	Upon occupation	Travel Plan Coordinator
TPM15	Personalised Journey Planning	To encourage sustainable travel	Upon occupation	Travel Plan Coordinator



# Figures





**Key**

 Site Location

Path: C:\PIT Lane, Wombwell\DRAWINGS\GIS\PIT Lane, Wombwell - Figures.aprx

**TITLE**  
**Pit Lane, Wombwell  
 Proposed Residential  
 Development  
 Site Location - Strategic**

SCALE @ A3 1:50,000

**FIGURE 1**



Suite 1, 3rd Floor  
 Goodbard House  
 Infirmary Street, Leeds  
 Tel: 0113 245 1679  
 Fax: 0113 245 9042



**Key**

— Indicative Site Boundary

**TITLE**

**Pit Lane, Wombwell  
Proposed Residential  
Development  
Site Location - Local**

SCALE @ A3: 1:5,000

**FIGURE 2**

 Suite 1, 3rd Floor  
Goodbard House  
Infirmary Street, Leeds  
Tel: 0113 245 1679  
Fax: 0113 245 9042

Path: O:\Pit Lane, Wombwell\DRAWINGS\GIS\Pit Lane, Wombwell GIS.aprx

Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, GeoTechnic

## Local Facilities

### Health

- ① Summer Lane Practice
- ② MyDentist Wombwell
- ③ Rowlands Pharmacy
- ④ Wombwell Medical Centre
- ⑤ F & P Dental Practice

### Education

- ① Little Ducklings Day Nursery
- ② Forward Steps Nursery
- ③ Kids World Wombwell
- ④ High View Primary Learning Centre
- ⑤ Kings Oak Primary Learning Centre

### Retail

- ① GlocalExtra
- ② Hough Lane Stores
- ③ Heron Foods
- ④ Tesco Express
- ⑤ Premier

### Recreation

- ① Wombwell Main Cricket Club
- ② Wombwell Skate Park
- ③ Hillies Pavilion
- ④ Fight Team Boxing
- ⑤ Better Bodies Gym

## Services

- ① Wombwell Post Office
- ② St George Arms Post Box
- ③ 1 Wood Walk Post Box
- ④ Shipcroft Community Centre

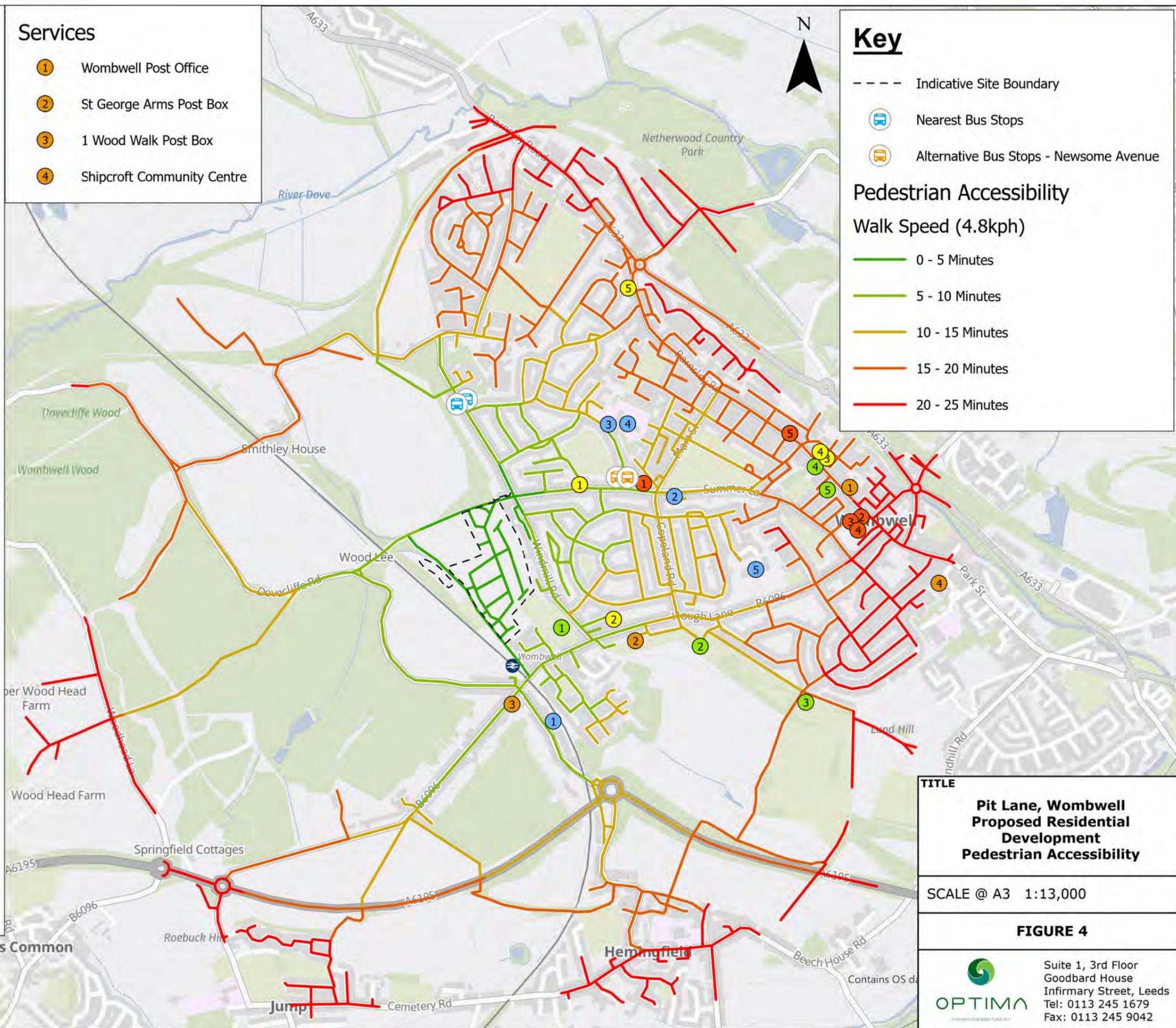
## Key

- Indicative Site Boundary
- Nearest Bus Stops
- Alternative Bus Stops - Newsome Avenue

## Pedestrian Accessibility

Walk Speed (4.8kph)

- 0 - 5 Minutes
- 5 - 10 Minutes
- 10 - 15 Minutes
- 15 - 20 Minutes
- 20 - 25 Minutes



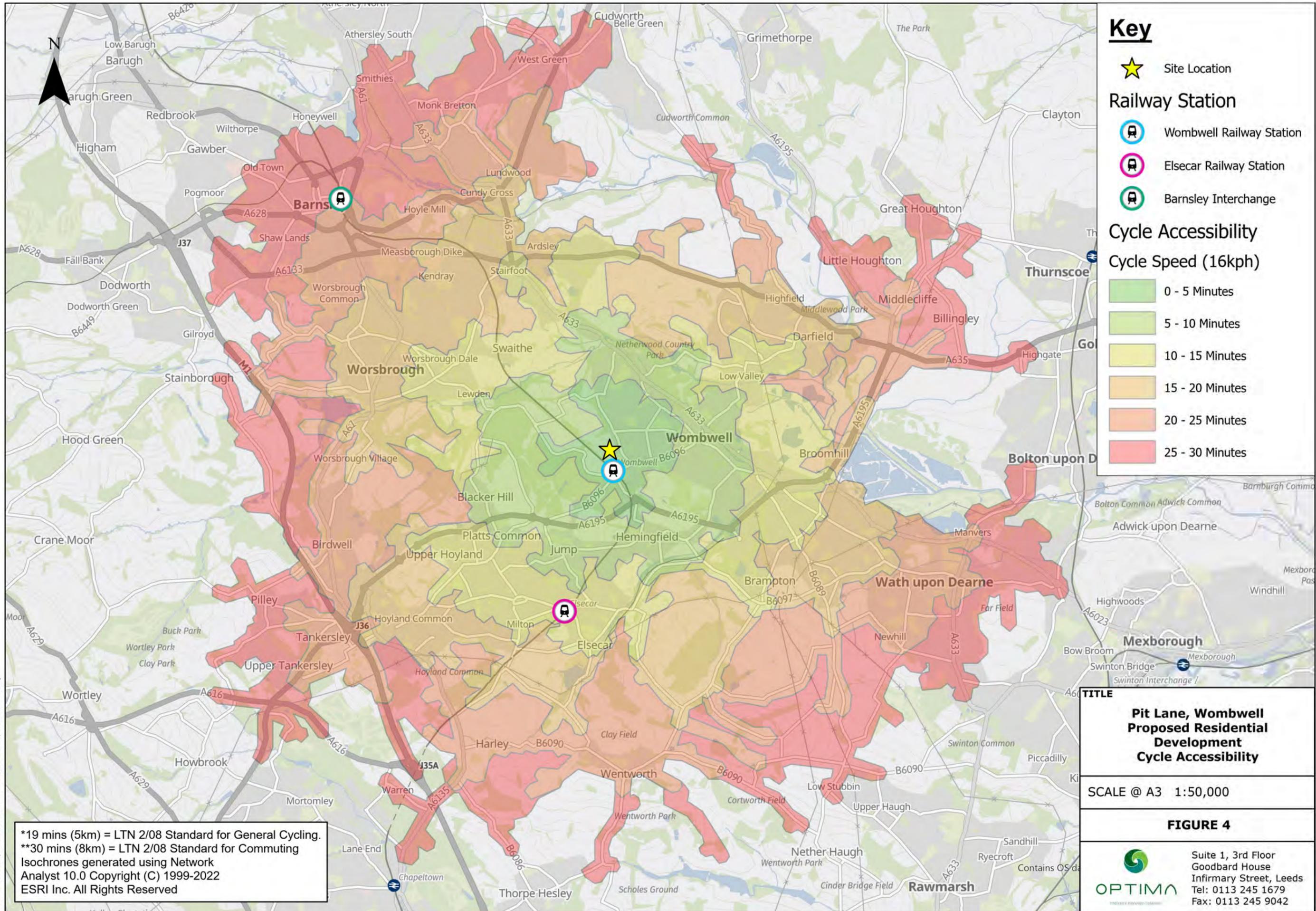
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**Pit Lane, Wombwell**  
**Proposed Residential**  
**Development**  
**Pedestrian Accessibility**

SCALE @ A3 1:13,000

**FIGURE 4**

**OPTIMA**  
 Suite 1, 3rd Floor  
 Goodbard House  
 Infirmary Street, Leeds  
 Tel: 0113 245 1679  
 Fax: 0113 245 9042

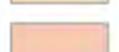
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**Key**

-  Site Location
- Railway Station**
-  Wombwell Railway Station
-  Elsecar Railway Station
-  Barnsley Interchange

**Cycle Accessibility**  
Cycle Speed (16kph)

-  0 - 5 Minutes
-  5 - 10 Minutes
-  10 - 15 Minutes
-  15 - 20 Minutes
-  20 - 25 Minutes
-  25 - 30 Minutes

**TITLE**  
**Pit Lane, Wombwell  
Proposed Residential  
Development  
Cycle Accessibility**

**SCALE @ A3 1:50,000**

**FIGURE 4**

 Suite 1, 3rd Floor  
Goodbard House  
Infirmary Street, Leeds  
Tel: 0113 245 1679  
Fax: 0113 245 9042

\*19 mins (5km) = LTN 2/08 Standard for General Cycling.  
\*\*30 mins (8km) = LTN 2/08 Standard for Commuting  
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# Appendices



# Appendix A Proposed Development Framework





- LOW RESIDENTIAL DENSITY
  - MEDIUM RESIDENTIAL DENSITY
  - HIGH RESIDENTIAL DENSITY
  - LANDSCAPE BUFFER INCLUDING EXISTING TREES
  - OPEN SPACE
  - GREEN INFRASTRUCTURE
  - LANDSCAPE BUFFERS WITH PLANTING
  - GATEWAY
  - PRIMARY FRONTAGE
  - LANDSCAPE FRONTAGE
  - LANDMARK BUILDING
  - PROPOSED SUDS BASIN
  - POTENTIAL BNG LAND
  - EXISTING BUS STOPS
  - PRIMARY BOULEVARD
  - SECONDARY HIGHWAYS
  - TERTIARY HIGHWAYS
  - ACTIVE TRAVEL ROUTE
  - EXISTING WALKING ROUTE
  - EXISTING RAILWAY
- ① FEATURE SPACE AT THE CENTRE OF THE PROPOSAL
  - ② EQUIPPED PLAYSACE
  - ③ UPDATED ARRANGEMENT OF PIT LANE
  - ④ PROPOSED NON-VEHICULAR CONNECTION