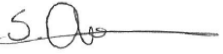


**High Street, Great Houghton
Proposed Residential Development
Travel Plan**

February 2024 (Rev 2)

Prepared on behalf of
Avant Homes (West Yorkshire) Ltd

Quality Management

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Figure 3 Pedestrian Accessibility Plan

Figure 4 Cycle Accessibility Plan

APPENDICES

Appendix A Avant Homes Yorkshire Proposed Site Layout



1. Introduction

1.1 BACKGROUND

1.1.1 A Travel Plan (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 the car. It involves the development 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.

1.1.2 This Travel Plan has been prepared to accompany a planning application for a proposed residential development located to the east of B6273 High Street in Great Houghton.

1.1.3 The location of the development off High Street, Great Houghton in a local and more strategic setting is shown in Figures 1 and 2.

1.2 SCOPE

1.2.1 This Travel Plan has been prepared in accordance with the Ministry of Housing, Communities & Local Government document 'Travel Plans, Transport Assessments and Statements', 6th March 2014, and other appropriate local guidance including the Barnsley Local Plan Supplementary Planning Document 'Sustainable Travel', adopted November 2019.

1.2.2 This document provides details of the measures to be incorporated into the overall design of the development and outlines the obligations on the developer 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.

1.2.3 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 Proposed Development

2.1 DEVELOPMENT PROPOSALS

2.1.1 The proposed development is shown on Avant Homes Proposed Site Layout, drawing number 4206-04 Rev C, a copy of which contained in **Appendix A**. The proposals can be summarised as follows:

- 108 residential units – a mix of 8 one bed, 34 two bed, 44 three bed and 22 four bed; 98 units will be open market and 10 will be affordable;
- Vehicular access from High Street; and
- Associated Parking, Landscaping and Infrastructure Works.

2.1.2 There will be a pedestrian link to the north which will link into the existing PROW network via High Street.

2.2 VEHICULAR ACCESS

2.2.1 The main vehicular access into the Site will be via a simple priority junction on to High Street. A small number of dwellings will be served from private drives directly off High Street, one private drive to the north of the main access and two to the south. All private drives will provide turning facilities to allow vehicles to egress onto High Street in forward gear. The layout of the proposed access is indicated on the Avant Homes Proposed Site Layout.

2.2.2 The length of the visibility splays at the proposed access have been informed by the results of the radar speed survey. The 85th percentile wet weather values that have been calculated from the results of the speed survey are as follows:

- High Street (Northbound) – 32.5 mph; and
- High Street (Southbound) – 35.1 mph.

2.2.3 In accordance with Table 7.1 of Manual for Streets (MfS) which is referenced in the South Yorkshire Residential Design Guide (SYRDG), a visibility splay of 2.4m x 49m is required to the south and a visibility splay of 2.4m x 54m is required to the north. These splays will also be provided at each of the private drive accesses.

2.3 INTERNAL LAYOUT AND SERVICING

2.3.1 Within the development there will be network of residential streets with the main spine road providing a 2m wide footway to both sides of the carriageway. Plots 48-59 are served from a shared surface street with plots 15-18, 39-41, 42, 64-67, 75-79, 81-85, 86-89, and 104-108 served from shared private drives.

2.3.2 Appropriate forward visibility is available around bends in the street network with 2.4m x 25m visibility splays being provided at junctions of the lower order streets that serve the northern and southern parts of the development on to the main street.

2.3.3 Appropriate turning facilities are provided to allow the development to be serviced by the refuse collection vehicle and delivery vehicles.

2.4 PARKING PROVISION

2.4.1 BMBC has produced a Supplementary Planning Document (SPD) on 'Parking' which was adopted in November 2019 to support its emerging Local Plan. Table 1 of the Parking SPD sets out parking standards for broad categories of development and for C3 Dwelling Houses Borough wide



(excluding Barnsley Urban) the maximum number of spaces allowed are 1 space for dwellings with 1 or 2 bedrooms and 2 spaces for dwellings with 3 or more bedrooms.

2.4.2 Table 1 of the Parking SPD also requires 1 visitor space per 4 dwellings subject to layout with flexibility for visitor parking being considered on a site by site basis.

2.4.3 The Parking SPD refers to the Sustainable Travel SPD in relation to the requirement for electric vehicle charging points (EVCPs) and the requirement for residential development is 1 charging point per dwelling with dedicated parking or 1 charging point per 10 spaces where parking is unallocated.

2.4.4 The SPD also refers to the South Yorkshire Residential Design Guide (SYRDG) for advice on the design of residential car parking and garages and states that developments will be expected to meet the standards for parking design set out in the SYRDG considering cycle, motorcycle and car parking as an integral part of the design of residential development.

2.4.5 Parking at the proposed development is in line with BMBC's standards and is provided as a mix of off-road parking spaces, driveways and detached garages. Visitor parking is provided on-street and this can be accommodated whilst allowing satisfactory servicing of the development by the standard refuse vehicle.

2.4.6 Each residential dwelling will be provided with secure cycle storage facilities which will be provided in either garages or rear garden sheds.



3. Objectives and Targets

3.1 TRAVEL PLAN OBJECTIVES

3.1.1 This Travel Plan 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 Travel Plan 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 of the Travel Plan 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 BENEFITS

3.2.1 The wider benefits of implementing a Travel Plan and promoting active travel are as follows:

- A general improvement in the health of the community brought about through reduced air pollution and harmful emissions from a reduction in car travel and through the promotion of healthier activities such as walking and cycling;
- An improvement in accessibility and reduction in social exclusion as a result of facilitating the use of public transport, cycling and walking for those households that have no regular access to a private vehicle;
- Ensuring the viability of public transport for those who need it; and
- Assisting in reducing the adverse impact of transport on climate change as well as providing a local air quality improvement.

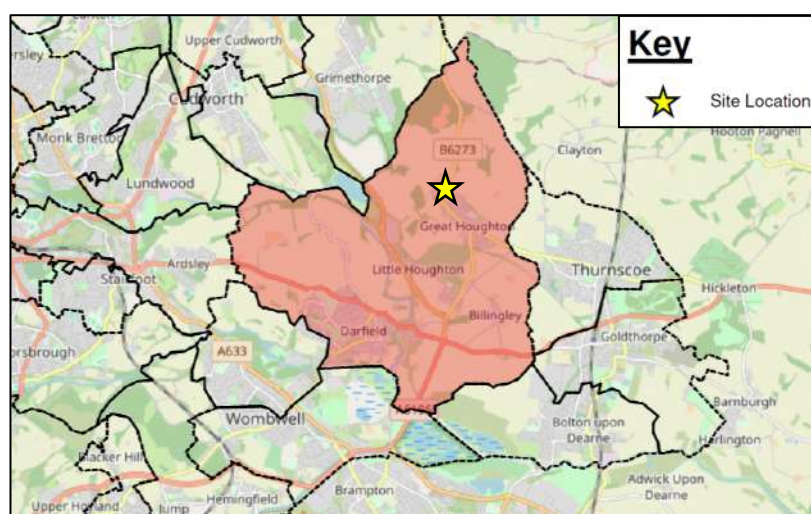
3.3 TRAVEL PLAN TARGETS

3.3.1 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.

3.3.2 National Statistics census data (Dataset WU03EW – Location of usual residence and place of work by method of travel to work (MSOA level)) provides an indication of existing journey to work mode split data for Barnsley 020 Mid Layer Super Output Area (MSOA) within which the Site is situated. Barnsley 020 MSA is shown in Image 3.1.



Image 3.1 Barnsley 020 MSOASource: www.nomisweb.co.uk/

3.3.3 Journey to work mode split data has been obtained for the Barnsley 020 MSOA and is summarised in Table 3.1.

Table 3.1 Method of Travel to Work – Barnsley 020 MSOA

Method of Travel to Work	Total Residents in MSOA	Percentage
Train (Tram / Underground)	48	1.4%
Bus, Minibus or Coach	228	6.4%
Taxi	12	0.3%
Motorcycle, Scooter or Moped	26	0.7%
Driving a Car or Van	2656	74.7%
Passenger in a Car or Van	296	8.3%
Bicycle	18	0.5%
On Foot	263	7.4%
Other	7	0.2%
Total	3554	100.0%

3.3.4 The 2011 Census mode split indicates that 74.7% residents in the Barnsley 020 MSOA drive in a car or van for their journey to work with 8.3% being a passenger in a car or van. Assuming on average 1.2 passengers per vehicle this equates to 67.8% single occupancy cars and vans.

3.3.5 The initial targets are set out below and these are to be met within 5 years from first occupation:

- 5% reduction in 67.8% driving a car without any passengers = **68.2%**;
- 50% increase in cycling trips = **0.75%**
- For any school trips, the target is for a maximum of **20%** of school children to be taken to school by car where that is the sole purpose of the journey.

3.3.6 These targets will be reviewed, expanded and confirmed within 3 months following the initial travel survey. These or other targets set shall not be omitted or changed by the Travel Plan Co-ordinator without prior consultation with Barnsley Metropolitan Borough Council (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 CO-ORDINATOR

4.2.1 Avant Homes (West Yorkshire) Ltd will appoint a Travel Plan Co-ordinator (TPC) prior to first occupation of the development. 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 Travel Plan Co-ordinator will include:

- Implementation of the Travel Plan;
- 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 development via sustainable modes; and
- Liaison with BMBC and other key stakeholders such as South Yorkshire Passenger Transport Executive and public transport operators.

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

Travel Plan Measure – TPM1	
Summary	Appoint a Travel Plan Coordinator.
Guideline Timescale	3 months prior to 1 st occupation and retained for 5 years.
Notes	To implement, oversee and manage the Travel Plan.
Responsibility	Avant Homes (West Yorkshire)



5. Monitoring and Review

5.1 INTRODUCTION

5.1.1 A successful Travel Plan 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 Travel Plan is to carry out a questionnaire survey of residents. This will provide details of individual circumstances, travel patterns and preferences etc. The survey also increases awareness of travel issues.

5.2.2 A travel survey of residents will take place when 50% of the development is occupied. The results of the survey will be provided to BMBC within 3 months of the survey taking place and will be compared against the interim targets set out within Chapter 3.

5.2.3 A minimum response rate of 35% will be targeted. If this target is not met, a prize draw will be introduced to increase the response rate.

5.2.4 The survey will be undertaken using an online questionnaire software such as 'SurveyMonkey' with a QR code provided to residents by means of a targeted flyer delivered to every occupied property.

Table 5.1 Travel Plan Measure 2 – Undertake Travel Surveys

Travel Plan Measure – TPM2	
Summary	Undertake a travel survey to provide a baseline and inform initial targets.
Guideline Timescale	6 months after 1 st occupation.
Notes	To record travel patterns and inform targets.
Responsibility	Travel Plan Coordinator.

5.3 MONITORING AND ANNUAL REVIEW

5.3.1 The Travel Plan 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 Travel Plan 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.

5.3.2 The annual monitoring report will also review the progress that has been achieved in implementing measures against the modal shift targets over the preceding twelve month period. Any progress made will be reported by the TPC to the relevant external organisations including BMBC, South Yorkshire Passenger Transport Executive (SYPTe) and public transport operators where appropriate.

5.3.3 Following the completion of the annual monitoring report, the Travel Plan will be reviewed as appropriate and any further actions/measures will be identified and implemented to progress and, if necessary, improve the Travel Plan to meet objectives and targets. This review will be undertaken in consultation with BMBC and any other relevant stakeholders.



5.3.4 Potential secondary measures/actions will include the following for which the TPC will be responsible:

- Arrange for a local cycle store to provide a troubleshooting/maintenance day. Promotion of this through marketing would be coordinated by the TPC;
- Seek to arrange a discount for residents at a local cycle store. Promotion of this through marketing would be coordinated by the TPC; 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 5.2 Travel Plan Measure 3 – Monitoring & Review

Travel Plan Measure – TPM3	
Summary	Monitoring and Review.
Guideline Timescale	Annually during TPC role.
Notes	To monitor Travel Plan performance.
Responsibility	Travel Plan Coordinator.

5.4 MAINTAINING INTEREST

5.4.1 For the TPC to maintain interest in the Travel Plan 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 Travel Plan;
- Ensure that there is regular communication to keep the Travel Plan 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

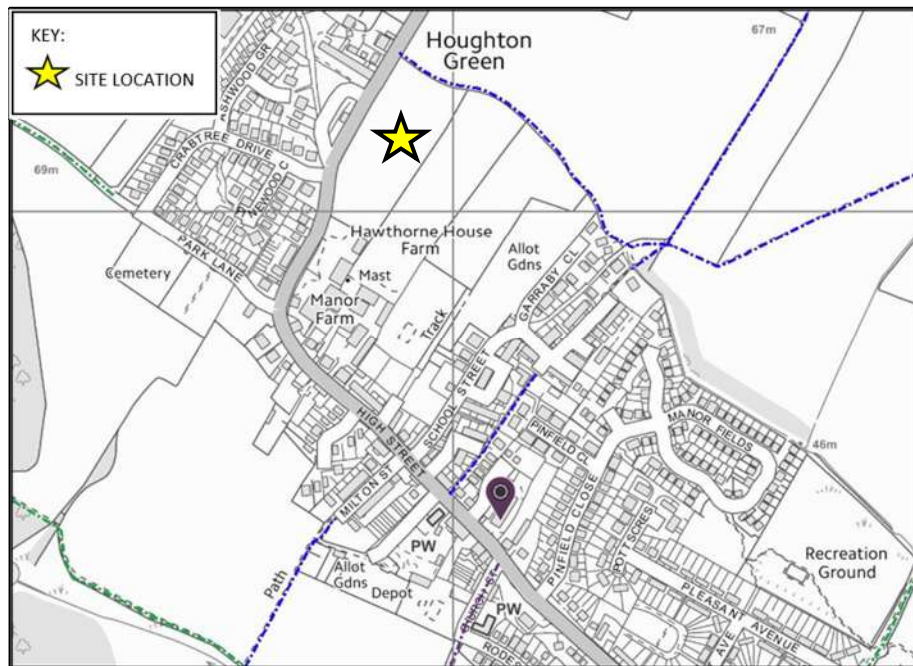
6.1 EXISTING PEDESTRIAN FACILITIES

6.1.1 There is a footway on High Street on the opposite side to the Site frontage and at the southern end of the frontage there is a footway to both sides. The footway on the eastern side is separated from the edge of carriageway by a grassed verge. There is continuous footway provision into the village to the south. The footways are in a reasonable state of repair and there are dropped crossings at side road junctions.

6.1.2 There are no Public Rights of Way within the development and Footpath Number 4 follows the northern boundary running into Footpath Numbers 2 and 3 to the west of the Site. Footpath Number 5 which is a Bridleway leads in a north westerly direction off the end of Park Lane on the opposite side of High Street.

6.1.3 An extract from Barnsley's Public Rights of Way map is shown in Image 6.1 with Footpaths shown in blue, Bridleways in green and Restricted Byways in purple.

Image 6.1 Public Right of Way Map Extract



Source: www.barnsley.gov.uk/barnsley-maps/public-rights-of-way/

6.2 ACCESSIBILITY ON FOOT

6.2.1 The measures proposed which will positively influence trips on foot by residents and visitors include:

- Boundary connections with the existing highway network on the western frontage on to High Street;
- Provision of a 2m wide footway along the Site frontage to the eastern side of High Street;
- Internal links and pedestrian routes to create the shortest possible distances to the boundary connections; and
- Travel Plan initiatives for residents.



6.2.2 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”*. The acceptability of walking trips up to 2km (an approximate 25 minutes' walk time) is also supported in the Chartered Institution of Highways and Transportation (CIHT) document 'Providing for Journeys on Foot', 2000.

6.2.3 The Department for Education (DfE) statutory guidance document, 'Home to School Travel and Transport', July 2014, defines an even greater maximum walking distance to schools of 2 miles (3.2km) and 3 miles (4.8km) for children under and over 8 years, respectively.

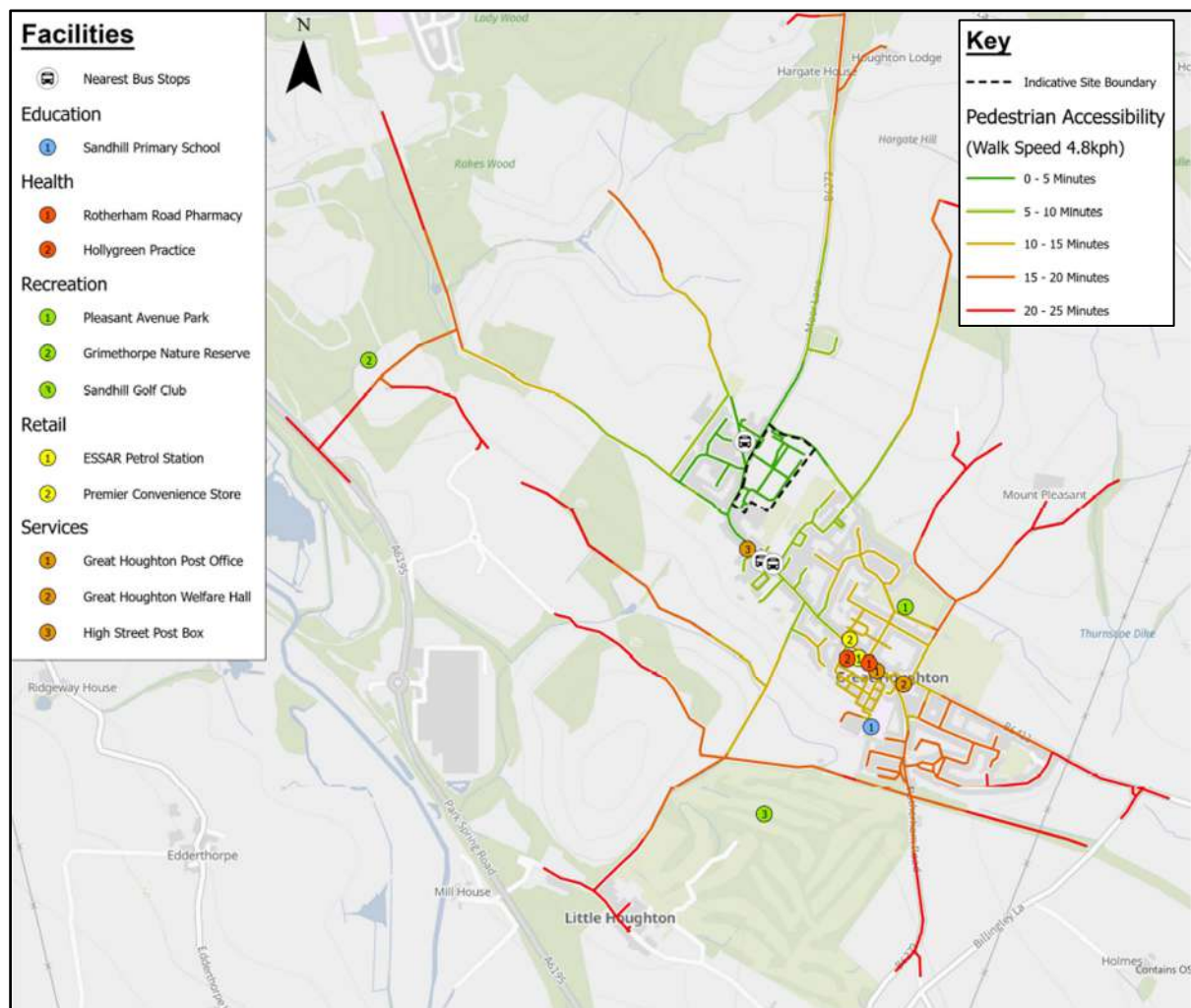
6.2.4 Using GIS Network Analysis software, typical walk times (up to 25 minutes which equates to a distance of 2km) from the centre of the Site are shown on Figure 3 with an extract provided in Image 6.1 below. This figure and the extract in Image 6.1 demonstrate that the development is within an easy walking distance of the following:

- Sandhill Primary School off Dearne Street (within a 15-20 minute walk);
- The Morrisons Daily and Post Office on High Street (within a 10-15 minute walk);
- Great Houghton Medical Centre on Oak Haven Avenue and Pharmacy on High Street (within a 10-15 minute walk); and
- Sandhill Tavern on Turner Street (within a 15-20 minute walk).

6.2.5 There are other facilities within Great Houghton including three takeaway outlets, a veterinary surgery and a petrol station. The nearest bus stop is within a five minute walk.



Image 6.2 Pedestrian Accessibility



6.2.6 The proposed residential development will be provided with acceptable accessibility on foot to a wide range of services and facilities in accordance with national MfS, CIHT and DfE guidance.

6.3 WALKING MEASURES

6.3.1 Apart from the hard measures outlined in para. 6.2.1 the following measure will be implemented.

Table 6.1 Travel Plan Measure 4a – Travel Information Leaflet (Pedestrians)

Travel Plan Measure - TPM4a	
Summary	Production and distribution of a Travel Information Leaflet including key pedestrian routes and destinations.
Guideline Timescale	Prior to occupation.
Notes	To encourage trips on foot.
Responsibility	TPC to produce, distribute and update the leaflet at each annual review.



6.4 USEFUL LINKS

Table 6.2 Useful Links – Walking

Walking Weblinks	
Useful information on walking including links to other sources	https://www.barnsley.gov.uk/services/parks-and-open-spaces/public-footpaths-and-rights-of-way/public-rights-of-way/
Walking journey planners	https://my.viewranger.com/places/gb/adm2-barnsley-walks www.google.com/maps
Walk 4 Life	https://walk4life.info
Ramblers	www.ramblers.org.uk



7. Cycling

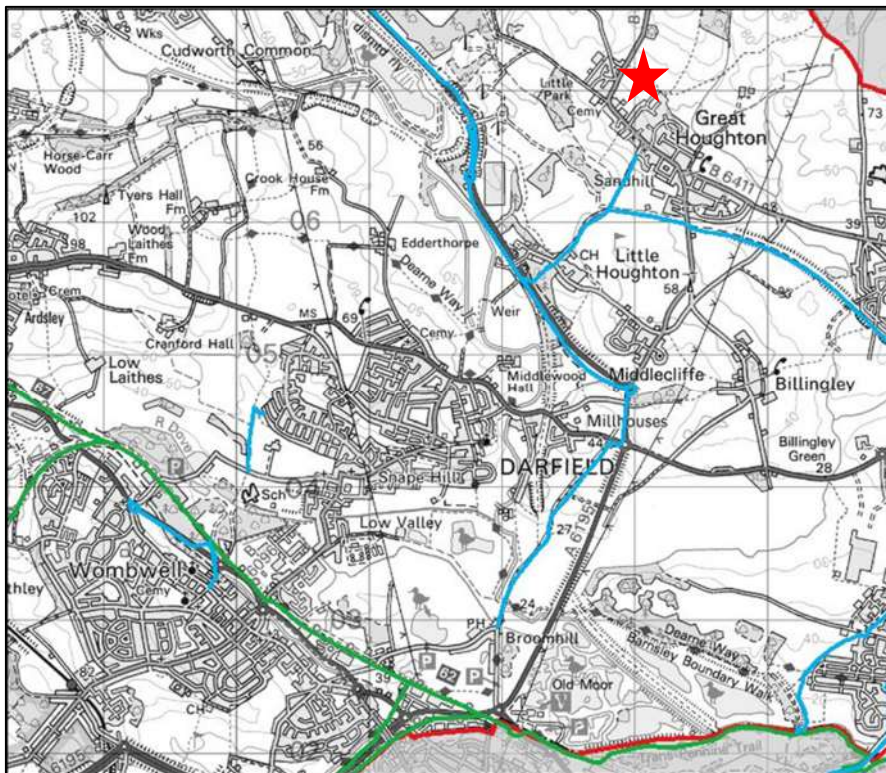
7.1 CYCLE FACILITIES

7.1.1 The Restricted Byway that leads to the south from Church Street to the south of the village is designated as Cycle Route Number 3i – Great Houghton to Park Springs Road (A6195). This leads to a network of cycle routes in the Barnsley District including National Cycle Route 67 which is the Transpennine Trail.

7.1.2 The coast-to-coast section of the trail runs between Southport and Hornsea and locally can be utilised to access Barnsley and Doncaster, and within a wider, regional context can be utilised to access Sheffield, Leeds, Chesterfield and Hull.

7.1.3 An extract from Barnsley's Cycle Network map is shown in Image 7.1 with existing routes shown in blue and traffic-free national routes shown in green.

Image 7.1 Extract from the Barnsley Cycle Network Map



Source: www.barnsley.gov.uk/barnsley-maps/national-cycle-network



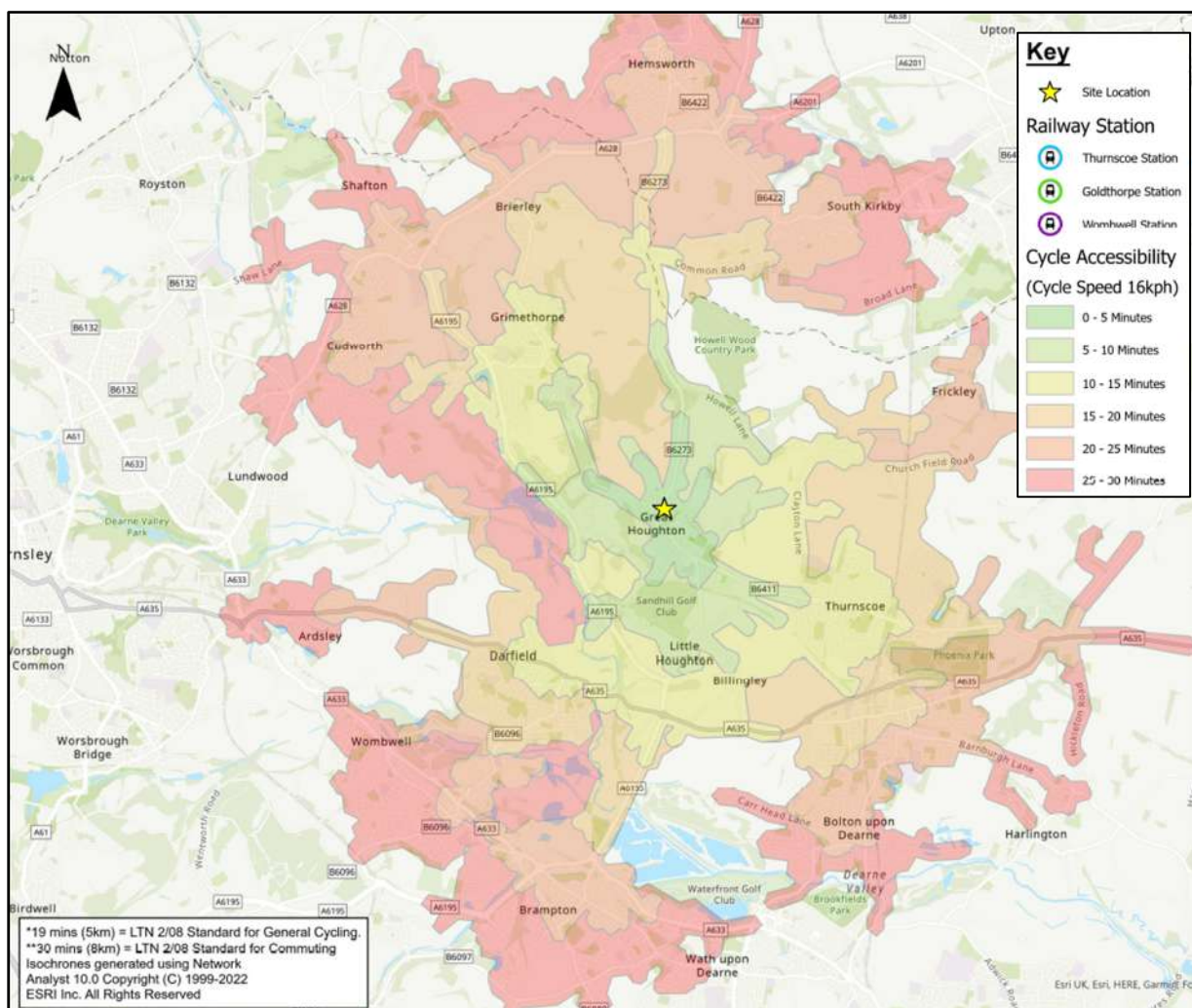
7.2 CYCLE ACCESSIBILITY

7.2.1 An acceptable and comfortable distance for general cycling trips is considered to be up to 5 kilometres as referred to in Local Transport Note 2/08 (published by the DfT). However, the same guidance also refers to commuting cycle trips of up to 8km.

7.2.2 Whilst LTN 1/20, Cycle Infrastructure Design, July 2020, has replaced LTN 2/08 and has resulted in it being withdrawn, LTN 1/20 does not contain definitive recommended maximum cycling distances and therefore there is no reason to suggest that these distances are not still applicable.

7.2.3 Using GIS Network Analyst software typical cycle times (up to 30 minutes which broadly equates to a distance of 8km) from the Site are shown in Figure 4 and an extract is provided in Image 7.2.

Image 7.2 Cycle Accessibility Plan



7.2.4 Figure 4 (Image 4.2) demonstrates that from the development, an 8km catchment area encompasses Grimethorpe, Thurnscoe, Goldthorpe and parts of Wombwell and Wath Upon Dearne which opens up a wider variety of employment opportunities for residents. Lengthwaite Business Park in South Kirkby and Goldthorpe Industrial Estate are accessible by cycle.

7.2.5 Thurnscoe Railway Station is a 10-15 minute cycle ride from the Site.



7.2.6 The proposed development will be provided with good accessibility by cycle to a wide range of local services, facilities and employment opportunities, many of which are within a short cycling distance.

7.3 CYCLE MEASURES

Table 7.1 Travel Plan Measure 4b - Travel Information Leaflet (Cycling)

Travel Plan Measure – TPM4b	
Summary	Production and distribution of a Travel Information Leaflet including key cycle routes and destinations.
Guideline Timescale	Upon occupation.
Notes	To encourage cycling.
Responsibility	TPC to produce, distribute and update the leaflet at each annual review.

Table 7.2 Travel Plan Measure 5 – Cycle Storage

Travel Plan Measure – TPM5	
Summary	Secure cycle storage areas will be provided for every dwelling either within an integral garage or garden shed.
Guideline Timescale	Upon occupation.
Notes	To encourage cycling.
Responsibility	Avant Homes (West Yorkshire)

7.4 USEFUL LINKS

Table 7.3 Useful Links – Cycling

Cycle Weblinks	
Useful information on cycling including links to other sources	https://www.barnsley.gov.uk/services/sport-and-leisure/cycling/cycle-lanes-and-routes/ https://bikelibraries.yorkshire.com/locations/?type=bikelibrary
Sustrans On-line Mapping National Cycle Network map which is based on OS mapping.	https://www.sustrans.org.uk/national-cycle-network/
Tax Free Bike Scheme	www.gov.uk search 'cycle to work'
Bike and Go	www.bikeandgo.co.uk
Cycle Streets	www.cyclestreets.net
National cycle events	www.bikeweek.org.uk



8. Public Transport

8.1 BUS SERVICES

8.1.1 The nearest bus stop is opposite the Site frontage within a bus turnaround area. This stop (High Street/Crabtree Drive) which has a shelter and timetable information is used by several services as summarised in Table 3.1.

8.1.2 There is also a pair of bus stops on High Street to the south some 500m from the centre of the Site, both of which have shelters and are used by the same services as the nearer stop.

Table 8.1 Bus Services at High Street/Crabtree Drive Stop (Valid January 2024)

Service	Route	Days of Operation	Approx. Frequency	Operating Hours
219, 219a & 219 e	Doncaster Town Centre to Barnsley Interchange	Monday - Friday	Every 60 minutes	06:40-22:57
		Saturday	Every 60 minutes	07:06-22:57
		Sunday	Every 120 minutes	09:07-22:57
219, 219a & 219 e	Barnsley Town Centre to Doncaster Interchange	Monday - Friday	Every 60 minutes	06:44-23:24
		Saturday	Every 60 minutes	06:29-23:24
		Sunday	Every 120 minutes	09:17-23:24

8.2 RAIL SERVICES

8.2.1 The nearest railway station to the Site is at Thurnscoe and situated some 3.75km away to the east. Thurnscoe Station is operated by Northern and is on the Leeds to Sheffield and Wakefield route (Wakefield Line). There is an hourly service in both directions Monday to Saturday and also on Sunday over a shorter time period.

8.2.2 Thurnscoe Railway Station provides connection to several key destinations within the local region including Leeds (45 minute journey time) and Sheffield (40 minute journey time). From Leeds it is possible to interchange on to trains to Manchester, Birmingham, Newcastle and London. From Sheffield similar interchange opportunities are available.

8.2.3 The railway station can be accessed by:

- Cycle – within a 10-15 minute journey time; and
- By car – typical 5 minute journey time (plus any walking time between car park and platforms)

8.2.4 Thurnscoe Station has a car park with 60 spaces and is free of charge. There is also storage for 8 bicycles which has a shelter and is covered by CCTV.



Table 8.2 Rail Service Summary

Destination	Day of Operation	Service Frequency (one way)	Operating times
Thurnscoe – Leeds	Monday – Friday	1 per hour	05:49 – 23:46
	Saturday	1 per hour	05:49 – 23:46
	Sunday	1 per hour	08:57 – 23:03
Thurnscoe – Sheffield	Monday – Friday	1 per hour	07:25 – 23:50
	Saturday	1 per hour	07:25 – 23:50
	Sunday	1 per hour	09:23 – 23:14

8.3 PUBLIC TRANSPORT SUMMARY

8.3.1 Each of these destinations (as well as others) provides accessibility to significant employment, leisure and retail opportunities beyond the immediate local area.

8.3.2 It is therefore concluded that the Site will be provided with reasonable accessibility by public transport to principal local and regional destinations which offer a vast range of services, facilities and employment opportunities.

8.4 PUBLIC TRANSPORT MEASURES

Table 8.3 Travel Plan Measure 4c – Travel Information Leaflet (Public Transport)

Travel Plan Measure – TPM4c	
Summary	Production and distribution of a Travel Information Leaflet including public transport information.
Guideline Timescale	Upon occupation.
Notes	To encourage public transport use.
Responsibility	TPC to produce, distribute and update the leaflet at each annual review.

8.5 USEFUL LINKS

Table 8.4 Useful Links – Public Transport

Public Transport Weblinks	
Public transport timetables, ticket and real time information	https://www.stagecoachbus.com/
Rail times and journey planner	www.nationalrail.co.uk
Coach information	www.nationalexpress.com www.megabus.com
Personalised journey planning	https://www.stagecoachbus.com/timetables



9. Other Measures

9.1 CAR SHARING

Table 9.1 Travel Plan Measure 6 – Car Share

Travel Plan Measure – TPM6	
Summary	The TPC will encourage car sharing amongst residents and will facilitate matches. Alternative transport will be provided in case of emergencies. The Lift Share Car Share scheme will be promoted by the TPC https://liftshare.com/uk/search/from/barnsley
Guideline Timescale	Upon occupation
Notes	To encourage car sharing particularly for commuter journeys
Responsibility	TPC to include in Travel Leaflet at each annual review

9.2 CAR CLUB

Table 9.2 Travel Plan Measure 7 – Car Club

Travel Plan Measure – TPM7	
Summary	The Enterprise Car Club will be promoted by the TPC www.enterprisecarclub.co.uk Whilst there are no local car clubs, the TPC will encourage business trips within Town and City Centres to be by car club vehicle to allow commuting trips by other modes.
Guideline Timescale	Upon occupation
Notes	To encourage car club use as an alternative to owning / using a car for commuter trips.
Responsibility	TPC to include in Travel Leaflet at each annual review

9.3 USE OF ELECTRIC VEHICLES

Table 9.3 Travel Plan Measure 8 – Encourage Use of Electric Vehicles

Travel Plan Measure – TPM8	
Summary	The TPC will encourage the use of electric vehicles and EVCPs will be provided for each dwelling.
Guideline Timescale	Upon occupation.
Notes	To encourage more sustainable driving practices.
Responsibility	Travel Plan Co-ordinator / Avant Homes (West Yorkshire)

9.4 COMMUNICATION

9.4.1 When raising awareness of the Travel Plan, consideration will be given to different groups that are to be targeted i.e. as an initiative, fliers may be provided on buses for bus users or on car windscreens for car drivers to raise awareness.

9.4.2 Examples of the types of publicity material that will be considered will include the following:

- Details of the Development's accessibility by sustainable modes on the development website;



- Providing details of the Development's accessibility by sustainable modes within any newsletters;
- Ensuring that a copy of the Travel Plan is available to all residents on request;
- Sustainable travel information to be provided to residents via a leaflet and displayed on the development website; and
- A travel plan 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.

9.4.3 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

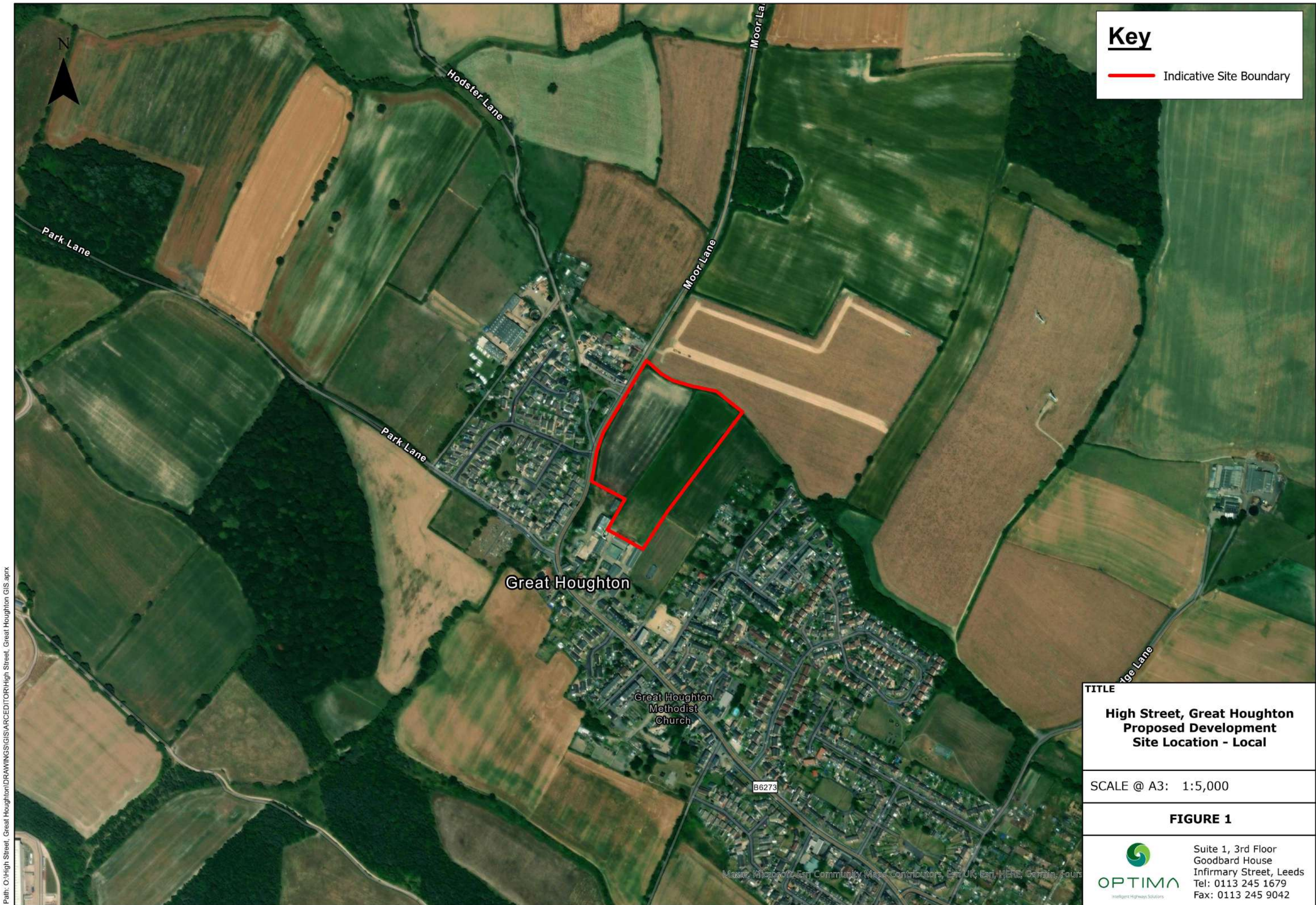
Table 10.1 Initial Action Plan

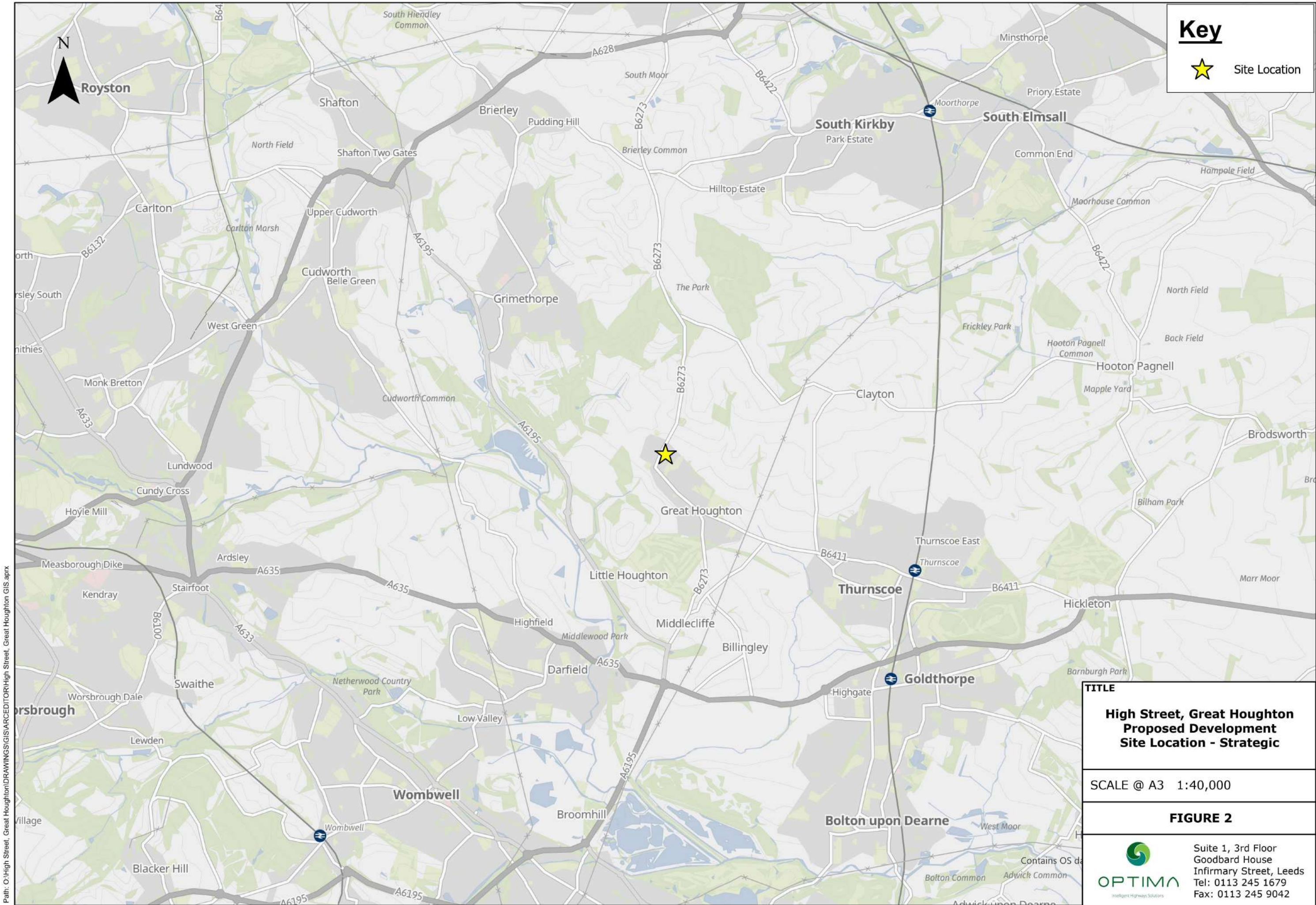
Reference	Measures	Objective	Guideline Timescale	Responsibility
TPM1	Appoint a Travel Plan Coordinator	To implement, monitor and review the Travel Plan	3 months prior to first occupation	Avant Homes (West Yorkshire)
TPM2	Undertake resident and employee travel surveys	To gather baseline travel information and inform measures	Within 6 months of first occupation	Travel Plan Coordinator
TPM3	Monitor and Review	To monitor Travel Plan performance.	Annually	Travel Plan Coordinator
TPM4/4a/4b	Provide travel information leaflets for residents and visitors	To encourage sustainable travel	Upon occupation	Travel Plan Coordinator
TPM5	Provide cycle storage	To encourage cycling	Upon occupation	Avant Homes (West Yorkshire)
TPM6	Promote car sharing	To encourage car sharing and reduce single occupancy trips	Upon occupation	Travel Plan Coordinator
TPM7	Promote car club	To encourage sustainable travel	Upon occupation	Travel Plan Coordinator
TPM8	Electric Vehicle Charge Points	To encourage more sustainable driving practices	Upon occupation	Travel Plan Coordinator / Avant Homes (West Yorkshire)



Figures







Key

 Site Location

TITLE
**High Street, Great Houghton
Proposed Development
Site Location - Strategic**

SCALE @ A3 1:40,000

FIGURE 2



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

Path: O:\High Street, Great Houghton\DRAWINGS\GIS\ARCEDITOR\High Street, Great Houghton GIS.aprx

Facilities

 Nearest Bus Stops

Education

 Sandhill Primary School

Health

 Rotherham Road Pharmacy

 Hollygreen Practice

Recreation

 Pleasant Avenue Park

 Grimethorpe Nature Reserve

 Sandhill Golf Club

Retail

 ESSAR Petrol Station

 Premier Convenience Store

Services

 Great Houghton Post Office

 Great Houghton Welfare Hall

 High Street Post Box

Key

----- Indicative Site Boundary

Pedestrian Accessibility (Walk Speed 4.8kph)

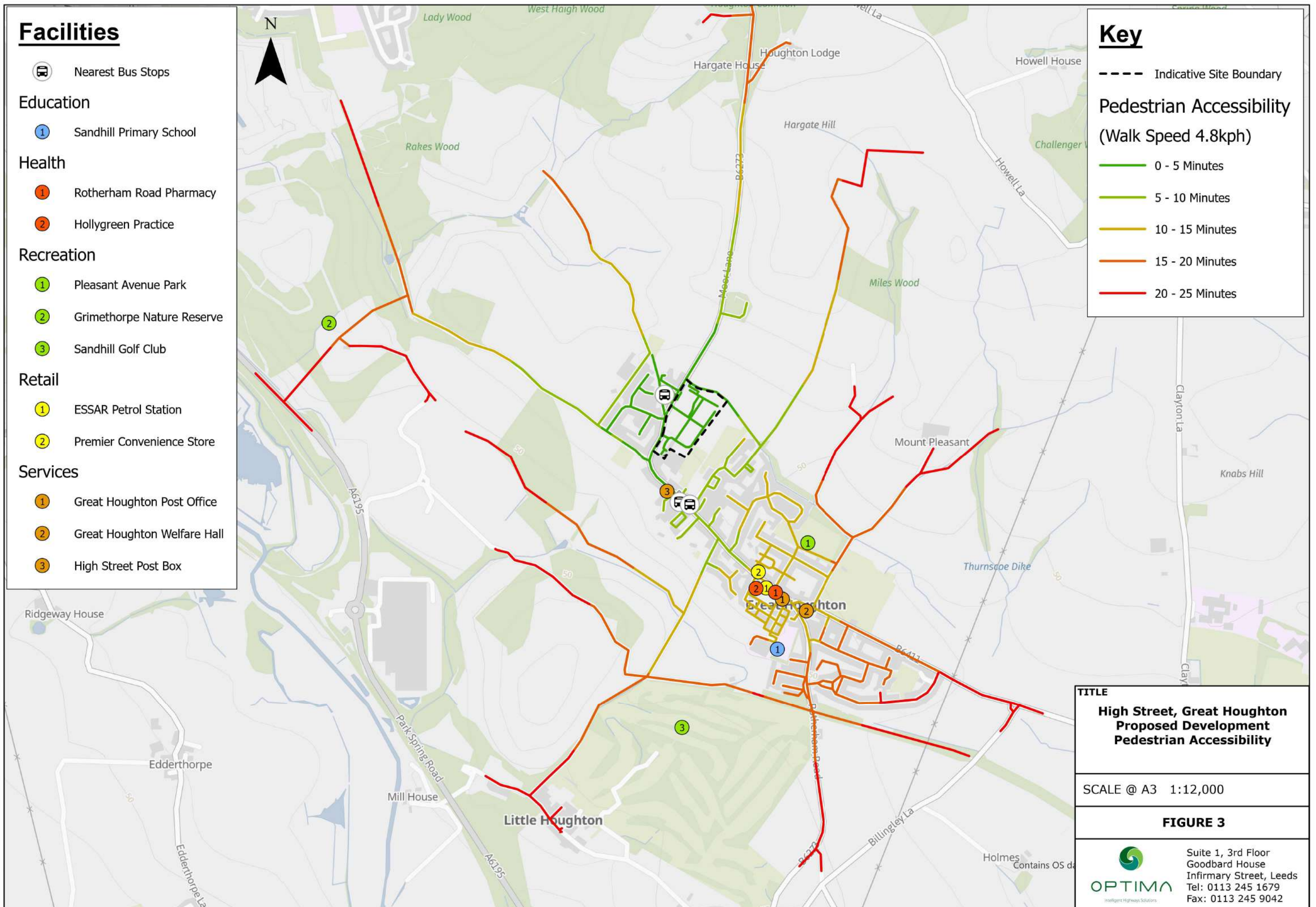
 0 - 5 Minutes

 5 - 10 Minutes

 10 - 15 Minutes

 15 - 20 Minutes

 20 - 25 Minutes



TITLE

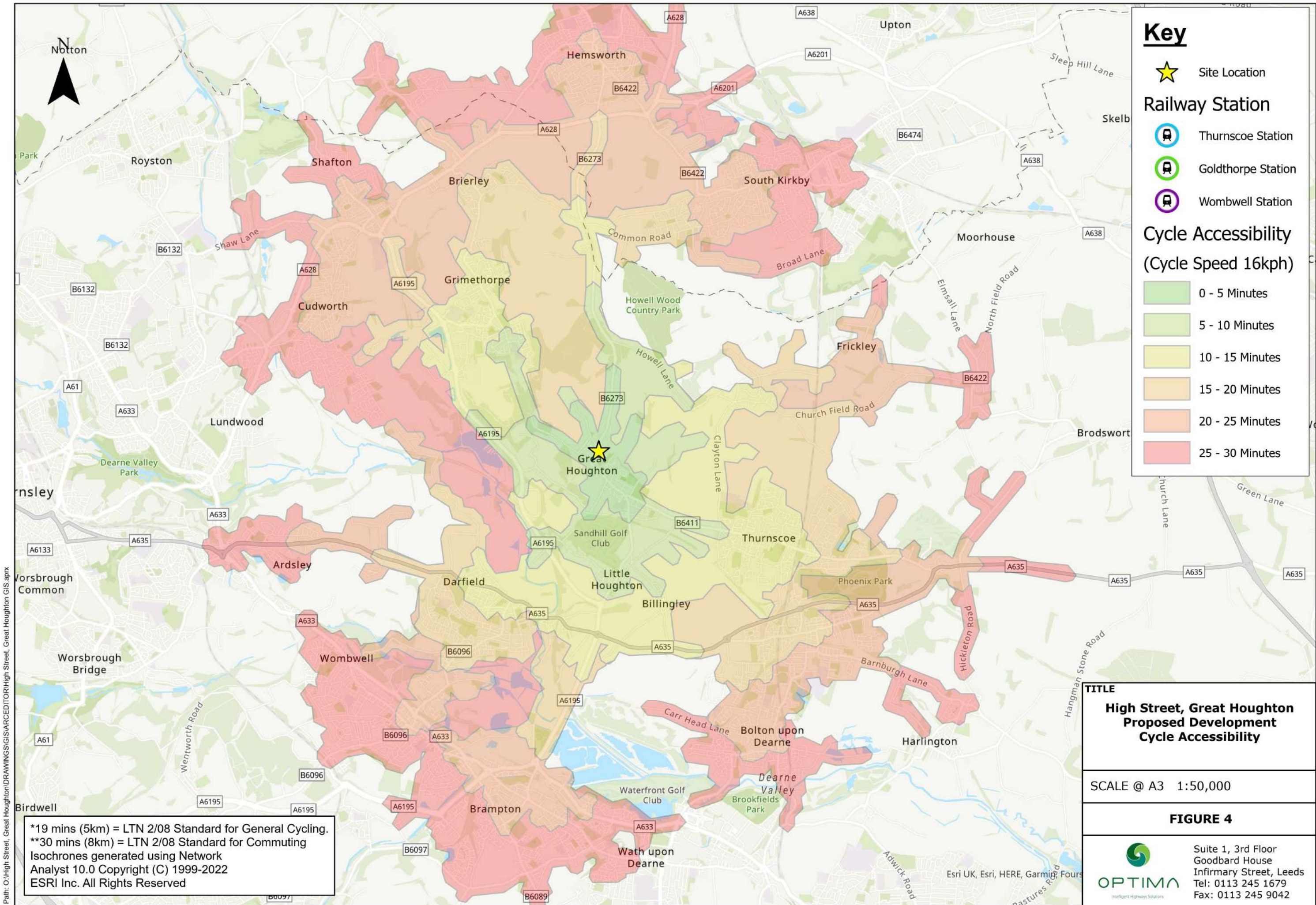
**High Street, Great Houghton
Proposed Development
Pedestrian Accessibility**

SCALE @ A3 1:12,000

FIGURE 3



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

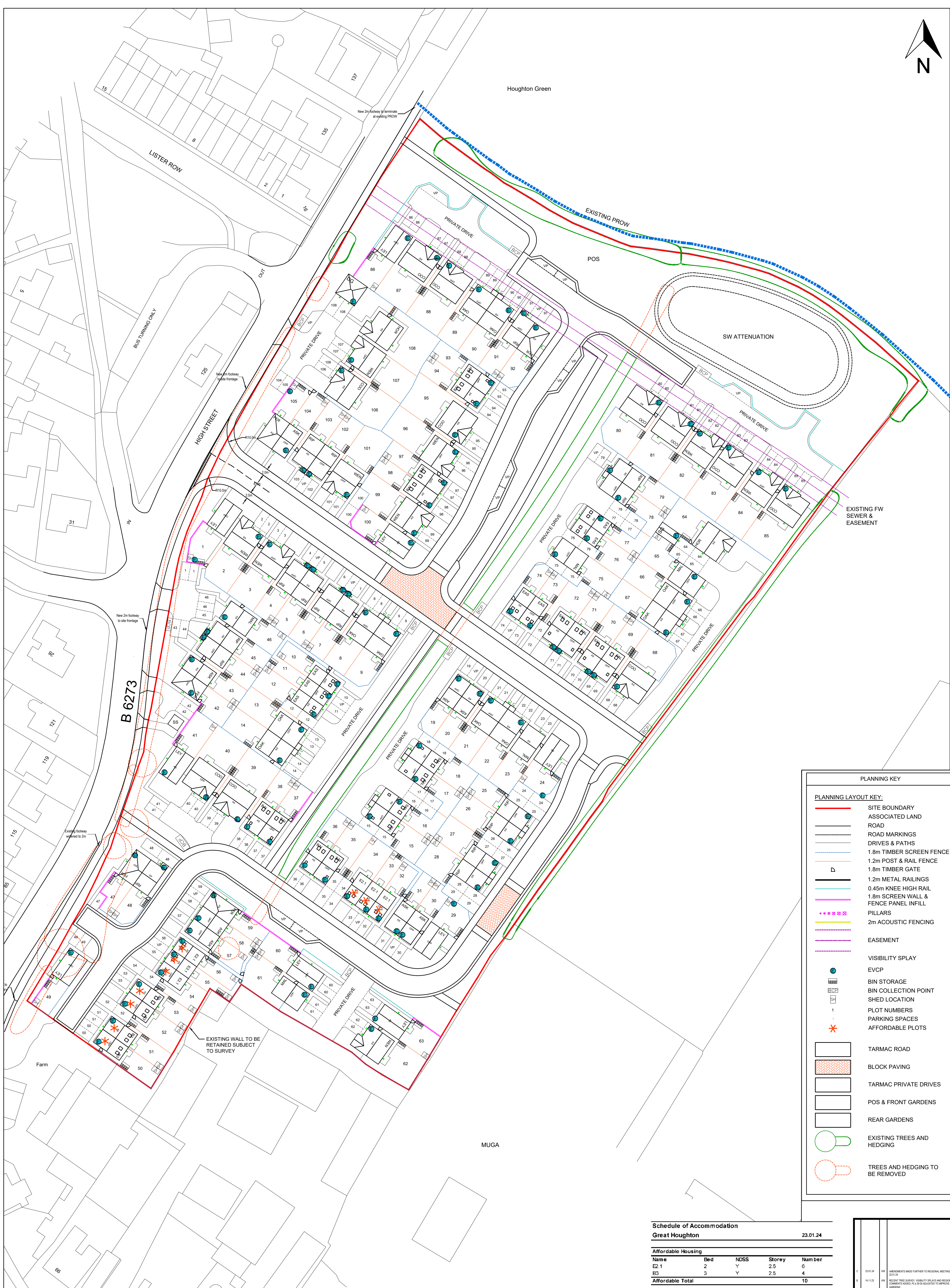


Appendices



Appendix A Avant Homes (West Yorkshire) Proposed Site Layout





R			
C	23.01.24	001	AMENDMENTS MADE FURTHER TO REGIONAL MEETING ON 23.01.24
R	16.11.23	002	RECENT TRIP SURVEY, VISIBILITY SPARKS AND REGIONAL COMMENTS ADDED. PLY 20-38 ADJUSTED TO IMPROVE JUNCTION
A	08.05.23	003	ADJUSTMENTS MADE TO ALLOW FOR ACCESS NEED TO THE PARK TO THE SOUTH
W1	04.01.24	004	DISCUSSION



Unit 2, Marners Court, Peel Avenue, Durham, Widdowale, WF4 3FL
 Tel: 0191 584 6115 Fax: 0191 584 6668
www.avanthomes.co.uk

DATE:	SCALE:	DRAWN BY:
24.08.23	1:500 @ A1	KW
DWG TITLE:		
Planning Layout		
PROJECT:		
Main Street, Great Houghton		
DWG No:	4206-04	REV: C

