



RESIDENTIAL TRAVEL PLAN
LAND SOUTH OF CEMETERY
ROAD, JUMP
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HOMES YORKSHIRE WEST

MAY 2026

Document Issue Record

Project Name:	Jump, Barnsley
TPS Project Reference:	P1052ZP
Document Reference:	P1052ZP _20260526_Jump - Travel Plan

Revision	Date	Author	Checked	Approved	Notes
	26.05.26	GB	JH	JH	

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1. INTRODUCTION

BACKGROUND

- 1.1 TPS Transport Consultants Ltd. (TPS) has been commissioned by Barratt David Wilson Homes Yorkshire West (BDW) to prepare a Travel Plan to support a full planning application for the development of 270 residential dwellings, on land to the south of Cemetery Road, Jump, Barnsley.
- 1.2 A Travel Plan is a long-term strategy designed to support sustainable travel patterns at a site, through a combination of appropriate infrastructure, information and ongoing engagement. It enables residents and visitors to make informed travel choices, with a focus on supporting walking, cycling and public transport for day-to-day journeys, and reducing reliance on the private car where realistic and appropriate.
- 1.3 Beyond the preparation of this report, BDW also intends to instruct TPS to implement a Travel Choices programme at the development. Travel Choices, conceived and delivered by TPS, is a comprehensive package of support for the ongoing management and delivery of the approved Travel Plan strategy (including measures and monitoring / reporting requirements). In a residential context, the Travel Choices programme is currently being delivered across more than 150 developments in the UK, ensuring that experience can be drawn from best practice Travel Plan delivery across the sector.
- 1.4 Within this Travel Plan further details of the Travel Choices programme will be provided, including:
 - Details of how the plan will be managed by the experienced Travel Choices team;
 - Details of a package of engagement materials, used to inform residents of their local travel choices;
 - Details of the support available to residents through the Travel Choices programme;
 - Details of a package of offers and discounts, available through the Travel Choices programme; and
 - Details of the monitoring and reporting strategy to be put in place.
- 1.5 In this context, the Travel Plan for the proposed development at Jump is intended to reflect the site's accessibility to local services, public transport and active travel routes. The Travel Plan therefore focuses on ensuring that these opportunities are understood and utilised by residents from first occupation and over time.

SITE LOCATION & DEVELOPMENT SUMMARY

- 1.6 The proposed development site lies within the settlement boundary of Hoyland and immediately adjoins the urban fabric of Jump to the west, whilst Hemingfield is located to the north-west.
- 1.7 The land is bounded by Cemetery Road to the north, with houses and Hemingfield and Jump Cemetery beyond. Existing houses are located to the west, and to the north-east along Cemetery Road. To the east is a railway line, and to the south is protected Green Space, known as Wentworth Road Green Space. The indicative site location is shown in **Figure 1.1**.

Figure 1.1: Site Location



(Source: Google Earth)

- 1.8 The development proposals include 270 dwellings, consisting of a mixture of open-market and affordable housing.
- 1.9 The primary access to the development site will be taken from a new priority T-junction on Cemetery Road, to the north of the site. This junction will be designed to have 2m wide footways to either side of the highway, connecting to a new footway to be provided along the site frontage, to the southern side of Cemetery Road.

- 1.10 A small number of additional dwellings would be served from three private driveway access points taken directly from Cemetery Road, with an additional link for pedestrians and cyclists also to be made to the east, connecting to the existing Public Right of Way (PRoW).
- 1.11 In addition, it is proposed to provide a 2m wide footway across an area of public open space to the south of the site, providing a connection between the site and Wentworth Road.
- 1.12 Within the development site high quality infrastructure for pedestrians and cyclists will be provided, with all primary routes benefitting from footways to either side of the highway.
- 1.13 A plan of the proposed development is included within **Appendix A**.

DEVELOPERS COMMITMENT TO TRAVEL PLANNING

- 1.14 BDW recognise that by developing a Travel Plan, sustainable travel patterns can be established from the outset and maintained over time, minimising the impact that the development has upon the local environment and ensuring that, where possible, all residents are able to make informed journey choices.
- 1.15 Residential travel plans can deliver a wide range of benefits to developers themselves, as well as to residents and the wider community. At the sales and marketing stage a proactive Travel Plan can assist a residential developer in promoting a site as an accessible and sustainable location to live, with a range of travel options available to prospective residents. This process enables residents to make a fully informed decision when choosing to move to the site, taking into account the site's location relative to sustainable travel options, and the knock on effect this may have upon reducing the need to use a car for regular or one-off journeys.
- 1.16 The promotion of sustainable travel options from an early stage provides a cost-effective mechanism by which developers can minimise the level of car based trips generated by a development, which in turn reduces the impact a development has on local traffic levels, air quality and road safety.
- 1.17 The individual benefits to be derived through the use of sustainable travel options range from financial savings through reduced fuel consumption, improved health through increased use of active travel modes (walking and cycling), and greater choice in the travel options available.

- 1.18 Recognising these benefits, BDW are fully committed to the process of delivering this Travel Plan in taking the development forward. Furthermore, they are committed to providing the appropriate level of resource to ensure the continued strategic implementation of the measures contained within this document, monitoring the progress of the plan, and amending it where necessary.

THE TRAVEL PLAN VISION, DESIRED OUTCOMES AND OBJECTIVES

- 1.19 The vision for this Travel Plan, and the resultant Travel Choices programme, is to:
- “Support the creation of a well-connected residential community where day-to-day journeys can be undertaken by walking, wheeling, cycling and public transport where realistic and appropriate, by maximising opportunities for connection with existing local transport options, and delivery of effective resident engagement.”*
- 1.20 To achieve this vision the primary outcome sought through the development and implementation of this Travel Plan is to ensure that all residents are aware of their local sustainable travel choices, both prior to moving to the site, and following the occupation of their new home.
- 1.21 As a result, the objectives of the Travel Plan are to:
- Identify the range of travel options available to the site;
 - Identify the mechanisms required to maximise the use of sustainable travel modes amongst residents; and
 - Identify the mechanism by which the success of this Travel Plan can be monitored and reported upon.

2. POLICY CONTEXT

INTRODUCTION

- 2.1 This section of the Travel Plan identifies the policy context within which the development proposals have been brought forward; it clearly demonstrates how the proposed development would contribute to the overarching principles of national and local transport policy.

NATIONAL POLICY CONTEXT

Government White Paper: Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen (DfT, 2011).

- 2.2 In the Integrated Transport White Paper, a wide range of measures to deal with congestion and pollution are set out. The White Paper highlights the need for action at both a national level as well as within a local context.
- 2.3 In addition, the White Paper identifies the costs of transport – in particular, the issues surrounding delay, pollution, health problems and accidents all caused by local congestion. Recognising this, it states that access to sustainable travel modes and improving accessibility can:
- “Make a significant contribution to public health and quality of life”.*
- 2.4 In terms of public transport improvements, the White Paper stresses the need to make public transport more attractive so that it provides a viable alternative to car journeys, especially for trips of less than five miles.
- 2.5 The White Paper also outlines the need for positive influences upon travel behaviour, including ‘nudge’ theory, which is concerned with soft promotion of public transport and identifying targets (people) susceptible to changes in travel behaviour.

National Planning Policy Framework (NPPF – MHCLG, December 2024)

- 2.6 The most recently adopted National Planning Policy Framework (NPPF) was published in December 2024 and sets out the government’s planning policies for England and how these are expected to be applied. It continues to encourage development through the planning system, with a presumption in favour of sustainable development. Paragraph 109 states that “Transport issues should be considered from the earliest stages of plan-making and

development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a) Making transport considerations an important part of early engagement with local communities;
- b) Ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
- c) Understanding and addressing the potential impacts of development on transport networks;
- d) Realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;
- e) Identifying and pursuing opportunities to promote walking, cycling and public transport use; and
- f) Identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."

2.7 Paragraph 116 states that: *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*

2.8 Paragraph 117 sets out that applications for development should:

- a) Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

- d) Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.9 Paragraph 118 suggests that *“all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.”*

LOCAL POLICY

Barnsley Local Plan (2019-2033)

2.10 The Barnsley Local Plan was adopted in January 2019 and sets out the local planning policy for the future development of Barnsley up to 2033. The objectives of the Local Plan are:

- **Policy SD1 Presumption in Favour of Sustainable Development:** When considering development proposals we will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. We will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
- **Policy T3 New Development and Sustainable Travel:** New developments will be expected to:
 - Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;
 - Provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant Supplementary Planning Document;
 - Provide a transport statement or assessment in line with guidance set out in the National Planning Policy Framework and guidance including where appropriate regard for cross boundary local authority impacts; and
 - Provide a travel plan statement or a travel plan in accordance with guidance set out in the National Planning Policy Framework, including where

appropriate, regard for cross boundary local authority impacts. Travel plans will be secured through a planning obligation or a planning condition.

- **Policy T4 New Development and Transport Safety:** New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.

2.11 This Travel Plan has been produced taking into account the overarching themes of both national and local policy guidance, which seeks to encourage development that is readily accessible by means other than the private car and to enhance this, as appropriate through delivery of bespoke Travel Plan measures.

3. TRAVEL BEHAVIOUR & LOCAL CONNECTIVITY

INTRODUCTION

- 3.1 This section considers the expected travel behaviours and needs of future residents, including the key destinations that people are likely to access from the proposed development site.
- 3.2 This will set the context for the subsequent review of local sustainable travel options (Section 5), and the travel plan measures proposed (Section 6).

TRAVEL BEHAVIOUR AND ANTICIPATED TRAVEL PATTERNS

- 3.3 In a residential context, travel patterns are influenced by a wide range factors, including the varied range of journey types undertaken by the different members of a household. Whilst historically there has often been a focus on the nature of commuting trips, it is recognised that journeys to and from work represent only a proportion of total trips at a residential site, with a significant number of journeys relating to local, day-to-day activities such as trips to education, shops, leisure and others destinations.
- 3.4 This is reflected in evidence from the Department for Transport's National Travel Survey (NTS) which provides an indication of the distribution of trips by journey purpose in England. This is shown in **Table 3.1**.

Table 3.1: Distribution of Trips by Journey Purpose

Journey Purpose	Proportion of Trips
Shopping	18%
Commuting	12%
Escort (incl. school runs)	15%
Education	~8%
Personal Business	~13%
Leisure /social / visiting	~25%
Other business	~2-3%

- 3.5 Based on the above, it is expected that many of the trips generated by the proposed development will be local, and focussed upon leisure, retail and education destinations within and around Jump. This aligns with analysis of National Travel Survey data, which

indicates that approximately 65-70% of all trips in England are under 5 miles (Department for Transport, 2024).

- 3.6 Analysis of the same data from the National Travel Survey suggests that, when considering journeys of all purposes, the use of active travel modes is already relatively high for short trips, with around 41% of journeys under 5 miles currently made by walking or cycling. It is in the context of this baseline that Active Travel England (ATE) reference a policy objective for 50% of short journeys in towns and cities to be walked or cycled by 2030, a target established at a national level by the Department for Transport through the Cycling and Walking Investment Strategy (CWIS/CWIS2).
- 3.7 It is important to acknowledge at this point that this data is taken mainly from national sources, and therefore whilst assumptions can be made regarding likely travel patterns, it is not possible to establish a precise baseline for all journey purposes.

PROPENSITY TO TRAVEL – ACCESSIBILITY STANDARDS

- 3.8 Before identifying the key local destinations that people are likely to access from the development, it is important to set the context for how far people are typically willing to travel by sustainable travel modes.
- 3.9 For this purpose, reference is made to a range of guidance and accepted standards relating to walking, cycling and public transport. As summarised below, there is no one standard which is universally accepted, with different bodies quoting slightly different metrics, however the broad principles are consistent.

Walking & Cycling Accessibility Standards

- 3.10 With regards to walking trips, guidance provided by the Institute of Highways and Transportation (IHT) sets out recommended walking distances by journey purpose, as summarised in **Table 3.2**.

Table 3.2: IHT Walking Guidelines

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

(Source: IHT)

- 3.11 As shown, walking distances of up to 2km are considered acceptable for commuting and school journeys, with shorter distances typically associated with access to town centres and local services.
- 3.12 This guidance is consistent with that contained within Manual for Streets (DfT, 2007), which highlights the importance of creating walkable neighbourhoods and notes that walking has the greatest potential to replace short car trips, particularly those under 2km.
- 3.13 In relation to cycling, it is generally accepted that journeys of up to 5km can reasonably be undertaken by bicycle for many day-to-day journey purposes. At an average cycling speed, this equates to a journey time of approximately 15–20 minutes.
- 3.14 Local Transport Note 1/20 (LTN 1/20) further notes that a significant proportion of trips are within distances that could be cycled, identifying trips of up to 5 miles (approximately 8km) as being achievable for many people. This is consistent with the DfT definition of a 'short journey', which is quoted as being 'trips of less than 5 miles'.
- 3.15 These assessment criteria are similar, albeit not directly comparable, to those referred to within guidance relating to the creation of '20-minute neighbourhoods'. According to guidance published by the Town and Country Planning Association (TCPA) the 20-minute neighbourhood concept is about creating attractive, safe, walkable environments in which people of all ages and levels of fitness are happy to travel actively for short distances from home to destinations that they visit and the services that they need to use day to day. This includes shopping, school, community and healthcare facilities, places of work, green spaces and more. It is said that these places need to be easily accessible on foot, by cycle or by public transport.
- 3.16 Whilst referred to as a '20-minute neighbourhood', the guidance makes it clear that the name is not the point, nor is the number of minutes specified. What matters is that this is a holistic approach to place making with potential to improve people's health and wellbeing. The reference to 20-minutes originates from a study in Melbourne, Australia, which resulted in the city adopting a position that a 20-minute journey represents an 800 metre walk from home to a destination, and back again (10 minutes each way). The same journey time relates to a cycling distance of approximately 3.5km.
- 3.17 In the context of the development proposals at Jump, the accessibility and connectivity of the site will be considered in relation to a 2km walking distance and 5km cycling distance. Reference will also be made, however, to whether local amenities also fall within a distance of 800m.

Public Transport Accessibility Standards

- 3.18 Evidence indicates that users of public transport are generally willing to undertake longer journeys than by active modes, with typical accepted journey times varying by purpose. For commuting trips, journey times of approximately 30–60 minutes are commonly observed and accepted, with a decline in attractiveness beyond this range (Department for Transport National Travel Survey; Transport for London). Education trips tend to be slightly shorter, whilst discretionary trips such as shopping and leisure are more time-sensitive, typically falling within a 20–30 minute range.
- 3.19 Public transport use is influenced more by total journey time and convenience than by distance alone. In particular, factors such as waiting time, the need to interchange, and service reliability can significantly affect user perception, with indirect or multi-stage journeys often viewed less favourably than direct services. The quality and type of service also influence journey tolerance. Higher-order modes, such as rail, tend to support longer journeys and greater access distances than bus services, reflecting their speed and reliability. Typical walk distances of around 400m to bus stops and up to 800m to rail stations are commonly referenced in guidance and research (Transport Research Laboratory).
- 3.20 Overall, whilst public transport can support longer-distance trips than walking and cycling, its attractiveness is strongly dependent on journey time, directness and service quality. Journey purpose remains an important factor, with commuting trips showing the greatest tolerance for longer travel times.
- 3.21 In the context of the development proposals at Jump, the accessibility and connectivity of the site will be considered in relation to a 60-minute public transport journey time to key employment destinations, a 45-minute journey time to key education and health destinations, and a 30-minute journey time to key retail and leisure destinations.

LOCAL DESTINATIONS AND ACCESSIBILITY

- 3.22 Having regard to the accessibility criteria set out above, an assessment has been undertaken of the key local destinations that are likely to be accessed by future residents of the development, on foot, by bike or by public transport.
- 3.23 These destinations reflect the types of journeys typically undertaken in a residential context, including access to local services, education, healthcare and employment. Journey times and distances are taken from the proposed centre of the site, using either the northern

primary access on Cemetery Road, or southern proposed footway connection to Wentworth Road, as appropriate.

Table 3.3: Local Amenities

Amenity	Distance	Walk Distance	Cycle Distance	Public Transport
Health				
The Hoyland Centre	1.7km			8 mins
Well Pharmacy	1.6km			7 mins
Cohens Chemist	1.6km			7 mins
Hoyland Medical Practice	1.7km			8 mins
Education				
Jump Primary School	450m			NA
The Ellis CE Primary School	1.2km			8 mins
Greenfield Primary School	1.1km			14 mins
Little Cobs Nursery	900m			13 mins
Kirk Balk Academy	2.6km			21 mins
Retail				
Jump Post Office	450m			NA
Tesco Superstore	1.6km			9 mins
Premier Convenience Store	450m			9 mins
Hoyland Town Centre	1.7km			7 mins
Cortonwood Shopping / Retail Park	2.9km			12 mins
Leisure & Community				
The Flying Dutchman	350m			NA
Library	1.7km			9 mins
Elsecar Heritage Centre	1.7km			14 mins
Employment				
Dearne Valley Parkway Businesses	2.5km			19 mins
Evri Barnsley Hub	3.7km			22 mins
Barnsley Town Centre	9.5km			31 mins
Sheffield City Centre	16km			33 mins
Manvers	7.2km			32 mins

(Key: Green = within 2km/5km distance of the site or within PT journey time; Amber = beyond a 2km/5km catchment of the site, or beyond PT journey time; White = not applicable)

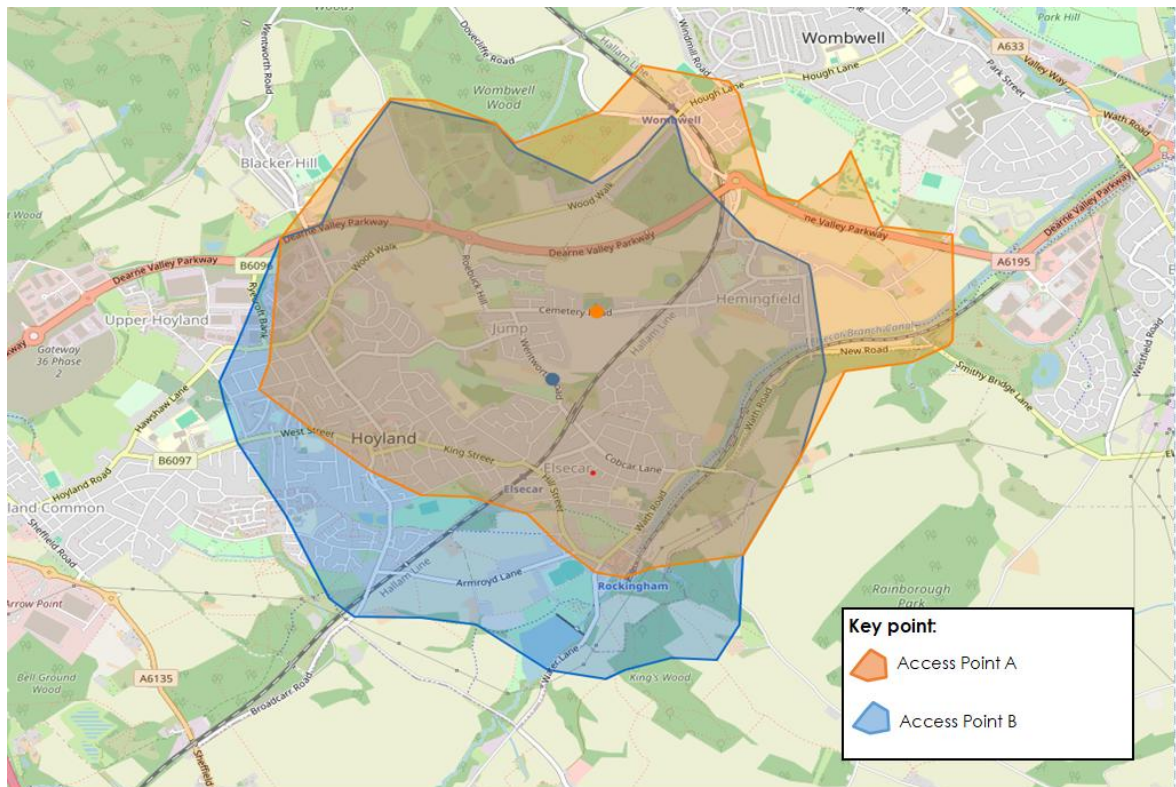
- 3.24 As shown in **Table 3.3**, a range of key local destinations are located within distances that can reasonably be accessed on foot, by cycle or by public transport, including education,

local retail, healthcare and employment opportunities. Where destinations are too far to reasonably walk, they can often be reached either by bike, or in a reasonable travel time by public transport.

WALKING AND CYCLING CATCHMENTS

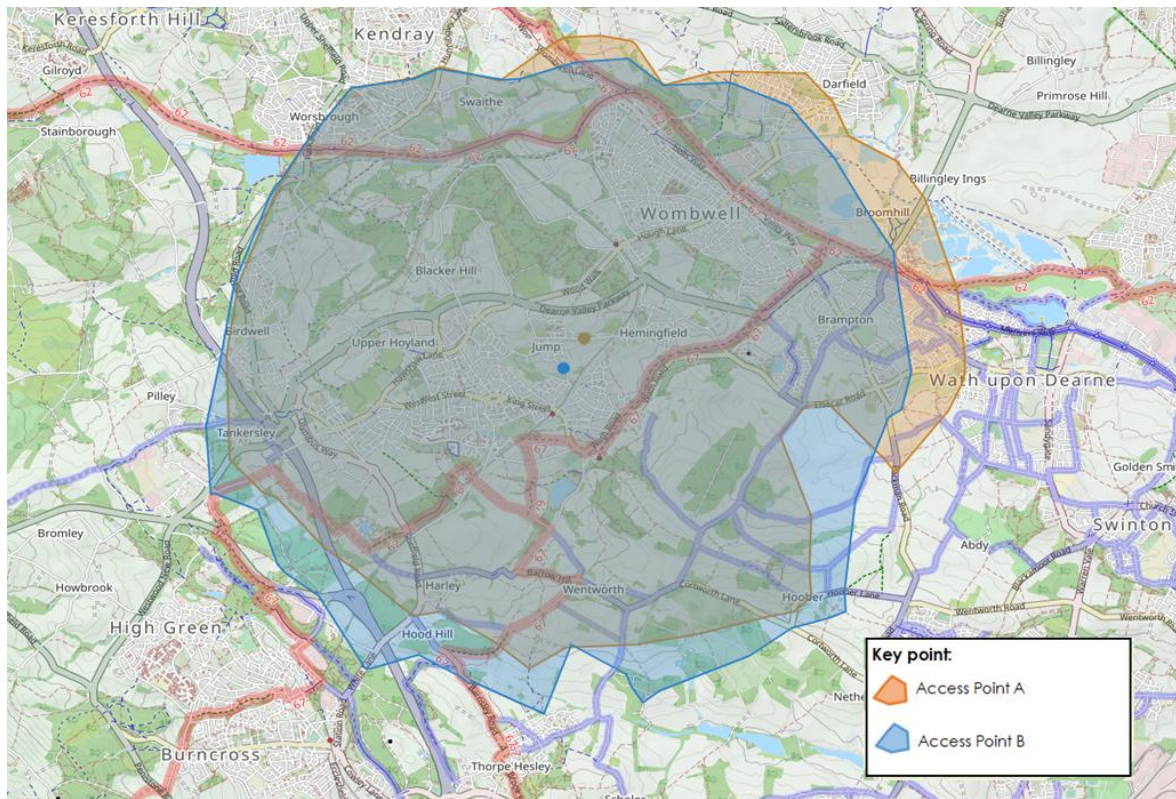
- 3.25 Reflecting the accessibility criteria set out above, **Figure 3.1** illustrates a 800m / 2km walking catchment from the site, taken roughly from the proposed northern access. **Figure 3.2** illustrates a 5km cycling distance from the site. These figures are useful in visually illustrating the local areas which are accessible within the suggested preferred walking and cycling distances.

Figure 3.1: 2 Km Walking Catchment Isochrone



(Source: Iso4app)

Figure 3.2: Cycling 5Km Catchment Isochrone



(Source: Iso4app)

4. ACCESS BY SUSTAINABLE MODES

INTRODUCTION

- 4.1 This section of the Travel Plan provides a summary of the existing and proposed sustainable transport infrastructure that will facilitate and encourage trips to key local destinations on foot, bicycle or public transport, rather than by car.
- 4.2 A further, more detailed, audit of local active travel infrastructure has been undertaken and included within the Transport Assessment, which should be read alongside this Travel Plan.

ACTIVE TRAVEL INFRASTRUCTURE & ROUTES

- 4.3 The proposed development site is located within an existing urban area, where there is generally good provision for journeys both on foot or by bike.
- 4.4 The development will take its primary access from Cemetery Road, which except for the site frontage benefits from footways to either side of the highway, with street lighting and a 30-mph speed limit throughout. As part of the development proposals a footway along the full site frontage to the south of Cemetery Road would be created, connecting the existing provision and benefiting new residents and the wider community.
- 4.5 This provision continues to Jump and beyond to the west, and Hemingfield to the east. It is also consistent along other key local routes including Wentworth Road, Church Street, Roebuck Hill and Greenside Lane, which all benefit from footways to either side of the highway.
- 4.6 In addition to the primary access, two pedestrian/cycle connections will be made between the site and the surrounding existing network of routes. To the southwest of the site a connection will be made through an area of public open space, to Wentworth Terrace, whilst to the east a connection will be made linking to the existing Public Right of Way (PRoW) which runs along the access road to Low Farm.
- 4.7 With regards to cycle infrastructure, the closest formally recognised cycling route is accessed via Tingle Bridge Lane, approximately 1.5km from the site. This route, which connects with NCN Route 62, provides a largely traffic-free route between Barnsley and Sheffield. More generally, cyclists are catered for on the highway.

4.8 As identified within the Transport Assessment, a series of improvements to the local highway network have been proposed to support local trips by those walking or wheeling. These will be discussed and agreed with the Council, but can be summarised as:

- Cemetery Rd / Preston Ave junction: install tactile paving to existing dropped kerb;
- Cemetery Rd / Hall Ave junction: install tactile paving to existing dropped kerb;
- Cemetery Rd / Arundel View junction: install tactile paving to existing dropped kerb;
- Wentworth Rd / Dyer Rd junction: install tactile paving to existing dropped kerb;
- Cobcar Ln / Cobcar St junction: install tactile paving to existing dropped kerb;
- Roebuck Hill, adjacent to Jump Primary School: install uncontrolled dropped crossing with tactile paving;
- Cobcar Ln, c.50m northwest of the Cobcar Ln / Welland Cres junction: install uncontrolled dropped crossing with tactile paving;
- B6097 Hill Street: install uncontrolled dropped crossing with tactile paving;

PUBLIC TRANSPORT

- 4.9 Whilst a range of local trips are likely to be undertaken on foot or by bike, it is nonetheless important to consider the options for bus travel within the vicinity of the site, for those travelling around the local area and further afield.
- 4.10 The closest bus stops to the proposed development site are located immediately outside of the site, on Cemetery Road. The westbound stop benefits from a flagpole and timetable information and sits on an area of hard standing to the south of the highway. The eastbound stop benefits from a shelter, seating and timetable information, and is accessible from the footway to the north of the carriageway.
- 4.11 Additional bus services can be accessed from Church Street, within a walk of approximately 450m from the proposed development access point.
- 4.12 **Figure 4.1** illustrates the locations of the bus stops in the vicinity of the site whilst **Table 4.1** summarises the services available from these stops.

Figure 4.1: Bus Stop Locations



(Source: Open Street Map)

Table 4.1: Local Bus Service Summary

Service	Route	Approximate Headway			
		Weekday	Weekday Evening	Saturday	Sunday
From Cemetery Road					
67 / A / C	Barnsley - Wombwell	60 mins	60 mins	60 mins	2 hours
From Church Street					
66	Barnsley via Hoyland & Elsecar	20 mins	30 mins	20 mins	30 mins

(Source: Stagecoach Yorkshire)

- 4.13 As can be seen in **Table 4.1** the bus stops on Cemetery Road are currently served by one bus an hour throughout the daytime and evening Monday to Saturday, reducing to one bus every two hours on a Sunday. The stops on Church Street, meanwhile, are served by three buses an hour throughout the daytime Monday to Saturday, reducing to two buses an hour on an evening and Sunday.

- 4.14 These frequencies ensure that a range of key local destinations can be accessed within reasonable journey times by bus from the site, as summarised below. These journey times include the time that it takes to walk from the site access, to the bus stop:
- Hoyland: 8 mins
 - Barnsley: 31 mins
 - Elsecar Heritage Centre: 14 mins
 - Cortonwood Shopping / Retail Park: 12 mins
 - Kirk Balk Academy: 21 mins
- 4.15 Whilst the more frequently served bus stops on Church Street are located approximately 450m from the site access, this should not be considered a constraint to the attractiveness of public transport in this location. The commonly referenced 400m walking distance to bus stops is a general rule of thumb rather than a fixed policy requirement, and research demonstrates that users are often willing to walk further where the quality, frequency and directness of service are high.
- 4.16 In this case, the Church Street stops are served by frequent bus services operating at up to three buses per hour, reducing waiting times and improving the overall attractiveness of bus travel. Public transport choice is influenced more by total journey time and convenience than by access distance alone, with factors such as service frequency, reliability and direct routing often carrying greater weight than the initial walk to the stop (Department for Transport WebTAG; Transport Research Laboratory).
- 4.17 This is reflected in the journey times available from the site, which are presented above. These journey times fall comfortably within the range typically accepted for commuting and education trips, where users are generally willing to undertake public transport journeys of 30–60 minutes.
- 4.18 Accordingly, the slightly longer walk to access bus services on Church Street is offset by the quality of the onward public transport provision and the ability to reach key employment, education and service destinations within reasonable and competitive travel times. When combined with the 67 service which runs along Cemetery Road, the site can therefore be considered to benefit from a realistic and attractive opportunity for travel by bus, supporting reduced reliance on the private car.
- 4.19 With regard to rail options, the closest railway station to the site is Elsecar, located approximately 1km to the south. Measured from the centre of the site this station can be accessed in circa. an 6-minute cycle or a 15-minute walk. Managed by Northern Rail, the

station is a Category B1 accessible and benefits from cycle parking spaces, ticket machines, CCTV and a sheltered waiting area.

- 4.20 **Table 4.2**, shows the destinations directly accessible from Elsecar station, illustrating that rail will provide an important travel option for many residents, and a realistic alternative to the car for many local and regional journeys.

Table 4.2: Train Service Summary

Destination	Distance (mins)
Barnsley	9 mins
Meadowhall	11 mins
Sheffield	19 mins
Wakefield Kirkgate	29 mins
Leeds	51 mins
Huddersfield	58 mins

SUMMARY

- 4.21 It has been illustrated above that the proposed development site is located in an accessible location. Future residents of the site would be able to undertake a range of local trips on foot or by bike, within just a short travel time, due to both the proximity of key services/amenities and the availability of good quality infrastructure.
- 4.22 Those wishing to travel further afield will be able to benefit from close access to regular bus services from Cemetery Road and Church Street, and rail services via the Elsecar train station.
- 4.23 The aim of this travel plan should, therefore, be to maximise the use of the opportunities to undertake journeys by sustainable modes of transport, and in doing so to minimise the number of trips undertaken by car.

5. TRAVEL PLAN MEASURES

INTRODUCTION

- 5.1 As noted at the outset of this report, BDW intends to appoint TPS to implement the Travel Choices programme at the Cemetery Road development. Travel Choices is a tailored package of measures, delivered in pursuit of the visions, aims and objectives of this Travel Plan strategy.
- 5.2 The programme is structured around the following themes, which will be expanded upon below:
- Engagement on Travel Choices;
 - Support for Sustainable Travel Choices; and
 - Management of the Travel Choices Programme.
- 5.3 At the time of preparing this report over 150 residential developments make up the Travel Choices network of sites, providing the delivery team with vast experience of the measures which offer maximum benefit and value for money, within a residential context.
- 5.4 The following section will outline the package of Travel Choices measures that will be delivered at the development, providing examples of comparable measures delivered in a similar context elsewhere, where appropriate.

ENGAGEMENT ON TRAVEL CHOICES

- 5.5 One of the key aims of the Travel Choices programme is to ensure that those who live at the site are fully aware of their local travel options, and the benefits of making a switch away from habitual use of the car.
- 5.6 For many journeys the car can provide a convenient or practical travel option and may continue, therefore, to be used through choice, or need by some. There are also, however, many occasions where the car is used purely due to familiarity or habit, and where people may be inclined to travel differently if made aware of the choices available to them.
- 5.7 Through the Travel Choices programme residents will, therefore, be provided with information on their local travel options. This information will be presented in an engaging and professional format, helping to ensure that it is appealing to the widest possible audience. At the development, the following Travel Choices materials will be prepared:

Sustainable Travel Choices Website

- 5.8 Websites offer an ideal means of providing people with access to up to date information, and direct links to useful tools such as journey planning websites, car share schemes, timetables and maps. They are more flexible and environmentally friendly than provision of hard copies of travel information, which is likely to change over time.
- 5.9 A bespoke sustainable travel information website will, therefore, be set up for the development, providing residents with access to the latest local information, advice and news. This website will be managed by the TPC throughout their involvement at the site, after which control of the website will be offered to a local residents' group (or willing individual) to ensure that the opportunity exists for travel planning to continue at the site.
- 5.10 The Travel Choices website will contain a wide range of site-specific travel information and advice and will, where appropriate, provide direct links to external sources of information, including but not limited to:
- The provision of public transport timetables and maps for download;
 - Links to journey planning software;
 - Information and advice on car sharing, with a link to the Liftshare car share scheme;
 - Cycle maps to download;
 - Advice on walking and cycling in the local community;
 - A map illustrating the key local travel options and key local trip destinations; and
 - Real time information for the closest bus stops.
- 5.11 The website will be promoted to prospective residents via the sales offices, in the sustainable travel guide and annual newsletter (see below).
- 5.12 An example website prepared by TPS, and similar to the one to be provided, can be seen at: www.oughtibridgevalley-travelchoices.uk

Sustainable Travel Choices Guide

- 5.13 A bespoke Travel Choices guide will be prepared for the site, an example of which can be found within **Appendix B**.
- 5.14 Within the Travel Choices guide, residents will be presented with the following key information:
- An overview of the purpose of the Travel Choices programme;
 - A map, illustrating the location of key local destinations relative to the site;

- An overview of local active travel options and infrastructure, with typical walking and cycling times to key local destinations;
- Links to key sources of further information which can assist in the planning of a local journey by foot or by bike;
- An overview of local public transport options, including key information on the route and frequency of local services, with typical journey times to key local destinations;
- Advice on the most appropriate sources of further information on public transport options, including details of relevant smart phone apps and journey planning tools;
- A summary of timetables, which will also point future residents to the location of online timetables which can be viewed and downloaded;
- Details of car share schemes, which can be used to connect with others undertaking a similar journey by car;
- Advice on making the switch to an electric or hybrid vehicle, with links to key sources of further information;
- Details of a range of offers, discounts and savings, which can be made through the Travel Choices programme (further details provided below); and
- Advice on the support available from the Travel Choices team, including the offer of a Personal Journey Plan.

- 5.15 The Travel Choices guide will be made available through the sales office, to both prospective purchasers and new homeowners. The provision of the guide prior to the point of purchase will help to ensure that people are aware of the local travel options from the outset, and it is hoped that, in some cases, it will provide people with the comfort that they can move to the site without a reliance upon the car.
- 5.16 All new homeowners will be provided with a further copy of the guide on first occupation, alongside their welcome pack.
- 5.17 The Travel Choices team will be responsible for engaging with the onsite sales team to inform them of the purpose of the Travel Choices programme and the support that residents can access through it. The Travel Choices team will also assume responsibility for reviewing the content of the guide on a regular basis, to ensure that any changes to local travel options are reflected.

Annual Sustainable Travel Choices Newsletter

- 5.18 Having provided residents with information on their local travel choices at first occupation, it is important to follow this up with further engagement throughout the first years of living at the site.
- 5.19 This helps to remind people of the benefits of making sustainable travel choices, reminds them of the options available to them, and in some cases provides an update on any changes to local travel options, or new related tools and initiatives such as local cycle training or bike marking events. The newsletter also provides an opportunity to engage with second occupants of any homes at the development that are sold on, or tenants of any homes at the development that are rented.
- 5.20 The Travel Choices newsletter will also act as an opportunity to promote nationally and internationally recognised walking and cycling events / campaigns such as National Walking Month, Cycle to Work Day, Bike Week, Cycle September, and Clean Air Day (among others).
- 5.21 For this reason, all occupied homes at the development will be sent a Travel Choices newsletter, an example of which can be found within **Appendix C**. This newsletter will be published annually, throughout the delivery of the Travel Choices programme at the development.

SUPPORT FOR SUSTAINABLE TRAVEL CHOICES

- 5.22 Whilst in some cases, the provision of information alone can be enough to influence an individual's travel behaviour, in other cases there can be a need to offer additional support or incentive. For this reason, a number of further measures will be delivered through the Travel Choices and development programme at the development.

Travel Choices Offers, Discounts and Savings

- 5.23 Those living at the development will be able to access a range of offers and discounts on sustainable transport related services and products, alongside advice on ways to make savings when travelling by public transport.
- 5.24 These offers, which will be promoted through the engagement materials, are available through the website savings-travelchoices.uk, and currently include:
- Halfords: 7% off bikes, cycle accessories and cycle servicing
 - Bike Dock Solutions: 10% off home bike storage and security solutions

- Bikmo: 5% off the cost of bike insurance
- Talio E-Bikes: 25% off the cost of a new Talio e-bike

Provision of Cycle Storage Facilities

- 5.25 The provision of cycle storage facilities can help to facilitate and encourage the ownership of a bike, and in turn help to facilitate the use of a bike as a local travel option. For this reason, cycle storage is proposed for all plots, either within garages where available, or within an external secure storage area.

Provision of Electric Vehicle Charging Points

- 5.26 Ownership of electric vehicles is on the rise, as the government seek to transition away from the use of petrol and diesel vehicles over the coming decade. To facilitate this, it is proposed to provide electric vehicle charging points at all plots within the development.

Personal Journey Planning Support

- 5.27 Where residents remain unsure of their travel options, the Travel Choices team will be on-hand to help. Promoted through the Travel Choices engagement materials will be the offer of a free 'personal journey plan', which will help to inform residents of the journey options available for a regular journey of their choice.
- 5.28 Based upon the journeys start and end point, and the intended time of travel, the Travel Choices team will present the residents with details of the travel options available. This will include details such as journey time, route and even the exact location of the bus stops / services to use if travelling by public transport.

Travel to School Support

- 5.29 The TPC will engage with the Council to identify opportunities to support school based travel plan initiatives. Where opportunities exist to promote or support specific initiatives, such as the Walk and Wheel Challenge, this will be pursued by the TPC, with relevant information to be distributed to residents via the engagement channels identified.
- 5.30 The TPC will also add specific information to the Cemetery Lane Travel Choices website and newsletters to encourage parents to ditch the car for the school run, with advice on how this can safely be achieved.

MANAGEMENT OF THE TRAVEL CHOICES PROGRAMME

5.31 It is recognised that an important element of the success of any Travel Plan is the appointment of a suitable individual, or team, to manage the programme through its duration. This role is often referred to as a Travel Plan Coordinator (TPC).

5.32 The Travel Choices team at TPS will be appointed by BDW to act as the TPC for the proposed development. They can be contacted using the information below:

John Hacker

TPS Transport Consultants Ltd, 151 – 153 Wakefield Road, Wakefield, WF4 5HQ

T: 01924 664638

E: info@travelchoices.uk

5.33 The role will commence prior to first occupations taking place and will continue until two years after final occupations have taken place. Responsibilities of the Travel Choices team will include (but not be limited to):

- Overall management of the Travel Choices programme, including fulfilment of the Travel Plan obligations;
- Preparation, distribution and ongoing updating of the Travel Choices materials;
- Stakeholder engagement, including with the local council;
- Engagement with residents, including the provision of a Personal Journey Plan on request;
- Maintaining an understanding of local travel options, and updating Travel Choices materials as appropriate;
- Engagement with the sales team; and
- Preparation of an annual monitoring report.

Resources and Budget Allocation

5.34 Through the appointment of the Travel Choices team, BDW will make suitable budget provision available to cover the implementation of this Travel Plan in full.

6. TARGETS, MONITORING AND REPORTING

TRAVEL PLAN VISION, OUTCOMES & TARGETS

6.1 It has been established in Section 1 that the vision for this Travel Plan is to:

“Support the creation of a well-connected residential community where day-to-day journeys can be undertaken by walking, wheeling, cycling and public transport where realistic and appropriate, by maximising opportunities for connection with existing local transport options, and delivery of effective resident engagement.”

6.2 Associated with this vision, the primary outcome sought through the development and implementation of this Travel Plan is to ensure that all residents are aware of their local sustainable travel choices, both prior to moving to the site, and following the occupation of their new home.

6.3 Targets are the quantifiable benchmarks against which progress in achieving the vision and desired outcomes can be assessed over time. Targets should be SMART (see below) and can take the form of ‘aim-type’ targets and ‘action-type’ targets:

- **Specific;**
- **Measurable;**
- **Achievable;**
- **Realistic; and**
- **Time-bound.**

Action-type Targets

6.4 Action-type targets are non-quantifiable targets and take the form of actions that need to be achieved.

6.5 The action-type targets specific to this Travel Plan can be found in **Section 5**, where specific measures for delivery have been identified. **Appendix D** provides an action plan detailing (indicative) roles, responsibilities and timescales for delivery.

Aim-type Targets

6.6 Aim-type targets are quantifiable targets against which the effectiveness of the Travel Plan in achieving its stated aims and objectives can be measured. In order to set aim-type targets it is first necessary to have a ‘baseline’ against which progress can be assessed.

6.7 In this instance, the primary target will be to reduce the number of vehicular trips generated by the development within the peak hours. The expected baseline (i.e. without Travel Plan) number of vehicular trips has been taken from the data presented in the Transport Assessment (TA), prepared in support of the planning application. The target is then to reduce actual (counted) trips to below this baseline, taking account of the Travel Plan measures.

6.8 The target for a reduction in the number of vehicular trips has been set out at 10%, to be achieved within the travel plan delivery period. **Table 6.1**, below, presents both the baseline and target peak period vehicle trip rates, and the related number of vehicle trips anticipated.

Table 6.1: Baseline and Target Vehicle Trip Rates & Traffic Generation

	Baseline 2-Way Trip Generation		Target 2-Way Trip Generation	
	AM Peak	PM Peak	AM Peak	PM Peak
Trip Generation (270 homes)	134	126	120	113
Trip Rate Per Dwelling	0.495	0.466	0.379	0.454

(Source: Optima Highways Transport Assessment)

6.9 The primary target will be considered to be met if the actual number of counted two-way trips per dwelling is less than or equal to the target, averaged across the peak hours, at the end of the Travel Plan delivery period.

6.10 In addition to the primary target relating to vehicular trip reduction, an indicative mode split has been derived based upon 2011 Census journey to work data for the local area.

6.11 It is recognised that this data relates specifically to commuting journeys and does not reflect the full range of travel activity associated with a residential development. It is therefore used as a proxy to indicate the potential direction of travel behaviour, rather than as a precise measure of overall mode share.

Table 6.2: Journey to Work Mode Split Target

Method of Travel to Work	Baseline Mode Split	Target Mode Split
Car / Van Driver	71.8%	64.6%
Car Passenger	8%	35.4%
Public Transport	12%	
Bike	0.9%	
On Foot	5.8%	
Other	1.5%	

(Source: NOMIS, Barnsley 029)

- 6.12 It is also recognised that a significant proportion of journeys associated with residential development relate to local, day-to-day trips, including access to shops, education, healthcare and leisure facilities. As identified in Section 3, these journeys are not fully captured within peak-hour traffic counts or Census journey to work data.
- 6.13 National policy and guidance places increasing emphasis on supporting active travel for shorter journeys. The Department for Transport's Cycling and Walking Investment Strategy (CWIS2) sets out an objective to increase the proportion of short journeys in towns and cities (defined as trips of less than 5 miles) that are walked or cycled to 50% by 2030.
- 6.14 In this context, the Travel Plan seeks to support a shift towards active travel for local journeys, particularly those within these distance thresholds. Whilst it is not considered appropriate to set a quantified target for these journeys, given the limitations of available data, the Travel Plan will support this objective through the delivery of targeted measures aimed at encouraging walking and cycling for short, day-to-day trips.

TRAVEL PLAN MONITORING & REPORTING

Monitoring and Review Strategy 1: Annual Traffic Counts

- 6.15 In residential scenarios, it can be difficult to achieve reasonable response rates to questionnaires as there is no requirement for residents to complete the survey. Experience has proved this to be the case even when an incentive to complete the survey is offered. For this reason, the primary monitoring methodology at this site will take the form of manual peak period traffic counts undertaken at the site access point. By considering the amount of vehicular traffic against the number of units occupied, it will be possible to calculate the vehicular trip rate per household.

- 6.16 The first (baseline) traffic count will be undertaken 12 months after first occupation, with subsequent annual counts to be undertaken throughout the Travel Plan delivery period.

Monitoring and Review Strategy 2: Biennial Resident Travel Survey

- 6.17 An online travel survey will be prepared by the TPC and promoted to all occupied homes through a letter/flyer. The survey will ask residents to identify their usual method of travel for key regular journey purposes (including the journey to work) along with the frequency with which they work from home. The first (baseline) survey will be undertaken approximately 12 months after first occupation, with subsequent surveys to be undertaken biennially throughout the Travel Plan delivery period.

Monitoring and Review Strategy 3: Annual Travel Plan Update Report

- 6.18 To summarise the monitoring activities, along with other Travel Plan activities, each year a Travel Plan Update Report will be submitted to the council.
- 6.19 This report will provide the following details, as a minimum:
- A summary of the Travel Plan requirements;
 - Details of the travel plan targets;
 - A summary of all measures delivered to date, in compliance with the Travel Plan;
 - The findings of the most recent monitoring exercise, with a comparison against the Travel Plan targets.
- 6.20 This monitoring report will be submitted to the council within 3-months of the monitoring taking place, up until the final monitoring exercise 2-years after final occupation of the development.



TPS Transport Consultants Ltd

Stonebridge Court, 151-153 Wakefield Road, Horbury, Wakefield, WF4 5HQ

Tel: 01924 664638

Web: www.tpsconsultants.co.uk

TRAVEL PLAN APPENDICES

Appendix A

Site Layout Plan

Planning Layout - Scale 1:500

Description		Date	
PARKER PEEL ARCHITECTURAL			
info@parkerpeel.co.uk www.parkerpeel.co.uk 01924 921 860			
Client			
Barratt Homes			
Project			
604			
Cemetery Road, Jupp			
No			
Planning Layout			
Rev.	No.	Scale	
404-02	-	1:500/A0	
Drawn	Checked	Date	
AK	LA	05/26	

Appendix B

Example Sustainable Travel Guide

Appendix C

Example Travel Choices Newsletter

ST OSWALD'S VIEW TRAVEL CHOICES

ON THE MOVE

...WITH TRAVEL CHOICES

Claim immediate bus travel for a year, with a **FREE M-CARD**

LOCAL PUBLIC TRANSPORT E-BIKE TRY GET ACTIVE ON THE CIRCUIT RUM

TRAVEL CHOICES BARRATT

TRAVEL CHOICES ST OSWALD'S VIEW

WELCOME

In the latest edition of the St Oswald's View Travel Choices newsletter, when it comes to how to travel the regular choices, we offer the advantages of balancing convenience with sustainability. This edition of the Travel Choices newsletter is packed with resources and advice to help make that balance easier and more enjoyable.

From the bus to the bike, we have a range of options to help you get to work, school or the shops. We've also included a range of advice on how to make the most of your travel choices.

So why not take a look at what's new in this edition of the Travel Choices newsletter? We've got a lot to offer you, and we hope you'll find it helpful.

ST OSWALD'S VIEW

JUST SOME OF THE REASONS TO CONSIDER YOUR SUSTAINABLE TRAVEL OPTIONS

LOCAL AIR QUALITY
Did you know reducing car travel by 10% could lower road traffic-related deaths by up to 20%? That's the power of sustainable travel choices.

SAFETY AND CONVICTION
10% increase in walking and cycling could reduce road deaths by up to 10%.

SUPPORT FOR LOCAL BUSINESS
Did you know that for every £1 spent on local goods, 68p stays in the local economy?

COMMUNITY CONNECTION
Walking and cycling helps build a sense of community and improves mental health.

CLIMATE CHANGE
40% reduction in carbon emissions from transport.

UNLOCK A YEAR OF **FREE TRAVEL** WITH YOUR EXCLUSIVE M-CARD OFFER

WHY YOU'LL LOVE YOUR M-CARD:

- UNLIMITED ACCESS:** Hop on any bus across West Yorkshire, whether you're commuting to work, heading to school, or going on weekend adventures, your M-Card is your key to the door.
- RECOVER & CONNECT:** From the scenic views of Leeds to the vibrant culture of the Yorkshire Dales, your M-Card opens up new horizons. Experience the rich culture, history, and beauty of our region.
- SUSTAINABILITY AT ITS BEST:** Embrace the eco-friendly lifestyle with your M-Card. Not only is it a green choice, but it also helps you save money on your travel costs.
- SAVED SAVING:** Forget about fuel costs, parking fees, and the hassle of traffic. With your M-Card, you're not just saving money, you're investing in your well-being and the environment.

HOW TO CLAIM YOUR **FREE M-CARD**

Getting your hands on your M-Card is easy. Simply email info@stoswaldsview.co.uk with your name and address and we'll send you the details of your M-Card. It's that simple.

EXCLUSIVE OFFERS, DISCOUNTS & SAVINGS

The benefits don't stop there. Your M-Card opens up a world of savings opportunities. From discounts on local businesses to exclusive offers on public transport, there's always something to save on.

HALFORDS: 10% off products and services from the clothing store.

BIKE DOCK SOLUTIONS: 10% off the cost of bike storage and repair services.

BEVING: 10% off the cost of cycle insurance with Beving.

TRAVEL CHOICES ST OSWALD'S VIEW

EXPLORE YOUR PUBLIC TRANSPORT OPTIONS

TRAVEL BY BUS
Your closest bus stop can be found on the St Oswald's View Travel Choices map. The bus routes are shown in blue, and the bus stops are marked with a bus icon.

TRAVEL BY TRAIN
The nearest train station to St Oswald's View is Thirsk, which is served by the Great Northern Railway. The train journey takes about 15 minutes.

TRAVEL BY BICYCLE
Bicycles are a popular mode of transport in St Oswald's View. There are many cycle routes and paths available, and the local council provides a range of services to support cyclists.

ST OSWALD'S VIEW

£2 BUS FARE CAP

Travel by bus is a convenient and affordable way to get around St Oswald's View. The £2 bus fare cap means that you can travel as often as you like for just £2 per day.

TRAVEL BY BICYCLE
Bicycles are a popular mode of transport in St Oswald's View. There are many cycle routes and paths available, and the local council provides a range of services to support cyclists.

TRAVEL CHOICES ST OSWALD'S VIEW

ROAD READY WITH AN M-CHECK

Is your bike getting close to the back of the shed? Before you put it away, it's worth getting it checked by a professional. This quick check ensures that your bike is safe and reliable, and it can help you identify any issues before they become a problem.

1. HEADLIGHTS AND BELL: Check that the headlight is working and that the bell is audible.

2. TYRES AND TUBES: Check that the tyres are inflated to the correct pressure and that the tubes are in good condition.

3. BRAKE PADS AND CABLES: Check that the brake pads are in good condition and that the cables are not frayed.

4. SHIFTS: Check that the shifts are working correctly and that the cables are not frayed.

5. BACKWHEEL TYRE: Check that the back wheel tyre is inflated to the correct pressure and that the tube is in good condition.

ST OSWALD'S VIEW

ELECTRIFY YOUR RIDE

Discover the Exciting World of E-Bikes

Did you know that an estimated 1 in 20 people in the UK now owns an e-bike? And with good reason—over half (55%) of e-bike owners report using their electric bicycle more frequently than they would a traditional bicycle.

The advantages of an e-bike extend far beyond that fact alone. They're transforming perceptions of bicycles, making them more accessible to a wider range of people. E-bikes are making cycling more enjoyable, encouraging more people to take up the sport. And for those who already cycle, e-bikes are making it easier to tackle longer distances and steeper hills.

Curious to experience the magic of e-bikes? Halfords offers a free trial for up to 14 days, allowing you to test the difference firsthand. Visit the Halfords website to learn more and make your decision.

And if you're considering purchasing an e-bike but don't know where to start, Halfords has you covered. Check out their Electric Bike Buyer's Guide or visit their website for more information on e-bikes.

halfords Don't forget, an 8% off discount with Halfords covers that e-bike, too.

TRAVEL CHOICES ST OSWALD'S VIEW

GETTING ACTIVE ON THE SCHOOL RUN

Harvesting the school run can feel like a chaotic rush, affecting not just parents and children but everyone on the road. However, there are ways to make the school run a more enjoyable and active experience for everyone involved.

THE JOURNEY TO ACTIVE LEARNING

1. **PLANNING:** Plan the route in advance, taking into account the school's location and the local environment.

2. **SAFETY:** Ensure that all children are wearing their seatbelts and that the car is in good condition.

3. **ACTIVE:** Encourage children to walk or cycle to school, even if it's just for part of the journey.

4. **LEARNING:** Use the journey as an opportunity to teach children about the local environment and the importance of sustainability.

ST OSWALD'S VIEW

USEFUL WEBSITES & TOOLS

There are an increasing range of online tools and information sources which can help you to plan and undertake journeys by different travel choices. Here are a few of the tools we have picked out for you.

WHY HETERO: Discover the potential of public transport in your area. The website provides a range of information on bus and train routes, timetables, and fares.

ARRIVA: Find out the details of local bus services, including routes, timetables, and fares.

FREE ADULT CYCLE TRAINING: Find out more about the free adult cycle training scheme, which provides a range of support and advice for new cyclists.

NATIONAL RAIL: Find out more about the National Rail network, including routes, timetables, and fares.

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Appendix D

Action Plan

Action	Responsibility	Target Delivery Date
Engagement on Travel Choices		
Preparation of Travel Choices Website	TPC	Prior to Occupation
Preparation of Travel Choices Guide	TPC	Prior to Occupation
Annual Travel Choices Newsletter	TPC	Annually throughout delivery period
Support for Sustainable Travel Choices		
Travel Choices Offers, Discounts and Savings	TPC	Ongoing throughout delivery period
Provision of Cycle Storage	BDWH	Through Design
Provision of EV Charging Points	BDWH	Through Design
Personal Journey Planning	TPC	Ongoing throughout delivery period
Management of the Travel Choices Programme		
Appointment of a Travel Plan Coordinator	BDWH	Prior to Occupation
Monitoring and Reporting		
Annual Peak Period Counts	TPC	12-months after first occupation, then annually until 2-years after final occupation
Biennial Travel Survey	TPC	12-months after first occupation, then biennially until 2-years after final occupation
Annual Travel Plan Update Report	TPC	12-months after first occupation, then annually until 2-years after final occupation