



Residential Travel Plan **Lidgett Lane, Pilley, South Yorkshire**

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Prepared For: Avant Homes

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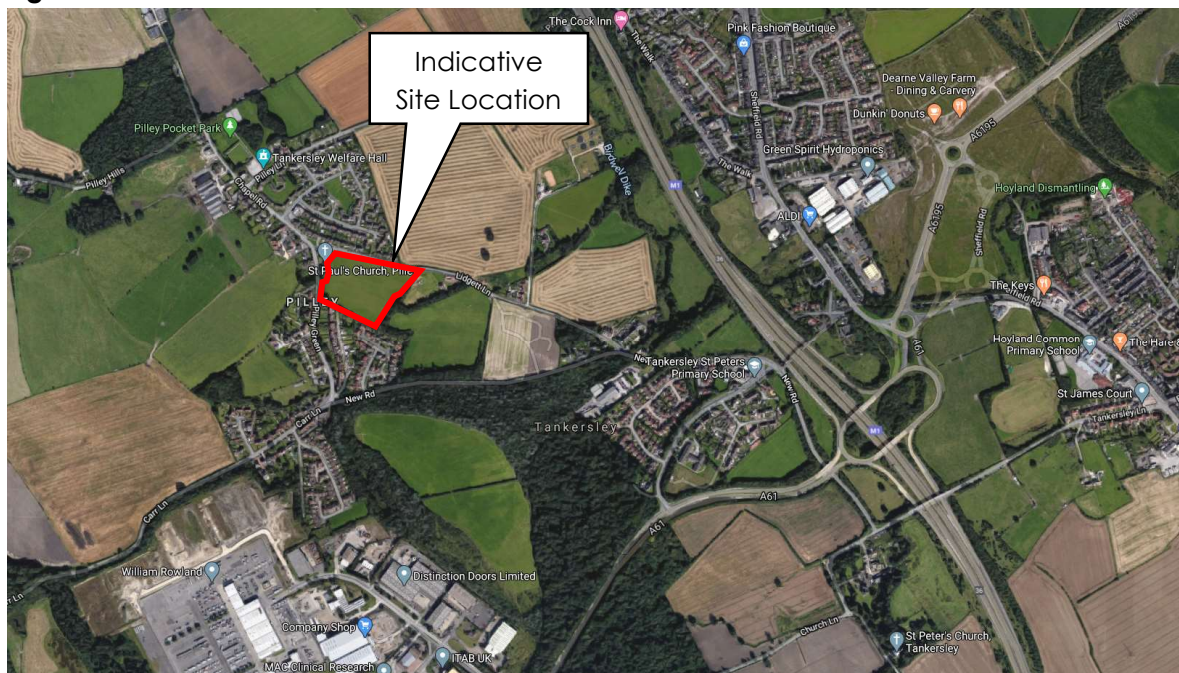
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1. INTRODUCTION

Introduction

- 1.1 TPS Transport Consultants Ltd (TPS) has been commissioned by Avant Homes to prepare a Travel Plan in relation to a residential development of 49 dwellings on land to the south of Lidgett Lane, Pilley, South Yorkshire. The location of the development is shown in **Figure 1.1**; **Appendix A** includes a layout plan for the scheme.

Figure 1.1: Site Location



(Source: Google Maps)

- 1.2 The Travel Plan strategy set out within this report details the specific delivery mechanisms that Avant Homes intends to implement at the site, along with the specific tools that will be utilised by the Travel Plan Coordinator.
- 1.3 This Travel Plan has been prepared to discharge condition 21 of the decision notice for the site, which requires a draft Travel Plan to be submitted to and approved by the Local Authority. In accordance with the wording of the condition, this Travel Plan indicates a range of measures to encourage travel by other modes, other than the private car; whilst allowing for regular monitoring and reporting.
- 1.4 TPS is a specialist Travel Plan consultancy with extensive experience of developing and implementing residential Travel Plans for house builders throughout the UK. The content of the Travel Plan and the specific measures proposed, therefore, pays due regard to national



and local travel planning guidance (**Section 2**), and the experiences of TPS in delivering Travel Plans at other similar residential developments.

Development Proposals

- 1.5 The development proposals comprise 49 dwellings, on land to the south of Lidgett Lane, Pilley, South Yorkshire. The scheme will comprise a mixture of 2, 3, 4 and 5-bedroom dwellings. Access to the site will be divided between two new priority access points, from Lidgett Lane on the northern boundary and from Pilley Green on the western boundary. A total of 17 dwellings will take access via Lidgett Lane; whilst 32 dwellings will take access from Pilley Green. The site layout is provided at **Appendix A**.
- 1.6 The site is located within the centre of the village of Pilley, which is located northwest of Tankersley and the M1 motorway. To the north, west and south the site is bound by existing residential dwellings; whilst to the east it is bound by agricultural land.

Developers Commitment to Travel Planning

- 1.7 Avant Homes recognises that by submitting and implementing a Travel Plan, sustainable travel patterns can be established from the outset and maintained over time, minimising the impact that the development has upon local infrastructure and the environment and ensuring that, where possible, all residents make informed journey choices.
 - 1.8 A proactive approach has been taken here, reflecting Avant Homes' commitment to Travel Plan delivery at a corporate level.
 - 1.9 Travel Plans can deliver a wide range of benefits to developers themselves, as well as to residents and the wider community. At the sales and marketing stage, a proactive Travel Plan can assist a residential developer in promoting a site as an accessible and sustainable location to live, with a range of travel options available to prospective residents. This process enables residents to make a fully informed decision when choosing to move to the site, taking into account the site's location relative to sustainable travel options, and the knock on effect this may have upon reducing the need to own or use a car.
 - 1.10 The promotion of sustainable travel options from an early stage provides a cost-effective mechanism by which developers can minimise the level of car based trips generated by a development, which in turn reduces the impact a development has on local traffic levels, noise, air quality and road safety.
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- 1.11 The individual benefits to be derived through the use of sustainable travel options include financial, health, fitness and avoidance of congestion delays (through greater use of active modes of travel).
- 1.12 Recognising these benefits, Avant Homes is fully committed to the process of delivering this Travel Plan in taking the development forward. Furthermore, they are committed to providing the appropriate level of resource to ensure the continued strategic implementation of the measures contained within this document, monitoring the progress of the plan, and amending it where necessary.

The Travel Plan Vision

- 1.13 The vision for this Travel Plan is:

"To make the development a place where residents can make fully informed travel choices for all journeys they make, and in doing so can reduce their reliance upon the private car and the resultant impact upon the local environment."

Travel Plan Aims and Objectives

- 1.14 To achieve this vision, the aims of this document are to:
- Maximise the attractiveness of the development to potential residents by highlighting the accessibility of the site by a range of travel options; and
 - Minimise the impact the development has upon the environment and local highway network by promoting the use of these sustainable travel options above less sustainable modes.
- 1.15 Reflecting these aims, the objectives of this Travel Plan document are to:
- Determine the range of travel options available to residents;
 - Maximise the use of sustainable travel modes amongst residents through effective promotion and engagement; and
 - Use suitable monitoring and reporting mechanisms to assess, over time, the impact of the measures within this Travel Plan.

Report Format

- 1.16 Following this introductory section, this document outlines the principles, policies and strategic benefits of effective travel planning, before exploring the nature of the transport infrastructure surrounding the development.
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- 1.17 Effective Travel Plans are those that contain a range of specific measures, targeted at the demographic of a site and backed up by a communications strategy that ensures people are made aware of the range of opportunities available to them. This document outlines both the measures to be implemented by Avant Homes and also discusses the way in which travel by each mode of transport will be supported and encouraged through promotion of existing opportunities.
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2. POLICY CONTEXT

What is a Travel Plan?

- 2.1 A Travel Plan is a general term for a package of measures tailored to the needs of an individual site or organisation and aimed at promoting greener, cleaner travel choices and reducing reliance on the car. It involves the development of a set of mechanisms, initiatives and targets that together can enable a developer or organisation to reduce the impact of travel and transport on the environment, whilst also bringing a number of other benefits to individuals, whether they be residents or visitors.
- 2.2 A Travel Plan is a dynamic process that will grow and develop with time and in accordance with the changing circumstances of a site and the environment in which it is to be delivered. It is not a one-off event to be undertaken and completed, nor is it a document to be produced and put on a shelf.
- 2.3 Whilst this Travel Plan report is, therefore, being developed as a planning requirement, it will need to be flexible and dynamic enough to take account of the evolving requirements and circumstances of the individual development to which it applies and the actions within it will, therefore, be reviewed and updated on a regular basis.

National Policy Context

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

- 2.4 In its 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.
- 2.5 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”.



2.6 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.

2.7 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 – February 2019)

2.8 The revised National Planning Policy Framework was published on February 2019 and sets out the government's planning policies for England and how these are expected to be applied. This revised Framework replaces the previous National Planning Policy Framework, published in July 2018.

2.9 The NPPF continues to encourage development through the planning system, with a presumption in favour of sustainable development.

2.10 The NPPF 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 would be severe"* (Paragraph 109). Whilst Paragraph 110 sets out what development proposals should seek to do:

- 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;
 - Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - 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;
 - Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
-



- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Local Policy

South Yorkshire Local Transport Plan 3 (LTP3), (2011 – 2026)

- 2.11 Transport is of fundamental importance to the South Yorkshire economy and environment. Of particular relevance, the third Local Transport Plan sets out several policies to help reduce vehicle emissions; this includes encouraging active travel, developing high quality cycling and walking networks and providing information / travel advice for all modes of transport, so people can make informed travel choices.
- 2.12 This Travel Plan will meet the aspirations of the South Yorkshire Local Transport Plan by providing a range of measures to encourage and incentivise active and sustainable travel for future residents of the site; such as through the promotion of relevant information and advice to residents.

Barnsley Local Plan – Adopted January 2019

- 2.13 The Barnsley Local Plan sets out the key elements of the planning framework for Barnsley, and the approach to its long term physical development to achieve the Council's vision of what kind of place Barnsley wants to be.
- 2.14 The most relevant policies to this Travel Plan are as follows:
- **Policy T3 - New Development and Sustainable Travel:** New development will be expected to:
 - *“Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;*
 - *Provide at least the minimum standards of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant supplementary planning document; and*
 - *Provide a Travel Plan Statement or 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”.*
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- **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.*

2.15 It is considered that this Travel Plan will meet the policy requirements outlined in the Barnsley Local Plan by provided a transport strategy which follows national guidance on reducing car trips through measures and monitoring. Furthermore, the following section of this Travel Plan identifies the existing options for sustainable travel located in the vicinity of the site, which residents can access safely and conveniently.

Summary

2.16 This Travel Plan has been produced taking into account the overarching themes of both national and local policy guidance, which seek 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. DEVELOPMENT ACCESSIBILITY

Introduction

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

Active Travel

Pedestrian Access

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

Table 3.1: IHT Walking Guidelines

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

(Source, IHT)

- 3.3 As can be seen in **Table 3.1**, the preferred maximum walking distance for 'Commuting / School' is 2km; a 2km walking catchment of the site would, therefore, include the entirety of Pilley, Tankersley, Birdwell and Hermit Hill.
- 3.4 At present, footways are located on the northern and western boundaries of the site on Lidgett Lane and Pilley Green respectively. The footways along Lidgett Lane, along the northern boundary of the site currently run along the northern side of carriageway for approximately 190m, before continuing on the southern side of Lidgett Lane towards Tankersley. These footways facilitate a safe pedestrian movement east -west, between Pilley and Tankersley. Continuous footways are also located on both sides of Pilley Green which facilitate safe pedestrian movement north – south through Pilley and to the closest bus stops from the site.
- 3.5 As can be seen on the proposed site layout, provided at **Appendix A**, as part of the development proposals existing footways will be upgraded on both Lidgett Lane and Pilley Green, including a new continuous footway along the southern side of Lidgett Lane. The

upgrades to the footways will further increase pedestrian permeability for residents across Pilley and Tankersley.

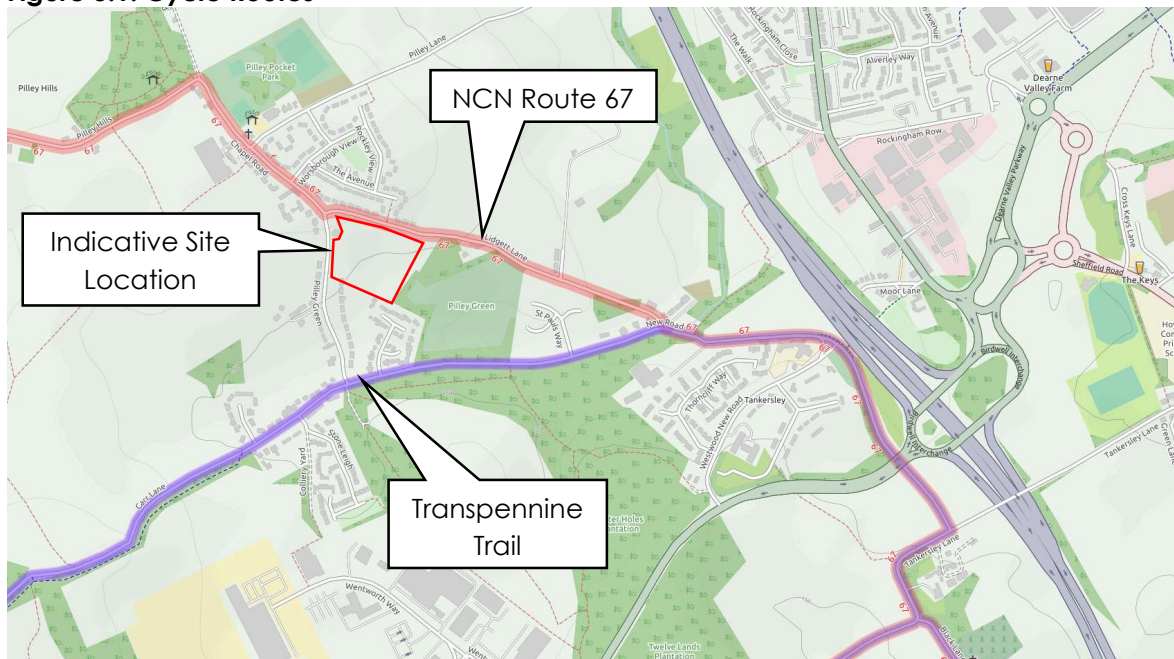
Cycling

- 3.6 It was stated within PPG13 (as the most recent relevant guidance) that:

"Cycling also has the potential to substitute for short car trips, particularly those under 5 kilometres, and for part of a longer journey by public transport".

- 3.7 A 5km cycling catchment from the site would include the entirety of Pilley and Tankersley as well as Hoyland, High Green, Wortley, Worsborough and Birdwell. These areas offer a range of amenities and key local destinations, which would be desirable for future residents. **Figure 3.1** below summaries the locations of the closest cycle routes to the site.

Figure 3.1: Cycle Routes



(Source: Open Street Map)

- 3.8 As can be seen in **Figure 3.1** above, national cycle network (NCN) route 67 runs along Lidgett Lane on the northern boundary of the site. NCN route 67 runs broadly east – west in the vicinity of the site and can be used to access a range of local destinations including Tankersley, Wortley, Grenoside and northern parts of Sheffield. Although nationally, NCN route 67 runs north – south, between Northallerton and Long Eaton, via other destinations including Leeds, Wakefield and Harrogate.
- 3.9 In addition to NCN Route 67, the Transpennine Trail runs to the south of the site along Carr Lane / New Road and can be accessed via Pilley Green and is signed along the route. This



section of the Transpennine Trail falls within the central section of the trail and runs east – west between Wortley and Brampton. Although more broadly, the trail can be used to access destinations including Wakefield and Leeds in the north; Bolton-upon-Deane, Doncaster, Hull and Hornsea in the east; and Stockport, Widnes, Liverpool and Southport in the west.

- 3.10 Owing to the location of the site in relation to NCN Route 67 and the Transpennine Trail, it is considered that cycling would be an attractive travel option for future residents of the site. Details of key local amenities and destinations accessible within cycling distance of the site are summarised in **Table 3.3** in the later part of this section.

Public Transport

Bus

- 3.11 Whilst many local trips are likely to be undertaken on foot or by bike, given the proximity of local amenities and services, it is nonetheless important to consider the options for bus travel available within the vicinity of the site, for those travelling further afield.
- 3.12 The closest bus stops to the site are located on Pilley Green on the western boundary of the site; to which a shelter, timetable information and flag are provided for southbound services. For passengers wishing to board northbound services from Pilley Green, buses must be called from the opposite site of Pilley Green, but no bus stop facilities are provided. The bus stops can be reached in less than a 1-minute walk from the Lidgett Lane and Pilley Green accesses.
- 3.13 Additional bus stops are located on New Road / Carr Lane approximately 5-minutes from the site; these stops each benefit from a shelter and timetable information.
- 3.14 The locations of the nearest bus stops on Pilley Green and New Road / Carr Lane are shown in **Figure 3.2** overleaf.
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Figure 3.2: Bus Stop



(Source: Google Maps)

- 3.15 **Table 3.2** provides further details of route and frequencies that currently serve the bus stops closest to the site.

Table 3.2: Bus Services and Frequency

Bus Service	Route	Frequency		
		Weekday	Saturday	Sunday
Pilley Green / Carr Lane / New Road				
67A	Barnsley – Wombwell	60 mins	60 mins	120 mins

(Source: Public Transport Operators)

Rail

- 3.16 The closest train station to the site is Elsecar train station, which is located approximately 5km east of the site. Elsecar train station can be accessed in around 16 minutes by bike, or in a 37-minute journey on the 67A bus from Pilley Green.
- 3.17 Elsecar train station is situated on the Hallam and Penistone lines, benefitting from 2 trains per hour to Sheffield and 2 trains per hour to Barnsley; of which 1 service continues to Leeds (via Castleford) and the other service continues to Huddersfield (via Penistone). Facilities at the station include ticket machines, customer help point, shelters, digital display screens and step-free access is available to all platforms.



Local Amenities

- 3.18 **Table 3.3** details the education, health, retail / leisure and employment facilities located within the preferred maximum walking (2km) and cycling (5km) distances from the site; alongside their corresponding journey time.

Table 3.3: Local Facilities

Amenity	Distance	Walk Time	Cycle Time
Education			
Tankersley St Peter's Primary School	1.2km	14 mins	4 mins
Birdwell Primary and Pre-School	1.7km	22 mins	8 mins
Hoyland Common Primary School	2.1km	27 mins	9 mins
West Meadows Primary School	3.1km	39 mins	12 mins
Kirk Balk Academy	3.2km	40 mins	12 mins
Health			
Birdwell Medical Centre	1.7km	21 mins	8 mins
Birdwell Pharmacy	1.8km	22 mins	8 mins
Well Pharmacy Hoyland Common	2.4km	29 mins	9 mins
Fern Cottage Dental Practice	2.5km	32 mins	9 mins
Hoyland Family Dental Centre	4.3km	52 mins	15 mins
High Green Health Centre	4.3km	53 mins	15 mins
Hoyland Medical Practice	4.3km	53 mins	15 mins
Walderslade Surgery	4.4km	53 mins	15 mins
Retail / Leisure			
Tankersley Post Office / Shop	260m	3 mins	1 min
Tankersley Welfare Hall / Park	300m	4 mins	1 min
The Cock Inn	1.3km	16 mins	5 mins
Aldi	1.7km	21 mins	6 mins
Birdwell News, Post Office and Sandwich Shop	1.7km	21 mins	7 mins
Dunkin Donuts, KFC	2km	25 mins	8 mins
Taco Bell, Greggs, Spar, Costa Coffee	2km	25 mins	8 mins
Dearne Valley Farm Pub / Carvery	2.1km	25 mins	8 mins
The Keys Restaurant	2.2km	25 mins	9 mins
Paintball Centre	2.3km	30 mins	11 mins
McDonald's Tankersley	2.8km	36 mins	14 mins
Westwood Country Park	3.4km	43 mins	16 mins
Hoyland Leisure Centre	3.5km	44 mins	17 mins



Employment			
Rockingham Business Park	2.1km	25 mins	7 mins
Wentworth Way Industrial Units	2.7km	31 mins	11 mins
Mercedes-Benz Truck Dealership	2.8km	35 mins	12 mins
Shortwood Business Park	3.3km	38 mins	11 mins
Ashroyd Business Park	4.7km	56 mins	17 mins

(Source: Google Maps)

Summary

- 3.19 The site is in an accessible location; various retail outlets, employment facilities, recreation facilities, health care facilities and schools are within a reasonable walking and cycle distance. Bus services are accessible within a short walk of the site.
- 3.20 Taking the above into account, this Travel Plan will focus, principally, on the promotion of existing opportunities and the Travel Plan Coordinator will work to support and encourage sustainable travel choices amongst residents - both at the point of occupation and on an ongoing basis thereafter.



4. TRAVEL PLAN MEASURES

Introduction

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

Travel Plan Management and Resources

- 4.2 It is recognised that an important element of the success of this Travel Plan will be the appointment of a Travel Plan Coordinator (TPC). The TPC will have overall responsibility for the development, implementation and management of the Travel Plan strategy throughout the period of development at the site.
- 4.3 Avant Homes has engaged TPS to fulfill the role of the TPC. Contact details for the TPC, who will be in place for a period of 3-years from first occupation, can be found below:

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

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

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

Marketing Strategy 1: Travel Information Leaflet

- 4.7 A travel information leaflet will be prepared; this will provide a summary of the range of travel options available to residents.
- 4.8 The leaflet will be distributed via the sales office to all prospective residents to help ensure that they are aware of the range of travel options available to them prior to making the decision on whether to purchase a new home at the development. Subsequently, it will be distributed to all new residents alongside their welcome pack at the point at which they first occupy their home in order to ensure that the sustainable travel message is reinforced.
- 4.9 An example travel information leaflet, prepared by TPS Transport Consultants Ltd and similar to the one that will be prepared for the development, can be seen in **Appendix B**. The content of the travel guide will be regularly reviewed and re-printed, as required, to reflect any changes to local travel options.

Marketing Strategy 2: Free Personalised Journey Planning for each household

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

Marketing Strategy 3: Annual Residents' Newsletter

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

Marketing Strategy 4: Promote Discounts with sustainable travel providers to residents.

- 4.12 As the TPC for a number of Avant Homes sites, TPS has secured a series of discounts that are available to residents including bikes and accessories at Halfords, home electric vehicle
-



charging points, secure bike storage and running and walking equipment. The discounts will be promoted via the travel guide and newsletter and can be found via the following link:
<http://avant.my-journey.deals/>

Walking Specific Measures

- 4.13 Walking contributes towards maintaining fitness levels and research indicates that 30 minutes brisk walking per day could halve the risk of heart disease. It is also the most sustainable form of transport as it is 'zero carbon', and does not use any capacity on public transport.
- 4.14 It has already been identified that a range of desirable local amenities are accessible on foot or by bike from the development site. The TPC will, therefore, promote walking for local trips.

Walking Strategy 1: Promote and encourage walking, including the benefits of doing so, through the distribution or displaying of promotional material

- 4.15 Walking will be marketed through the communication channels outlined earlier. In particular this marketing material will include:
- Promotion of benefits in terms of health, finances, social interaction etc;
 - Promotion of national and local walking campaigns and initiatives;
 - Promotion of local walking routes and the Google Maps journey planner; and
 - Details of key local destinations within walking distance on a map.

Cycling Specific Measures

- 4.16 Cycling also has many benefits in terms of health, fitness, mental well-being and reliability. In periods of traffic congestion and over short distances cycling offers competitive journey times with motorised transport, and also has a minimal impact upon highway capacity and the environment, as compared with vehicular trips.

Cycle Strategy 1: Promote and encourage cycling by distributing or displaying promotional material, which outlines its benefits

- 4.17 Cycling and its various benefits will be marketed through the communication channels outlined earlier. In particular the marketing should include:
- The benefits of cycling (health, financial, environmental etc);
-



- Promotion of local and national schemes such as Bike Week and the Love to Ride campaign; and
- Promotion of the local cycle information and events, such as <https://travelsouthyorkshire.com/cycling/> and <https://www.barnsley.gov.uk/services/sport-and-leisure/cycling/>

Cycling Strategy 2: Promote free cycle training available for Barnsley residents

- 4.18 Free cycle training is available to all Barnsley residents and abilities, including sessions for children and adults. The sessions range from basic skills, through to Bikeability level 3 on the road training. Further information can be found at:
<http://www.activebarnsley.com/content.asp?id=10>

Cycling Strategy 3: Promote Love to Ride

- 4.19 The Love to Ride campaign seeks to encourage people to 'ride for rewards'; individuals register and record their cycle mileage in return for points / prizes. With several specific events running throughout the year within South Yorkshire (including Cycle September and Winter Wheelers), residents will be encouraged to join through the aforementioned media, although further information can be found at:
<https://www.lovetoride.net/southyorkshire>

Cycling Strategy 4: Discounts for residents at Halfords cycle shops

- 4.20 The TPC has obtained discounts for residents at Halfords shops when purchasing safety equipment, bikes, and essential parts. All residents benefit from a 10% discount on the cost of adult bicycles, 15% off cycle accessories and 20% off bike servicing.

Public Transport Specific Measures

- 4.21 New residents at the development may initially be unaware of their public transport options. Through the provision of easy to use travel information, residents can be encouraged to use bus / rail services. With this in mind, information on the public transport opportunities will be made available to residents via the range of communication channels identified earlier.
- 4.22 Furthermore, with a range of user friendly, easily accessible journey planning tools now available online, it is quick and simple to plan a journey whether for commuting or leisure purposes.
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Public Transport Strategy 1: Public Transport will be marketed as a sustainable and practical mode of transport, and the benefits of using it highlighted, by distributing or displaying promotional material via the aforementioned communication methods

- 4.23 Travel by public transport will be marketed through the communication channels identified earlier, and in particular will include the following:
- Details of where to find relevant bus and train timetables and maps in electronic form; and
 - A plan showing the location of nearby bus stops.
- 4.24 The promotion of links to further sources of advice and information will be undertaken, these sources will include:
- The offer of personalised support which will include public transport options as appropriate;
 - Online route and journey planners, including:
 - <https://tsy.yorkshiretravel.net/lts/#/travelInfo>
 - google.co.uk/maps
 - ojp.nationalrail.co.uk/service/planjourney/search
 - Live arrival and departure information, including:
 - nationalrail.co.uk/times_fares/ldb.aspx
 - <https://tsy.yorkshiretravel.net/lts/#/liveDepartures>
 - Public transport network and route maps, including:
 - <https://tsy.yorkshiretravel.net/lts/#/timetables>
 - <https://fiscon-maps-stagecoachbus.s3.amazonaws.com/Timetables/Yorkshire/barnsley%20and%20dearne%20valley/67%2067a%2067b%2067c%20%20Barnsley%20valid%20from%2001%20September%202019.pdf>
 - Handy apps and travel tools:
 - <https://www.stagecoachbus.com/promos-and-offers/national/stagecoachbusapp>
 - nationalrail.co.uk/times_fares/18.aspx
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Sustainable Car Use Measures

- 4.25 A number of trips may only be practically possible by car (such as long distance journeys, trips at night, regular commuting to regional urban centres and journeys to locations inaccessible by active travel or public transport). Effective Travel Plans are not anti-car campaigns but rather are aimed at empowering residents to make informed travel choices. The promotion of car sharing will, therefore, be a key element to this strategy.

Sustainable Car Use Strategy 1: Promote Car Sharing

- 4.26 Liftshare, is a free to join database that enables members to search for others making a similar journey to them, such that they can share a journey; there is an existing Liftshare community for Barnsley (<https://liftshare.com/uk/journeys/from/barnsley>). This local opportunity, along with the various benefits of car sharing, will be marketed to residents via the communication channels identified earlier.

Sustainable Car Use Strategy 2: Promote Eco-Driving

- 4.27 Smarter driving or 'eco-driving' could save the average person up to £220 per year in fuel costs, as well as helping the environment. Eco-driving means moving more efficiently and producing less CO₂ – the main contributor to climate change.
- 4.28 Eco-driving will be promoted to residents by way of the previously described media channels with a view to reducing environmental impact (and costs to residents) of any necessary car trips.

Sustainable Car Use Strategy 3: Promote Electric Car Charging Points

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



5. TARGETS, MONITORING AND REPORTING

Introduction

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

Travel Plan Targets

- 5.2 Targets are essential to ensure that everyone involved in the Travel Plan process knows what needs to be done and to enable progress to be assessed. Targets should be SMART (see below) and can take the form of 'aim-type' targets and 'action-type' targets:
- **S**pecific;
 - **M**easurable;
 - **A**chievable;
 - **R**ealistic; and
 - **T**ime-bound.

Action-type Targets

- 5.3 Action-type targets are non-quantifiable targets and take the form of actions that need to be achieved.
- 5.4 The action-type targets specific to this Travel Plan have been outlined in the action plan contained at **Appendix D**, which identifies key delivery timeframes and responsibilities.

Aim-type Targets

- 5.5 Aim-type targets are quantifiable targets against which the effectiveness of the Travel Plan in achieving its stated aims and objectives can be measured. In order to set aim-type targets it is first necessary to have a 'baseline' against which progress can be assessed.
- 5.6 In this instance, the likely baseline vehicular trips have been taken from the existing Transport Statement, which was submitted by CoDa Transport in 2013. The target is then to reduce actual (counted) trips to below this baseline, taking account of the Travel Plan measures.
-



- 5.7 The target for a reduction in the number of vehicular trips has been set at 10%, to be achieved by the time of the final occupation.
- 5.8 The vehicular AM and PM peak hour trip rates (vehicles/dwelling) reflecting the existing Transport Assessment data are shown in **Table 5.1**, below.

Table 5.1: Predicted Trip Rates & Traffic Generation

Peak Hour	AM			PM		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trip Rates	0.181	0.400	0.581	0.394	0.260	0.654
Trip Generation	9	20	29	19	13	32

(Source: Submitted Transport Statement)

- 5.9 Assuming at full occupation there will be 49 dwellings, some 29 two-way vehicle trips in the AM peak hour and 32 two-way trips in the PM peak hour would be expected.
- 5.10 A 10% reduction in vehicular trips at full occupation would, therefore, equate to a reduction of 3 two-way trips in the AM peak hour (to 26) and 3 in the PM peak hour (to 29), as compared to the baseline.
- 5.11 There is, however, a need to monitor progress towards the targets over time (and not just at full occupation). Clearly, the number of car trips generated at any given point during the development build out is a direct function of the number of dwellings occupied at that time. Thus to enable the TPC to monitor the progress made towards the 10% target reduction throughout the monitoring period a target 'trip rate per dwelling' has been derived.
- 5.12 This allows the TPC to easily determine progress at any given point by simply multiplying the number of occupied dwellings by the trip rate per dwelling and comparing this with vehicular trip counts. **Table 5.2** identifies the target trip rates per dwelling for the AM and PM peak hours.

Table 5.2: Target Vehicular Trip Rates per Dwelling

Peak Hour	Arrival	Departure	Two-Way
AM	0.163	0.360	0.523
PM	0.355	0.234	0.589

(Source: Consultant Calculation)

- 5.13 Targets will be considered to be met, if the actual number of counted two-way trips per dwelling is less than or equal to the target, averaged across the peak hours.



Travel Plan Monitoring

Monitoring and Review Strategy 1: Baseline Traffic Counts or Surveys

- 5.14 Firstly, monitoring at this site will take the form of manual peak period traffic counts undertaken at the vehicular accesses on Lidgett Lane and Pilley Green. By considering the amount of vehicular traffic against the number of units occupied it will be possible to calculate the vehicular trip rate per household.
- 5.15 The first (baseline) traffic count will be undertaken 12 months after first occupation at the access points on Lidgett Lane and Pilley Green. The results will be shared with Travel Plan officers at Barnsley Council following the baseline counts. Should the count data vary significantly when compared with the targets based on TRICS data, the TPC will discuss this with the Council and agree appropriate amendments to the targets.

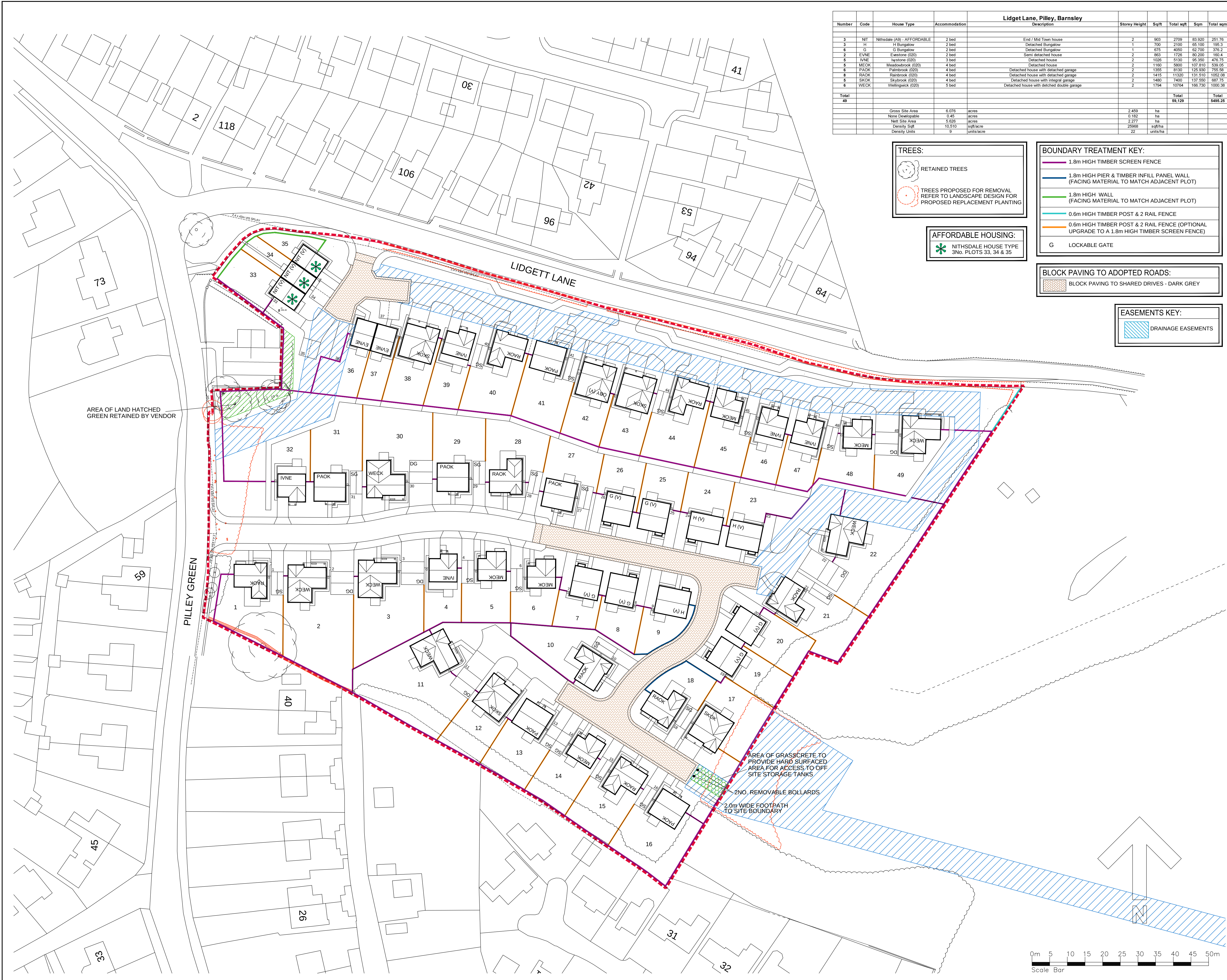
Monitoring and Review Strategy 2: Annual Traffic Counts

- 5.16 Following the initial baseline count, subsequent traffic counts will be undertaken annually until 3 years after first occupation. These counts will allow the TPC to monitor the success of the Travel Plan over time in achieving the agreed targets to reduce the number of private vehicular trips generated by the development.
- 5.17 The TPC will feed results of these counts back to Travel Plan officers at the Barnsley Council annually, and will make appropriate and practical changes to the Travel Plan programme moving forward, if required and as agreed with the Council. This reporting will take the form of the submission of an 'Annual Monitoring Report'.
-



Appendix A

Site Layout Plan



Lidgett Lane, Pilley, Barnsley									
Number	Code	House Type	Accommodation	Description	Storey Height	Sq/ft	Total sqft	Sqm	Total sqm
3	NIT	Nithsdale (A9) - AFFORDABLE	2 bed	End / Mid Town house	2	903	2709	83.920	251.78
3	H	H Bungalow	2 bed	Detached Bungalow	1	700	2100	66.100	195.3
6	G	G Bungalow	2 bed	Detached Bungalow	1	675	4050	62.700	376.2
2	EVNE	Evestone (020)	2 bed	Semi detached house	2	863	1726	80.200	181.4
5	IVNE	Ivystone (020)	3 bed	Detached house	2	1009	5130	95.550	476.75
6	MEOK	Meadowbrook (020)	4 bed	Detached house	2	1160	5800	107.810	539.05
6	PAOK	Painbrook (020)	4 bed	Detached house with detached garage	2	1355	6130	125.800	735.58
8	RAOK	Rainbrook (020)	4 bed	Detached house with detached garage	2	1415	11320	131.510	1052.08
5	SKOK	Skybrook (020)	4 bed	Detached house with integral garage	2	1480	7400	137.560	687.75
6	WECK	Wellington (020)	5 bed	Detached house with detached double garage	2	1794	10764	166.730	1080.35
Total							Total		Total
49							66,129		5486.23
Gross Site Area			6.078	acres		2,459	ha		
Nett Site Area			0.45	acres		0.182	ha		
Density Sqft			5,626	acres		2,277	ha		
Density Units			10,910	units/acre		26668	units/ha		
			9	units/acre		22	units/ha		

TREES:

RETAINED TREES

TREES PROPOSED FOR REMOVAL
REFER TO LANDSCAPE DESIGN FOR PROPOSED REPLACEMENT PLANTING

AFFORDABLE HOUSING:

NITHSDALE HOUSE TYPE
3NO. PLOTS 33, 34 & 35

BOUNDARY TREATMENT KEY:

- 1.8m HIGH TIMBER SCREEN FENCE
- 1.8m HIGH PIER & TIMBER INFILL PANEL WALL
(FACING MATERIAL TO MATCH ADJACENT PLOT)
- 1.8m HIGH WALL
(FACING MATERIAL TO MATCH ADJACENT PLOT)
- 0.6m HIGH TIMBER POST & 2 RAIL FENCE
- 0.6m HIGH TIMBER POST & 2 RAIL FENCE (OPTIONAL
UPGRADE TO A 1.8m HIGH TIMBER SCREEN FENCE)
- G LOCKABLE GATE

BLOCK PAVING TO ADOPTED ROADS:

- BLOCK PAVING TO SHARED DRIVES - DARK GREY

EASEMENTS KEY:

- DRAINAGE EASEMENTS

DATE	REVISIONS	BY
09.01.20	A: Amended following planning comments: Turning head in front of plots 16 & 17 shortened to 25m. 2.0m wide footpath link, bollards and area of grasscrete added between end of turning head and site boundary for YW access. Section of road adjacent plots 33-36 amended and parking to plots 35 & 36 amended to avoid potential conflict between manoeuvring vehicles. Shared drive access points increased to 4.8m wide where applicable. 18m forward visibility indicated around bend in front of plot 9. Retained and removed trees identified. Bungalow footprints increased to hit the minimum internal space standards.	RB.
11.01.20	B: Additional trees identified for removal adjacent the site boundary next to plots 16 & 17 to accommodate the new drainage connections and off-site storage.	RB.
11.01.20	C: Drainage easements finalised following receipt of engineering design. Note regarding vendors retained land added.	RB.
07.02.20	D: Boundary fence adjacent plot 32 repositioned slightly to allow additional tree / hedge planting following comments from BMBC Tree officer.	AN.
18.02.20	E: Private drive to the front of plots 36-40 shortened and length of adoptable highway extended as per highways comments.	RB.
05.03.20	F: New group 2020 house types added.	RB.

Avant Homes
Unit 2
Manner Court
Peel Avenue
Durkar
Wakefield
WF4 3FL

DRAWN	RB.	CHECKED	DATE	Nov 2019
DRG. No.	4178/201	REV.	F	
SCALE:	1:500			
Site Layout				
Lidgett Lane, Pilley, Barnsley				



Appendix B

Example Travel Guide



info@meadowgatepoint-travel.co.uk

Did you know, we can plan your journey for you! Just let us know where you want to go and when and we will provide you with an interactive journey plan that clearly sets out your options, with easy to follow, step by step instructions and a handy map. For more information email info@meadowgatepoint-travel.co.uk

Confused by timetables, need to know a less busy cycling route, not sure whether to take the train or drive?

Got a transport conundrum?

Free Personalised Journey Plan

Did you know that residents of Meadowgate Point can benefit from a variety of discounts and offers, across a range of travel-related products and services.

So, whether you want to make great savings on a new bike, cycle storage solutions or an EV charging point for your home, check out the range of discounts available via www.meadowgatepoint-travel.co.uk

Offers are available from recognised brands such as Halfords, Cotswold Outdoor and Runners Need, and are updated regularly.

EXCLUSIVE OFFERS



TRAVELLING ON FOOT

It may sound like an obvious statement to make, however, walking really is a great way to travel around the local area.

There are many short local trips made by car that could easily be undertaken on foot, providing an opportunity to reduce local traffic levels, save money and improve your health. So next time you are about to jump in the car to nip around the corner, could you slip on some comfy footwear and walk instead?

Meadowgate Point is ideally located for access to a range of key local destinations on foot. A walk into Cross Gates takes just 10-minutes at an average pace, whilst the local high school can also be reached in less than 10-minutes.

Since the opening of the new bridge between Manston Lane and Thorpe Park, it is also now easy to walk to The Springs along with the growing number of businesses who occupy the site. Whether heading to work, the shops, for a bite to eat, or the cinema, your journey will take little over 20-minutes on foot.

If you are unfamiliar with the local area and looking to understand what route you may be best taking, there are now several handy online journey planners available. For links, and to access further useful information on walking in the local area, visit www.meadowgatepoint-travel.co.uk

Each new home at Meadowgate Point can claim one free annual MCard, permitting free travel on most buses and trains within West Yorkshire for a whole year!

Whilst it may sound too good to be true, it's our way of helping people to take maximum advantage of the high quality and frequent public transport options right on your doorstep. An annual MCard gives virtually unlimited travel on buses, trains (zones 1-3) or both, in West Yorkshire for a whole year.

So what are you waiting for visit www.meadowgatepoint-travel.co.uk and apply today.

ENJOY FREE TRAVEL WITH AN ANNUAL MCARD



TRAVELLING BY BIKE

Cycling is a great way to get around the local area, whether for leisure purposes, the regular commute or getting to the local shops.

There are a wide range of destinations within only a short journey by bike from Meadowgate Point. Cross Gates and Thorpe Park can both be reached in less than 5-minutes, whilst a journey to Tesco in Seacroft takes around 10-minutes. For those willing to cycle a little further a journey by bike into Leeds City Centre takes around 30-minutes, with much of the route taking in the new Cycle Superhighway along York Road.

Leeds benefits from a growing number of cycle routes, with Manston Lane, Smeaton Approach, Penda's Way and Austhorpe Lane all classified as advisory cycle routes on the West Yorkshire cycle map.

For further information on cycling in and around Leeds, including access to the interactive cycle map and route planner, visit www.meadowgatepoint-travel.co.uk



Contact us

If you would like information or further advice regarding the travel options available to you:.

e. info@meadowgatepoint-travel.co.uk

Guide prepared on behalf of Avant Homes by
TPS Transport Consultants Ltd. 10218
tpsconsultants.co.uk

WELCOME TO MEADOWGATE POINT

Moving home is an exciting time that can mean changes to your lifestyle and daily routines.

Whether you are thinking about moving to Meadowgate Point, or you are already settling into your new home, you may be wondering what local travel options are available to you.

This guide provides a summary of the travel options available locally, with a focus on more sustainable and environmentally friendly non-car modes. Avant Homes recognises the responsibility we have for impacts of development on the local community and environment, and by publishing this guide we hope to help minimise the amount of unnecessary car use generated by residents of Meadowgate Point.

If having read this guide you would like further information, we have also published the following website which includes access to more detailed online travel information and tools.

www.meadowgatepoint-travel.co.uk

Need some travel advice? You can also email us at info@meadowgatepoint-travel.co.uk

AVANT
homes



MEADOWGATE POINT

Manston Lane, Leeds

ENJOY FREE TRAVEL WITH AN ANNUAL MCARD



Travelling by Bus

Meadowgate Point is well served by a growing number of bus services, with the recent addition of the X27 service adding to those which were already available locally.

There are several easy ways to now plan and pay for a journey by bus, with some great smart phone apps complementing the range of online tools. The days of standing waiting for your bus in the cold or fumbling around for change are now numbered, with mobile payment options available, and Uber style real time maps which show where your bus is.

For further information on local services, journey planning tools, ticket options and more visit www.meadowgatepoint-travel.co.uk

Key local services can be summarised as follows:

The **X27**, operated by First Bus, is a new frequent service which connects Leeds, Cross Gates, The Springs/Thorpe Park and Garforth. It runs every 30 minutes through the daytime, Monday to Sunday, and hourly on an evening.

First Bus service **64** also operates every 30 minutes throughout the daytime Monday to Saturday, and hourly on an evening and Sunday. Service 64 connects Leeds, Cross Gates, Barwick and Aberford.

First Bus service **11** connects Leeds with destinations including Pudsey, Armley, Seacroft, Scholes and Cross Gates. It operates hourly throughout the daytime and evening, Monday to Sunday.

Each of the above services stop on Manston Lane, directly outside of Meadowgate Point. Service **40** also stops just a short walk away, on Pendas Way (and Manston Lane to the west of Pendas Way).

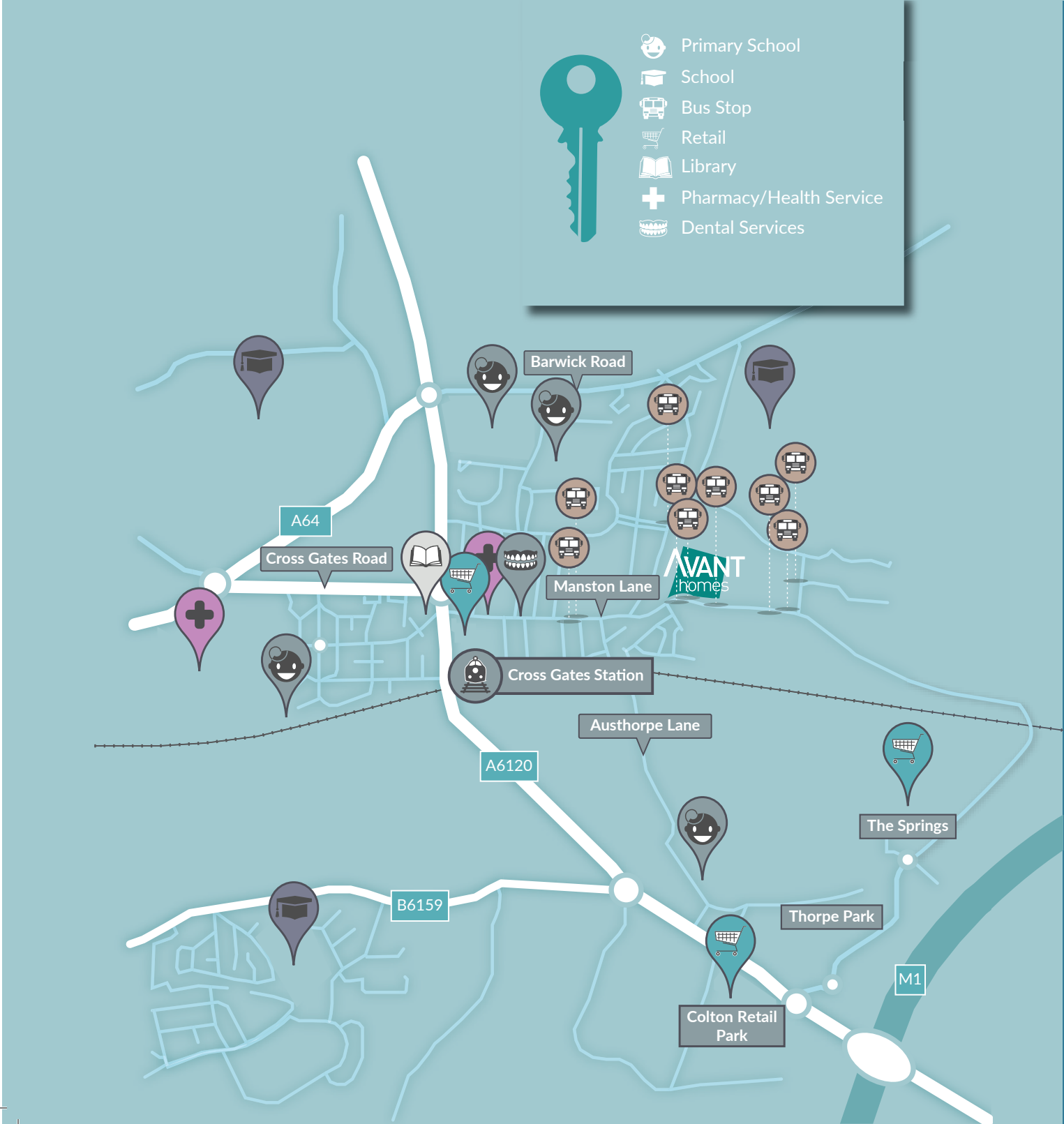
First Bus service **40** operates between Leeds, York Road, Cross Gates and Seacroft. This service operates every 15-minutes throughout the daytime Monday to Saturday, reducing to every 30-minutes on an evening and weekend.

Travelling by Train

Cross Gates station is just 1km from Meadowgate Point, which is a walk of around 15-minutes. From Cross Gates trains run every half an hour to Leeds Station – a journey that takes just nine minutes. Cross Gates sits on the York and Selby line, with other direct destinations including Garforth, East Garforth, Micklefield, York and Selby.

CCTV covered cycle parking spaces, including 5 cycle lockers, are available at the station, along with a ticket office at busy times of the day. If cycling or walking isn't for you, the station can also be accessed using the bus services which pass Meadowgate Point.

For more information about train times, journey planners and ticket options visit www.meadowgatepoint-travel.co.uk



Travelling By Car

Whilst for many journeys there is an easy, more sustainable travel option available, sometimes travelling by car is the most convenient or only choice that works. However, with many people looking to reduce their travel costs and with new technologies arriving all of the time, it's worth considering whether you could be smarter when it comes to how you travel by car.

Car Sharing

Do you often travel by car alone, when it might be possible to share the journey with someone else to reduce your travel costs, and help minimise local congestion?

West Yorkshire has a FREE to join online car share scheme which helps you locate other people travelling your way. Simply enter some basic journey details and the website will see if there are others you could car share with. Car sharing can be really flexible, with some people choosing to share journeys on a regular basis, whilst others do it as and when suits.

So why not sign up today, and see if car sharing could work for you: www.wyliftshare.com

Electric Vehicles

Could your next car be an electric or hybrid model?

New electric and hybrid cars are coming onto the market all of the time, with government targets to phase out all diesel and petrol models over the next few decades. Whilst initially more expensive to buy or lease, reduced running costs and exemptions mean whole-life costs can work out much lower. So, whilst you are doing your bit to help the environment, you could also be saving money!

For further information on electric cars, and to find your nearest charging points, see the handy websites below: nextgreencar.com zap-map.com



Appendix C

Example Newsletter

Winter 2019

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Offers FOR RESIDENTS

We have teamed up with a number of leading retailers to bring you opportunities to save on a range of sustainable travel related services

To find out more simply visit www.godwinvale-travel.co.uk

LOTS MORE
FANTASTIC OFFERS
ONLINE!

Clothing &
accessories at
Cotswold Outdoor
Snow & Rock
Runners Need
& many more!

Adult bikes,
accessories &
servicing at
Halfords!

Annual train
tickets through
**Commuter
Club**

Electric vehicle
charging points
or secure cycle
parking for
your home!

GET PERSONAL

All residents at Godwin Vale can take advantage of a **FREE** personalised journey plan.

So, if you are making a journey you've not made before and want some advice on route options by different modes of travel, get in touch and we will be happy to help:

info@godwinvale-travel.co.uk

Logon and save today!

Travel Newsletter

GODWIN VALE
Stamford Bridge

OFFERS
For Residents
See back cover

Welcome to the Godwin Vale sustainable travel newsletter.

Inside we have provided a range of useful information and advice to help you and your family to explore local travel options, whether nipping to the local shops, commuting to work or heading out on the school run.

Small individual changes in travel behaviour can result in big impacts, benefitting us personally and as a local community. So next time you are about to jump in the car, could you switch to a more sustainable or healthy option?

IN THIS ISSUE: Winter cycling; Save on the cost of travel related products; Make the most of local public transport; Request help planning a journey.

KEEP THE BIKE OUT OF THE SHED THIS WINTER



Cycling to work doesn't need to stop in the colder months. You just need to be a little more prepared.

Often the first hurdle can be just getting out of the door when it's dark, cold and pouring with rain. But don't give yourself an easy get-out; make sure your bike and kit is ready to go the night before—you'll feel better for it!

To help you tackle winter on two wheels, here are some tips:

1. Be warm and dry

Be prepared for whatever the weather might throw at you. Remember cycling will warm you up and sweating under heavy layers can make you feel wet and cold. Plus, don't forget your extremities, gloves and waterproof shoes or overshoes are simple things that can help to make a more enjoyable commute.

2. Be seen

The brighter you can make yourself and your bike, the safer you'll be. Bring out the high-vis, fluoro and reflective clothing to make yourself as visible as possible. Make your bike visible, lights are a legal requirement, so make sure you have these fitted to the front and back of your bike.

3. Be safe

Road conditions are notoriously more treacherous in the winter as wet or icy roads mean less grip. So, riding with slightly softer and wider tyres can help give more traction.

GET THE KIT!

We have teamed up with Halfords to help make sure you can get your hands on the best kit and support, to keep you on your bike through the winter.

All residents at Godwin Vale are able to take advantage of some great savings at your nearest Halfords store.

20% OFF CYCLE SERVICING – keep your bike in tip top condition!

15% OFF CYCLE ACCESSORIES – whether you need lights, clothing or a new helmet, Halfords have the kit you need.

10% OFF AN ADULT BIKE – in need of some new winter wheels, let us help you out with 10% off a new bike.

Email us to request your voucher today:
info@godwinvale-travel.co.uk

LOCAL BUS OPTIONS

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

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

At Godwin Vale your nearest bus stops are found on Burton Fields Road and are run by First York. A summary of the key services using these stops is found below. For information on all local bus options visit www.godwinvale-travel.co.uk

Service 10/10a

Nether Poppleton – Stamford Bridge

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



TRAVEL BY TRAIN

Your nearest train station – York is around 35 minutes away on bus services 10/10a, from the stops on Burton Fields Road. From York station, there are frequent services between London, Manchester, Leeds, Newcastle and Edinburgh. Services to Leeds run hourly and take around 25 minutes.

For more information visit www.godwinvale-travel.co.uk

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



TRAVEL APPY!

If you've not tried the First Bus app yet, what are you waiting for?

It's your mobile travel companion with great features that include:

- Trip planner
- Live map with real-time info
- Timetables
- m-tickets
- Service updates

No more wondering where your bus is or searching for change. See the location of your bus in real time and pay via the handy m-Ticket app.





Appendix D

Action Plan

Action Plan: Lidgett Lane, Pilley

	Action	Responsibility	Target Delivery Date
Travel Plan Management	Appoint a Travel Plan Coordinator	Avant Homes	Prior to Sales Office opening
Marketing and Information Provision Strategy			
Resident Engagement Strategy 1:	Travel Information Guide	TPC	Prior to Sales Office opening
Resident Engagement Strategy 2:	Free Personalised Journey Planning for each household	TPC	Prior to Sales Office opening
Resident Engagement Strategy 3:	Annual Residents Newsletter	TPC	One year from first occupation
Resident Engagement Strategy 4:	Promote Resident Discounts with Sustainable Travel Providers	TPC	Prior to Sales Office opening
Walking Strategy			
Walking Strategy 1:	Promote and encourage walking through the distribution or displaying of promotional material which outlines its benefits	TPC	Included with Travel Information Website and Guide (see above)
Cycling Strategy			
Cycle Strategy 1:	Promote and encourage cycling by distributing or displaying promotional material which outlines its benefits	TPC	Included with Travel Information Website and Guide (see above)
Cycling Strategy 2:	Promote free cycle training available for Barnsley residents	TPC	Included with Travel Information Website and Guide (see above)
Cycle Strategy 3:	Promote Love to Ride	TPC	Included with Travel Information Website and Guide (see above)
Cycling Strategy 4:	Discounts for Residents at Halfords Cycle Shops	Avant Homes	Included with Travel Information Website and Guide (see above)
Public Transport Strategy			
Public Transport Strategy 1:	Public Transport will be marketed as a sustainable and practical mode of transport by distributing or displaying promotional material which outlines its benefits	TPC	Included with Travel Information Website and Guide (see above)
Sustainable Car Use			
Sustainable Car Use Strategy 1:	Promote Car Sharing	TPC	Included with Travel Information Website and Guide (see above)
Sustainable Car Use Strategy 2:	Promote Eco-Driving	TPC	Included with Travel Information Website and Guide (see above)

Sustainable Car Use Strategy 3:	Promote Electric Vehicle Charging Points	TPC	Included with Travel Information Website and Guide (see above)
Travel Plan Monitoring			
Monitoring and Review Strategy 1:	Baseline Traffic Counts	TPC	Within 12 months of first occupation
Monitoring and Review Strategy 2:	Annual Residents' Traffic Counts and Reporting	TPC	Annually following baseline until 12 months post full occupation