



TRAVEL PLAN
BARUGH GREEN ROAD,
BARNSLEY
AVANT HOMES

AUGUST 2025

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1. INTRODUCTION

BACKGROUND

- 1.1 TPS Transport Consultants Ltd. (TPS) has been appointed by Avant Homes to prepare a Travel Plan to support a planning application for a residential development of 149 dwellings on land to the south of the A635 Barugh Green Road, Barugh Green, Barnsley.

SITE LOCATION AND DEVELOPMENT PROPOSALS

- 1.2 The site is located approximately 700m east of Barugh Green village centre and 3.7km northwest of Barnsley town centre. The site is currently agricultural land and is bound by the A635 Barugh Green Road to the north, residential dwellings to the east and agricultural land to the south and west. The site location is shown in **Figure 1.1**, below, whilst the proposed site layout is provided at **Appendix A**.

Figure 1.1: Site Location



(Source: Google Maps)

- 1.3 This application is for 149 dwellings, on land that is allocated for mixed use within the Barnsley Local Plan (adopted 2019), forming part of a large allocation, Site MU1 – Land south of

Barugh Green Road, which has an indicative capacity of 1,700 dwellings and 43 ha of employment land.

- 1.4 Access to the site will be taken from a new priority T-junction with the A635 Barugh Green Road, on the northern boundary, which will be bound by 2m wide footways to both sides. To the east of the site access there will be a 3m wide shared footway/cycle path, running north-south through the site. Additional 3m wide footway/cycle paths run east-west to the north and south of the site, providing future cycle connections to the existing residential area to the east, as well as the wider allocation to the south and east, in line with the MUI Masterplan.

DEVELOPER'S COMMITMENT TO TRAVEL PLANNING

- 1.5 Avant Homes 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.
- 1.6 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.
- 1.7 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.
- 1.8 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.
- 1.9 Recognising these benefits, Avant Homes 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

1.10 The vision for this Travel Plan is to:

“Make the development a place where residents and visitors can be fully informed when choosing travel modes for undertaking both regular and one-off journeys, and in doing so reduce the number of vehicular trips made from the development, and the resultant impact on the local environment.”

TRAVEL PLAN AIMS AND OBJECTIVES

1.11 To achieve this vision, the aims of this Travel Plan 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 effect the development has on the environment and local highway network by promoting the use of these sustainable travel options.

1.12 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 assessed; 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 – DCLG, December 2024)

- 2.6 The revised National Planning Policy Framework 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. The key change in the most recent NPPF is the emphasis placed upon a vision-led approach, indeed 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.”

- 2.7 The focus of development proposals should be to create a vision for the site and identify how that will be achieved, prioritising accessibility by sustainable modes through design whilst ensuring that “Any significant impacts from the development on the transport network (in terms of capacity and congestions), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”
- 2.8 Paragraph 116 identifies 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.”

LOCAL POLICY

- 2.9 The proposed development site is allocated within the Barnsley Local Plan as MU1 “Land south of Barugh Green Road” which has an indicative capacity of 1,700 dwellings and has been outlined for mixed use development. For completeness, relevant policy set out in the Barnsley Local Plan is highlighted below.

Barnsley Local Plan (2019)

- 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 T2 Accessibility Priorities:** Working with city region partners and other stakeholders transport investment will be set out in Transport Strategy programmes focused on development-transport corridors as shown in the Accessibility Priorities diagram below to:

- Improve sustainable transport and circulation in the Accessibility Improvement Zone (AIZ) area particularly between Principal Towns;
 - Implement transport network improvements as supported by evidence from modelling, feasibility studies, consultation, surveys, community engagement etc;
 - Facilitate sustainable transport links to and from existing and proposed employment, interchange, community and leisure and tourism facilities in the borough, including provision for car parking and enhancing the non car role of the transport corridor shown on the Accessibility Priorities diagram as 'potential enhanced road based public transport corridor';
 - Promote high quality public transport linking the AIZ to significant places of business, employment and national / international interchange in the Leeds - Sheffield City Region corridor including neighbouring Wakefield, Kirklees, Doncaster, Sheffield and Rotherham; and
 - Improve direct public transport and freight links to London, Manchester, other Core Cities, national / international interchanges and the Humber ports.
- **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.

If a development is not suitably served by the existing highway, or would create or add to problems of safety or the efficiency of the highway or any adjoining rail infrastructure for users, we will expect developers to take mitigating action or to make a financial contribution to make sure the necessary improvements go ahead. Any contributions will be secured through a planning obligation or planning condition.

- **Policy T5 Reducing the Impact of Road Travel:** We will reduce the impact of road travel by:
 - Developing and implementing robust, evidence based air quality action plans to improve air quality; and
 - Working with our sub regional partners, fleet and freight operators to improve the efficiency of vehicles and goods delivery, and reduce exhaust emissions; and Implementing measures to ensure the current road system is used efficiently.
- **Site MU1 Land South of Barugh Green Road:** The site is proposed for mixed use predominantly for housing and employment. The indicative number of dwellings proposed on this site is 1700. These are included in the housing numbers for Urban Barnsley in the housing chapter.

43 ha of employment land is proposed on the site and is included in the employment land figures in the Urban Barnsley section of the Economy chapter.

The development will be subject to the production and approval of a Masterplan Framework covering the entire site which seeks to ensure that the employment land is developed within the plan period, that community facilities come forward before completion of the housing and that development is brought forward in a comprehensive manner.

Relevant to this document, the development will be expected to:

- Provide a primary school on the site;

- Provide on and off site highway infrastructure works, including a link road (Claycliffe Link) and improvements at Junction 37 as necessary;
- Provide small scale convenience retail and community facilities in compliance with Local Plan policy TC5 Small Local Shops;
- Provide accessible public open space; and
- Protect the routes of the Public Rights of Way that cross the site, and make provision for these as part of any proposal.

SUMMARY

- 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. ACCESSIBILITY & CONNECTIVITY

INTRODUCTION

- 3.1 This section of the Travel Plan describes the existing infrastructure that will facilitate and encourage trips to the site by foot, bicycle or public transport, rather than by car. It also considers any specific barriers to sustainable travel and how these are to be addressed, where appropriate.

ACTIVE TRAVEL OPTIONS

Pedestrian Access

- 3.2 The Institution for Highways and Transportation (IHT) offers guidance on walking distance by journey purpose, this is summarised in **Table 3.1** below.

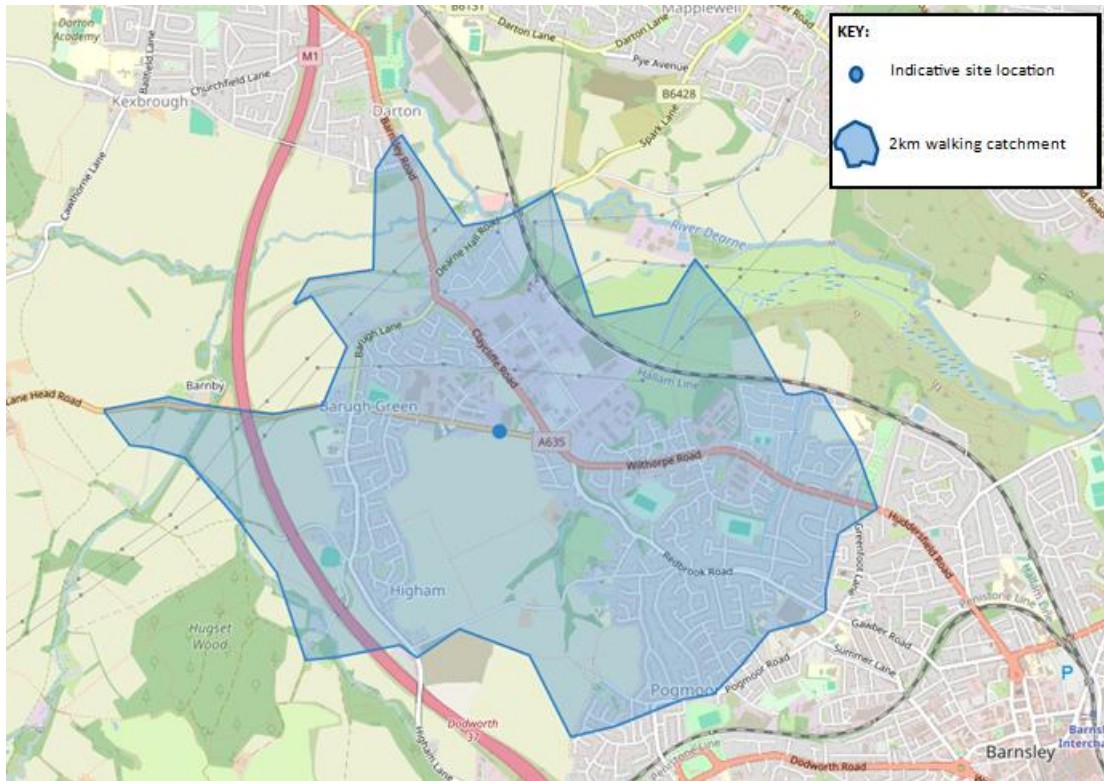
Table 3.1: Walking Distances by Journey Type

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

(Source: IHT)

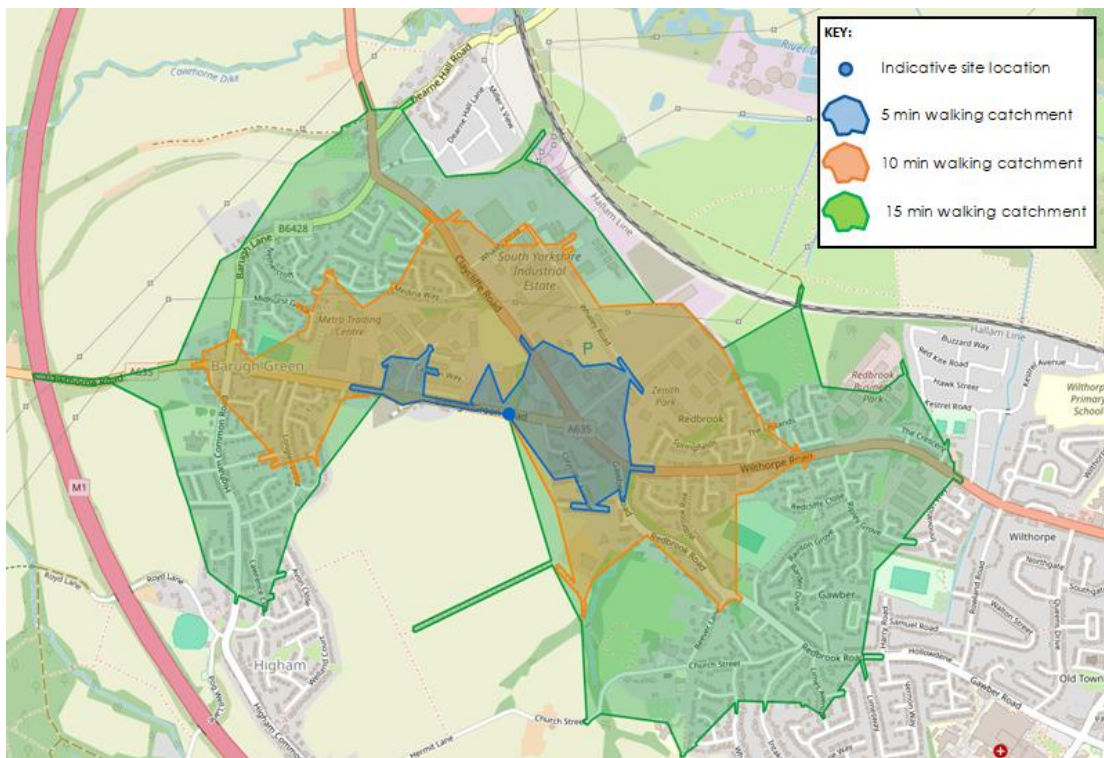
- 3.3 As **Table 3.1** shows, a 2km catchment is the preferred maximum walking distance for 'commuting / school'. A 2km walking catchment from the site includes Barugh Green, Higham and Pogmoor. The 2km walking catchment is illustrated in **Figure 3.1**, overleaf, whilst **Figure 3.2** highlights the accessibility of the site utilising time-based mapping. As can be seen overleaf, Redbrook and South Yorkshire Industrial Estate can be accessed in a 10-minute walk from the proposed site access on Barugh Green Road, whilst additional amenities and the surrounding residential areas such as Gawber can be accessed in a 15-minute walk, utilising existing pedestrian infrastructure available in the vicinity of the site.

Figure 3.1: 2km Walking Catchment



(Source: Open Street Map)

Figure 3.2: 5, 10 & 15-Minute Walking Catchments



(Source: Open Street Maps)

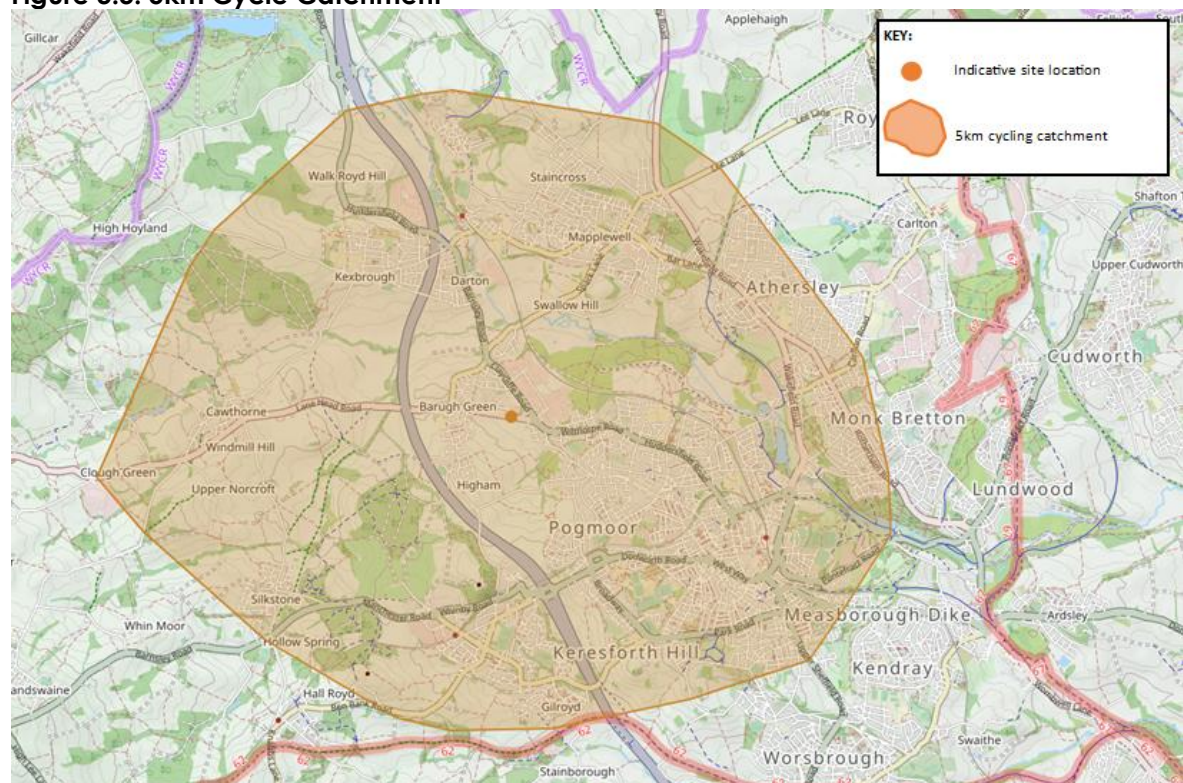
- 3.4 Pedestrian access to the site will be taken via the proposed vehicular access from the A635 Barugh Green Road, to the north. The access is to be bound 2m wide footways with dropped kerbs and tactile paving supporting pedestrian movement east-west along the south side of the carriageway, tying in with the existing provision along the A635 Barugh Green Road. As part of the proposed access junction works, a dropped kerb crossing with tactile paving and a pedestrian refuge island will be provided to the east of the access junction, facilitating north/south movement across Barugh Green Road and a more direct route northeast towards local amenities and employment opportunities.
- 3.5 To the east of the site access there will be a 3m wide shared footway/cycle path, running north-south through the site. Additional 3m wide footway/cycle paths run east-west to the north and south of the site, providing future cycle connections to the existing residential area to the east, as well as direct links to the wider allocation to the south and east, in line with the MU1 Masterplan.
- 3.6 Approximately 200m east of the proposed site access, the A635 Barugh Green Road widens to two-lanes on approach to a 4-arm roundabout junction which gives access north via the A637 Claycliffe Road, east via Whaley Road and south, via the A635 Wilthorpe Road. Pedestrian refuge islands comprising dropped kerbs and tactile paving are in place on all approaches, assisting pedestrian movement across the junction. From this junction, the A635 Wilthorpe Road extends south before diverting east, towards Redbrook and Wilthorpe; residential dwellings take direct frontage access along both sides of the carriageway.
- 3.7 Supporting access to the wider allocation, the A635 Barugh Green Road forms the east and west arms of a 4-arm roundabout junction which also gives access north onto Cannon Way. Signage indicates a shared footway/cycleway runs along the south side of the junction, with refuge islands comprising dropped kerbs and tactile paving in place to support continues east-west movements along Barugh Green Road. In the vicinity of the roundabout junction, the carriageway is streetlit on both sides.
- 3.8 From the proposed site access, the A635 Barugh Green Road extends west for approximately 800m, after which the A635 forms the major arm of a signalised crossroads junction which gives access north towards Barugh Green and its associated residential area, south towards Higham and west towards Cawthorne.
- 3.9 Signalised pedestrian crossings are in place on all approaches of the junction, with footways and street lighting in place on both sides of the carriageway. Residential dwellings take direct frontage access in the vicinity of the junction, with traffic calming measures in the

form of speed humps in place to the south, on Higham Common Road. Walking distances to a number of key local destinations from the site have been provided in the later part of this section, including a parade of shops in place along the south side of Barugh Green Road, on approach to the junction.

Cycle Access

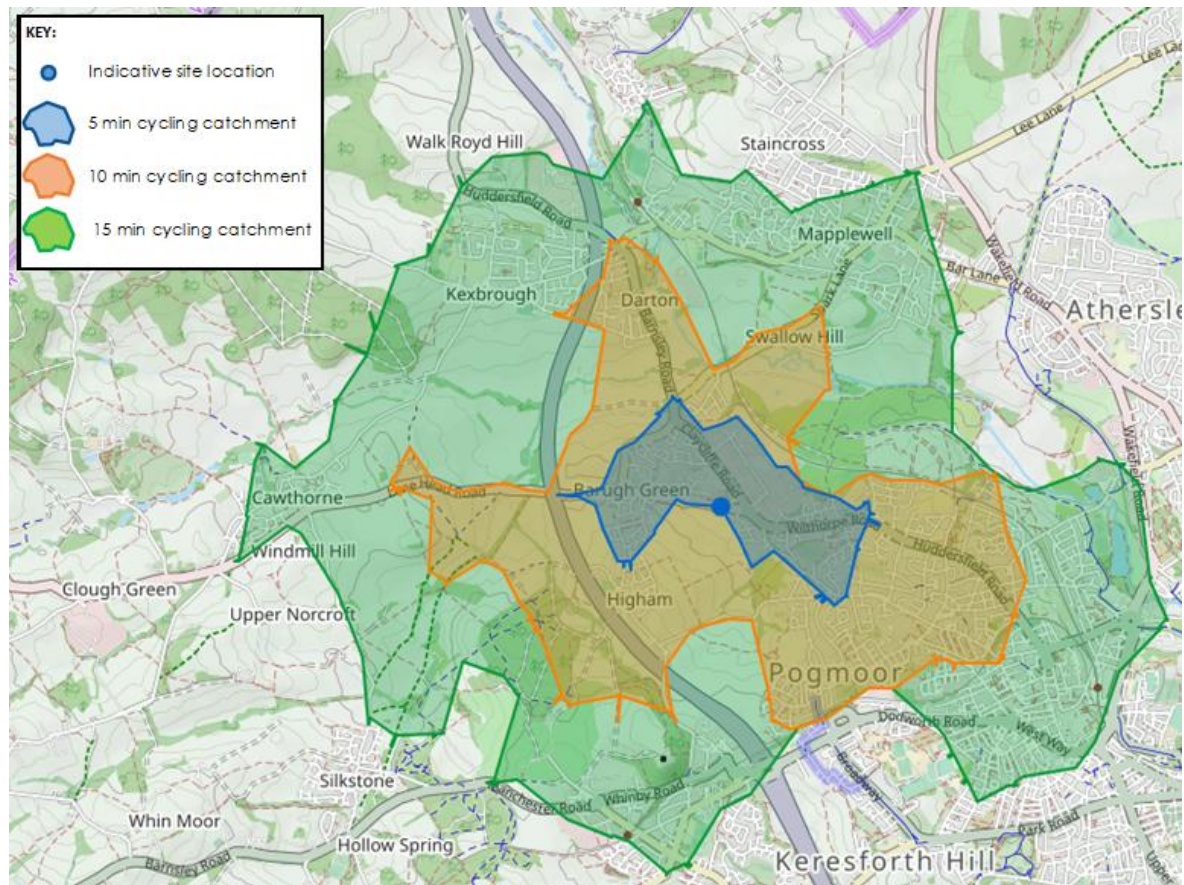
- 3.10 Cycling can be a substitute for car trips, particularly those of up to 5km, with relevant guidance stating that “cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport”. Cycling, therefore, plays an important role in reducing the need to travel by car.
- 3.11 A 5km catchment of the site includes entirety of Barnsley town centre, Darton, Silkstone, Cawthorne, Pogmoor, and parts of Athersley and Monk Bretton. **Figure 3.3**, below, illustrates a 5km cycle isochrone from the site, whilst **Figure 3.4** highlights the accessibility of the site utilising time-based mapping.

Figure 3.3: 5km Cycle Catchment



(Source: Open Street Map)

Figure 3.4: 5, 10 & 15-Minute Cycling Catchments



(Source: Open Cycle Map)

- 3.12 Illustrated in **Figure 3.4**, the site is located an approximate 15 minute cycle distance from Barnsley town centre, making this a realistic alternative to the private car for accessing employment and leisure facilities in the town centre, as well as additional public transport services at Barnsley Interchange.
- 3.13 As previously mentioned, there will be a 3m wide shared footway/cycle path to the east, running north-south through the site. Additional 3m wide footway/cycle paths run east-west to the north and south of the site, providing future, direct cycle connections to the existing residential area to the east, as well as the wider allocation to the south and east, in line with LTN 1/20 guidance. These routes tie in with existing infrastructure in the vicinity of the site, namely the shared footway/cycleway in the vicinity of the A635 / Cannon Way roundabout junction to the west of the site. The closest National Cycle Network (NCN) Route to the site is NCN Route 62 which can be accessed in a 5km (24-minute) cycle via Redbrook Road. This route forms the west and central sections of the Trans Pennine Trail which runs from coast to coast across northern England.

Key Routes

- 3.14 **Figure 3.5**, below, illustrates the key pedestrian and cycle routes in the vicinity of the site and, for ease of reference, the routes are numbered, consistent with the corresponding text.

Figure 3.5: Key Pedestrian Routes



(Source: Open Street Map)

- 3.15 As can be seen in **Figure 3.5**, the site is accessed from the A635 Barugh Green Road on the northern boundary. In the vicinity of the site, extending east, the carriageway is bound by footways and street lighting on both sides. As part of the development proposals, dropped kerbs and tactile paving will be provided across the site access junction, supporting pedestrian movement east-west. Furthermore, a pedestrian refuge island comprising dropped kerbs and tactile paving will be provided to the east of the junction, supporting pedestrian movement north-south across Barugh Green Road and providing a direct link northeast towards nearby leisure and employment opportunities.
- 3.16 Detailed later in this section, ALDI **(1)** can be accessed in a 400m (5-minute) walk from the site, utilising this route. From the refuge island crossing, pedestrians would continue eastbound along the footway to the north of Barugh Green Road before diverting north via a ramped, level access into the ALDI car park. Past this point, the internal car park provides footways with dropped kerbs, tactile paving and zebra crossings to allow pedestrians to safely manoeuvre towards the shop; the car park benefits from lighting throughout.

- 3.17 To the west of the proposed site access, Barugh Green Road follows an east-west alignment as the carriageway extends west towards the centre of Barugh Green. Along its length, the carriageway is bound by footways and street lighting on both sides and, after 250m, forms the east and west arms of a 4-arm roundabout junction which gives access north onto Cannon Way and south, into the wider allocation to be brought forward as part of the MUI Masterplan. On approach from the east, dropped kerbs and tactile paving support pedestrian movement north-south, whilst a similar arrangement is in place across the Cannon Way arm of the junction. To the south and west, refuge islands comprising dropped kerbs and tactile paving support pedestrian movement across the junction. Illustrated in **Figure 3.5**, Cannon Way (to the north) gives access to Claycliffe Business Park **(2)**, from which a range of employment and leisure opportunities can be accessed.
- 3.18 Continuing west past the roundabout junction, the speed limit along the A635 Barugh Green Road reduces to 30mph on approach to Barugh Green village centre. Past this point, the carriageway is bound by footways and street lighting on both sides, with residential dwellings taking direct frontage access to the south. Barugh Green Road forms the major arm of a number of access junctions on both sides, albeit dropped kerbs and tactile paving are in place to support pedestrian movement east-west. After 650m, Barugh Green Recreation Ground can be accessed on the north side of the carriageway, after which the footway to the south widens in the vicinity of a parade of shops which includes a One Stop Convenience Store; this shop benefits from a ramped access with a handrail.
- 3.19 Approximately 800m west of the proposed site access, the A635 Barugh Green Road forms the eastern arm of a signalised crossroads junction which gives access north onto the B6428 Barugh Lane, south onto Higham Common Road and west along the A635 Cawthorne Road. Dropped kerbs and tactile paving are in place across all arms of the junction, allowing pedestrians to manoeuvre onto the north side of Cawthorne Road which gives direct frontage access to Barugh Surgery **(3)**. Located to the west of the junction, Barugh Surgery can be accessed in a 13 minute walk from the proposed site access.
- 3.20 To the south of the crossroads junction, Higham Common Road runs north-south between Barugh Green and Higham and has footways and street lighting on both sides. Approximately 150m south, Barugh Green Primary School **(4)** takes access on the west side of the carriageway, with traffic calming measures in the form of speed humps and 'SCHOOL-KEEP-CLEAR' road markings in place in the vicinity of the school access. Furthermore, adjacent the gated pedestrian access, a crossing point comprising dropped

kerbs, tactile paving and bollards supports pedestrian movement east-west, across Higham Common Road.

LOCAL PUBLIC TRANSPORT OPTIONS

Local Bus Services

- 3.21 There are a number of bus stops located within a short walk of the site. The closest bus stop are located on the A635 Barugh Green Road, approximately 100m / 140m east of the site. Located on both sides of the carriageway, both stops comprise a shelter, seating and timetable information. Further stops can be accessed approximately 400m / 450m west of the site in Barugh Green village centre. **Figure 3.6**, below, illustrates the location of these bus stops, whilst **Table 3.2**, overleaf, summarises the services that can be accessed from them.

Figure 3.5: Bus Stop Locations



(Source: Google Maps)

Table 3.2: Bus Services

Service		Frequency		
		Weekday	Saturday	Sunday
Barugh Green Road				
93	Barnsley (Circular)	60 mins	60 mins	-
94/A	Barnsley Interchange – Denby Dale	120 mins	120 mins	-
95	Barnsley Interchange – Kexborough	30 mins	30 mins	-
96B	Barnsley Interchange – Wakefield	120 mins	120 mins	120 mins
353	Barnsley - Holmfirth	3 Services*	-	-
412	Barnsley – Penistone Grammar	1 AM / 1 PM Service	-	-

(Source: Public Transport Operator Websites) *Monday, Wednesday, Friday

3.22 As can be seen in **Table 3.2**, Barugh Green Road is served by 3-5 separate services per hour, providing services to key destinations, including Barnsley and Wakefield. It is, therefore, expected that residents could make use of the bus services to travel to destinations further afield.

Rail Services

3.23 The closest railway station to the site is Barnsley Interchange, located approximately 3.8km southeast of the site. Accessible in an 18-minute cycle via Redbrook Road, Barnsley Interchange can also be accessed in a 24-minute multi-modal journey via 93/94/95/96 bus service, accessible on the A635 Barugh Green Road.

3.24 Barnsley Interchange benefits a range of facilities such as accessible ticket machines, waiting rooms and 24 cycle storage spaces. The station benefits from level access to both platforms 2 platforms and is served by approximately 6-8 trains per hour, to a number of regional and national destinations such as Sheffield, Huddersfield and Leeds. **Table 3.3**, below, outlines the key destinations accessible from Barnsley Interchange.

Table 3.3: Barnsley Interchange railway station services

Destination	Frequency
Leeds (Express) via Wakefield Kirkgate	2 per hour
Leeds (Slow) via Castleford	1 per hour
Sheffield (Express) via Meadowhall	1 per hour
Sheffield (Slow) via Wombwell, Chapeltown and Meadowhall	1 per hour
Huddersfield	1 per hour
Nottingham via Sheffield & Chesterfield	1 per hour

Lincoln via Sheffield, Worksop & Gainsborough Lea	1 per hour
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(Source: National Rail)

LOCAL AMENITIES

3.25 **Table 3.4**, below, provides a summary of local facilities which are available within the preferred maximum walking (2km) or cycling (5km) distances of the site, with approximate journey times. Measurements are taken from the proposed vehicular access, from the A635 Barugh Green Road. It should be noted that, as part of the wider MUI 'Land South of Barugh Green Road' site, the proposals comprise mixed use development and are expected to provide a primary school, small scale convenience, retail and community facilities and employment facilities, as well as access to public open space. The above will all be accessible within the preferred maximum walking and cycling distances.

Table 3.4: Local Facilities

Amenity	Distance	Walk Time	Cycle Time
Chestnut Tree Pub/Restaurant	350m	5 mins	1 min
Aldi	400m	5 mins	1 min
Claycliffe Business Park	400m	6 mins	2 mins
Barugh Green Recreation Ground	650m	10 mins	3 mins
One Stop Convenience Store	700m	10 mins	3 mins
Little India Takeaway	750m	11 mins	3 mins
Cawthorne Road Day Nursery	800m	12 mins	4 mins
Barugh Surgery	850m	13 mins	4 mins
Pharmacy Wise Barugh Green	900m	13 mins	4 mins
Barugh Green Primary School	1.0km	15 mins	5 mins
The Royal Pub & Restaurant	1.2km	17 mins	4 mins
Sainsbury's Local	1.2km	19 mins	8 mins
The Crown & Anchor Pub	1.3km	18 mins	5 mins
Vets for Pets	1.3km	19 mins	5 mins
The Pantry & Gawber Post Office	1.4km	22 mins	10 mins
Barnsley Business & Innovation Centre	1.5km	22 mins	9 mins
Higham Cricket Club	1.5km	23 mins	9 mins
Tesco Express	1.6km	23 mins	9 mins
Barnsley Hospital	1.8km	28 mins	12 mins
Summer Lane Primary School	2.0km	32 mins	12 mins

(Source: Google Maps)

SUMMARY

- 3.26 Overall, it is considered that there are good opportunities for walking and cycling locally, with good pedestrian infrastructure surrounding the site. Furthermore, bus stops are located within convenient walking distance of the site, giving access to local and regional destinations. Trips to and from the proposed development site can, therefore, easily be undertaken by sustainable modes of travel, thus minimising the use of the private car.

4. TRAVEL PLAN MEASURES

INTRODUCTION

- 4.1 As noted at the outset of this report, Avant Homes are committed to implementing a Travel Plan programme at the Barugh Green Road development. This programme includes a tailored package of measures, delivered in pursuit of the visions, aims and objectives of this Travel Plan strategy.
- 4.2 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
- 4.3 The following section will outline the package of measures that will be delivered at Barugh Green Road, providing examples of comparable measures delivered in a similar context elsewhere, where appropriate.

ENGAGEMENT ON TRAVEL CHOICES

- 4.4 One of the key aims of the Travel Plan 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.
- 4.5 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.
- 4.6 Through the Travel Plan 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 Barugh Green Road, the following materials will be prepared:

Bespoke Sustainable Travel Website

- 4.7 Websites offer an ideal means of providing people with access to up to date information, and links to useful information and 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.

- 4.8 A development-specific sustainable travel information website will, therefore, be set up. 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.
- 4.9 The website will contain a wide range of site-specific travel information and advice and will 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 view / download;
 - Advice on walking and cycling routes in the local community; and
 - A map illustrating the key local travel options and local amenities.
- 4.10 The website will be promoted to prospective residents via the sales office, in the sustainable travel guide and sustainable travel newsletters (see below).

Bespoke Sustainable Travel Guide

- 4.11 A bespoke sustainable travel guide will be prepared for the development, an example of which can be found within **Appendix B**. Within the travel guide, residents will be presented with the following key information:
- 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 as well as the health benefits of active travel;
 - Links to key sources of further information which can assist in the planning of a local journey by foot or by bike, including:
 - Barnsley MBC Cycle Clubs and Events: [Cycle clubs and events \(barnsley.gov.uk\)](https://www.barnsley.gov.uk/cycle-clubs-and-events);
 - Cycling routes & maps for the Barnsley area: [Cycle lanes and routes \(barnsley.gov.uk\)](https://www.barnsley.gov.uk/cycling-routes-and-maps)
 - Information related to walking: [Walking in Barnsley](https://www.barnsley.gov.uk/walking-in-barnsley)
 - Information relating to public transport: [Bus timetables \(barnsley.gov.uk\)](https://www.barnsley.gov.uk/bus-timetables)

- 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 local (and appropriate national) car share schemes and car clubs, 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; and
- Advice on the support available, including the offer of a Personal Journey Plan.

4.12 The travel guide will be made available through the sales office, to both prospective purchasers and new homeowners.

4.13 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.

4.14 All new homeowners will be provided with a further copy of the guide on first occupation, alongside their welcome pack.

4.15 The Travel Plan Coordinator (TPC) will be responsible for engaging with the onsite sales team to inform them of the purpose of the Travel Plan programme and the support that residents can access through it. The TPC 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.

Bespoke Sustainable Travel Newsletter

4.16 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.

4.17 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. 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.

- 4.18 For this reason, all occupied homes at the development will be sent an annual sustainable travel newsletter, an example of which can be found within **Appendix C**. This newsletter will be published annually.

SUPPORT FOR SUSTAINABLE TRAVEL CHOICES

- 4.19 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 Plan programme at Barugh Green Road.

Personal Journey Planning Support

- 4.20 Promoted through the above 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.
- 4.21 Based upon the journeys start and end point, and the intended time of travel, the TPC 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 which bus stops to use if travelling by public transport.

Provision of Cycle Storage

- 4.22 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

- 4.23 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.

Promotion of Cycle Support

- 4.24 Within Barnsley a wide range of support is available to cyclists of all abilities, through both the Bikeability and Barnsley Bike Works projects. Support available to cyclists includes:
- Adult and child cycle training support;
 - Cycle maintenance support and training; and
 - Organised cycle clubs and rides.
- 4.25 The TPC will work with the respective organisations who deliver these support options, to promote their availability to those who live at Barugh Green Road, and to encourage participation where possible.

MANAGEMENT OF THE TRAVEL PLAN AND BUDGET PROVISION

- 4.26 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 that of a Travel Plan Coordinator (TPC).
- 4.27 Avant Homes intend to appoint TPS to act as the TPC for the Barugh Green Road development. The TPC will make themselves known to the Travel Plan Officers at the Council.
- 4.28 The role will commence upon first occupation and will continue for a period 5-years. Responsibilities of the TPC will include (but not be limited to):
- Overall management of the travel plan programme, including fulfilment of the Travel Plan obligations;
 - Preparation, distribution and ongoing updating of the travel plan 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 plan materials as appropriate;
 - Engagement with the sales team; and
 - Preparation of an annual monitoring report.
- 4.29 Avant Homes are committed to make available a suitable budget provision to cover the implementation of this Travel Plan in full. A suitable Travel Plan Coordinator budget will be set aside to fulfil the role.

5. TARGETS, MONITORING AND REPORTING

TRAVEL PLAN VISION, OUTCOMES & TARGETS

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

“Make the development a place where residents and visitors can be fully informed when choosing travel modes for undertaking both regular and one-off journeys, and in doing so reduce the number of vehicular trips made from the development, and the resultant impact on the local environment.”

5.2 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.

5.3 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:

- **S**pecific;
- **M**easurable;
- **A**chievable;
- **R**ealistic; and
- **T**ime-bound.

Action-type Targets

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

5.5 The action-type targets specific to this Travel Plan can be found in **Section 4**, 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

5.6 Aim-type targets are quantifiable and can be used to indicate whether the Travel Plan is achieving its stated vision and outcomes.

Vehicle Trip Rate Targets

- 5.7 Typically, it is expected that a resident travel survey is undertaken, with a minimum response rate of 50% required. However, experience shows that achievement of strong response rates to resident travel surveys is hard to achieve and, on this basis, secondary Travel Plan targets have been identified based upon the number of vehicle trips generated by the development within the peak travel periods.
- 5.8 Through the undertaking of peak period traffic counts it is possible to collect robust data on vehicle trip generation, for comparison against vehicle trip rates identified within the Transport Assessment. This is deemed appropriate given that it is stated within the national guidance 'Making Residential Travel Plans Work', that "the main target in the Travel Plan will normally be a measure of the level of car trips originating from the site."
- 5.9 Vehicle trip rates are used to estimate the number of car trips likely to be generated by a proposed residential development. Multiplying the vehicular trip rate by the number of occupied homes allows you to predict the number of vehicle trips expected within the peak periods.
- 5.10 The likely vehicular trips at full occupation have been extracted from the Transport Assessment submitted in support of the planning application. The target is then to reduce actual (counted) trips to below this by the time the development is fully occupied, taking account of the Travel Plan measures.
- 5.11 The target for a reduction in the number of vehicular trips has been set at 10%, to be achieved within five years of full occupation of the development.
- 5.12 The vehicular AM and PM peak hour trip rates (vehicles/dwelling) reflecting this TRICS data used in the Transport Assessment (TA) are shown in **Table 5.2**, below.

Table 5.2: TA Trip Rates & Traffic Generation

	AM Peak			PM Peak		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trip Rates	0.144	0.355	0.499	0.323	0.158	0.481
Trip Generation	21	53	74	48	24	72

(Source: TRICS)

- 5.13 These vehicle trip rates can be used to estimate the number of car trips likely to be generated by the proposed residential development. Assuming at full occupation there will

be 149 dwellings, some **74** two-way vehicle trips in the AM peak hour and **72** two-way vehicle trips in the PM peak hour would be expected.

- 5.14 A 10% reduction in vehicular trips at full occupation would, therefore, equate to a reduction of **7** two-way vehicle trips in the AM peak hour (to **67**) and **7** two-way vehicle trips in the PM peak hour (to **65**).
- 5.15 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.
- 5.16 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 5.3**, below, identifies the target trip rates per dwelling for the AM and PM peak hours.

Table 5.3: Target Trip Rates per Dwelling

Peak Hour	Target Two-Way Trip Rate
AM	0.449
PM	0.433

(Source: Consultant Calculation)

- 5.17 Trip rate 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

Baseline Traffic Counts and Reporting

- 5.18 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, monitoring at this site will take the form of manual peak period traffic counts undertaken at the site access. 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.
- 5.19 The first (baseline) traffic count will be undertaken 12 months after first occupation. The results will be shared with Travel Plan officers at BMBC following the baseline monitoring.

Should the count data vary when compared with the TRICS data, the TPC will discuss with BMBC and agree appropriate amendments to the targets.

Annual Traffic Counts and Reporting

- 5.20 Following the initial baseline monitoring exercise, subsequent traffic counts will be undertaken annually in four further years. These counts will allow the TPC to monitor over time how successful the Travel Plan has been in achieving the vision to reduce the number of vehicular trips generated by the development.
- 5.21 The TPC will feed results of these counts back to Travel Plan officers at the Council annually, throughout the Travel Plan delivery period, in the form of a Travel Plan Monitoring Report. Within the report an update on the wider delivery of the Travel Plan measures will be provided, for comparison against the Action Plan.



TPS Transport Consultants Ltd

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

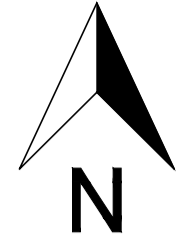
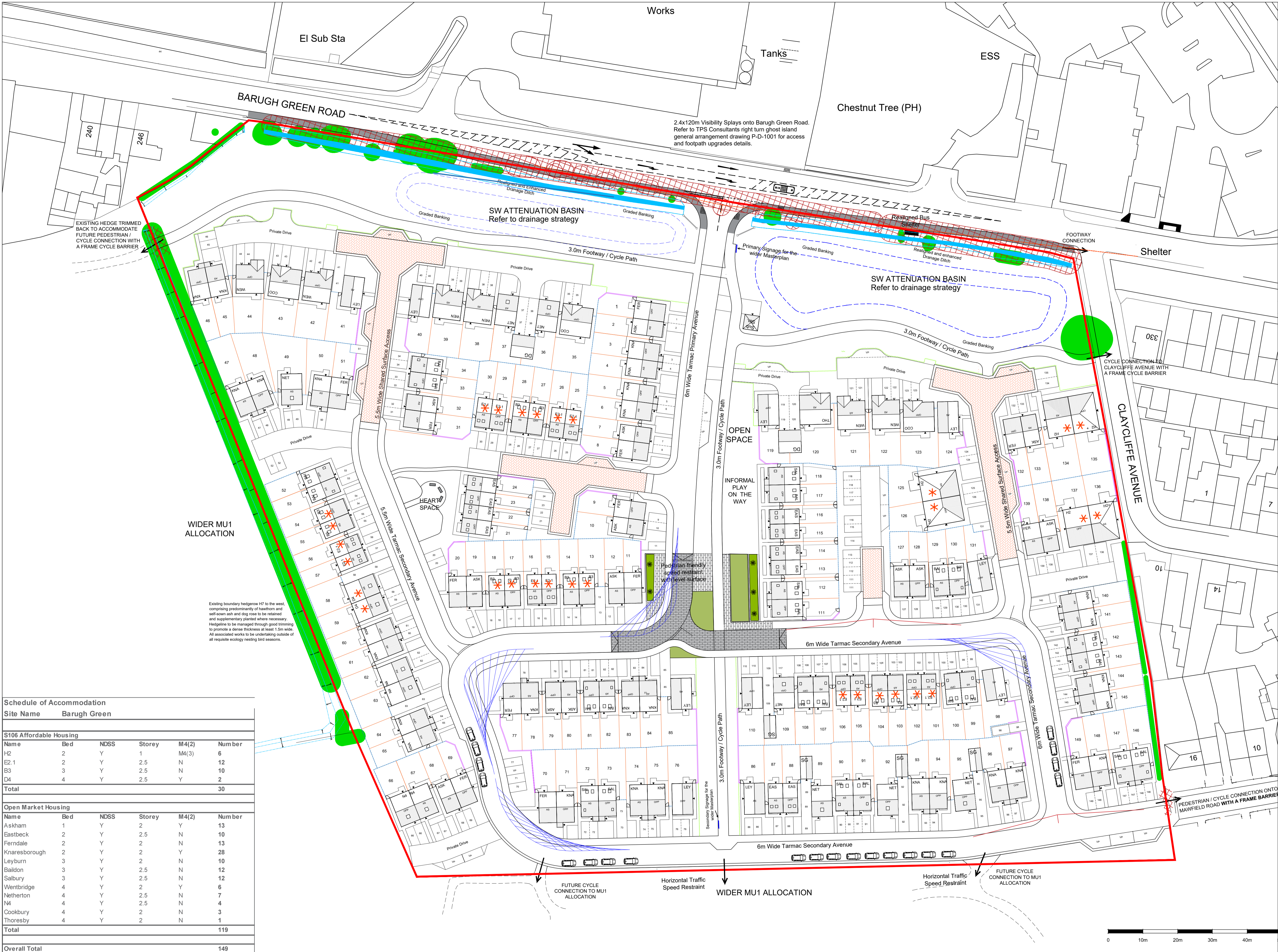
Tel: 01924 664638

Web: www.tpsconsultants.co.uk

TRAVEL PLAN APPENDICES

Appendix A

Site Layout Plan



2.4x120m Visibility Splays onto Barugh Green Road. Refer to TPS Consultants right turn ghost island general arrangement drawing P-D-1001 for access and footpath upgrades details.

EXISTING HEDGE TRIMMED BACK TO ACCOMMODATE FUTURE PEDESTRIAN / CYCLE CONNECTION WITH A FRAME CYCLE BARRIER

WIDER MU1 ALLOCATION

Existing boundary hedgerow H7 to the west, comprising predominantly of hawthorn and self-sown ash and dog rose to be retained and supplementary planted where necessary. Hedgerow to be managed through good trimming to promote a dense thickness at least 1.5m wide. All associated works to be undertaken outside of all requisite ecology nesting bird seasons.

Schedule of Accommodation					
Site Name	Barugh Green				
S106 Affordable Housing					
Name	Bed	NDSS	Storey	M4(2)	Number
H2	2	Y	1	M4(3)	6
E2.1	2	Y	2.5	N	12
B3	3	Y	2.5	N	10
D4	4	Y	2.5	Y	2
Total					30
Open Market Housing					
Name	Bed	NDSS	Storey	M4(2)	Number
Askham	1	Y	2	Y	13
Eastbeck	2	Y	2.5	N	10
Ferndale	2	Y	2	N	13
Knaresborough	2	Y	2	Y	28
Leyburn	3	Y	2	N	10
Baldon	3	Y	2.5	N	12
Salbury	3	Y	2.5	N	12
Wentbridge	4	Y	2	Y	6
Netherton	4	Y	2.5	N	7
N4	4	Y	2.5	N	4
Cookbury	4	Y	2	N	3
Thoresby	4	Y	2	N	1
Total					119
Overall Total					149

- PLANNING KEY
- SITE BOUNDARY
 - ROAD
 - ROAD MARKINGS
 - DRIVES & PATHS
 - 1.8m TIMBER SCREEN FENCE
 - 1.2m POST & RAIL FENCE
 - 1.8m TIMBER GATE
 - 0.45m KNEE HIGH RAIL
 - 1.8m SCREEN WALL & FENCE PANEL INFILL
 - 2m ACOUSTIC FENCE/SCREEN WALL
 - VISIBILITY SPY
 - BIN STORAGE
 - BIN COLLECTION POINT
 - 6x4 SECURE CYCLE/SHED
 - PLOT NUMBERS
 - PARKING SPACES
 - S106 AFFORDABLE PLOTS
 - SIGNAGE FOR THE WIDER MASTERPLAN
 - BLOCK PAVING
 - EXISTING TREES AND HEDGING
 - TREES AND HEDGING TO BE REMOVED
 - PROPOSED TREE PLANTING - Refer to Landscape Masterplan
 - EXISTING WATERCOURSE
 - STREET FURNITURE
 - ENTRANCE FEATURE WALL

AVANT
homes

Unit 2, Market Court, Park Avenue, Colton, Wakefield, WF4 3PL
Tel: 01924 284411 Fax: 01924 284488
www.avanthomes.co.uk

DATE: 09/01/25 SCALE: 1:500 @ A1 DRAWN BY: CR

DWG TITLE: Planning Site Layout

PROJECT: Barugh Green Road, Barugh Green, Barnsley

DWG No: 4213-200 REV: A



Appendix B

Example Travel Guide



Explore your

TRAVEL CHOICES @ ODETTE'S POINT

KEIGHLEY

**OFFERS FOR
RESIDENTS**
See inside



TRAVEL GUIDE

WELCOME

MOVING HOME IS AN EXCITING TIME THAT CAN MEAN CHANGES TO YOUR LIFESTYLE AND DAILY ROUTINES.

Whether you are thinking about moving to Odette's Point or 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 choices you could make, with a focus on more sustainable and environmentally friendly options.

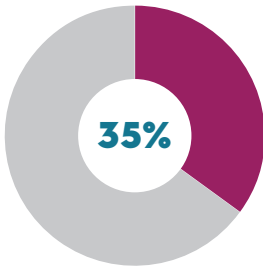
Avant Homes recognise our responsibility to reduce the impact of our development upon the local community and the environment, and by publishing this guide we hope to minimise the number of unnecessary car journeys made.



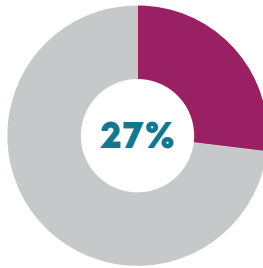
WHY CONSIDER YOUR LOCAL TRAVEL CHOICES?

The car is, for many reasons, the most popular travel option in the UK. There are, however, a growing number of reasons why we should all consider whether we could swap the use of the car for more sustainable options, even if just some of the time.

Benefits associated with increased use of sustainable travel options can include reduced local congestion, improved air quality, better health and wellbeing and lower travel costs. Use of sustainable travel options can therefore be better for our local community, our environment, our bodies, and our bank balance.



Over **35%** of trips under two miles are made by car



Transport is the biggest greenhouse gas emitter in the UK, making up **27%** of all emissions, with **over half of this from cars.**



The average driver loses **115 hours** per year in road congestion



It takes less than **20 minutes** to walk to **Merlin Top Primary Academy on Braithwaite Avenue**. By doing the school run on foot or by bike just one day a week rather than using the car,, you could save the same amount of CO₂ it takes to charge your smartphone **4,756 times** across the year!



LET'S GET ACTIVE

We all know that regular physical activity is incredibly beneficial to us. On a personal level it can, therefore, make a lot of sense to walk, cycle or run when we can rather than getting in the car.

Beyond the health benefits, we should not overlook the wider benefits that riding a bike or walking more regularly can have on our local community and the wider environment.

Undertaking local journeys on foot or by bike can help contribute towards reduced local congestion, less parking pressures, and improved air quality, making the streets around your home more pleasant and safe for all.

Not to mention the fact that active travel choices are extremely cheap (even free) when compared to other options!

APPROX TIME TO TRAVEL ON FOOT





Cycling is a great way to get around, and there has never been a better time to get out on your bike whether alone, with friends or with your family.

The National Cycle Network (NCN) route 696 can be reached in under 15 minutes from Odette's Point by bike. Following the Leeds and Liverpool Canal towpath, this route offers a quiet, traffic-free path along the longest canal in Britain and connects Keighley with Bingley, Saltaire and Shipley.

For more confident cyclists, The West Yorkshire Cycle Route (WYCR) is a signed circular route around the perimeter of West Yorkshire and is also easily accessible from Odette's Point in just 10 minutes.

You can find out more about these routes, plan a cycle journey, explore cycle facilities in the region and even find out about free cycle training opportunities on the West Yorkshire City Connect website: cyclecityconnect.co.uk

APPROX TIME TO TRAVEL BY BIKE



EXPLORE YOUR PUBLIC TRANSPORT OPTIONS



TRAVEL BY BUS

Your closest bus stops from Odette's Point are located just a short walk away on Westway, with further services available from stops on Whin Knoll Avenue.

Keighley Bus Station can be reached in under 20 minutes by public transport or just 5 minutes by bike. From here, a wider range of services can be accessed. Below we've highlighted some of the key services, but many more are available from the station. All services are operated by the Keighley Bus Company.

Service K12

Keighley to Blackhill

Available from Westway.
Services operate hourly
Monday – Saturday
daytime.

Service K1

Keighley to Laycock

Available from Whin
Knoll Avenue.
Services operate every
30 minutes Monday –
Saturday daytime and
hourly on Sundays.

Service Aireline 60

Keighley to Leeds via Shipley

Available from Keighley
Bus Station
Services operate every
30 minutes Monday –
Sunday daytime and
hourly on evenings.

TRAVEL BY TRAIN

Travelling by train is a great option from Odette's Point. The closest station is Keighley which can be reached in around 25 minutes on foot or just under 10 minutes by bike. Managed by Northern Rail, the station has a staffed ticket office as well as ample bike storage.

Keighley is served by half hourly services to Leeds, hourly services to Bradford Forster Square and three trains an hour to Skipton with additional services during peak times. From Leeds, national rail services can be accessed.

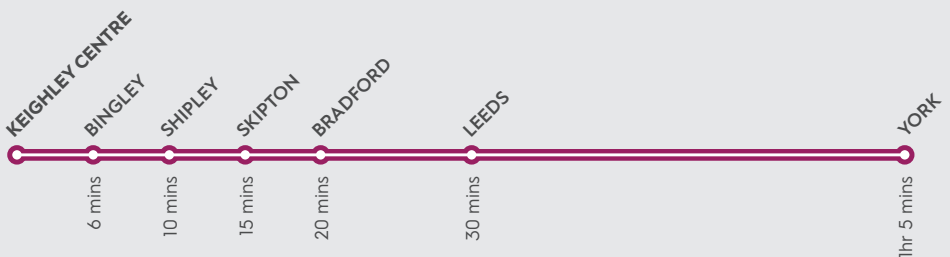
With Leeds being reached in around 30 minutes, when considering traffic and the time it takes to park, travelling by train may well be much quicker than a journey by car!



Explore all of your public transport options, including journey planning tools, station and ticket information and much more at:



APPROX TIME TO TRAVEL BY PUBLIC TRANSPORT



SUSTAINABLE CAR USE

Whilst there are times when it is easy enough to walk, cycle or hop on public transport, for some people and some trips the only realistic option is to travel by car. That is not to say, however, that you couldn't still save money and do your bit for the environment, even when travelling by car.

Have you considered whether you could share your journey by car, reducing the number of vehicles on the road? Or could you switch to an electric or hybrid vehicle, helping to reduce transport related CO₂ emissions?

FIND A CAR SHARE COMPANION

Do you often drive alone in your car, maybe to work on a daily basis? If you share the ride with just one other person you could halve the costs of your journey, by splitting the cost of petrol and parking.

Whilst a lot of car sharing is arranged informally, with friends, family or colleagues, there are now ways of identifying other people undertaking a similar journey. The **West Yorkshire Liftshare** scheme is easy to use and allows you to see if there is anyone else you could share a car journey with. Simply enter your journey details and some basic preferences, and let the system do the rest.



ARE YOU READY TO JOIN THE EV REVOLUTION?

Could your next car be an electric or hybrid model?

Electric vehicles (EVs) are the future of driving. With an ever-increasing number of charging points available, as well as new and exciting vehicles on the market, drivers now have greater choices and flexibility when it comes to choosing an EV.

Whilst EVs can initially be 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! And with petrol and diesel vehicles already beginning to be phased out, prices are becoming increasingly competitive.

The EV market can seem like a minefield, with lots of questions about the best options and practicalities of owning an EV. Find out more about vehicle options, how to charge and how much money you could start to save by visiting the Electrifying website, which is full of tools to help you get started!



USING A CAR CLUB

Car clubs are great! They provide people with convenient access to a car, without all the costs and hassle of owning one. No need to buy a car, pay fixed rentals, sort insurance or maintenance.

You can reserve a car at a moment's notice, with bookings available from as little as £5.50 an hour. When picking up the car there is no need to even see anyone, simply unlock the vehicle using your smart phone or membership card and off you go!

The closest car club vehicles can be found on South Street in Keighley. Visit the website for more information.



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 modes. Here are just a few that we have picked out for you:

WY METRO

The home of information on travelling by public transport across West Yorkshire. Plan a journey, download timetables, view maps and much more.

wymetro.com

KEIGHLEY BUS COMPANY

Many of the services in the local area are operated by Keighley Bus Company. Their website provides a wide variety of information, including timetables, purchasing tickets, routes and maps, service updates and much more!

transdevbus.co.uk/keighley

NATIONAL RAIL

A portal into UK rail travel including timetables, booking facilities, network maps, station information and much more.

nationalrail.co.uk

MCARD

Facilitated by WY Metro, the MCard is a smart way to pay for public transport journeys within West Yorkshire. Depending on the ticket type you pick, the MCard will give you unlimited travel on all bus and rail services across the region and you can even purchase and store tickets of your phone.

m-card.co.uk

SUSTRANS

Sustrans is the national charity delivering a wide range of work focused upon cycling and walking. They are responsible for the management of the National Cycle Network, a UK-wide network of signed paths and routes.

sustrans.org.uk





OFFERS, DISCOUNTS & SAVINGS

To help minimise the cost of your sustainable transport choices we have arranged a range of discounts and offers which residents at Odette's Point can take advantage of. We've also identified a number of further opportunities to save on the cost of your journeys:

halfords

HALFORDS: Save 10% on the cost of a new bike, accessories and servicing at the UK's leading cycle retailer.

runnersneed

the running specialists

RUNNERS NEED: In need of some new trainers or running equipment? Get an exclusive 10% discount at Runners Need.

eo

EO CHARGING POINTS: Save £50 on the cost of an electric vehicle charging point for your new home.

bikmo

BIKMO: Recently purchased a new bike? Cycling more than you used to? Save on the cost of cycle insurance with Bikmo.

BIKEDOCK SOLUTIONS

THE MANUFACTURING STANDARD

BIKEDOCK SOLUTIONS: Save 10% on the cost of home bike storage and security solutions, including stands, lockers and wall hanging products.

Bike Register®

The National Cycle Database

BIKE MARKING: Save 10% on the cost of Membership Plus Kits, Permanent Marking Kits, and UV Covert Kits with Bike Register, the National Cycle Database helping to reduce bike theft.



**TRAVEL
CHOICES**

AVANT
homes

CONTACT US

If you would like further information or advice regarding the travel options available around Odette's Point, please email us at: info@travelchoices.uk



Appendix C

Example Sustainable Travel Newsletter



TRAVEL CHOICES @ CITY FIELDS

CYCLING INTO SUNSHINE

LOCAL TRAVEL
OPTIONS

PAGE 4

DON'T
BE IDLE

PAGE 8

PUT YOUR
BEST FOOT
FORWARD

PAGE 10



TRAVEL
CHOICES

AVANT
homes

WHY CONSIDER YOUR LOCAL TRAVEL CHOICES?



The car is, for many reasons, the most used travel option in the UK. There are, however, a growing number of reasons why we should all consider whether we could swap the use of the car for more sustainable options, even if just some of the time.

Benefits associated with increased use of sustainable travel options can include reduced local congestion, improved air quality, better health and wellbeing and lower travel costs. The use of sustainable travel options can therefore be better for our local community, our environment, our bodies and our bank balance.



It takes around **10 minutes to reach Wakefield Kirkgate station by bike**. If you walked or cycled for just one return journey each week, rather than jumping in the car, you could save the same CO2 as produced by charging your smartphone **6,617 times across the year!**



63%

During 2022, **63%** of commuting trips were undertaken by car or van alone. Just **2%** shared their car journey with someone else.



94%

Cars are parked on average **94%** of the time, spending only **6%** of the time on the road.



It costs an average of **£296 per month** to run a car, excluding finance.

Would you like more information on your travel choices from City Fields? Head over to the City Fields Travel Choices website for information and resources on active travel, public transport, and sustainable car use. We've put the website together to help you make more sustainable daily travel choices, where possible.

EXPLORE YOUR PUBLIC TRANSPORT OPTIONS



TRAVEL BY TRAIN

Travel by rail can be a great choice for longer journeys, with two main stations easily accessible from your home at City Fields. Wakefield Westgate and Wakefield Kirkgate provide plenty of choice for rail users.

Westgate station provides direct services to Leeds approx. every 10 minutes as well as a range of other destinations including Doncaster, London, Edinburgh and more. Kirkgate also offers frequent services to Leeds along with additional services to Sheffield, Barnsley and Knottingley.



TRAIN + BIKE

Sometimes getting from A to B can require the use of more than one mode of transport. Head over to the PlusBike section of the National Rail Enquiries website for information on cycle parking at train stations across the UK, rules on taking bikes on trains and cycle hire availability.



TRAVEL BY BUS

City Fields is well connected to the surrounding area by bus. There are existing frequent bus services which you can catch from Doncaster Road, just a short walk from your home, whilst new services are planned to run along Neil Fox Way in the near future.

Service 148/148A/149

Wakefield to Knottingley via Featherstone, Sharlston and Pontefract

Services run approximately every 15 minutes Monday – Saturday, with services every 30 minutes on Sunday.

Operated by Arriva.

Service 189

Wakefield to Leeds via Normanton and Castleford

Services run approximately every 15 minutes Monday – Saturday, with services every 30 minutes on Sunday.

Operated by Arriva.

Service 485

Wakefield to South Elmsall via Crofton and Ackworth

Services run every hour Monday – Saturday, with services every 2 hours on Sunday.

Operated by Globe Barnsley.

Service 496

Wakefield to Upton via Hemsworth, South Kirby and South Elmsall

Services run every 15 minutes Monday – Saturday, with an hourly service on Sundays.

Operated by Arriva.

CAPPED BUS FARES

Until 30th June 2023, local bus fares are capped through a government funded initiative. To help people travel affordably and to assist in reducing carbon emissions, single fares have been capped at £2.00. Arriva offer the tickets through their app, or with cash and contactless payments on board!

CYCLING INTO SUNSHINE

With the onset of spring and summer comes longer days and (hopefully!) warmer weather, so what better time to get out and about on your bike?



The longer days give you plenty of opportunity to get out cycling, by yourself, with friends or with the family.

We get it, it can be a little daunting if you're new to cycling or even if you're getting back on your bike after the winter. Therefore, we've put some of our top tips together to get you on your way.

SAFETY FIRST!

If you've already got a bike but perhaps it needs a little TLC before you get riding, you can do a simple 'M check' at home. This is an 11-step process to check your bicycle is safe to ride. YouTube has lots of resources available to guide you through the process, scan the QR code for one from Sustrans.

Need some repairs or further maintenance? Find a local cycle mechanic through bikebook.co.uk



BUILD THAT CONFIDENCE

Perhaps you lack a little confidence when cycling. There are many businesses and charities across the UK which offer cycle training, but you can also access information online for free!

The Global Cycling Network YouTube channel has plenty of videos on cycling for beginners, including cycling with your family, beginner mistakes and how to build your confidence. Scan the QR code:



PLAN YOUR JOURNEY

There are several online resources you can use to plan your cycle journey with the most obvious being Google Maps. However, our favourite is **CycleStreets**, which is free to use both online and through their app. CycleStreets has been developed specifically for cyclists, and based upon your journey start and end point will advise upon different routes options considering factors such as speed, how busy the roads are, and how hilly the route is:



For further information on cycling, you can check out the City Fields Travel Choices website cityfields-travel.co.uk



DON'T BE IDLE!

Idling is simply leaving the engine of your vehicle running when you're not in motion. Sometimes it can be unavoidable but often, switching your engine off could be a smarter option.

Everyone's health is at risk from air pollution, which can result in symptoms such as coughs, headaches and even skin conditions.

Other health conditions such as asthma, bronchitis, cancer, and dementia can all be associated with dirty air. Young children and the elderly can be even more susceptible to the effects of air pollution.

The good news is though, engine idling when stationary is a totally avoidable source of air pollution.

Many newer models of car have an automatic start/stop function. If you have this, make sure it's switched on!

DID YOU KNOW...

Idling for more than 10 seconds uses more fuel than just restarting your engine.

An idling car can fill up to 150 balloons with harmful emissions every minute.

Turning off your engine can save between 5 & 8% of fuel compared to idling.

Idling can be a fine-able offence.



Here are some tips and advice to help you save the planet and some pennies at the same time when travelling by car!

PLAN YOUR ROUTE

Perhaps it seems obvious, but by forward planning, you can avoid traffic, roadworks or other delays that could lead to inefficient trips by car. Where possible, plan to avoid driving busier roads, particularly through city centres, to improve your fuel efficiency. Why not try out the RAC route planner which easily identifies current roadworks: [rac.co.uk/route-planner](https://www.rac.co.uk/route-planner)

DRIVING ELECTRIC?

Use the Zap Map website or app (it's free to download) for the location of EV charging points across the whole of the UK. You can even search based on connector types, network operator and check for any access restrictions.

zap-map.com

MAINTAIN YOUR VEHICLE

Regular maintenance such as servicing can help make your vehicle run more efficiently, which in turn, saves fuel. Also, make sure you check your tyre pressure before long journeys. Under-inflated tyres are not only dangerous but they increase drag, consequently using more fuel.

THINK AHEAD

Try to drive as smoothly as possible. Excessive acceleration and hard braking can reduce fuel efficiency and increases wear and tear on your vehicle. Can you see traffic lights ahead in the distance? Start slowing down well in advance. If your car has cruise control, perhaps use this where possible to keep consistent speeds, especially when driving on motorways.

CAR CLUBS

Owning a car can be expensive and inefficient so if you only need one for those long weekends away, have you considered a car club vehicle as an alternative?

Cars can be rented by the hour, with low costs and inclusive insurance. Simply book, unlock and start the car using your smart phone, and off you go!

Enterprise are one of the UKs leading car club providers, and have an increasing number of cars dotted across the UK. The closest cars can be found at Wakefield Westgate Train Station.

To find out more about how to join the club and book a vehicle, visit [enterpriseclub.co.uk](https://www.enterpriseclub.co.uk)

PUT YOUR BEST FOOT FORWARD



WHY WALK?

Walking is a low impact exercise which can easily be incorporated into our daily routine and doesn't require any specialist equipment or a gym membership.

We all know walking is good for us, but what are the actual health benefits?

- Your cardiovascular health can be improved. By walking regularly, you can lower the risk of heart disease and stroke. Your circulation is likely to be improved and your cholesterol levels lowered.
- Bones and muscles will strengthen. Walking is a weight-bearing exercise which can help strengthen muscles and bones in your legs, hips, and lower back.
- Walking can release those feel-good hormones, endorphins. Consequently, you're likely to feel less stressed and you will hopefully see an improvement in your overall mental well-being.

- It can be effective in weight loss. By walking, not only are you burning calories, but it has also been found that a 15-minute walk can curb cravings for sugary snacks too!
- Your immune function can be boosted. So, walking could be a great way to fight off those seasonal bugs.

Incorporating walking into your daily routine can be simple. How about walking to the local shops instead of hopping in the car? Or perhaps a short after dinner walk to help unwind from the day? So why not take a step forward to better mental and physical health by walking each day?

For further information on getting around on foot, you can check out the City Fields Travel Choices website cityfields-travel.co.uk/active-travel

USEFUL WEBSITES AND 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 just a few that we have picked out for you:

CITY FIELDS TRAVEL CHOICES

When it comes to information on local travel choices, the City Fields Travel Choices website is a great place to start.

cityfields-travel.co.uk

WY METRO

The home of information on travelling by public transport across West Yorkshire. Plan a journey, download timetables, view maps and much more.

wymetro.com

CYCLE CITY CONNECT

Explore your cycling options across West Yorkshire and find out more about the support available to those travelling on two wheels. Home of the West Yorkshire interactive cycle map.

cyclecityconnect.co.uk

MCARD

Facilitated by WY Metro, the MCard is a smart way to pay for public transport journeys within West Yorkshire.

Depending on the ticket type you pick, the MCard will give you unlimited travel on all bus and rail services across the region, and you can even purchase and store tickets on your phone.

m-card.co.uk

BUS OPERATORS

Find out more about using key local bus services on the Arriva Yorkshire website. Explore routes, plan a journey, view timetables and buy your tickets.

arrivabus.co.uk

FREE ADULT CYCLE TRAINING

From learning to ride for the first time or building confidence after a break from cycling, to one-to-one advanced training on a route of your choice, there's something for everyone through the City Connect cycle training scheme.

cyclecityconnect.co.uk/get-cycling



TRAVEL
CHOICES

AVANT
homes

CONTACT US

If you would like information or further advice regarding the travel options available to you please email us at: info@travelchoices.uk

FOR FURTHER INFORMATION

The City Fields Travel Choices website has been created exclusively for you! cityfields.travel.co.uk is jam-packed full of resources and information on how to travel more sustainably, including active travel, public transport, and sustainable car use. Head on over for information on getting around the local area by foot or bicycle, guides to bike maintenance, public transport ticket options and much, much more!



cityfields-travel.co.uk



Appendix D

Action Plan

Action	Responsibility	Target Delivery Date
Engagement on Travel Choices		
Prepare Sustainable Travel Website	TPC	Ongoing throughout delivery period
Prepare Sustainable Travel Guide	TPC	Prior to Occupation
Annual Sustainable Travel Newsletter	TPC	Annually throughout delivery period
Support for Sustainable Travel Choices		
Personal Journey Planning	TPC	Ongoing throughout delivery period
Provision of Cycle Storage	Avant Homes	Through Design
Provision of EV Charging Points	Avant Homes	Through Design
Promotion of Cycle Support	TPC	Ongoing throughout delivery period
Management of the Travel Plan Programme		
Appointment of a Travel Plan Coordinator	Avant Homes	Prior to Occupation
Monitoring and Reporting		
Baseline Traffic Counts and Reporting	TPC	12-months after first occupation
Annual Traffic Counts and Reporting	TPC	12-months after baseline counts, and annually until 5-years after first occupation