# Residential Travel Plan

## Coniston Avenue,
## Darton

## December 2021

## Prepared For: Barratt Homes

TPS Transport Consultants Ltd | TPS Business Hub | Stonebridge Court | 151-153 Wakefield Road | Wakefield | WF4 5HQ

tpsconsultants.co.uk info@tpsconsultants.co.uk +44 1924 664638

Registered number: 05973261

# Document Record

| | | | | |
|---|---|---|---|---|
| **Project Name** | Coniston Avenue, Darton | | | |
| **Document Ref.** | P1052W_20211203_Coniston Avenue, Darton Travel Plan | | | |
| | **Issue 1** | **Revision 1** | **Revision 2** | **Revision 3** |
| **Remarks:** | Draft | | | |
| **Date:** | 13/09/2021 | 06/12/2021 | | |
| **Prepared by:** | SD | SD | | |
| **Checked by:** | JH | | | |
| **Authorised by:** | JH | | | |

# Copyright Statement

This report is the copyright of TPS Transport Consultants Ltd.

The information, ideas and other intellectual property set out in this report and supporting technical appendices are the property of TPS Transport Consultants Ltd and are for the sole benefit of Barratt Homes.

TPS Transport Consultants Ltd. requires that the information, ideas and other intellectual property set out in this report are:

- Not shared with third parties and particularly with direct or indirect competitors of TPS Transport Consultants Ltd;
- Not conveyed to other consultants or personnel without the prior approval of TPS Transport Consultants Ltd; and
- Not copied in part or in whole.

# Contents

INTRODUCTION ..... 3
Introduction ..... 3
Development Proposals ..... 4
Developers Commitment to Travel Planning ..... 5
The Travel Plan Vision ..... 6
Travel Plan Aims and Objectives ..... 6
Report Format ..... 6
POLICY CONTEXT ..... 7
What is a Travel Plan? ..... 7
National Policy Context ..... 7
Local Policy ..... 9
Summary ..... 10
DEVELOPMENT ACCESSIBILITY ..... 11
Introduction ..... 11
Active Travel Options ..... 11
Public Transport ..... 14
Summary of Accessibility ..... 17
TRAVEL PLAN MEASURES ..... 18
Introduction ..... 18
Travel Plan Management and Resources ..... 18
Travel Plan Marketing and Information Provision ..... 19
Walking Specific Measures ..... 20
Cycling Specific Measures ..... 20
Public Transport Specific Measures ..... 21
Sustainable Car Use Measures ..... 22
TARGETS, MONITORING AND REPORTING ..... 24
Introduction ..... 24
Travel Plan Targets ..... 24
Travel Plan Monitoring ..... 26

# INTRODUCTION

## Introduction

1.1 TPS Transport Consultants Ltd (TPS) has been commissioned by Barratt Homes to prepare a Travel Plan to accompany plans to develop land at Coniston Avenue, Darton for residential use.

1.2 The site is bounded by an area of residential housing to the north (beyond which is Coniston Ave), east (beyond which is Sackup Lane) and south (beyond which is Pennine Close / Coniston Avenue) and open fields to the west.

1.3 The location of the development is shown in **Figure 1.1**. **Appendix A** includes a layout plan for the proposals.

**Figure 1.1: Indicative Site Location**

(Source: Google Maps)

1.4 The Travel Plan strategy details the specific delivery mechanisms that Barratt Homes intends to implement at the site, along with the specific tools that will be utilised by the Travel Plan Coordinator.

1.5 TPS is a specialist Travel Plan consultancy with extensive experience of developing and implementing residential Travel Plans for house builders throughout the UK and for Barratt

Homes, specifically. 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, including others in the local area.

## Development Proposals

1.6 The proposed development consists of 53 residential dwellings on land to the west of Sackup Lane and to the south of Coniston Ave, Barnsley. The proposals comprise a mixture of 42 2-, 3- and 4-bedroom private properties and 11 affordable dwellings.

1.7 Vehicular access will be taken from an extension to Coniston Avenue at the northern boundary of the site. Pedestrian connections will be from Pennine View and Coniston Avenue to the internal estate roads as shown on the site layout plan at **Appendix A**.

## Developers Commitment to Travel Planning

1.8 Barratt Homes recognises that by submitting and implementing a Travel Plan, sustainable travel patterns can be both 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.

1.9 Indeed, Barratt Homes has a proven track record with regards to successful Travel Plan implementation. This is exemplified by activities undertaken for other developments in the area, both within the local area and across the country, where a proactive approach has been taken, reflecting Barratt Homes' commitment to Travel Plan delivery.

1.10 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.

1.11 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 that a development has on local traffic levels, noise, air quality and road safety.

1.12 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).

1.13 Recognising these benefits, Barratt 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

1.14 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

1.15 To achieve this vision, the aims of this documents 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.

1.16 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

1.17 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.

1.18 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 Barratt Homes and also discusses the way in which travel by each mode of transport will be supported and encouraged through promotion of existing opportunities.

# POLICY CONTEXT

## What is a Travel Plan?

1.19 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 staff, residents or visitors.

1.20 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.

1.21 Whilst this Travel Plan report is being developed to meeting a planning condition, it will need to be flexible and dynamic enough to take account of the evolving requirements and circumstances of the individual development to which is applies and will 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).**

1.22 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.

1.23 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".*

1.24 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.

1.25 The White Paper also outlines the need for positive influences upon travel behaviour, including 'nudge' theory, which is concerned with soft promotion of public transport and identifying targets (people) susceptible to changes in travel behaviour.

**National Planning Policy Framework (NPPF) (MHCLG, 2021)**

1.26 The NPPF aims to encourage sustainable development through the planning system, with a presumption in favour of sustainable planning development. Positive improvements should include the following five key aims:

- Making it easier for jobs to be created in cities, towns and villages;
- Moving from a net loss of biodiversity to achieving net gains for nature;
- Replacing poor design with better design;
- Improving the conditions in which people live, work, travel and take leisure; and
- Widening the choice of high-quality homes.

1.27 The NPPF sets out the need for a Travel Plan for all developments that generate a significant amount of movement. The NPPF defines a Travel Plan as:

> *"A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed".*

1.28 The NPPF also enshrines the need for public transport considerations at all major developments. Indeed, the core planning principles encourage Planning Authorities to:

> *"Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable".*

1.29 Paragraphs 104 to 113 of the NPPF also specifically encourage the development of sustainable transport opportunities, including the provision of high-quality public transport facilities. This should be promoted through the use of a Travel Plan.

1.30 Overall, the NPPF supports any development that can be shown to maximise the sustainable travel credentials of a site, thereby encouraging sustainable development.

## Local Policy

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

1.31 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.

1.32 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 at the site; such as through the promotion of relevant information and advice to residents.

1.33 **Barnsley Local Plan – Adopted January 2019**

1.34 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.

1.35 The most relevant policies to this Travel Plan are as follows:

1.36 **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.*

1.37 **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.*

## Summary

1.38 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 at the site can access safely and conveniently.

# DEVELOPMENT ACCESSIBILITY

## Introduction

1.39 The proposed residential development is located off Pennine Close, approximately 1km north east of Darton and 7km north west of Barnsley town centre.

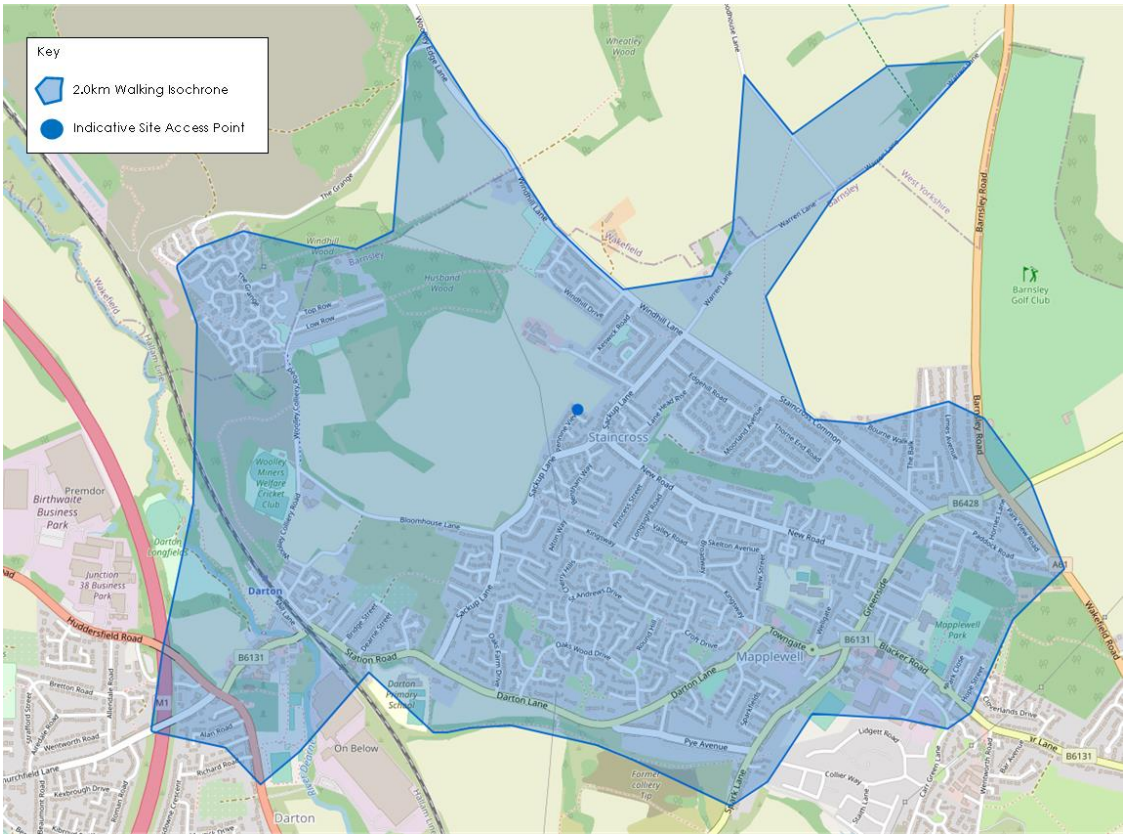
1.40 This section will outline the range of travel options that will be available to residents of the proposed development, and the range of key destinations that will be accessible from the site.

## Active Travel Options

### Pedestrian Routes

1.41 Two kilometres is typically considered to be the maximum distance that residents will be prepared to walk to access local facilities. **Figure 3.1**, below, illustrates a 2km walking catchment measured indicatively from the site access point on Pennine Close.

**Figure 3.1: 2km Walking Catchment**




(Source: Open Street Map)

1.42 As can be seen, Mapplewell and the eastern part of Darton can all be reached within 2km walking distance from the site.

1.43 Pedestrian infrastructure within the vicinity of the site is good, with lit footways available along both sides of Coniston Avenue and Sackup Lane, except for a 70m section in between Coniston Avenue and Bentham Way where there is no footway along the southern section of Sackup Lane. Lit footways are also present in the adjacent residential areas.

1.44 Dropped kerbs and tactile paving is typically located adjacent local roads which provides access for pedestrians towards the village centres of Mapplewell and Darton. A zebra crossing is located in the centre of Darton between Darton Surgery and Darton Pharmacy which facilitates movement across B6131 Church Street.

**Cycle Access**

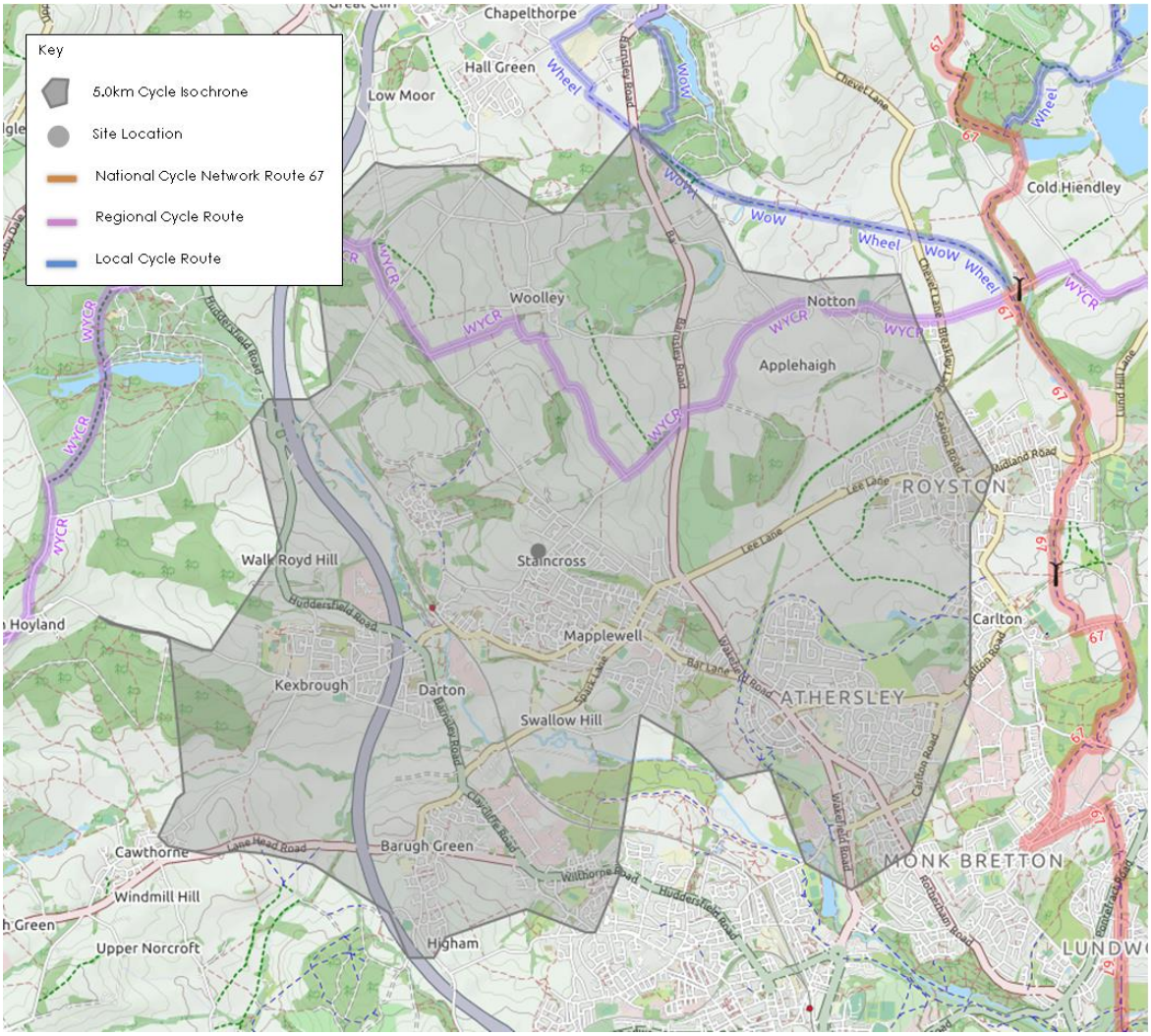
1.45 Five kilometres is typically considered to be a distance within which people can realistically be expected to cycle, with relevant guidance stating that "*cycling also has the potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport*".

1.46 A wide range of local destinations can be accessed within 5 kilometres by bike, including Kexborough, Athersley, Royston and the outskirts of Barnsley.

1.47 An existing cycle route (route number 2a) is located between the centre of Darton and M1 Junction 38. This route facilitates safe movements across the M1. A network of traffic free and on-road routes exist approximately 3km east of the site. These link Royston and Carlton with Walton and Wakefield in the north and Barnsley in the south. These routes form part of National Cycle Network Route 67; the stretch between Chesterfield and Leeds forms the main route of the Transpennine Trail (central).

1.48 **Figure 3.2** illustrates a 5km cycle catchment measured from the site access point on Pennine Close.

**Figure 3.2: 5km Cycle Catchment**




(Source: Open Cycle Map)

## Public Transport

### Bus Services

1.49 The nearest bus stops to the site are located on Sackup Lane approximately 300-400m to the east of the proposed site access. These bus stops provide a 15-minute service to Barnsley Interchange as well as other destinations including Wakefield city centre as shown below in **Table 3.1**.

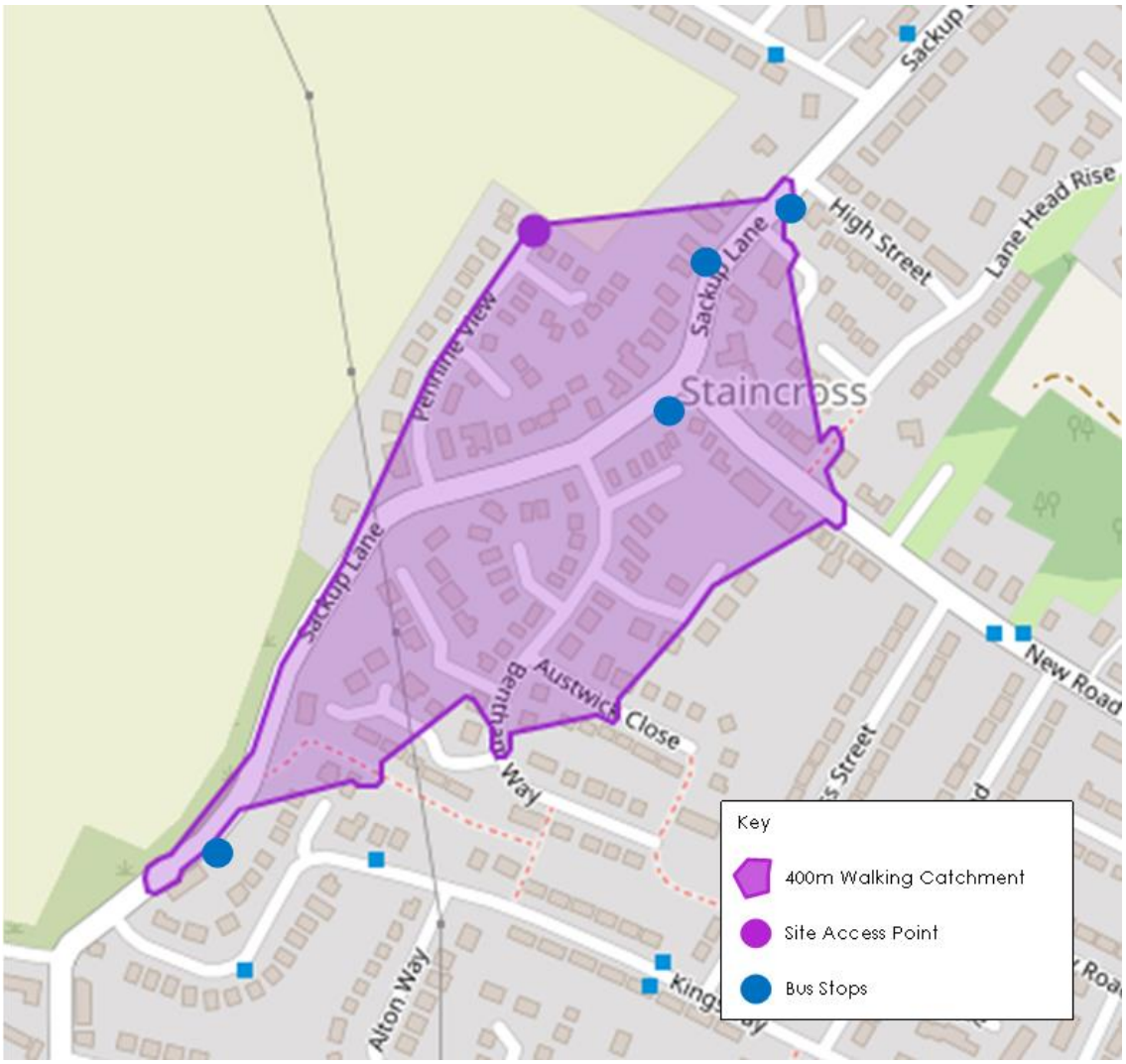
**Table 3.1: Bus Service Summary**

| Bus Service | Route | Approximate Frequency per Hour | | |
|---|---|---|---|---|
| | | Weekday Daytime | Saturday Daytime | Sunday |
| **Sackup Lane** | | | | |
| 1 | Barnsley - Staincross - Mapplewell (Circle) | 15 mins | 15 mins | 30 mins |
| 97 | Wakefield city centre – Barnsley Interchange | 2 AM services<br>5 PM services | - | - |

Note: Summary correct as of September 2021

1.50 The location of bus stops on Sackup Lane, within a walking isochrone of 400m, are illustrated below in **Figure 3.3**.

**Figure 3.3: 400m Public Transport Catchment**




(Source: Open Cycle Map)

1.51 Given the frequency of bus services it is likely that travel by bus will be an attractive option for future residents at the site.

**Rail Services**

1.52 Darton Train Station is located within approximately 1.7km of the development site. The station provides a ticket machine, step free access and cycle storage for 18 spaces.

1.53 Darton provides hourly services to Leeds and Sheffield. Further connections, including national services, can be accessed at these stations.

1.54 The train station can be accessed within a 24-minute walk, a 10-minute cycle ride or a 20-minute bus journey from the bus stops on Sackup Lane.

**Local Facilities**

1.55 There are a range of local facilities and amenities available in Darton and Mapplewell within the preferred maximum walking (2km) and cycling (5km) distances. The key destinations are grouped and summarised in **Table 3.4**.

1.56 The variety of facilities and services listed in **Table 3.2** can all be easily accessed by sustainable modes of transport. These opportunities will be promoted as part of the implementation of the Travel Plan strategy.

**Table 3.2 – Facilities Accessible by Sustainable Transport**

| Destination | Distance | Time | |
|---|---|---|---|
| | | Walking | Cycling |
| Education Facilities | | | |
| Darton Primary School | 1km | 15 mins | 8 mins |
| Wellgate Primary School | 1.2km | 16 mins | 6 mins |
| Mapplewell Primary School | 1.5km | 21 mins | 8 mins |
| Holy Trinity | 5.0km | 59 mins | 15 mins |
| Health Facilities | | | |
| The Gate House Medical Centre | 1.1km | 14 mins | 3 mins |
| Darton Pharmacy | 1.5km | 17 mins | 4 mins |
| Darton Surgery | 1.6km | 18 mins | 4 mins |
| Darton Dental Practice | 1.6km | 18 mins | 4 mins |
| Retail and Leisure Facilities | | | |
| Retail and leisure facilities along Towngate and Blacker Road (including Coop Food) | 1.2km – 1.7km | 15-21 mins | 4-5 mins |
| Retail and leisure facilities along Church Street | 1.4km – 1.7km | 16-20 mins | 4-5 mins |
| Longfields Community Green Space & Trail | 1.6km | 18 mins | 5 mins |
| Darton Skatepark | 2.0km | 24 mins | 6 mins |
| Employment Facilities | | | |
| Mapplewell Business Park | 2.0km | 27 mins | 9 mins |
| Darton Business Park | 2.3km | 28 mins | 7 mins |

(Source: Google Maps)

## Summary of Accessibility

1.57 The development site benefits from a good range of local facilities within walking and cycling distance. Frequent bus services and Darton Train Station are accessible within walking distance from the site to key local, regional, and national destinations.

1.58 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.

# TRAVEL PLAN MEASURES

## Introduction

1.59 The key to a successful Travel Plan programme 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 is therefore proposed, which residents can pick and choose from as they consider appropriate.

## Travel Plan Management and Resources

1.60 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 at the site.

1.61 Barratt Homes are committed to promoting the measures contained within the TP and supporting the broader sustainable travel programme. To this end, they will identify a Travel Plan Coordinator who will be responsible for the delivery of the Travel Plan. The TPC will provide their details to the Council three months prior to first occupation of the development.

1.62 Until an appointment is made, contact details of the interim Travel Plan Coordinator are as follow:

John Hacker – TPS Transport Consultants Ltd

T: 01924 664638

E: info@tpsconsultants.co.uk

1.63 Upon appointment, the TPC will make themselves known to Barnsley Council Travel Plan officers. Any change in the contact details for the TPC will be notified to the Council within two weeks of the change.

1.64 The TPC will be in place for a period of 3 years from 1st occupation. Fulfilment of the role until completion of the development ensures that measures will be delivered throughout the build and occupation period, and throughout Barratt Homes involvement at the site.

1.65 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

## Travel Plan Marketing and Information Provision

1.66 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: Sustainable Travel Guide**

1.67 A sustainable travel guide will be prepared; this will provide a summary of the range of travel options available to residents and will direct people to online sources of further information and tools. It will also contain a handy map, illustrating the location of the development in relation to key local destinations and sustainable transport options.

1.68 The guide 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 Travel Plan message is reinforced.

1.69 An example sustainable travel guide, prepared by TPS Transport Consultants Ltd on behalf of Barratt Homes 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 reviewed regularly, and a re-print will be done, as required, to reflect any changes to local travel options.

**Marketing Strategy 2: Free Personalised Journey Planning for Each Household**

1.70 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 sustainable travel guide and newsletter.

**Marketing Strategy 3: Sustainable Travel Newsletter**

1.71 To ensure continued engagement with residents, after they initially move into their property, a sustainable travel newsletter will be issued to all occupied dwellings on an annual basis; an example of a newsletter for another Barratt Homes site is provided in **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.

## Walking Specific Measures

1.72 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.

1.73 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**

1.74 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 journey planners, including access walkit.com; and
- Details of key local destinations within walking distance on a map.

## Cycling Specific Measures

1.75 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 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 benefits**

1.76 Cycling and its various benefits will be marketed through the communication channels outlined earlier. In particular, the marketing will include:

- The benefits of cycling (health, financial, environmental etc);
- Details of local cycle routes; and
- Details of local cycle groups.

**Cycling Strategy 2: Promote discounts available for Barratt Homes' residents**

1.77 A number of discounts have been secured by TPS for Barratt Homes' residents. The discounts available can be seen at the following webpage: barratt.my-journey.deals/. Discounts relevant to cycling include 10% off all cycling related products and accessories. These discounts will be promoted through the previously mentioned communication channels.

**Cycling Strategy 3: Promotion of the services available through *Journey Matters***

1.78 The *Journey Matters* website and services will be promoted to residents of the site using the travel guide and annual newsletter previously mentioned. Key services provided by the Journey Matters scheme to be promoted to residents include free bike loans, free bike checks and free cycle training.

## Public Transport Specific Measures

1.79 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/tram 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.

1.80 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.

**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**

1.81 Travel by public transport will be marketed through the communication channels identified earlier, and in particular will include the following:

- Access to public transport journey planners, including Moovit Journey Planner or the Google Maps Journey Planner, found at https://moovitapp.com/yorkshire and https://www.google.co.uk/maps;
- The offer of a free Personal Journey Plan, available to all residents;
- Access to downloadable real time bus, rail and tram information at https://www.travelsouthyorkshire.com/, as well as the Barnsley Bus Guide (tiscon-maps-stagecoachbus.s3.amazonaws.com)
- Access to bus operator apps, which include real time bus tracking functions, timetable information and mobile payment options;
- Details of ticketing options, available from bus and rail operators or via https://www.travelsouthyorkshire.com/en-gb/ticketsandpasses

## Sustainable Car Use Measures

1.82 A number of trips may only be practically possible by car (such as long-distance journeys, trips at night 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 information travel choices. The promotion of car sharing will, therefore, be a key element to this strategy.

**Sustainable Car Use Strategy 1: Promote Car Sharing**

1.83 Car sharing is when two or more people share a journey by car and travel together. It allows people to take advantage of the benefits of using the car, whilst at the same time reduces the overall number of vehicle trips made, and subsequently the impact on the environment. On a personal level, car sharing allows individuals to significantly reduce the cost of travelling by car.

1.84 A great deal of car sharing is arranged informally; however, to assist residents that wish to make more formal arrangements to either offer or find a lift, Liftshare car share scheme (https://liftshare.com/uk) will be promoted. The scheme will be promoted to both prospective and existing residents by the way of the aforementioned travel guide and newsletter.

**Sustainable Car Use Strategy 2: Promote Electric & Hybrid Vehicles**

1.85 From 2035 onwards, the sale of new petrol, diesel and hybrid cars will be banned in the UK. Electric vehicles are expected to make up the majority of new cars sold around five years before that point, however.

1.86 Not only is it important to encourage residents to use alternative forms of transport to car, it's also important to encourage them to make more sustainable choices when travelling by car. Given the changes to salary sacrifice and benefit in kind policy surrounding electric vehicles in April 2020, it also makes financial sense to switch to electric.

1.87 The benefits of electric vehicles and finance options available will be promoted to residents through the travel guide and newsletter, along with further sources of information.

**Sustainable Car Use Strategy 3: Provision of Electric Vehicle Charging Points**

1.88 To support the transition to electric vehicles, each home at the site will be provided with an electric vehicle charging point. The location of these points is shown on the site plan, found within **Appendix A**.

# TARGETS, MONITORING AND REPORTING

## Introduction

1.89 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. 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."

1.90 Based upon the above and considering the difficulties experienced when undertaking residents travel surveys, 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

1.91 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
- **T**ime-bound

### Action-type Targets

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

1.93 The action-type targets specified 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

1.94 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' model split against which progress can be assessed.

1.95 In this instance, the likely baseline (i.e., without a Travel Plan) vehicular trips has been estimated on the basis of the TRICS trip rates within the accompanying Transport Statement

prepared by Optima Highways. The target is then to reduce actual (counted) trips to below this baseline, taking account of the Travel Plan measures.

1.96 The target for a reduction in the number of vehicular trips has been set out at 10%, to be achieved within the period of development at the site.

1.97 The vehicular AM and PM peak hour trip rates (vehicles/dwelling) reflecting the TRICS data used in the Transport Statement are shown in **Table 5.1**, below.

**Table 5.1: TA Vehicular Trip Rates & Trip Generation**

| | **Vehicular Trip Rates** | | |
|---|---|---|---|
| | **Arriving** | **Departing** | **Two-way** |
| **AM** | 0.123 | 0.343 | 0.466 |
| **PM** | 0.310 | 0.163 | 0.473 |
| | **Vehicular Trip Generation** | | |
| **AM** | 7 | 18 | 25 |
| **PM** | 16 | 9 | 25 |

(Source: Optima Highways, 2021)

1.98 A 10% reduction in vehicular trips at full occupation would, therefore, equate to a reduction of 2 two-way trips in the AM Peak Hour and 3 two-way trips in the PM Peak Hour.

1.99 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 dwellings' has been derived.

1.100 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 (see para 5.14). **Table 5.2** identifies the target trip rates per dwelling for the AM and PM peak hours.

**Table 5.2 – Target Trip Rates & Vehicular Trips**

| | **Vehicular Trips at full occupation** (target) | | |
|---|---|---|---|
| | **Arriving** | **Departing** | **Two-way** |
| **AM** | 6 | 16 | 22 |
| **PM** | 15 | 8 | 23 |
| | **Trip Rates** (target) | | |
| | **Arriving** | **Departure** | **Two-way** |
| **AM** | 0.111 | 0.309 | 0.419 |
| **PM** | 0.279 | 0.147 | 0.426 |

1.101 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, averaging across the peak hours.

## Travel Plan Monitoring

### Monitoring and Review Strategy 1: Baseline Traffic Counts

1.102 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 point on Coniston Avenue. 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.

1.103 The first (baseline) traffic count will be undertaken 12 months after first occupation. The results will be shared with Travel Plan officers at Barnsley Council following the baseline survey. Should the count data vary when compared with the TRICS data, the TPC will discuss with Barnsley Council and agree appropriate amendments to the targets.

### Monitoring and Review Strategy 2: Annual Traffic Counts and Reporting

1.104 Following the initial baseline survey, subsequent traffic counts will be undertaken annually in two further years. These surveys 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.

1.105 The TPC will feed results of these vehicle counts back to Travel Plan offers at 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**

SITE LAYOUT KEY:

- 1800mm BRICK WALL
- 1800mm BRICK WALL & FENCE
- 1800mm TIMBER FENCE
- 600mm KNEE HIGH RAIL
- SITE BOUNDARY
- EXISTING SURFACE WATER DRAINAGE ROUTE AND PROPOSED EASEMENT(LOCATION SUBJECT TO DETAILED SURVEY)
- EXISTING FOUL WATER DRAINAGE ROUTE AND PROPOSED EASEMENT(LOCATION SUBJECT TO DETAILED SURVEY)
- AFFORDABLE ANNOTATION
- BLOCK PAVING - DRIVEWAYS/PARKING
- BLOCK PAVING - SHARED SURFACE ROADS
- REAR ACCESS GATE (LOCKABLE)
- BIN COLLECTION POINTS
- BIN STORE
- CYCLE STORE
- REAR GARDEN CYCLE STORE
- ELECTRIC VEHICLE CHARGING POINT
- EXISTING TREES RETAINED
- EXISTING TREES REMOVED
- GRASSED AREAS (FRONT GARDEN)
- GRASSED AREAS (REAR GARDEN)

ACCOMMODATION SCHEDULE

**AFFORDABLE**

| HOUSE TYPE | TYPE | BED | STOREY | NO. |
|---|---|---|---|---|
| 60 | APT | 1 | 2 | 4 |
| 61 | APT | 1 | 2 | 4 |
| 67 | Mid | 2 | 2 | 1 |
| 67 | End | 2 | 2 | 2 |
| | | TOTAL AFFORDABLE | | 11 |

**OPEN MARKET**

| HOUSE TYPE | TYPE | BED | STOREY | NO. |
|---|---|---|---|---|
| Denford | Semi | 2 | 2 | 4 |
| Maidstone | Semi | 3 | 2 | 13 |
| Ellerton | Semi | 3 | 2 | 6 |
| Moresby | Semi | 3 | 2 | 1 |
| Moresby | Det | 3 | 2 | 3 |
| Denby | Det | 3 | 2 | 3 |
| Kingsley | Det | 4 | 2 | 4 |
| Windermere | Det | 4 | 3 | 4 |
| Alderney | Det | 4 | 2 | 4 |
| | | TOTAL FREESALE | | 42 |
| | | TOTAL SITE | | 53 |

PROPOSED SALES AREA

NORTH

1:500 SCALE

10m 50m

Do not scale off this drawing - Only figured dimensions to be taken from this drawing. Drawings based on Ordnance Survey and/or existing record drawings - Design and Drawing content subject to Site Survey, Structural Survey, Site Investigations, Planning and Statutory Requirements and Approvals.
Authorised reproduction from Ordnance Survey Map with permission of the Controller of Her Majesty's Stationery Office. Crown Copyright reserved.

Rev Date Description Drawn Check

Architecture Planning Urban Design Landscape

CLIENT:
BARRATT LEEDS

PROJECT:
LAND SOUTH OF CONISTON AVENUE, DARTON

DRAWING:
PROPOSED SITE LAYOUT

DRAWING NUMBER:
P21:5394:01

SCALE @ A1:
1:500

DRAWN: SD DATE: NOV 21

CHECKED: LM DATE: NOV 21

JRP Associates
14 Mariner Court,
Calder Park, Wakefield, WF4 3FL
T 01924 383322
E info@jrpassoc.co.uk
W jrpassoc.co.uk

# 01 / SITE LAYOUT

# Appendix B

## Example Travel Guide

TRAVEL CHOICES | BARRATT HOMES

TRAVEL GUIDE

Explore your

# TRAVEL CHOICES @DROVERS COURT

## MICKLEFIELD

**FREE ANNUAL BUS & RAIL PASS!**
See inside

droverscourt-travelchoices.co.uk

# WELCOME

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

Whether you are thinking about moving to Drovers Court 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 choices you could make, with a focus on more sustainable and environmentally friendly options.

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

Complementing this guide we have published a travel choices website, providing access to some really useful information and resources. Plan a journey by public transport, explore local cycle maps, read up on the benefits of electric vehicles and much more ...

**droverscourt-travelchoices.co.uk**

MICKLEFIELD
GREAT N RD
CHURCH LN
CHURCH LN
SHEEP DIKE
A1(M)
CONVENIENCE STORE
CHURCHVILLE DR
GREAT N RD
DROVERS COURT
BENGAL COTTAGE
MICKLEFIELD CHURCH OF ENGLAND PRIMARY
THE BLANDS ARMS
A1(M)
SHEEP DIKE
GREAT N RD
PITT LN
MICKLEFIELD RECREATION GROUND
GREAT N RD
MICKLEFIELD STATION
A1(M)
HEADINGLEY BAKERY
BUS STOP
SCHOOL
TRAIN STATION
SPORT & LEISURE
FOOD & DRINK

# 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, however, 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 OR BY BIKE

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.

Micklefield is a great location for cyclists, with almost immediate access available to the open countryside and quiet rural roads. Locally, Great North Road and Church Lane are both classed as advisory cycle routes on the West Yorkshire cycle map, and a cycle ride to Garforth will only take around 20-minutes at a leisurely pace.

For those willing to cycle a little further, a ride to Castleford will take around 30-minutes, and a ride to Leeds will take around an hour.

From Garforth, Route 66 of the National Cycle Network (NCN) can be picked up, providing a largely traffic free route to destinations including Thorpe Park, The Springs and Leeds city centre.

Route 66 of the NCN runs from Garforth centre into Leeds city centre and offers a mainly traffic free cycle journey. In the other direction, you can use route 66 to access locations such as Aberford, Bramham and, for the more confidence cyclists, Wetherby.

We've packed the Drovers Court travel choices website with a range of active travel related information. Plan a journey, explore more of the NCN, view a cycle map, find tips on running to work and buying a bike or even learn how to repair a puncture

**droverscourt-travelchoices.co.uk**

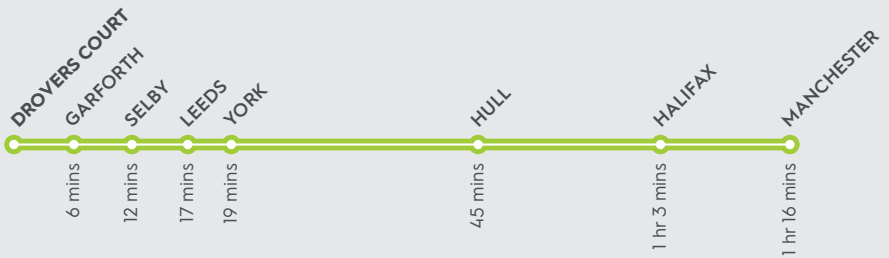
# EXPLORE YOUR PUBLIC TRANSPORT OPTIONS

Drovers Court is well connected to the surrounding area by public transport.

Regular bus services run from stops on Great North Road, to destinations including Leeds, Selby, Castleford and Garforth, whilst Micklefield train station is only a 5-minute walk away.

From Micklefield station trains can be caught directly to a range of destinations, including Leeds, York, Hull and Halifax. A train ride to Leeds will take less than 20-minutes, making it the ideal travel option whether commuting, nipping to the shops or heading out for a night out. Leeds station is also a great hub for onward travel, making it easy to connect to the regional and national rail network, depending on your final destination.

## APPROX TIME TO TRAVEL ON PUBLIC TRANSPORT



## KEY LOCAL BUS SERVICES INCLUDE

**Service 164: Leeds – Garforth – Selby**
Services run up to every 30 minutes, in both directions, Monday to Saturday. Operated by Arriva.

**Service 175: Wakefield – Castleford**
Services run approximately every two hours, in each direction, Monday to Saturday. Operated by Arriva.

## MAKE THE MOST OF BUS OPERATOR APPS

Bus operators have been embracing the technology now available. Handy apps show the location of your bus on a real time map, allow you to easily plan a journey between A and B, and even let you buy and store your tickets for easy and safe access.

Visit the Drovers Court travel choices website to find out more!

Visit the Drovers Court travel choices website for further information and resources to help plan a journey by public transport, including online route planners, downloadable timetables and more.

**droverscourt-travelchoices.co.uk**

Still unsure about your public transport options? Get in touch with our team who will be happy to help.

# 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 $CO_2$ 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.

**wycarshare.com**

Visit the Drovers Court travel choices website for further information on sustainable car use: **droverscourt-travelchoices.co.uk**

## ARE YOU READY TO JOIN THE EV REVOLUTION?

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.

The EV market can seem like a minefield, with lots of questions about the best options and practicalities of owning an EV. To try and help out we've pulled together some useful information, resources and tools on the Drovers Court travel choices website. Find out more about vehicle options, how to charge and how much money you could stand to save.

## 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 £2.50 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!

At Drovers Court the easiest vehicles to reach are in Leeds centre. Visit the travel choices website to find out more about using Enterprise Car Club.

**droverscourt-travelchoices.co.uk**

# OFFERS, DISCOUNTS AND SAVINGS

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

**HALFORDS:**

Save on the cost of a new bike, accessories and servicing at the UKs leading cycle retailer.

**COTSWOLD OUTDOORS:**

Need a new pair of walking shoes or some outdoor clothing? Save 10% on the full range at Cotswold Outdoor.

**BIKEDOCK SOLUTIONS:**

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

Find out more about these and other savings at **droverscourt-travelchoices.co.uk**

## FREE ANNUAL BUS & RAIL PASS

To help encourage residents at Drovers Court to give local sustainable travel options a go, Barratt Homes are offering the following to every address:

A Free **Annual M-Card**, allowing unlimited travel on any bus within West Yorkshire and unlimited rail travel in zones 1-3 – that's free travel into Leeds from your local station for a whole year! Hop on and off the bus and train as often as you like, all on one pass.

Simply visit **droverscourt-travelchoices.co.uk** to claim yours now!

# FURTHER INFORMATION AND ADVICE

## FIND US ONLINE

**droverscourt-travelchoices.co.uk**

The Drovers Court travel choices website is packed full of further information, advice, and tools to help you explore and plan your daily or one-off journeys.

## EMAIL US

**info@travelchoices.uk**

Request a Personal Journey Plan (PJP)
If you are unsure about your local travel choices, we are here to help!

We can provide you with a PJP for a journey of your choice. Based upon your destination and time of travel you will receive an interactive email which sets out your journey choices in a user-friendly format. View your route options on a map, find out how long your journey will take by different choices, and even receive detailed directions and tips.

Simply email us or complete the form on the travel choices website.

10389

## CONTACT US

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

**droverscourt-travelchoices.co.uk**

# Appendix C

**Example Newsletter**

CLAIM YOUR **FREE**

# SUSTAINABLE TRAVEL

VOUCHER TODAY!

Each home at Drovers Court is able to claim a FREE Annual MCard for travel by bus and rail (in zones 1 – 3) across West Yorkshire.

The pass will give you virtually unlimited travel across the region, any time of day, any day of the week!

If you haven't already claimed yours, what are you waiting for?

Simply visit **droverscourt-travelchoices.co.uk** and complete the short form to apply.

* The offer is limited to one voucher per address. You will be ineligible if a previous claim has been made by someone at your address.

## OFFERS DISCOUNTS & SAVINGS

**To support your sustainable travel choices, we've arranged some great offers with leading retailers and highlighted further opportunities for savings!**

halfords

**10%** Off bikes, bike accessories and bike servicing

COTSWOLD outdoor

**10%** Off outdoor clothing and footwear

eo

**10%** Off Home EV Charging Points

runnersneed the running specialists

**10%** Off new running gear

To take advantage of these offers and much more simply visit **www.droverscourt-travelchoices.co.uk**

TRAVEL CHOICES | BARRATT HOMES

SUSTAINABLE TRAVEL NEWSLETTER

# DROVERS COURT

MICKLEFIELD

2021

## WELCOME TO THE 2021 NEWSLETTER FROM THE DROVERS COURT TRAVEL CHOICES TEAM

The focus of this year's newsletter is public transport. It may have been a while since you were last on public transport, but a lot has been done since the start of the pandemic to make public transport safe for both staff and passengers.

Inside you'll find useful information and practical advice on getting back on public transport in your local area, whether you're commuting to work, doing the school run or heading out for leisure.

Explore your travel choices further at **www.droverscourt-travelchoices.co.uk**

# BACK IN BUSINESS

Using public transport over the last 18 months or so has definitely been strange, with temporary timetables, reduced capacity and changing guidance. Now that life is getting back to normal, many of the services are too. Below we've put together some of our top tips for getting back to using public transport if you've avoided it recently.

COMMUTE WHEN IT SUITS!

## PUBLIC TRANSPORT JUST GOT **FLEXI**

Many operators have introduced new flexible season tickets offering 2 or 3 days of travel per week, perfect if you're now commuting on fewer days.

National Rail even have a season ticket calculator which will let you know the best ticket for you!

### PLAN AHEAD

Many timetables have altered, and routes may be different to before, but planning your journey doesn't have to be difficult! Online or app based tools are really easy to use and can give you great peace of mind.

For travelling around Leeds we'd recommend using the West Yorkshire Metro online journey planning tool.

### COMMUTE SMART

Many of us have adopted a more flexible approach to working recently, which is something that you can still take advantage of if you're now travelling to work again.

Why not try commuting outside of peak times? Maybe you could start earlier and finish earlier, or leave before peak time and finish your work at home?

**Scan this QR code, or visit droverscourt-travelchoices.co.uk, to find out more about your local public transport options, including access to journey planners, details of ticket options and much more.**

## TRAVEL BY BUS

Local stops can be found nearby on Great North Road. From these stops you can access the following services.

**164 Leeds – Garforth – Selby**

The service runs up to every 30 minutes Monday to Saturday and is less frequent outside of peak hours.
Operated by Arriva.

**175 Garforth – Castleford**

Service runs approximately every two hours Monday to Saturday.
Operated by Arriva.

## TRAVEL BY TRAIN

Micklefield station is your closest and can be reached in just minutes on foot or by bike, with CCTV covered cycle parking available.

From Micklefield station there are hourly services toward Leeds and York, and services every other hour to Halifax, via Leeds and Hull, via Selby.

You can be in Leeds in just over 15 minutes from Micklefield station.

## TRAVEL APPY

Apps have changed the way that we are able to plan and pay for public transport journeys - no more standing around waiting for your bus to show up!

So, if you haven't downloaded your mobile travel companion yet, what are you waiting for?

Arriva have a mobile app which allows you to purchase tickets, plan your trip, see timetables and service changes, and much more!

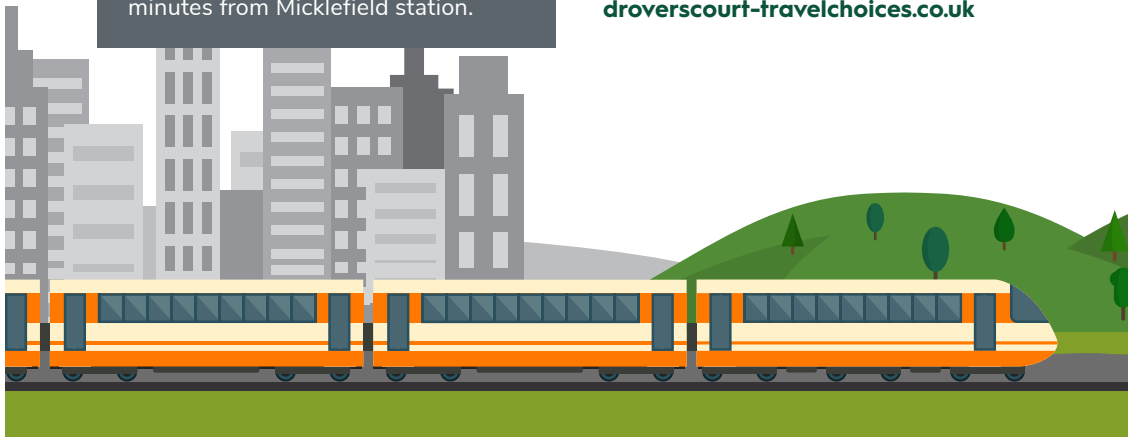
The Trainline app is a great tool for planning train travel and will even help you save money with price alerts for the cheapest tickets and the SplitSave feature, which will find clever combinations of tickets to get you the best overall fare!

train

GET IT ON Google Play

Download on the App Store

Explore all of the public transport options around the local area at:
**droverscourt-travelchoices.co.uk**



# Appendix D

## Action Plan

| Measure Name | Action | Responsibility | Target Delivery Date |
|---|---|---|---|
| **Travel Plan Management** | Appoint Travel Plan Coordinator | Barratt Homes | 3 months prior to sales office opening |
| **Travel Plan Engagement** | | | |
| Engagement Strategy 1 | Prepare Sustainable Travel Guide | Travel Plan Coordinator | Prior to Sales Office opening |
| Engagement Strategy 2 | Offer free personalised journey plan to each household | Travel Plan Coordinator | Ongoing throughout delivery period |
| Engagement Strategy 3 | Prepare Sustainable Travel Newsletter | Travel Plan Coordinator | Annually throughout delivery period |
| **Walking Strategy** | | | |
| Walking Strategy 1 | Promote and encourage walking | Travel Plan Coordinator | Ongoing throughout delivery period |
| **Cycling Strategy** | | | |
| Cycling Strategy 1 | Promote and encourage cycling | Travel Plan Coordinator | Ongoing throughout delivery period |
| Cycling Strategy 2 | Promote discounts | Travel Plan Coordinator | Ongoing throughout delivery period |
| Cycling Strategy 3 | Promote Journey Matters | Travel Plan Coordinator | Ongoing throughout delivery period |
| **Public Transport Strategy** | | | |
| Public Transport Strategy 1 | Promote and encourage public transport use | Travel Plan Coordinator | Ongoing throughout delivery period |
| **Sustainable Car Use** | | | |
| Sustainable Car Use Strategy 1 | Promote car sharing | Travel Plan Coordinator | Ongoing throughout delivery period |
| Sustainable Car Use Strategy 2 | Promote electric and hybrid vehicles | Travel Plan Coordinator | Ongoing throughout delivery period |

| Measure Name | Action | Responsibility | Target Delivery Date |
|---|---|---|---|
| Sustainable Car Use Strategy 3 | Provision of Electric Vehicle Charging Points | Barratt Homes | Through design |
| **Monitoring Strategy** | | | |
| Monitoring Strategy 1 | Undertake baseline travel survey | Travel Plan Coordinator | 12 months following first occupation |
| Monitoring Strategy 2 | Annual travel survey and reporting | Travel Plan Coordinator | Annual for 2 years following first occupation (3 years in total) |