



TRAVEL PLAN
RESIDENTIAL DEVELOPMENT,
THURNSCOE BRIDGE LANE,
BARNSELY

AVANT HOMES

JULY 2025

Document Record

Project Name	Thurnscoe Bridge Lane, Barnsley			
Document Ref.	P2423_20250710_Thurnscoe Bridge Lane, Thurnscoe – Travel Plan			
	Issue 1	Revision 1	Revision 2	Revision 3
Date:	29.10.24	10.07.25		
Prepared by:	ST	JA		
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Authorised by:	JT	JT		

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1. INTRODUCTION

INTRODUCTION

- 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 289no. dwellings, on land at Thurnscoe Bridge Lane, Thurnscoe, Barnsley.

Site Location and Development Overview

- 1.2 The site is located to the west of Thurnscoe Bridge Lane, approximately 1.1km south of Thurnscoe and 1.5km north of Goldthorpe. The site is bound by residential development to the north, Thurnscoe Bridge Lane to the east, a scrap metal recycling facility to the south and agricultural land to the east. The site location is shown in **Figure 1.1** below, whilst the proposed site layout plan is attached at **Appendix A**.

Figure 1.1 – Site Location



Source: Google Maps

- 1.3 The proposals are for 289no. residential dwellings, comprising a mix of between 1no. and 4no. bedroom dwellings, of which 29no. dwellings will be affordable housing. Access to the site is to be taken via a new right turn ghost island junction from Thurnscoe Bridge Lane, to

the east of the site. The site is allocated in the Barnsley Local Plan, Ref: HS52 'Land west of Thurnscoe Bridge Lane and south of Derry Grove, Thurnscoe'. The site allocations document suggests an indicative number of dwellings of 308.

- 1.4 The Local Plan states: "*The development will be expected to provide off-site highway enhancements*". Further guidance on what off-site improvements should be delivered by the developer is sought from the highway authority through the consultation process. Any off-site mitigation should be commensurate with the scale of the development and require to make the development acceptable in planning terms, in line with the requirements of the NPPF.
- 1.5 As part of the access proposals on Thurnscoe Bridge Lane, a refuge island is to be provided to the south of the access, providing a crossing point to access the shared footway/cycleway to the east of Thurnscoe Bridge Lane and towards the bus stop immediately opposite the site. In addition, a footway will be provided from the site access, tying in with existing footway provision to the north of the site.

DEVELOPER'S COMMITMENT TO TRAVEL PLANNING

- 1.6 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.
- 1.7 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.
- 1.8 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.

- 1.9 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.
- 1.10 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

- 1.11 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 their reliance upon the private car and the resultant impact on the local environment."

TRAVEL PLAN AIMS AND OBJECTIVES

- 1.12 To achieve this vision, the aims of this Travel Plan are to:

- Maximise the attractiveness of the development to potential residents and visitors 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.

- 1.13 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. SITE LOCATION AND ACCESSIBILITY

INTRODUCTION

- 2.1 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.

ACTIVE TRAVEL OPTIONS

Pedestrian Facilities

- 2.2 The Institution for Highways and Transportation (IHT) offers guidance on walking distance by journey purpose, this is summarised in **Table 2.1** below.

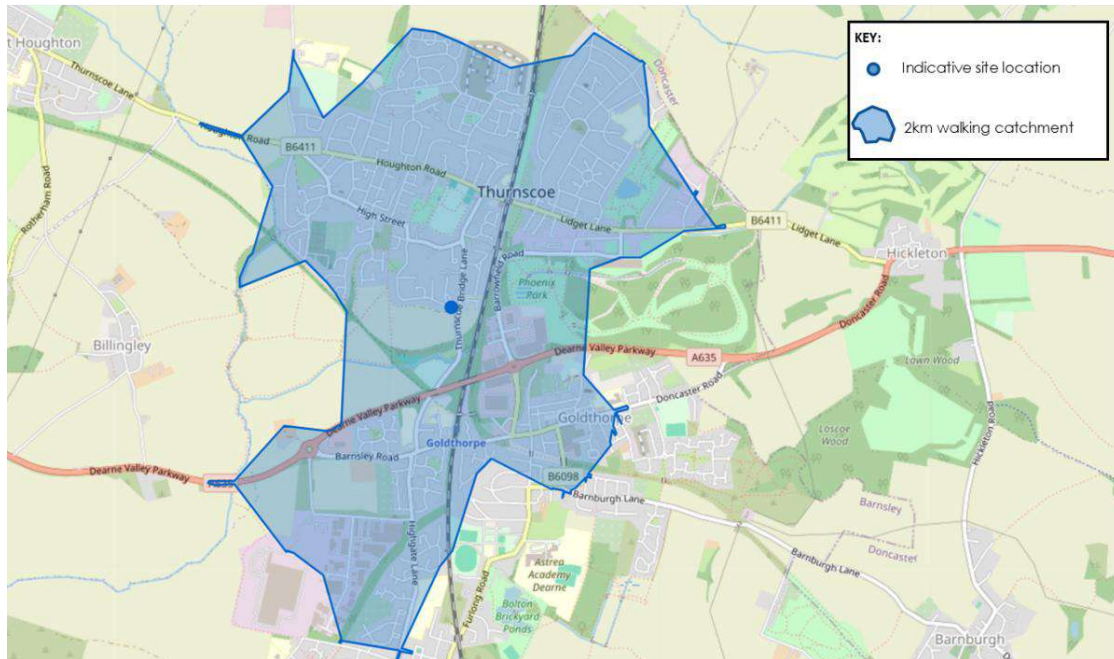
Table 2.1: Walking Distances by Journey Type

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

(Source: IHT)

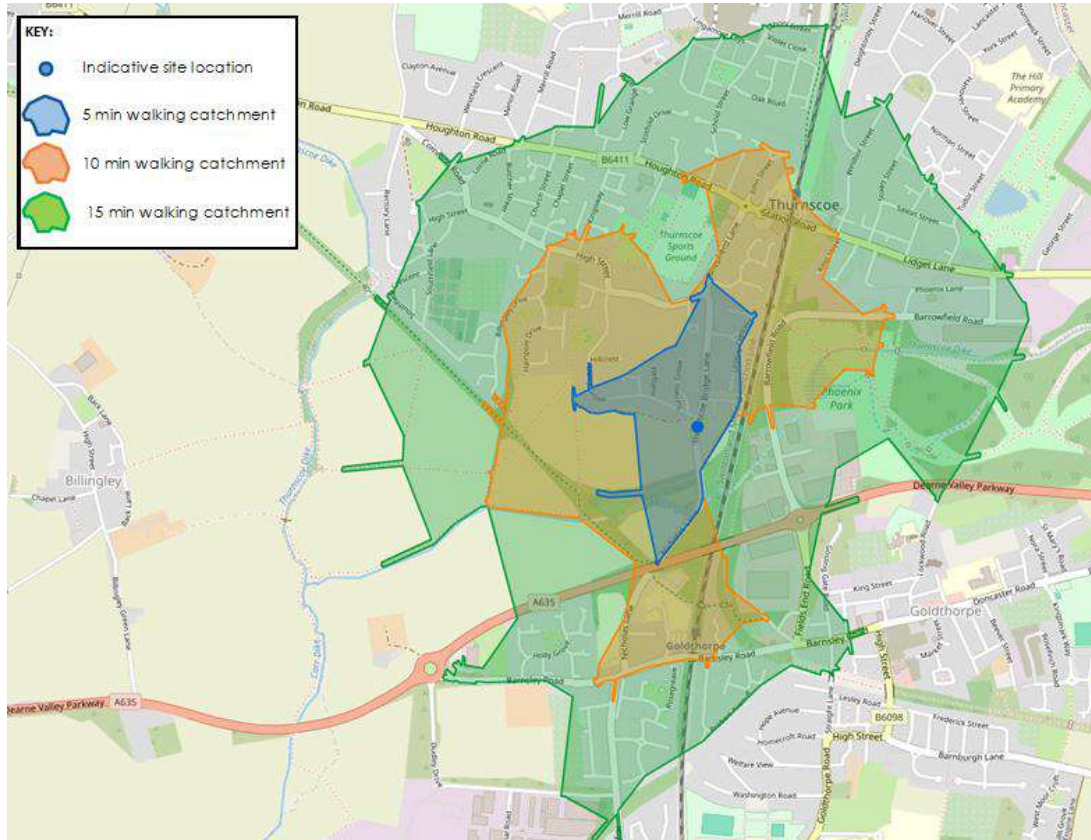
- 2.3 As **Table 2.1** shows, a 2km catchment is the preferred maximum walking distance for 'commuting / school'. A 2km walking catchment from the site encompasses a large suburban area of Barnsley, including parts of Thurnscoe, Goldthorpe and Bolton-upon-Deane. The 2km walking catchment is illustrated in **Figure 2.1**, overleaf, whilst **Figure 2.2** highlights the accessibility of the site utilising time-based mapping. As can be seen overleaf, Thurnscoe and Goldthorpe can be accessed in a 10-minute walk from the proposed site access on Thurnscoe Bridge Lane, whilst additional amenities and the surrounding residential areas can be accessed in a 15-minute walk utilising existing pedestrian infrastructure available in the vicinity of the site.

Figure 2.1: 2km Walking Catchment



(Source: Open Street Maps)

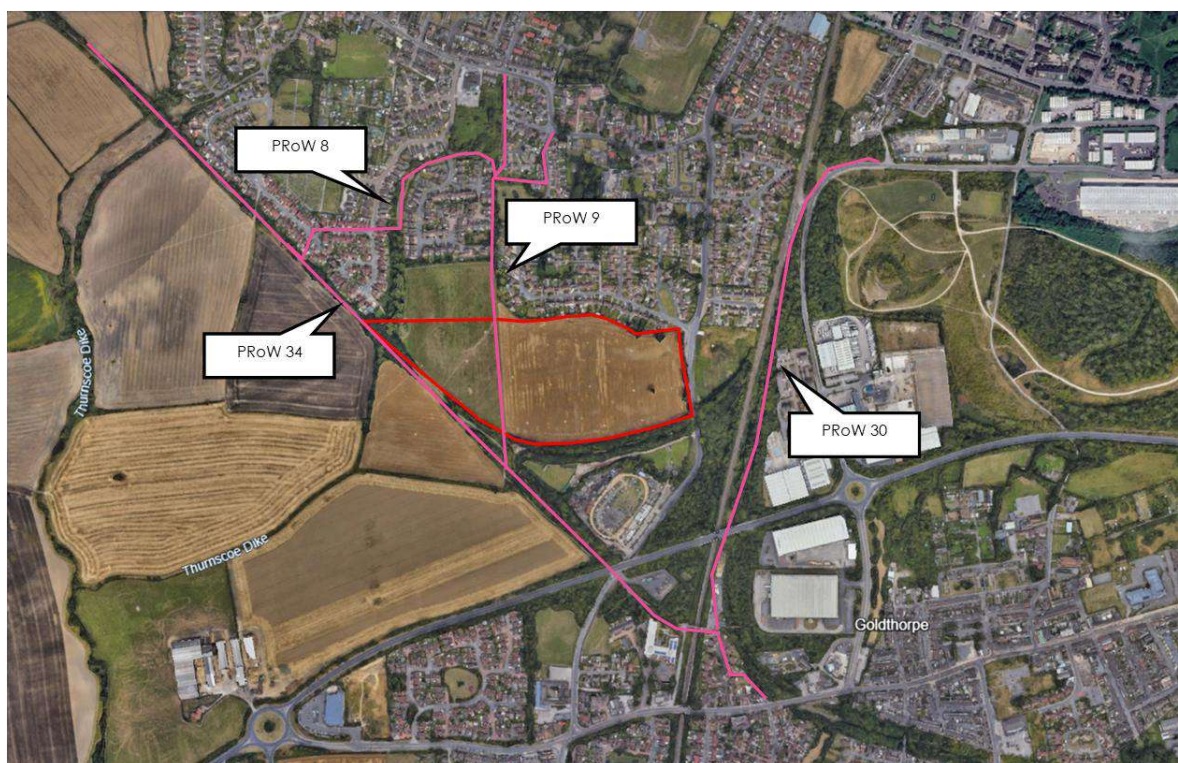
Figure 2.2: 5, 10 & 15-Minute Walking Catchments



(Source: Open Street Maps)

- 2.4 Throughout its length, Thurnscoe Bridge Lane forms the major through movement to various residential access roads, where there is such a junction dropped kerbs and tactile paving support continuous pedestrian movement north-south.
- 2.5 Extending north, after a distance of 450m, Thurnscoe Bridge Lane extends onto Shepherd Lane, which in-turn forms the southern approach to mini-4 arm roundabout with the B6411 Houghton Road, John Street and Station Road. In order to facilitate pedestrian movements across this junction, dropped kerbs in conjunction with tactile paving and pedestrian refuge islands can be found across the north, western and southern arms of the junction. To the east, there is a signalised pedestrian crossing on Station Road to facilitate north-south pedestrian movements.
- 2.6 From this junction, residents can access various amenities within Thurnscoe, including Thurnscoe Railway Station, ASDA Supermarket, Home Bargains and various eateries.
- 2.7 There are a number of public rights of way in the vicinity of the site, an overview of which can be seen in **Figure 2.3**, below.

Figure 2.3: Public Rights of Way



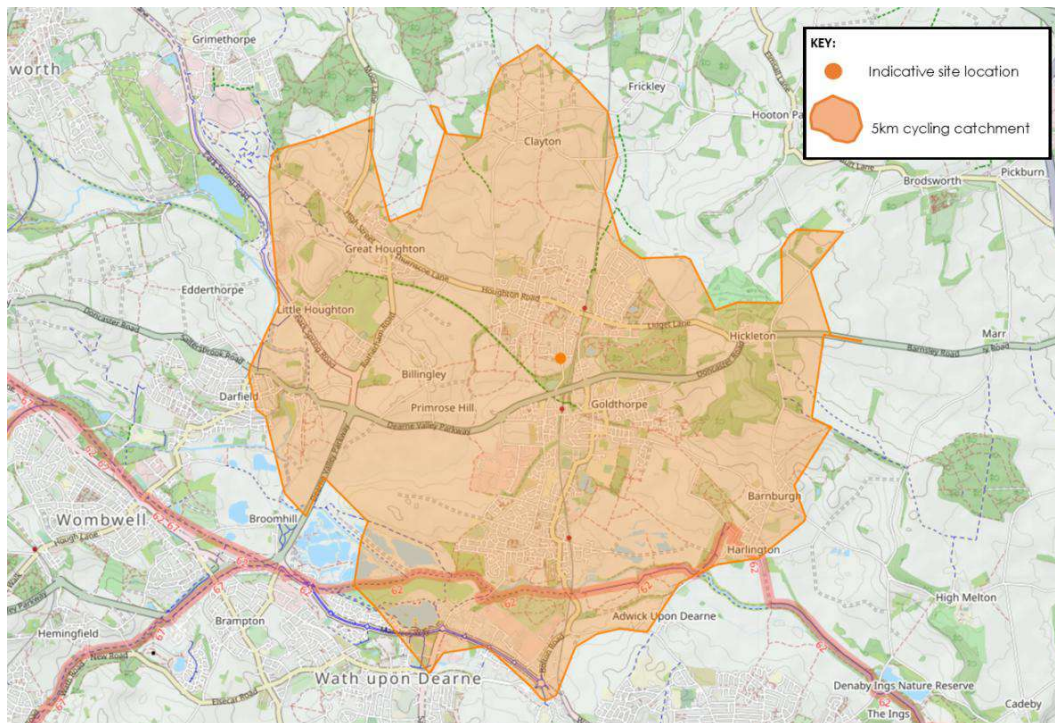
(Source: BMBC)

- 2.8 From Thurnscoe Bridge Lane, several separate public right of ways (PRoW) can be accessed within a 500m walk of the site access, providing traffic-free routes for residents through the local area.
- 2.9 Notably, PRoW 9 run adjacent to the western site boundary, running broadly north-south, providing a traffic-free footpath towards Thurnscoe High Street (to the north), or alternatively connecting to PRoW 34 (to the south).
- 2.10 To the south of the site, PRoW 9 joins PRoW 34, running broadly east-west, providing a connection from the site between Little Houghton (via PRoW 16) and Goldthorpe train station. From Goldthorpe train station, PRoW 34 adjoins PRoW 30 which runs north-south between Goldthorpe and Thurnscoe train station. Where PROW 9 crosses the site it is proposed to provide a 3m wide route through the site, preserving this right of way. This will be provided adjacent the Public Open Space provided in the centre.

Cycle Access

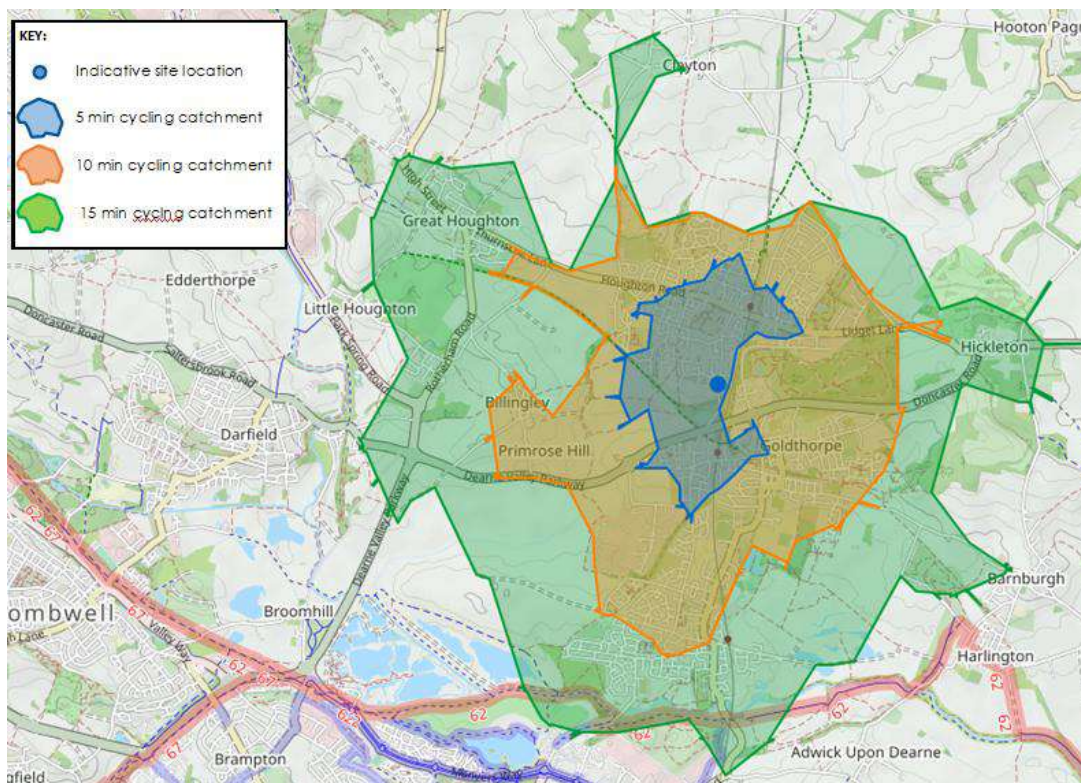
- 2.11 Cycling can be a substitute for car trips, particularly those of up to 5km, with relevant guidance stating that *“cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport”*. Cycling, therefore, plays an important role in reducing the need to travel by car.
- 2.12 A 5km catchment of the site includes many suburbs of Barnsley, including Goldthorpe, Billingley, Clayton, Great Houghton, Adwick-upon-Dearn and Thurnscoe. **Figure 2.4**, overleaf, illustrates a 5km cycle isochrone from the site, whilst **Figure 2.5** highlights the accessibility of the site utilising time-based mapping.

Figure 2.4: 5km Cycling Catchment



(Source: Open Cycle Map)

Figure 2.5: 5, 10 & 15-Minute Cycling Catchments



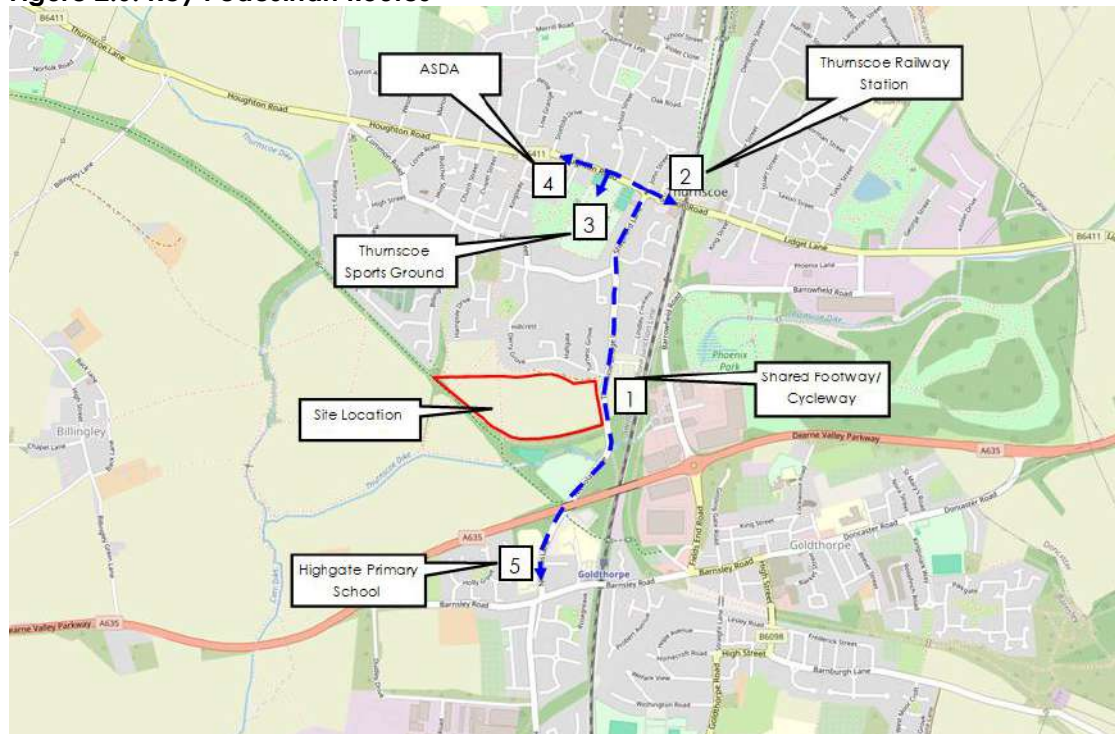
(Source: Open Cycle Map)

- 2.13 There is a shared footway/cycleway to the east side of Thurnscoe Bridge Lane measuring 3m wide, which runs north-south for a distance of 1.1km, between Hall Farm Drive to the north, past the site to Nicholas Lane, to the south. This provides a segregated cycle route which prospective residents can make use of to access facilities in Thurnscoe to the north and Goldthorpe to the south.
- 2.14 The closest National Cycle Network (NCN) Route can be accessed approximately 4.5km south of the site, at Mexborough Road, giving access to the NCN 62. Broadly, NCN 62 runs between Lancashire and North Yorkshire for a route length of 335.9km. More locally, NCN 62 runs broadly east-west between the towns of Wombwell and Doncaster, before joining NCN 67 at Wombwell, providing routes towards Sheffield and Rotherham.
- 2.15 Additionally, many of the surrounding roads are subject to a 30mph speed limit, which helps to make them more cycle friendly. It is, therefore, considered that the site is well located for future residents to cycle for journeys to work and for leisure or to form part of a multi-modal journey combining cycling and rail.

Key Routes

- 2.16 **Figure 2.6**, 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 2.6: Key Pedestrian Routes



(Source: Open Street Map)

- 2.17 As can be seen in **Figure 2.6**, the site is accessed from Thurnscoe Bridge Lane on the eastern boundary. In the vicinity of the site, extending north, the carriageway is bound by a shared footway/cycleway **(1)** to the east and a footway to the west, with street lighting in place on both sides. Providing a direct link north towards Thurnscoe town centre, Thurnscoe Bridge Lane forms the major arm of a number of priority T-junctions along its length, with dropped kerbs and tactile paving supporting continuous pedestrian movement north-south along the east side of the carriageway. To the west of the carriageway, minor access junctions benefit from dropped kerbs.
- 2.18 Approximately 450m north of the proposed access, Thurnscoe Bridge Lane forms the southern approach to a priority T-junction which gives access west onto High Street, and north onto Shepherd Lane. Dropped kerbs support pedestrian movement north-south across the minor arm of the junction, whilst the shared footway/cycleway to the east of Shepherd Lane is separated from the carriageway by a grass verge. Approximately 100m north of the junction, signage indicates the shared footway/cycleway route terminates, and continues north as a footway measuring 2m wide. Along the remainder of this route, residential dwellings take direct frontage access along Shepherd Lane, with private drives on both sides.
- 2.19 After 150m, Shepherd Lane forms the southern approach to a 4-arm roundabout junction which gives access north onto John Street, east onto Station Road and west onto Houghton Road. Dropped kerbs and tactile paving support pedestrian movement across all arms of the roundabout junction, with refuge islands in place to the south and west and a signalised pedestrian crossing supports pedestrian movement north-south across Station Road, to the east. From this point, Thurnscoe Railway Station **(2)** can be accessed in a 100m (1-minute) walk via a ramped, level access which benefits from railings on both sides.
- 2.20 Back to the roundabout junction, additional amenities and leisure opportunities can be accessed along Houghton Road, which runs east-west through the centre of Thurnscoe. Approximately 200m west of the junction, a gated pedestrian access on the south side of the carriageway gives access to Thurnscoe Sports Ground **(3)**, which includes Hickleton bowling club, Thurnscoe skate park, 2no. MUGA pitches and a number of grass sports pitches. In the vicinity of the Sports Ground access, seating is available on the north side of Houghton Road.
- 2.21 Approximately 130m west of this point, Asda Supermarket **(4)** can be accessed via Welfare Road, which forms the minor arm of a priority T-junction with Houghton Road. Pedestrian movement across the junction is supported by dropped kerbs and tactile paving and a

zebra crossing supports pedestrian movement across the Asda car park. Adjacent the Welfare Road / Houghton Road junction, cycle parking in the form of Sheffield stands can be utilised by residents who may wish to utilise the amenities and leisure facilities in Thurnscoe.

- 2.22 Back to the site, Thurnscoe Bridge Lane extends south towards Goldthorpe and is currently bound by a shared footway/cycleway along the east side of the carriageway. As part of the development proposals, a pedestrian refuge island comprising dropped kerbs and tactile paving will be provided to the south of the proposed vehicular access, ensuring the site ties in with existing pedestrian infrastructure in the vicinity of the site.
- 2.23 Continuing south onto Nicholas Lane, the shared footway/cycleway provides an uninterrupted route into Goldthorpe, with dropped kerbs and tactile paving in place across the vehicular access into the Waste Recycling Centre and Nicholas Road. After approximately 700m, a crossing point comprising dropped kerbs, tactile paving and bollards to the east support pedestrian movement east-west across Nicholas Lane, giving access to Highgate Primary School **(5)**. In the vicinity of the crossing point, the carriageway is bound by 'SCHOOL-KEEP-CLEAR' road markings, improving visibility for both drivers and those crossing the road.

PUBLIC TRANSPORT

Bus Services

- 2.24 The closest bus stops to site are located on Thurnscoe Bridge Lane, located to the immediate east of the site. The northbound and southbound stops comprise of a flagpole and timetable information, layby and a bus shelter. In order to facilitate access to the southbound bus stop, located to the east of Thurnscoe Bridge Lane, development proposals have incorporated a pedestrian crossing consisting of dropped kerbs, tactile paving and a refuge island. **Figure 2.7**, overleaf, illustrates the location of these bus stops, whilst **Table 2.2** summarises the bus services that can be accessed from the stops.

Figure 2.7: Bus Stop Locations



(Source: Google Maps)

Table 2.2: Bus Services

Service		Approximate Headway		
		Weekday	Saturday	Sunday
Thurnscoe Bridge Lane				
203	Doncaster - Wombwell	120 mins (4 Services Daily)	120 mins (4 Services Daily)	-
226	Barnsley Interchange - Thurnscoe	30 mins	30 mins	60 mins

(Source: Public Transport Operator Websites)

- 2.25 Given the proximity of the high frequency 226 service, which provides direct access to Barnsley town centre within a 40-minute journey time, it is expected that the bus would represent a viable alternative to the private car for accessing employment and leisure opportunities.

Rail

- 2.26 The closest railway station is Thurnscoe, located approximately 900m north of the site (measured from the site access), and can be accessed in an approximate 10-minute walk or 3-minute cycle journey via Thurnscoe Bridge Lane. Thurnscoe is managed by Northern Trains and benefits from two platforms. Thurnscoe station benefits from 8 cycle storage spaces, located within the car park and, therefore, offers a realistic option for a combined cycle/rail journey.

- 2.27 It is anticipated that residents could also make use of National Rail services available from Goldthorpe, which is located approximately 1km south of the site and is accessible within a 12-minute walk or a 5-minute cycle journey from the site access. The station has completely step-free access throughout the station, making it DfT Category B accessible.
- 2.28 Both stations are situated on the Wakefield Line and, therefore, operate on the same schedule. **Table 2.3**, below, outlines the key destinations accessible from Thurnscoe and Goldthorpe railway stations.

Table 2.3: Thurnscoe and Goldthorpe railway station services

Destination	Frequency
Sheffield via Rotherham Central & Meadowhall	1 per hour
Leeds via Wakefield Westgate	1 per hour
York via Pontefract Baghill	1 per day

(Source: National Rail)

LOCAL AMENITIES

- 2.29 **Table 2.4**, 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 site access, from Thurnscoe Bridge Lane.

Table 2.4: Local Facilities

Amenity	Distance	Walk Time	Cycle Time
High Gate Primary School	700m	10 mins	2 mins
Thurnscoe Library	750m	10 mins	3 mins
Thurnscoe High Street & Station Road Retail Park	750m	10 mins	3 mins
Thurnscoe Skate Park & Hickleton Bowling Club	800m	11 mins	3 mins
Dearne Valley Group Medical Practice	850m	12 mins	3 mins
Thurnscoe Station	850m	12 mins	3 mins
Asda Supermarket (Thurnscoe)	1.0km	14 mins	3 mins
Goldthorpe Station	1.0km	14 mins	3 mins
Thurnscoe Post Office	1.2km	16 mins	4 mins
ALDI Supermarket	1.3km	17 mins	4 mins
Goldthorpe Surgery	1.8km	24 mins	5 mins
Goldthorpe Industrial Estate	1.8km	24 mins	5 mins
Gooseacre Primary Academy	1.8km	25 mins	6 mins
Astrea Academy	2.0km	28 mins	7 mins

(Source: Google Maps)

SUMMARY

- 2.30 The site is located within an established residential area and as such benefits from an existing network of infrastructure to support sustainable travel. There are existing footways in the vicinity of the site to support active modes of travel. Similarly, the site is in within walking distance of a number of bus stops, which prospective residents could make use of for accessing employment and leisure opportunities. As such it is considered that there is good sustainable transport infrastructure within the vicinity of the development site, with a range of opportunities for site users to travel by sustainable modes.

3. THE TRAVEL CHOICES PACKAGE

INTRODUCTION

- 3.1 As noted at the outset of this report Avant Homes has appointed TPS to implement the Travel Choices programme at their Thurnscoe Bridge Lane development site. Travel Choices is a tailored package of measures, delivered in pursuit of the visions, aims and objectives of this Travel Plan strategy.
- 3.2 The programme is structured around the following themes, which will be expanded upon below:
- Engagement on Travel Choices
 - Support for Sustainable Travel Choices
 - Management of the Travel Choices Programme
- 3.3 At the time of preparing this report over 150 residential developments make up the Travel Choices network of sites, providing the delivery team with vast experience of the measures which offer maximum benefit and value for money, within a residential context.
- 3.4 The following section will outline the package of Travel Choices measures that will be delivered at the development, providing examples of comparable measures delivered in a similar context elsewhere, where appropriate.

ENGAGEMENT ON TRAVEL CHOICES

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

Bespoke Travel Choices Website

- 3.8 Websites offer an ideal means of providing people with access to up to date information, and direct 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.
- 3.9 A bespoke sustainable travel information website will, therefore, be set up for the development, providing residents with access to the latest local information, advice and news. This website will be managed by the TPC throughout their involvement at the site, after which control of the website will be offered to a local residents' group (or willing individual) to ensure that the opportunity exists for travel planning to continue at the site.
- 3.10 The sustainable travel website will contain a wide range of site-specific travel information and advice and will, where appropriate, provide direct links to external sources of information, including but not limited to:
- The provision of public transport timetables and maps for download;
 - Links to journey planning software;
 - Information and advice on car sharing, with a link to the Liftshare car share scheme;
 - Cycle maps to download;
 - Advice on walking and cycling in the local community;
 - A map illustrating the key local travel options and key local trip destinations; and
 - Real time information for the closest bus stops.
- 3.11 The website will be promoted to prospective residents via the sales office, in the sustainable travel guide and sustainable travel newsletters (see below).
- 3.12 An example website prepared by TPS, and similar to the one to be provided, can be seen at <http://www.cityfields-travel.co.uk/>.

Bespoke Travel Choices Guide

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

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

3.15 The Travel Choices guide will be made available through the sales office, to both prospective purchasers and new homeowners.

3.16 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.

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

3.18 The Travel Choices team will be responsible for engaging with the onsite sales team to inform them of the purpose of the Travel Choices programme and the support that residents can access through it. The Travel Choices team will also assume responsibility for reviewing the content of the guide on a regular basis, to ensure that any changes to local travel options are reflected.

Annual Travel Choices Newsletter

3.19 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.

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

SUPPORT FOR SUSTAINABLE TRAVEL CHOICES

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

Discounts with Sustainable Travel Providers

- 3.24 On behalf of the developer, TPS has secured a series of discounts that are available to residents including bikes and accessories discounts at Halfords, bike insurance discounts, secure bike storage and running and walking accessories. Further information can be found at www.savings-travelchoices.uk. The discounts will be promoted via the travel guide, website and newsletter.

Personal Journey Planning Support

- 3.25 Where residents remain unsure of their travel options, the Travel Choices team will be on-hand to help. Promoted through the Travel Choices engagement materials will be the offer of a free 'personal journey plan', which will help to inform residents of the journey options available for a regular journey of their choice.

- 3.26 Based upon the journeys start and end point, and the intended time of travel, the Travel Choices team will present the residents with details of the travel options available. This will include details such as journey time, route and even the exact location of which bus stops to use if travelling by public transport.

MANAGEMENT OF THE TRAVEL CHOICES PROGRAMME

- 3.27 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).

- 3.28 The Travel Choices team at TPS has been appointed by Avant Homes to act as the TPC. They can be contacted using the information below:

Travel Choices

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

T: 01924 664638

E: info@travelchoices.uk

- 3.29 The role will commence upon the approval of this strategy and will continue until a point 5-years after the final occupation of the site has taken place. Responsibilities of the Travel Choices team will include (but not be limited to):

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

4. TARGETS, MONITORING AND REPORTING

TRAVEL PLAN TARGETS

- 4.1 When delivering a Travel Plan, it is important to monitor its progress and success. One easy way of understanding the impact of the Travel Plan is to consider the number of vehicular trips being generated 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."
- 4.2 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 to the officers at South Tyneside Council.

TRAVEL PLAN TARGETS

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

Action-type Targets

- 4.4 Action-type targets are non-quantifiable targets and take the form of actions that need to be achieved.
- 4.5 The action-type targets specific to this Travel Plan can be found in **Section 3**, 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

- 4.6 Aim-type targets are quantifiable targets against which the effectiveness of the Travel Plan in achieving its stated aims and objectives can be measured. In order to set aim-type targets it is first necessary to have a 'baseline' modal split against which progress can be assessed.
- 4.7 In this instance, the likely vehicular trips at full occupation have been calculated using an online tool software known as TRICS. 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.
- 4.8 The target for a reduction in the number of vehicular trips has been set at 10%, to be achieved by full occupation of the development.
- 4.9 The vehicular AM and PM peak hour trip rates (vehicles/dwelling) reflecting this TRICS data used in the Transport Assessment are shown in **Table 4.1**, below.

Table 4.1: Transport Assessment Trip Rates & Traffic Generation

	AM			PM		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trip Rates	0.131	0.380	0.511	0.352	0.162	0.514
Trip Generation	38	110	148	102	47	149

(Source: TRICS)

- 4.10 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 289 dwellings, some **148** two-way trips in the AM peak hour and **149** two-way trips in the PM peak hour would be expected.
- 4.11 As set out in the accompanying Transport Assessment and Highways Consultation Response, the aforementioned TRICS output included sites surveyed during COVID and, therefore, updated trip generation rates have been obtained from TRICS, ensuring that no surveys undertaken during Covid-19 restrictions are included; these are summaries in **Table 4.2**, below.

Table 4.2: Proposed Development – Vehicle Trip Generation (Without COVID-19 Restrictions)

	AM Peak Hour			PM Peak Hour		
	In	Out	2-way	In	Out	2-way
Trip Rates	0.117	0.350	0.467	0.328	0.141	0.469
Trip Generation	34	101	135	95	41	136

(Source: TRICS)

- 4.12 As can be seen in **Table 4.2**, based on the revised TRICS output the proposals are anticipated to generate 135 two-way vehicle trips in the AM peak hour and 136 two-way vehicle trips in the PM peak hour. As can be seen when comparing the two TRICS outputs, the revised trip rates are lower and, as such, the assessment of the development proposals has been based on the initial (higher) trip rates to demonstrate a worst-case scenario.
- 4.13 A 10% reduction in vehicular trips at full occupation would, therefore, equate to a reduction of **15** two-way trips in the AM peak hour (to **133**) and **15** in the PM peak hour (to **134**).
- 4.14 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.
- 4.15 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 4.3** identifies the target trip rates per dwelling for the AM and PM peak hours.

Table 4.3: Target Trip Rates per Dwelling

Peak Hour	Target Two-Way Trip Rate
AM	0.460
PM	0.462

(Source: Consultant Calculation)

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

TRAVEL PLAN MONITORING

Monitoring and Review Strategy 1: Baseline Traffic Counts

- 4.17 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 Thurnscoe Bridge Lane. 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.

- 4.18 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 significantly when compared with the targets, the TPC will discuss this with BMBC and agree appropriate amendments to the targets.

Monitoring and Review Strategy 2: Annual Traffic Counts and Reporting

- 4.19 Following the initial baseline survey, subsequent traffic counts will be undertaken annually until a point 5-years after final occupation. These counts will allow the TPC to monitor the success of the Travel Plan over time in achieving the agreed targets to reduce the number of private vehicular trips generated by the development.
- 4.20 The TPC will feed results back to Travel Plan officers at BMBC after each monitoring exercise has been undertaken, 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 a 'Travel Plan Monitoring Report'.



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

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.

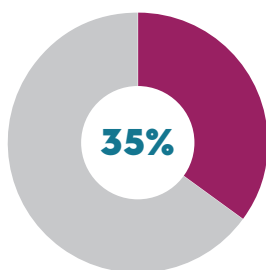
Avant Homes recognise our responsibility to reduce the impact of our development upon the local community and the environment, and by publishing this guide we hope to minimise the number of unnecessary car journeys made.



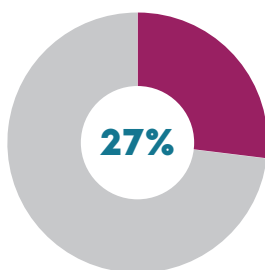
WHY CONSIDER YOUR LOCAL TRAVEL CHOICES?

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.

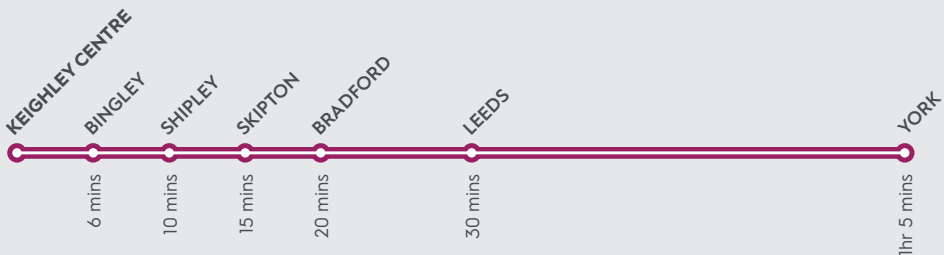
With Leeds being reached in around 30 minutes, when considering traffic and the time it takes to park, travelling by train may well be much quicker than a journey by car!



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

 www.wymetro.com

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.



www.wycarshare.com



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!



www.electrifying.com



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.



www.enterprisecarclub.co.uk



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.



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



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



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



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



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 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!



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



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.



nationalrail.co.uk/plusbike



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:



cyclestreets.net



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

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 enterprisecarclub.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



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!



Appendix D

Action Plan

Measure Name	Action	Responsibility	Target Delivery Date
Travel Plan Management	Appoint Travel Plan Coordinator	Avant Homes	Appointed
Engagement on Travel Choices			
Marketing Strategy 1	Sustainable Travel Website	Travel Plan Coordinator	Ongoing throughout delivery period
Marketing Strategy 2	Sustainable Travel Guide & Map	Travel Plan Coordinator	Prior to Sales Office opening
Marketing Strategy 3	Prepare annual sustainable travel newsletter	Travel Plan Coordinator	Annually throughout delivery period
Support for Sustainable Travel Choices			
Support Strategy 1	Discounts to be established with sustainable travel providers	Travel Plan Coordinator	Ongoing throughout delivery period
Support Strategy 2	Offer free personalised journey plan to each household	Travel Plan Coordinator	Ongoing throughout delivery period
Monitoring Strategy			
Monitoring and Review Strategy 1:	Baseline Traffic Counts	TPC	12 months after first occupation
Monitoring and Review Strategy 2:	Annual Traffic Counts and Reporting	TPC	Annually following baseline until a point 5-years after final occupation