

Movement - Sustainable Travel

The Movement Strategy is based on a hierarchy of routes through the site, connecting with existing routes, communities and amenities. The hierarchy prioritises walking, cycling and public transport over motor vehicles to encourage sustainable travel and reduce the impact of private vehicles.

The scheme design considers access requirements for all users in the following order:

- Pedestrians
- Cyclists/equestrians
- Public transport
- Specialist service vehicles - emergency services, refuse and delivery vehicles
- Private vehicles

A network of active travel routes through the site are proposed, linking with existing walking, cycling and horse riding routes surrounding the site. It is proposed to divert and enhance the existing Trans Pennine Trail, part of the National Cycle Network and a route for pedestrians and equestrians, away from the rail line and through the site.

It is proposed to extend bus services into and through the site, to provide all residents within 300-400m walking distance of a bus stop. Details of bus routes will be confirmed with Barnsley Council and operators, but would likely comprise diverting and increasing frequency of some services, currently using Church Street / Fish Dam Lane and Barnsley Road / Burton Road.

There are aspirations for a new train station to serve this area being developed through a separate study to reopen the freight line to passenger services. A possible location for the rail station has been identified in the Masterplan. The station would serve new residents as well as existing residents in surrounding areas including Carlton, Cudworth, Lundwood and Monk Bretton.

