BARNSLEY COLLEGE - TRAVEL PLAN

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1 INTRODUCTION

1.1 Introduction

1.1.1 In order to comply with the terms of planning permission granted for the construction of new buildings, Barnsley College is required to prepare and implement a Travel Plan encompassing the whole of the College campus.

1.2 The Travel Plan

1.2.1 A Travel Plan is a package of practical measures aimed at encouraging staff, students and visitors to choose alternative modes of travel to that of the private car (particularly for single occupancy journeys).

1.2.2 PPG13 states in paragraph 89:

"The Government considers that travel plans should be submitted alongside planning applications which are likely to have significant transport implications, including those for:

- *all major developments comprising jobs, shopping, leisure and services (using the same thresholds as set out in annex D);*
- *smaller developments comprising jobs, shopping, leisure and services which would generate significant amounts of travel in, or near to, air quality management areas, and in other locations where there are local initiatives or targets set out in the development plan or local transport plan for the reduction of road traffic, or the promotion of public transport, walking and cycling. This particularly applies to offices, industry, health and education uses;*
- *new and expanded school facilities which should be accompanied by a school travel plan which promotes safe cycle and walking routes, restricts parking and car access at and around schools, and includes on-site changing and cycle storage facilities; and*
- *where a travel plan would help address a particular local traffic problem associated with a planning application, which might otherwise have to be refused on local traffic grounds."*

1.3 Background Information

1.3.1 Barnsley College employs around 578 staff (40% male and 60% female) and has around 6,231 students (52% male and 48% female). The College currently operates from 7 sites. The locations of these sites (except Wigfield Farm and Hoyle Mill) are identified on Plan 1. The main operating hours for the College are 08:30 to 17:00 hours, with some minor activity taking place in the evening up to 21:00 hours and on Saturday mornings.

1.3.2 The numbers of staff and students based at each site is shown in Table 1.1 below:

SITE	STAFF	STUDENTS
Old Mill Lane	329	2445
Construction Centre	62	1303
Hoyle Mill	3	
Eastgate	44	708
Honeywell	74	846
SciTech Centre/Falcon Centre	47	741
Wigfield Farm	19	188
Belle Vue	-	-
Totals	578	6231

Table 1.1 – Current Numbers of Staff and Students by Site

1.3.3 In summer 2005 the Church Street site was disposed of to the University of Huddersfield with the loss of approximately 40 staff and 450 students to the University. The remaining staff and students were relocated to the Old Mill Lane, SciTech and the Construction Centre sites. In summer 2006 the Belle Vue site was closed and the staff and students relocated to the Old Mill lane and SciTech centres. It is anticipated that the site will be disposed of in late 2008 with the loss of 67 parking spaces. The college is currently developing it's whole college property strategy which if successful will encompass a redevelopment of the main town centre Old Mill lane site and the relocation of curriculum provision from the Honeywell site, excluding Sports and public service for which a new build sports facility is planned for the site in summer 2008. The Honeywell site will be disposed of in late 2010 with the loss of significant parking provision. A new motor vehicle workshop is also planned on the Construction/Engineering centre in summer 2008, again with the loss of car parking provision on this site..

1.3.4 The effect of these changes is shown in Table 1.2 below:

SITE	STAFF	STUDENTS
Old Mill Lane	372	3094
Construction Centre	56	1400
Hoyle Mill	14	
Eastgate	44	708
Honeywell Sports Centre	20	100
SciTech Centre / Falcon centre	54	741
Wigfield Farm	18	188
Belle Vue	-	-
Totals	578	6231

Table 1.2 – Summer 2010 Numbers of Staff and Students by Site

1.3.5 There are currently 273 marked car park spaces for staff, 26 spaces for visitors and 23 spaces for mobility impaired. In addition there are 90 unmarked spaces available for use and 4 spaces which are generally used for loading. No charge is made for parking, which is provided on a 'first come first served' basis. Staff parking is controlled by the use of car parking discs which are monitored by security staff. The discs are issued to College staff only and renewed on an annual basis. Student parking is permitted only at the Honeywell site.

1.3.6 The existing number of parking spaces available for Barnsley College is shown in Table 1.3 below:

SITE	PARKING SPACES
Old Mill Lane/Falcon Centre	28
Construction Centre	27
Eastgate	48
Belle Vue	67
Honeywell	196
SciTech Centre	44
Totals	410

Table 1.3 – Current Car Parking Provision

1.3.7 Taking into account the redevelopment of the College, the following number of available car parking spaces are anticipated by Summer 2010:

SITE	PARKING SPACES
Old Mill Lane	28
Construction Centre	27
Eastgate	48
Belle Vue	-
Honeywell Sports Centre	50
SciTech Centre	44
Totals	197

Table 1.4 – Car Parking Provision from Summer 2010

1.3.8 The main (Old Mill Lane) campus is well served by public transport, with bus services being available on the A635 Huddersfield Road. The train/bus interchange is located approximately 450m away, or a five minute walk from the site.

1.3.9 Barnsley College currently provides a morning bus service for students. The service commences in Stocksbridge at 07:45 hours and travels via Deepcar, Thurgoland, Oxpring, Penistone, Hoylandswaine, Silkstone, arriving at Barnsley College Old Mill Lane at 08:37. At 08:45 the bus then proceeds to Wigfield Farm, arriving at 08:55.

1.3.10 A number of taxis and minibuses visit the College at peak times to drop off/pick up students with special needs.

1.3.11 Specific facilities for cycle parking are currently provided at the College's, Eastgate and the OML site to accommodate approx 12 bicycles.

1.3.12 The infrastructure available for pedestrians in the vicinity of the site is adequate, with good footways, lighting and satisfactory crossing facilities being provided.

1.3.13 It can be seen, therefore, that over the next three years there will be significant changes at Barnsley College that will result in many staff and students being relocated to new buildings. In the same timescale there will also be a significant reduction in the availability of Campus car parking. This combination of events will provide challenges and opportunities which will be addressed by the Travel Plan.

1.4 Scope of the Document

1.4.1 This document provides the framework for the operation and implementation of a Travel Plan. The Travel Plan considers measures which could positively influence staff, students and visitors to use sustainable transport alternatives to the private car. The Plan would be developed by the College over time and following detailed discussions with the Council.

2 CURRENT TRAVEL TRENDS

2.1 Introduction

2.1.1 The location of the College close to Barnsley Transport Interchange allows the majority of students to use public transport. We understand that the vast majority of students already use sustainable modes of transport (walking, cycling, bus or train) to travel to the college.

2.1.2 There is a limited provision of 'free' parking on campus for students, and when the Honeywell site closes this provision will be removed.

2.1.3 It is not anticipated that the redevelopment of Barnsley College will have a significant impact on the travel characteristics of the student population. They will, nevertheless, benefit from the Travel Plan initiatives which are proposed.

2.1.4 Similarly it is not anticipated that the redevelopment of Barnsley College will have a significant effect on the travel characteristics of visitors to the campus. They will also benefit from the Travel Plan initiatives which are proposed.

2.1.5 It is apparent, however, that the redevelopment will have a significant effect on staff travel patterns. 'Free' staff parking is currently readily available, although almost half of this is located at the Honeywell/Belle Vue site which is not too convenient for staff employed at the more central sites. In the near future the majority of this parking will be removed.

2.2 Staff Travel Survey

2.2.1 A survey of staff travel patterns was undertaken in April 2005. A copy of the questionnaire and a summary of the results is provided as Appendix A. The detail of the data will be used to formulate specific Travel Plan initiatives, but here it is useful to provide some general statistics.

2.2.2 Questionnaires were provided to each of the 672 members of Barnsley College staff. A total of 382 completed questionnaires, representing 57% of the staff, were returned. Analysing by gender, 46% of male members of staff returned the questionnaire, whilst 64% of female staff returned the questionnaire. Questionnaires from a balanced number of staff based at each site were received.

2.2.3 Around 85% of staff live in the Sheffield postcode area, with around 4% living in the Huddersfield and 4% living in the Wakefield postcode areas. A total of 62% of all staff live in just four postcode areas:

- 5% – S36 (Penistone)
- 18% – S70 (South Barnsley)
- 17% – S71 (North/East Barnsley)
- 21% – S75 (North/West Barnsley)

2.2.4 The data provided by the questionnaire indicates that approximately 13% of staff live within easy walking distance (within one mile) of the College and approximately 50% of staff live within a practical cycle distance (within 4 miles) of the College.

2.2.5 The modes of transport used by all staff, and by staff living in central Barnsley (up to 4 miles from the College) are summarised in Table 1.5 below:

MODE	ALL STAFF	STAFF LIVING IN CENTRAL BARNSLEY
Walk	13%	28%
Bicycle	1%	1%
Bus	8%	1%
Train	1%	0%
Motorcycle	1%	1%
Car (as driver)	67%	59%
Car (as passenger)	9%	10%
Other	0%	0%
Combination	0%	0%

Table 1.5 – Main Mode of Transport

2.2.6 When asked why they drive to work, staff predominantly responded that it was due to time savings. Other reasons were cited, such as cost, safety etc., but these results were not particularly conclusive.

2.2.7 Approximately 6% of staff share a car journey to the College at least one day per week, with 3% sharing every day. When non-car sharers were asked if they would consider sharing the car journey to work, 28% responded that they would consider sharing, 39% responded that they might consider sharing, and 33% responded that they wouldn't consider sharing the car journey.

2.2.8 The main factor that would encourage staff to share the car journey to work was identified by the questionnaire to be reserved car parking for car sharers. Other measures such as a 'free' taxi home in an emergency and help in finding car share partners also received some support.

2.2.9 It is apparent that cycling is not currently a popular mode of transport for staff at Barnsley College. The questionnaire identified relatively little enthusiasm for measures that could encourage cycling, with the provision of changing and showering facilities being the most popular.

2.2.10 Of the measures suggested by the questionnaire for altering staff travel behaviour, subsidised travel cards and more direct bus services were relatively popular.

2.2.11 When asked what measures would encourage more frequent use of public transport, staff indicated that fast, frequent, direct and reliable bus services would be welcomed.

2.3 Student Travel Survey

2.3.1 A survey of student travel patterns was undertaken in October 2005. A copy of the questionnaire and a summary of the results are provided as Appendix B. The detail of the data will be used to help inform decisions within the formulation of specific travel plan measures. Some general trends are noted below.

2.3.2 Questionnaires were provided to a small random sample of the of the Barnsley College student population and 265 responses were recorded. Analysing by gender, roughly 43% of the questionnaires returned had been completed by male students, whilst approximately 57% of the questionnaires had been completed by female students. The gender breakdown of the survey sample is in line with that of the total student population summarised previously in Section 1.3.

2.3.3 The data provided by the questionnaire indicates that approximately 13% of students live within easy walking distance (within one mile) of the College and approximately 57% of students live within a practical cycle distance (within 4 miles) of the College.

2.3.4 The main modes of transport used by all students, and by students living in central Barnsley (up to 4 miles from the College) are summarised in Table 1.6 below:

MODE	ALL STUDENTS	STUDENTS LIVING IN CENTRAL BARNSLEY
Walk	18%	28%
Bicycle	0%	0%
Bus	60%	51%
Train	2%	1%
Car	19%	20%
Other	1%	0%
Combination	100%	100%

Table 1.6 – Student Main Mode of Transport

2.3.5 The majority of students travel to the college by bus (60%), whilst only 18% currently use a car to travel to the sites. Encouragingly, almost 20% of students walk to their place of study. This modal share increases to almost 30% in the context of journeys less than 4 miles. This modal share is encouraging given that only 13% of students that live within one mile of their place of study (c.13%).

2.3.6 It is apparent that walking does take up a notable share of the number of overall journeys to the college by students, equating to 18%. The questionnaire did however identify a number of improvements that may encourage greater numbers to walk to the college.

2.3.7 The most popular measure to encourage more students to consider walking to college would be to provide ‘safer cycle routes’ to the site (35%). However, the provision of ‘improved crossing facilities’ (25%) could also result in more students walking to college on a regular basis.

2.3.8 Responses gained from the Travel Survey indicate that the main factor with which to encourage public transport use within the student population would be to ‘lower bus fares’, whilst another important factor would be to ‘provide more frequent services’. A combination of these measures combined with the reduced car parking provision on the site could result in an increased number of public transport journeys to the college.

2.3.9 It is apparent that cycling is currently not a popular mode of transport for students at Barnsley College. The questionnaire identified a relatively broad range of improvements that may encourage greater numbers to cycle to the college. The most popular measure to encourage cycling, with 31% of respondents indicating so, would be to provide ‘more secure cycle storage’ on site. However, the provision of ‘shower, changing and locker facilities’ (30%) and the creation of ‘safer cycle routes’ to the college (25%) would also prove popular. Of note, Section 3.7 of this Travel Plan states that cycle parking and shower and changing facilities will be provided as part of the redevelopment proposals.

3 TRAVEL PLAN COMPONENTS

3.1 Introduction

3.1.1 This section of the report considers the components which would form the site's Travel Plan. Appendix C of the DfT document "Using the planning process to secure travel plans – Best practice guide" states that an 'ideal' Travel Plan should contain the following components:

- Travel plan co-ordinators and associated support.
- Setting objectives and targets.
- Provision of travel information.
- Measures to promote and facilitate public transport use.
- Measures to reduce car use.
- Measures to promote and facilitate cycling.
- Measures to promote and facilitate walking.
- Promotion of practices/facilities that reduce the need to travel.
- Monitoring and review mechanisms.
- Marketing.

3.1.2 Each component is discussed in subsequent paragraphs below.

3.2 Travel Plan Co-ordinator and associated support.

3.2.1 The day-to-day management of the Travel Plan and administration of new initiatives will be the responsibility of the Travel Plan Co-ordinator. The Head of Facilities will take on the role of Travel Plan Co-ordinator assisted by the Team leader facilities. The Co-ordinator's work will include:

- be the first point of contact for all College transport issues and information
- monitor and report on Travel Plan activities
- establish a College database for car-sharing
- work with Barnsley MBC officers to promote sustainable transport initiatives
- promote the use of more environmentally friendly fuels for College and staff vehicles
- liaise with South Yorkshire PTE to promote and monitor train and bus usage
- organise sustainable transport promotional events and surveys

3.2.2 The Travel Plan Co-ordinator will report to the Director of Estates.

3.3 Objectives and Targets.

3.3.1 The objectives of the College's Travel Plan are:

- To encourage the use of more sustainable modes of transport by staff, students and visitors.
- To reduce unnecessary vehicle usage by staff, students and visitors.
- To reduce the environmental impact of traffic associated with the College.

3.3.2 The targets of the Travel Plan, which will use the 2005 survey data as a baseline, and which will be reviewed through regular monitoring of travel patterns, are as follows:

(i) To reduce the number of single occupancy staff trips to/from the College.

(ii) To increase the number of staff using walking, cycling, motorbike or public transport for commuting.

3.4 Provision of travel information.

3.4.1 As soon as practically possible the Travel Plan Co-ordinator would obtain, and if necessary summarise, relevant bus and train service timetable information. The information would be updated when changes of service provision are announced by the public transport operators.

3.4.2 A Location Plan showing the location of bus stops and the station in relation to the College, and the most appropriate routes to walk or cycle to these would be created.

3.4.3 The Travel Plan Co-ordinator would display the travel information on a prominent notice board for the benefit of all staff, visitors and students. The information would be made available on the College's internet site.

3.4.4 Staff will be advised about the availability of internet-based bus and train timetable information.

3.4.5 The Location Plan of the site, which provides information relating to access not only by car but also by public transport, would be available for provision to visitors.

3.5 Measures to promote and facilitate public transport use.

3.5.1 As soon as practically possible, the Travel Plan Co-ordinator will notify all staff and students of the availability of public transport season tickets. The Travel Plan Co-ordinator will investigate measures to encourage their use by staff.

3.5.2 The Travel Plan Co-ordinator will investigate whether improvements to bus services would be advantageous/feasible, and liaise with the Council/PTE as appropriate. In the same timescale the Travel Plan Co-ordinator will liaise with senior management to determine whether expanded use of the morning shuttle bus is feasible.

3.6 Measures to reduce car use.

3.6.1 As new development proceeds at Barnsley College over the next two or three years, the availability of free parking for staff will progressively reduce by over 50%. This in itself will represent an important measure that will reduce the attractiveness of driving to work for staff.

3.6.2 Within two years of appointment, car-trip sharing for staff will be promoted by the Travel Plan Co-ordinator. Car-trip sharing can provide the convenience of door to door travel to and from work, but with a reduced cost to the member of staff and a reduction in the number of vehicles on the highway network, with a consequent reduction in overall journey distances travelled by staff.

3.6.3 In the event of an emergency, where a member of staff who has shared a car to travel to work cannot share in the return journey, they will be responsible for organising a return trip. However fellow members of staff will be encouraged to assist in such circumstances including college security staff, although a lift home cannot be guaranteed and all costs will have to be met by the individual member of staff.

3.6.4 Ideally a computer-based trip-matching database would be developed, but if this is not practical a simple notice board could suffice.

3.6.5 The Travel Plan Co-ordinator will investigate, through consultation with staff, whether the priority allocation of car parking spaces for car-trip sharers is feasible.

3.6.6 Where public transport is not being used, staff who are attending the same external meeting would be encouraged to share a car trip. This is a practice which is presently widely used.

3.7 Car Parking Monitoring Strategy

3.7.1 As mentioned previously the only car park currently available for student use at the Honeywell site will be removed following the redevelopment profiles. Therefore, a student car parking monitoring strategy will be introduced. An annual monitoring process will be undertaken in order to determine student's on-street and off-street parking patterns. The monitoring will take place for minimum of three years following the loss of the Honeywell site car park. The monitoring process would ultimately be used to inform on-street parking restrictions or the establishment of controlled parking zones if appropriate.

3.7.2 It should be noted that current transport related policies seek to restrict parking provision in new development as one of a number of measures to promote alternatives to the private car. This is particularly the case with developments in highly accessible locations such as the College site, where opportunities for travel by bus, rail, cycling and walking are available.

3.7.3 The College propose to work closely with the Council to monitor on-street parking associated with the College and address any issues that may arise. The College will advise students not to park in local residential streets, or in other locations that may inconvenience local people, or give rise to road safety problems.

3.8 Measures to promote and facilitate cycling.

3.8.1 Secure and convenient cycle parking facilities will be provided around the Campus as part of the new development that is proposed for Barnsley College. Also shower/changing facilities, which are often needed by commuters who use cycling as a mode of transport, will be provided, notably at the new Sports Centre and within the new development at Old Mill lane.

3.8.2 The potential for setting up a Bicycle User Group would be investigated through consultation with the staff and students.

3.8.3 As soon as possible following appointment, the Travel Plan Co-ordinator would ensure that any free Council-produced cycle route guides are made available to staff, students and visitors.

3.9 Measures to promote and facilitate walking.

3.9.1 There are satisfactory pedestrian links to/from the site and within the site. The provision for pedestrians would be analysed through staff/student consultation to determine whether improvements would be appropriate to encourage walking as a mode of transport.

3.9.2 The potential for the pedestrianisation of part of Falcon Street is currently being considered as part of the Campus redevelopment proposals. A new pedestrian link is also planned between Old Mill lane and the new sports facility at Honeywell within the overall development. This will improve facilities for walking between the college sites.

3.10 Promotion of practices/facilities that reduce the need to travel.

3.10.1 The College currently maximises the use of email, intranet, video and teleconferencing etc. rather than travelling for meetings. This practice would continue and be further encouraged.

3.11 Monitoring and review mechanisms.

3.11.1 As discussed above, the College has already carried out a staff travel survey. This has provided the 2005 travel pattern baseline data.

3.11.2 The survey of staff travel patterns would be conducted every two years. The cost of the surveys/questionnaire would be borne by the College. The Travel Plan Co-ordinator would investigate methods for improving the efficiency of undertaking the staff travel survey, perhaps utilising email or the College intranet.

3.11.3 The results of the surveys would be presented to the Council. Depending on the outcome of the survey, and discussion/negotiation with the Council, the objectives and targets could be modified.

3.12 Marketing.

3.12.1 Staff would be advised of the objectives, targets and details of the Travel Plan though the College intranet (SharePoint), and through the College newsletter. Ideally information would be distributed via the internet/intranet or email to save on paper, print and time costs. Staff would be encouraged to provide their opinions relating to the initiative.