BARNSLEY PARTNERSHIP FOR LEARNING

BUILDING SCHOOLS FOR THE FUTURE

PARKING PROVISION – KINGSTONE/HOLGATE SCHOOL.

JULY 2010

TURLEY ASSOCIATES

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Appendix 1 – FrameworkTravel Plan

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1. Introduction

1.1 This report has been prepared in support of an application for Reserved Matters approval for the development of the proposed new Kingstone/Holgate School on the site of the former Holgate School, Shaw Lane, Barnsley and additional land acquired by the Council.

1.2 The report examines the specific circumstances that surround the School and the evidence presented in the Framework Travel Plan for the scheme. The report then draws out the justification for the level of parking provided, and how this relates to relevant planning policy, supplementary guidance documents and standards for parking provision.

2. Policy Context

2.1 As a starting point for any consideration, Section 38 (6) of the 2004 Planning and Compulsory Purchase Act states:

> *"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."*

2.2 This establishes that planning decisions should be made in accordance with the adopted development plan, unless there are specific circumstances that indicate otherwise. This is known as the plan led system. In this respect the relevant planning policy documents are as follows:

- Planning Policy Guidance 13 (PPG13);
- Saved UDP Policy T22 and associated SPD 32 which establishes parking standards.

2.3 These are summarised below. The RSS for Yorkshire contained parking policies which were of relevance to this project, under references T2 and in table 13.5. However, the RSS was revoked in July 2010 and so these standards are no longer in force. However, these standards were much more up-to-date than the UDP standards (2008) and as such more clearly reflected current Government policy on parking and travel.

PPG13

2.4 Paragraph 38 of PPG13 states that:

> *"Higher and further education establishments, schools and hospitals are major generators of travel and should be located so as to maximise their accessibility by public transport, walking and cycling. Similarly, proposals to develop, expand or redevelop existing sites should improve access by public transport, walking and cycling .... Where related accommodation is to be provided, it should have ready access to the site by non-car modes"*

2.5 With regard to Travel Plans PPG13 at paragraphs 87-89 goes on to state:

> *"The Government wants to help raise awareness of the impacts of travel decisions and promote the widespread use of travel plans*

amongst businesses, schools, hospitals and other organisations. Local authorities are expected to consider setting local targets for the adoption of travel plans by local businesses and other organisations and to set an example by adopting their own plans.

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

2. 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;

3. 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;"

2.6 Paragraph 5 of PPG13 Transport recognises that the car will continue to have an important part to play and for some journeys, particularly in rural areas, it will remain the only real option for travel.

2.7 Although the RSS has been revoked, it is still worth noting the parking standards contained within it as they are more recent than the UDP standards and Council had officers had accepted this and used the RSS standards as the norm for provision in commenting on planning applications. Policy T2 of RSS (published May 2008) provides policy direction on the setting of maximum parking standards across the Region. Associated with this is Table 13.5 of that document which sets the following maximum standards for education facilities:

"1 space per 2 staff + 1 space per 15 students"

UDP Policy T22 and SPD 32

2.8 Policy T22 of the saved UDP (adopted 2000) states that:

"New development shall be provided with no more car parking, servicing and manoeuvring space than is necessary in order to ensure there is no significant adverse impact upon :

A) Highway safety

B) The local environment including the amenity of local residents and adjoining land uses

C) The vitality and viability of Barnsley town centre and other shopping and commercial centres.

Planning applications which propose parking servicing and/or manoeuvring space in excess of or less than that which is necessary will be refused permission.

For car parking associated with employment premises, shopping areas, leisure and recreational facilities, places open to the general public and public car parks, provision should be made for disabled car parking which should amount to at least 4% of the total car parking provision to be provided.

Where the required car parking cannot be provided on site or where the council deem it appropriate, suitable parking provision off site or contributions to enhance or provide alternative means of transport may be acceptable. In these circumstances the council will seek to enter into an agreement under s106 of the act with the developer to ensure that a financial contribution is secured towards the provision of public car parking and/or to enhance or provide alternative means of travel."

2.9 Policy T22 of the saved UDP is supplemented by SPD32 which provides further guidance on this issue. Table 1 of that document states that for schools, the maximum parking provision standards of 1 space per 3 teaching staff and 1 space per 3 non teaching staff for schools but those standards were superseded by the RSS, which itself has now been revoked. However, the former RSS standards are arguably more relevant than those in the UDP, being derived in 2008 and reflecting wider current policy on travel and climate change. Prior to this, it has been agreed with Senior Council Planning Officers that the RSS standards were the relevant ones to be applied in assessing the proposals combined with the criteria of Policy T22 of the saved UDP.

3. Parking Standards, Teaching and the Drivers behind the School.

Basis for Consideration

3.1 As a starting point for the consideration of parking provision it is appropriate to examine the specific drivers behind the level of provision sought, and the relevant evidence that justifies a move away from the up to date adopted standards set out in former RSS Policy T2 whilst meeting the still relevant policy tests of Policy T22 of the saved UDP.

3.2 By way of background, the BSF programme has the following key aims:

- Creating leading edge learning environments that will attract and retain talented teaching professionals with a view to enhancing the qualitative provision of education within the Borough ; and
- For the School to provide a wide range of education opportunities within state of the art 21st Century facilities.

3.3 With this in mind there are key circumstances that relate to school provision all of which influence the level of car parking provision that is required for Kingstone/Holgate. In short, the combination of the wider community role of the school; the specific circumstances that surround special schools and the results of the draft travel plan surveys form the evidence for the approach taken and all provide significant material considerations (as referred to in Section 38 (6) of the 2004 Planning and Compulsory Act) as to why the adopted parking standards should not be applied rigidly in this case and why the amount of parking proposed is both reasonable and directly related to the specific circumstances of Kingstone/Holgate.

3.4 This statement bases its assessment of parking requirement on the following figures:

- 2000 students aged 11 to 16;
- 200 students aged over 16;
- 211 staff (teaching and others);
- A 14 place PRU;
- A 10 place sensory resonance unit.

Students

3.5 Students aged under 16 do not generate any parking demand and so no allocation is made for student parking. For students over 16, parking is proposed at the former RSS rate of 1 space per 15 students, which produces a requirement of 14 spaces.

Staff

Employee Location and Ability for Car Sharing

3.6 As a starting point, in terms of establishing the level of staff parking provision required at Kingstone/Holgate, the locations of staff places of residence are a key factor. The Framework Travel Plan presented at Appendix 1 provides some information about staff travel to school. Information of travel distance is based on a limited sample and does not provide a detailed enough breakdown of distances travelled for planning purposes. In order to arrive at a more reliable estimate for staff parking requirement we must therefore draw parallels with the other schools in the BSF programme where this has been done.

3.7 A review of parking studies carried out for the phase 1 and 2 schools in the BSF programme show that an average of 61.5% of existing school staff reside in excess of 5km from the school site. This is beyond what could reasonably be walked or cycled. PPG13 and SPD32 both recognise cycling and walking initiatives have the potential to substitute short car journeys (those under 5km) and therefore for journeys beyond this distance they become less relevant. In addition the catchment area (being a facility that serves a section of the edge of the Borough) includes large tracts of rural area and PPG13 recognises that in such areas the car will remain the primary and only viable mode of transport and encouraging alternative modes of transport in such area will be less achievable. Paragraphs 40 to 42 of PPG13 explain this in more detail.

3.8 The location of development will be the primary means of influencing modal choice in such areas. With this in mind, a higher level of staff car usage than the Borough average quoted above may be expected. The most obvious comparator school here in terms of location is Darton, being close to this site within the urban area. The staff parking requirement there was calculated and agreed at 64% of staff numbers. On this basis, 135 parking spaces for staff would be required.

3.9 There is no data available which sets the current level of staff parking requirement for the existing schools will be amalgamated to form the new School, unlike for the phase 1 and 2 schools, and so this comparator assessment is proposed as the most reliable basis for assessing requirement at the new Kingstone/Holgate School.

3.10 Given the evident distances that teachers often live from their place of work the surveys undertaken for the preparation of the draft Travel Plans for other schools reveal that the propensity for car sharing generally is limited. This is likely to be due to the physical distances involved and relatively dispersed nature of places of residence, often in rural locations.

3.11 In preparing the draft Travel Plans for other schools, members of staff were consulted upon future possible modes of transport, including the potential for car sharing. A potential car share figure of 15% has been assumed, based on figures returned for comparable schools in the Phase 1and 2 of BSF. This figure would produce 32 staff members being interested in car-share which translates into a reduction of 16 spaces, assuming 2 members of staff per car. This would reduce the staff space requirement to 195 spaces (211 – 16).

3.12 In addition, it should also be noted that it is unlikely that teaching professionals will choose to reside within the catchments of the schools within which they work. This is primarily for the reasons of maintaining a work/life balance.

Access to Public Transport

3.13 In addition to the choice of residence as presented above, accessibility to public transport is another key consideration. For Greenacre school for example, the draft Travel Plan states that 64% of staff reside over 5km away, including locations as far as Northallerton, Selby, Leeds and Derbyshire. In addition it is not possible to know how many of the staff has home locations outside of direct public transport routes to work.

3.14 The nature of teaching in the UK is such that notwithstanding potential public transport availability, there is often a requirement to move substantial amounts of resources, work, marking etc between the teachers' home and place of work. This is the nature of teaching practice. The result of this is that often it is simply not practical to effectively transport what are substantial amounts of marking and other resources by public transport, cycle or on foot.

Before/After Hours and Home Working

3.15 During term time, the working practice of teachers is that out of hours working both before pupils arrive and after they have left for the day is a common practice. In this respect (and notwithstanding a potential lack of access to public transport, issues associated with transporting significant amount of resources and the physical distance to travel from home to place of work), the likely times when teaching professionals will be required to travel, fall outside of peak public transport times, irrespective of whether there is adequate and direct provision in the first place.

3.16 In addition to this the issue of personal safety is also a factor to consider when arriving in the early morning or leaving late at night where ready access to secure parking is a factor. In this respect, should teachers be required to park off site then issues surrounding personal safety are likely to arise. This is particular issue for the large number of female staff, especially when arriving or leaving in the dark during winter.

Resultant Modal Choice of Transport for Teaching Staff

3.17 For the reasons and specific circumstances surrounding the needs and requirements of teaching professionals the resultant modal choice for the majority of teaching professionals will be the car.

3.18 From the surveys undertaken for the draft Travel Plan for Phase 1 and 2 schools we can see that for other modes of transport as a whole only 29% of staff would on average consider walking, cycling or public transport, this would equate to a potential saving of 36 car parking spaces if it were possible to turn all of these potential alternative mode users into actual users.

3.19 It is simply not realistic to assert that a lack of parking provision will affect a modal shift for teaching professionals. The reality is more complex as teachers, given their specific circumstances will continue to need to travel to work by car. As this is the case the potential impact upon surrounding highway safety and residential amenity should be taken into account.

3.20 Therefore we consider that the level of car parking proposed is justified for staff and by providing for their needs it is not going to undermine the Framework Travel Plan objectives. This is because it is recognised that at these distances staff will not shift to cycling or walking, the potential to car share is very limited especially given the varying timetables for staff and public transport is not a realistic option.

The Framework Travel Plan objectives are solely aimed at students and their modal choice of getting to school.

3.21 For teaching professionals however, travelling by private car is the only realistic modal choice available in most cases. As this is the case, we consider that parking provision should reflect this pragmatic reality.

Pupil Referral Unit

3.22 The PRU attracts students from a wider geographical area than the main school and a range of specialist educational staff who may serve more than one such unit within the Borough. There is consequentially a higher than average car-borne travel component and 1 for 1 provision is therefore supported, at 14 spaces.

Sensory Resonance Unit.

3.23 Again this is a special educational facility, employing 4 staff, who need to travel to other facilities in the Borough also. Again, 100% parking is proposed.

Community Uses and Implications for Parking Provision.

3.24 A principal aim of the school is to place it at the heart of the communities within which it is located. It is considered that the assessment of parking provision for the identified user groups should be viewed within the context of the overall package of measures that form a component part of the travel plan for the school, and should not be viewed in isolation from it. The level of parking provided should account for this. Given the potential for community use to overlap with the school day, some specific additional parking for community uses is proposed. A level of parking for visitors is also proposed.

Proposed Parking Provision.

3.25 To summarise, the above section establishes a parking demand as follows:

- Staff (211 less 16 for car share) 195 spaces;
- Post 16 students 14 spaces;
- Disabled parking 17 spaces;
- PRU 14 spaces;

- SRU 4 spaces;
- Community use 44 spaces;
- Visitors (parents, commercial, events) 32 spaces;
- Total 320 spaces.

3.26 These figures assume maximum potential modal shift being achieved through travel plan measures, which given the dispersed pattern of population distribution within the school's rural catchment, is highly optimistic and unlikely to be delivered in the short term. A total of 320 spaces are proposed on site, to take account of local circumstances and to provide a practical level of provision which is capable of keeping the school running efficiently without causing nuisance to neighbouring residents or problems of safety on the local highway network.

Highways Implications

3.27 For the reasons set out above it is highly likely that teaching professionals employed at the school along with other professionals will continue to travel to work by car as a functional necessity. In this respect, simply restricting parking provision at each facility is unlikely to result in a modal shift to other forms of transport primarily for the above reasons. Any lack of parking will decant parking demand into surrounding streets and creating nuisance and disturbance

3.28 Therefore not providing for the specific needs of the groups identified is likely to generate a situation directly in conflict with Policy T22. The most likely outcome is that parking will be decanted off-site to surrounding residential areas. In this respect it is likely that this will result in associated amenity and highway safety problems. In this respect Policy T22 of the saved UDP states that:

> *"NEW DEVELOPMENT SHALL BE PROVIDED WITH NO MORE CAR PARKING, SERVICING AND MANOEUVRING SPACE THAN IS NECESSARY IN ORDER TO ENSURE THERE IS NO SIGNIFICANT ADVERSE IMPACT UPON :*
>
> *A) **HIGHWAY SAFETY***
>
> *B) **THE LOCAL ENVIRONMENT INCLUDING THE AMENITY OF LOCAL RESIDENTS AND ADJOINING LAND USES"*** [Emphasis Added]

3.29 It is very clear that the circumstances surrounding provision will necessitate travel by car as a primary mode of transport for teaching professionals and more vulnerable and less able groups. Therefore, should insufficient parking be provided, it is unlikely that this will result in a substantial modal shift to other forms of transport. As a consequence, off site parking is therefore likely to result. This in itself will potentially lead to adverse impacts upon surrounding highway safety and in particular the amenity of local residents. This would be contrary to the provisions of Policy T22 of the saved UDP.

4. Travel Plan

4.1 A Framework Travel Plan has been produced for the proposed St. Michael's School. This is attached at Appendix 1 of this document. This document only deals with student travel and further work needs to be done on staff and other group's travel to the site. Key measures include:

- The promotion of safe walking and cycling routes;
- Management of car parking and access for users other than in the identified need groups; and
- Provision of facilities such as cycle storage and on site changing facilities.

5. Conclusions

5.1 We have reviewed the planning policy context behind the setting of maximum parking standards as set out in the saved UDP and referred to the former RSS where its standards still reflect best-practice.

5.2 The review of working practices of teachers based on experience with other schools in the programme clearly demonstrates that the primary transport mode for them will be the private car. This is largely driven by necessity as opposed to choice. This is due to:

- Physical distance to travel for a substantial proportion of teachers;
- The lack of opportunity to car share;
- Inadequacy of public transport provision; and
- The need to work both before and after hours.

5.3 Therefore primarily to avoid potential problems with highways safety and residential amenity, a parking provision of 320 spaces for Kingstone/Holgate is fully justified.

5.4 A key driver behind the BSF programme is to enhance educational achievement and in part this is achieved by creating leading edge teaching facilities and attracting and retaining the most capable and talented teaching professionals.

5.5 In addition to this a key aim of programme is to place them at the heart of the communities which they serve. Providing for an appropriate level of car parking is essential within which to fulfil this role.

5.6 In terms of planning considerations Policy T22 states that in this respect the key consideration is whether there is an appropriate level of parking to meet the provisions of policy T22 of the Saved UDP. In this respect it is the consideration of whether there is sufficient parking provided to avoid potential adverse impact upon the surrounding highway network, and/or local residential amenity.

5.7 Therefore on the basis of what is set out in this statement the material considerations set out that in order to avoid potential problems with highway safety and residential amenity, a parking provision of 320 spaces for Kingstone/Holgate school is justified.

Appendix 1 – Framework Travel Plan.

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Travel Plan

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1.0 INTRODUCTION

1.1 As Government guidance sets out that a Travel Plan is required for any new or expanded school facility it is expected that the Local Authority will include a planning condition on any permission granted for the proposed Advanced Learning Centre off Dodworth Road, Barnsley. Therefore this Framework Travel Plan has been prepared to identify the general initiatives likely to be explored as part of the evolution of the Travel Plan.

2.0 SCHOOL DETAILS

2.1 Building Schools for the Future (BSF) is a national initiative which aims to provide children with educational facilities fit for the 21st century. It is designed to bring about transformational changes in the physical school environment and to support new ways of teaching and learning. The Kingstone and Holgate Advanced Learning Centre (ALC) is to be rebuilt under the BSF programme.

2.2 The Kingstone and Holgate Advanced Learning Centre is a comprehensive school for 11-19 year old pupils situated on the western edge of Barnsley. It will have approximately 2200 students including 200 sixth formers and approximately 220 staff member made up from teaching staff, support staff and mid day supervisors.

2.3 The vehicular access to the ALC will be taken from Dodworth Road which is the main road into Barnsley Town Centre from the M1 Junction 37. The school will draw from two main feeder schools, The Kingstone School a Community College with performing arts status situated on Broadway and Holgate School Sports College situated on Shaw Lane.

2.4 The school catchment area will consist of Dodworth, Gilroyd, Kendry, Gawber, Keresforth, Higham, Pogmoor, Wosborough, Barnsley Town Centre and other villages.

2.5 Recent Government legislation extends the rights for parental choice, and gives parents the right to apply to enrol their child at any school. In addition, the recent Education Bill will enable parents who meet the pre specified criteria the option of free transport for pupils travelling over 3 miles up to a limit of 6 miles to the school of their choice. This indicates that pupils could potentially travel from any location to the proposed ALC.

2.6 Appendix TP1 shows the location of the ALC in relation to the highway network.

3.0 POLICY

3.1 National Policy

3.1.1 The Government has established the need to reduce car dependency and increase travel choices through key guidance in the Transport White Paper, Road Traffic Reduction Act and Planning Policy Guidance 13 (Transport). Of these, Planning Policy Guidance 13 (PPG 13) provides the strongest imperative for travel plans and any arising planning obligation. It recommends travel plans for places of work, education, shopping, leisure and health facilities.

3.1.2 PPG 13-Transport

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
- 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, restricted 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.

However, an unacceptable development should never be permitted because of the existence of a travel plan.'

3.2 Local Policy

3.2.1 SPD 32 –UDP Travel Plans and Transport Assessments

The provision of a travel plan will be supplied as supporting documentation for planning applications exceeding the following thresholds

- offices (within class B1) with gross floor area of 2,500sqm
- industry (within class B2) with gross floor area of 5,000sqm
- Industry (within class B8) with gross floor area of 10,000sqm
- Retail (within class A1) with gross floor area of 1,000sqm
- Leisure (within class D2) with gross floor area of 1,000sqm
- Higher and further education facilities with a gross floor area of 2,500sqm

4.0 AIMS AND OBJECTIVES OF THE SCHOOL TRAVEL PLAN

4.1 *Aims of the School Travel Plan include:*

- To reduce the numbers of cars used for the school journey
- To increase the number of students who walk and cycle to school safely
- To improve the safety of students during the school day when they have to cross main roads to access parts of the curriculum
- To increase the number of students who are able to take part in extra-curricular activities
- To increase the levels of daily physical activity undertaken by our students

4.2 Objectives of the School Travel Plan include:

- Limit the impact that a development will have on a local highway network;
- Emphasise the infrastructure needed to enable sustainable transport modes to be established;
- Mitigate the damage caused to the environment by reducing the need to travel as a single occupant of a car;
- Benefit health by encouraging travel modes such as walking and cycling;
- Improve the quality of journey for those who walk/cycle to school;
- Promote sustainable modes of transport.

4.3 Travel Plan Coordinator

It is important that a travel plan coordinator is appointed to implement and monitor the travel plan. The travel plan coordinator must be given adequate time and resources to successfully deliver the plan. The travel plan coordinator must act as the first point of contact for all staffing requiring transport

information, and should be able to provide specific advice to staff on transport issues.

4.4 How to develop and implement a travel plan successfully

- Obtain support and commitment of senior management
- Coordinate the travel plan
- Set up steering group/working group
- Seek staff/union/ external organisation consultation (BMBC officer)
- Complete a full site assessment
- Organise staff/student/visitor survey and analysis
- Compile an organisational travel audit
- Identify objectives, targets indicators
- Identify measures
- Implement measures
- Prepare an initial marketing plan
- Undertake awareness raising initiatives
- Develop monitoring programme
- Monitor and review travel plan in accordance with BMBC monitoring schedule
- Prepare a business plan
- Identify funding resources
- Consider taxation/insurance/health and safety implications

5.0 SUMMARY OF THE TRAVEL AND ROAD SAFETY SITUATION

5.1 The current speed limit outside Dodworth Road site of the proposed school main entrance is 30mph. There are double yellow parking lines near the traffic signal junction with Broadway and single yellow lines further along Dodworth Road.

5.2 To keep traffic flowing on Dodworth Road, it will be necessary to prevent parking. Due to the existing waiting restrictions, School Keep Clear yellow zig-zags would be inappropriate.

It is recommended that double yellow parking restriction lines be extended for to cover the full length of the school boundary, up to the private houses.

5.3 On the proposed site plan there is only one entrance off Dodworth Road.

It is recommended that there is a separate vehicular entrance & exit and separated pedestrian/cyclist entrance. The existing entrances into the Shell petrol station could be used as the vehicular entrance and exit, allowing a separate pedestrian/cyclist entrance to the north-west corner.

5.4 On the proposed site plan there is staff car parking for 285 including Pupil Referral Unit (PRU), Full Service, post 16, Visitors and 10% allowance for post occupied by 2 staff, plus 14 disabled car parking provision. There is also a bus drop-off and a parent drop-off.

Both Holgate and Kingstone schools are committed to sustainability and healthy exercise.

5.5 Outside Holgate, at present, the speed limit is 20mph with traffic calming.
At present Kingstone School, located on Broadway, has a signal controlled pedestrian crossing outside their school entrance.

At the Dodworth Road / Broadway traffic signals, a combined pedestrian / cycle (Toucan) crossing is recommended to be included in the revised installation. Pedestrian / cycle crossing times are recommended to be set at maximum. Also an extra button control on the Broadway corner (at present the button control is towards Harewood Avenue).

5.6 Both Kingstone and Holgate Schools would like cycle links to the school.

Cycle lanes are recommended. The footway on Dodworth Road may be wide enough to allow cycle lane on the footway. The bus shelter outside the proposed school will need to be moved (back onto the school site).

5.7 There are currently some footpaths around the school. Although the one on the west side has hard surfacing for some of its length, then becomes extremely muddy. This muddy path continues to the south and west.

5.8 Holgate School would like the footpaths "upgraded" for cycle use. Holgate are *investigating* extending walking routes to increase pupils' health and physical exercise, possible for use by the community.

Some of the public footpaths could be used for combined pedestrian and cycle traffic, if upgraded.

6.0 SURVEYS AND DATA

6.1 School Census

Holgate Data from the 2008 Mode of Travel School Census

Mode	On roll	School Bus	Public Bus	Other Bus	Car / Van	Car Share	Taxi	Cycle	Walk	Nil return
No	954	76	99	39	226	11	13	10	479	0

Kingstone Data from the 2008 Mode of Travel School Census

Mode	On roll	School Bus	Public Bus	Other Bus	Car / Van	Car Share	Taxi	Cycle	Walk	Nil return
No	1456	951	15	60	87	7	18	6	312	0

6.2 Pupils from both Kingstone and Holgate Schools said they would cycle to school if this was a realistic option. In a questionnaire 12% of Holgate pupils would prefer to cycle to and from school. All existing survey data is attached at Appendix TP2.

6.3 Staff Surveys

Kingstone staff were surveyed in December 2007. The average distance travelled to school by teaching staff was 12 miles, and non teaching staff just less than 4 miles. Around 75% came by car with just over 10% walking with a few by bike, bus or car share.

19%

6.4 Staff were asked if they would consider walking, cycling, bus or car share. Only 15% would consider these options, with car share accounting for most. This could be a future target audience in trying to meet the targets set in the travel plan.

6.5 A travel survey will be undertaken at the Advanced Learning Centre within 6 months of occupation, this will incorporate all staff, pupils and visitors to the site. Results of the survey will be submitted to the travel plan coordinator at Barnsley MBC, to form part of the validation process. Future surveys will coincide with the school census to avoid duplication with pupils.

7.0 *PROBLEMS, ISSUES AND SOLUTIONS*

7.1 Walking

7.1.1 *PPG 13 states that walking is a viable option for those travelling up to 2km.* The Local Education Authority can only provide home to school transport to secondary pupils who live more than 3 miles from their catchment school. *However, The Education Bill introduced in April 2007 states that pupils who* are eligible for free school meals can extend their rights and gain free school transport for pupils whose parents/carers opt to send their child to a secondary school of up to 6 miles. *Appendix TP3 shows the walking catchment plan and* a plan showing advisory walking routes from the pupil catchment areas and the existing facilities on those routes.

The current footway outside the proposed school is poor and will need resurfacing.

A large proportion of Holgate pupils walk or bus and walk. The public footpaths around the school could be surfaced. Extra gated pedestrian entrances from the footpaths are recommended.

7.1.2 Opposite the proposed site is a park. There is no public right of way, at present linking Dodworth Road to Pogmoor Road over the railway line. (The general public do presently use this route).

A footpath / cycle link with a bridge crossing the railway could be investigated.

7.1.3 Holgate School wish to use this to encourage walking not only for pupils but for the community.

There is an opportunity for pedestrian / cyclist entrance off Shaw Lane (the present Holgate School).

7.2 Cycling

7.2.1 Pupils from both Kingstone and Holgate Schools said they would cycle to school if this was a realistic option. Appendix TP4 shows the cycling catchment plan.

7.2.2 Holgate currently offer Bikeability cycle training. Holgate have a purpose built secure cycle shelter for 80 cycles, and a further cycle storage for 10 cycles. The school also erected secure fencing for the shelter. The school also purchased lockers.

Both Kingstone and Holgate would like to take their cycle shelters to the new site, but the secure cycle shelter will need a new base, and some replacement panels. Holgate have secure cycle shelter for 80 cycles. Kingstone have just installed brand new secure cycle shelter for 40+ cycles, the location of the secure cycle shelter is to be adjacent to the school building (either near side of the main building; with security lighting).

Cycle lanes are recommended. The footway on Dodworth Road is possibly wide enough to allow cycle lane on the footway. The bus shelter outside the proposed school will need to be moved (back onto the school site).

Some of the public footpaths could be used as pedestrian and cycle use, if "upgraded".

Cycle links to the Trans Pennine Trail were requested.

The Advanvanced Learning Centre will offer Bikeability Training.

7.2.3 Supplementary Planning Document 32 offers guidance to developers, architects, agents and landowners considering submitting planning applications.

Minimum cycle parking standards

1 long stay space for 10-30 pupils

1 long stay space per 40 staff

It is therefore recommended that secure covered cycle provision and cycle lockers are provided for 10% of the total number of pupils. The storage facility would also need to address cycle storage for visitors accessing the site. Shower and changing facilities should be provided for pupils and staff. Proposed cycle routes/lanes should be promoted and surfacing and highways infrastructure should be considered to complement the cycling provision installed within the school grounds. It should be noted that any off road cycleway proposed may have to have the footpath upgraded into a cycleway and that adequate surfacing and lighting should be installed for safety.

7.2.3 There are several existing cycle routes in the area which are illustrated on the Cycle Map attached at Appendix TP4.

7.3 Public Transport

7.3.1 The bus stops on the A628 Dodworth Road are served by bus numbers 23, 24 and X12 and the stops on Broadway by bus numbers 43 and 44. All of these services stop at Barnsley Interchange and are all operated by Stagecoach.

With limited bus services outside the school, it is recommended that some bus services be re-routed.

7.3.2 Barnsley Interchange is located within the Walking and Cycle catchment areas, some pupils and staff member may use this facility, many buses and trains are available from the Interchange. Please see Appendix TP5 for bus routes and timetables.

7.4 Cars

7.4.1 Supplementary Planning Document 32 offers guidance to developers, architects, agents and landowners considering submitting planning applications.

7.4.2 Barnsley MBC Unitary Development Plan (UDP) Policy T22 states 'new development shall be provided with no more car parking , servicing and manoeuvring space than is necessary in order to ensure there is no significant adverse impact upon:-

- *Highway safety*
- The local environment including the amenity of local residents and adjoining land uses
- The vitality and viability of Barnsley town centre and other shopping and commercial centres'

Therefore, on this basis the maximum number of spaces allowed in schools is:-

1 space per every 3 teaching staff

1 space per 3 non teaching staff

7.4.3 Members of staff at the Kingstone and Holgate Advanced Learning Centre will travel some considerable distance; some from Sheffield & Kirklees. It would not be appropriate to use sustainable modes of transport other than possibly few car share partners.

7.4.4 A car parking management system needs to be implemented as part of the implementation of the travel plan where car parking spaces are allocated on business/personal need rather than position or first come first served basis.
For example a person who needs their car for business and disabled members of staff would have priority over other members of staff when allocating car parking provision

7.4.5 A controlled car park access system needs to be installed to prevent misuse of staff car parking. Car sharing should be promoted with priority car parking bays provided for car sharers.

7.4.6 Disabled parking facilities have to be provided in all new developments and should be in addition to the maximum vehicle parking standards as stated above. The total number of disabled bays provided should be based on 4% of the total number of car parking spaces allocated.

7.4.7 Disabled parking spaces should be as close to the entrance of the building as possible, in a well lit area and no more than 50m from the desired destination.

7.5 Other Modes of Travel

7.5.1 It will be necessary to provide facilities for motorcycles, mopeds and scooters. The facilities should secure anchor points, located near the entrance be convenient to use and have surveillance. Provision should be 1 space per 20 car parking spaces with the absolute minimum of 1 space.

8.0 MEASURES

8.1 Success of a travel plan will depend on the measures implemented. Only measures and projects which are relevant and appropriate to an organisation will be effective and achieve objectives and targets. Measures which are relevant to a site will become evident once quantitative and qualitative data is analysed. However the following measures /facilities should be provided to encourage sustainable nodes of transport.

Measure	*Comments*
Cycle provision	Covered secure cycle storage for a minimum of 10% of the number of pupils and staff Cycle lockers (lockable within school) should be provided, for storage of helmets, clothing, school books etc. CCTV should cover the cycle storage area. Sheds should be only accessible to pupils/staff who will be cycling to school and a security system should be developed (either key pad or pass/swipe card provision) Visitor cycle storage should be provided in addition to pupil storage which is accessible throughout the day Segregated cycle path in school grounds leading to cycle storage with dismount area, away from vehicular entrance and pedestrian walkways. Shower facilities for cyclists and outdoor clothes/helmet storage (adults)
Travel Plan Coordinator	A travel plan coordinator must be

	appointed to deliver initiatives and monitor the travel plan. Recourses must also be made available to finance initiatives
Pedestrian Footways	All pedestrian footpaths must be segregated from cycle paths and roads.
Car Park	Priority /designated car parking spaces should be provided / signposted for car sharing scheme. Car parks should be sited well away from the main building and not create conflict between cyclists and pedestrians. Exception must be given to disabled car parking spaces. A car parking management system should be implemented with barrier and swipe card access.
Bus provision	Bus shelters should be provided with designated queue lanes and timetable information.
Display area	Notice boards must be provided in the ALC to display information regarding sustainable transport

8.2 When the ALC is occupied various initiatives can be implemented including

Initiative	Comments
School Improvement Plan	The travel plan must be monitored as part of the School Improvement Plan
School Prospectus	State in the school prospectus that the school promotes sustainable travel
Newsletters	Regular newsletters to parents, staff, and visitors promoting and informing of travel plan initiatives should be distributed
Website	Include the School Travel Plan on the school website
Student Council	To empower the student council in implementing and informing the travel plan
Cycling	Set up a BUG (Bicycle user group) Take part in National Bike Week and other cycling initiatives. Offer bike maintenance courses and cycle training.
Notice boards	Display Travel Plan Coordinators details; School Council transport representative details. Leaflets on student and staff bus and rail discount passes. Up to date transport leaflets Details of a buddy group Cycle and walking map Issues on buses such as smoking bullying
Car share	Promote and encourage enrolment on BMBC car share database
SYPTE Travel Education and Training	Schools should sign up to the Travel

	Education and Training scheme operated by the SYPTE
Transport Group	A transport group will be set up to monitor and implement the travel plan. This group will consist of people interested in the travel plan and should include a member of:- the community BUG group SLG Student Council Governors Parent
Car parking management scheme	Car parking provision should be managed with staff being allocated car parking spaces based on necessity rather than status or first come first served basis.

9.0 TARGETS

9.1 Targets will be set with input from Barnsley Metropolitan Borough Council following the surveys to be undertaken at the ALC once operational.

10.0 MONITORING AND REVIEW

10.1 Monitoring Scheme

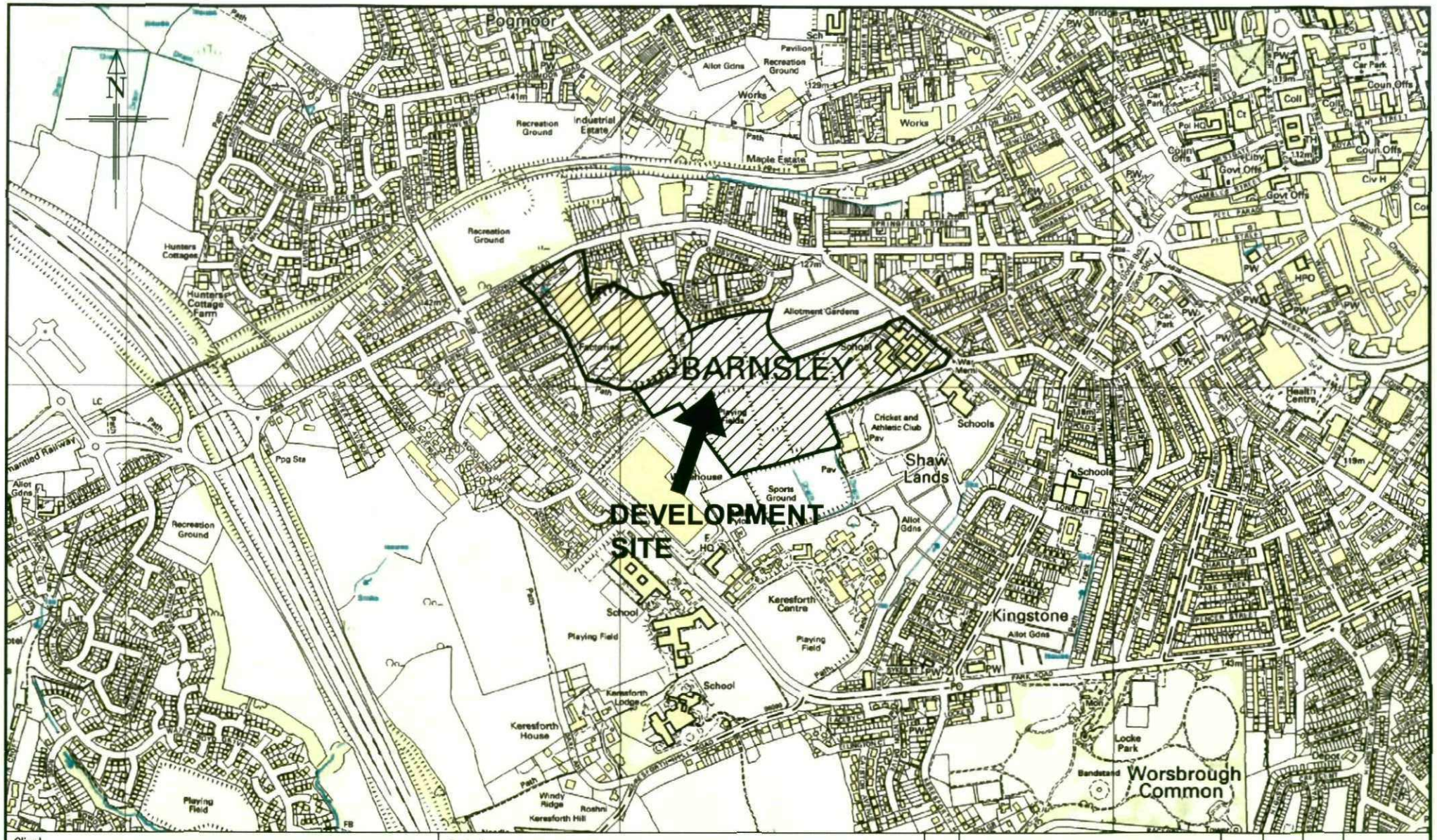
Monitoring initiatives and modal shift is crucial to the success of the travel plan. Kingstone and Holgate Advanced Learning Centre travel plan will be monitored as set out in Barnsley MBC Monitoring Schedule

10.2 Monitoring schedules

Barnsley MBC monitoring schedule has to be adopted by all organisations which have had a travel plan conditioned as part of the planning process. Kingstone and Holgate Advanced Learning Centre will be required to provide evidence of what initiatives Kingstone and Holgate Advanced Learning Centre has implemented plus data of annual travel patterns of visitors, pupils and staff. This will take place after the 1st, 3rd and 5th year of implementation of the travel plan. In the 2nd and 4th year after implementation, Kingstone and Holgate Advanced Learning Centre will provide evidence of a snapshot survey.

10.3 In addition an in-depth evaluation of the travel plan will take place in the 5th year after implementation in conjunction with Barnsley MBC Travel Plan Coordinator.

APPENDIX TP 1



Client	BARNSLEY EDUCATION SERVICES DEPARTMENT
Project	KINGSTONE & HOLGATE ADVANCED LEARNING CENTRE, BARNSLEY
Title	SITE LOCATION PLAN IN REALATION TO THE HIGHWAY NETWORK

BRYAN · G · HALL
consulting civil & transportation planning engineers

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Suite 8E Joseph's Well
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Tel: +44(0)113 246 1555
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Rev	Amendments	Drawn	Chkd	Appr	Date

Scale NTS	Date JANUARY 2009	Doc Sheet No
Drawn ALS	Checked EAG	Approved EAG
Job No 08-473	Drawing No TP1-01	Rev –

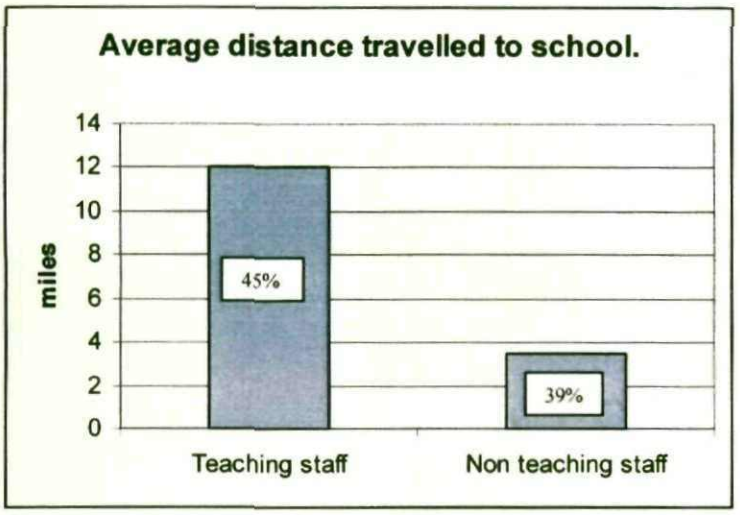
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APPENDIX TP 2

TURLEY ASSOCIATES

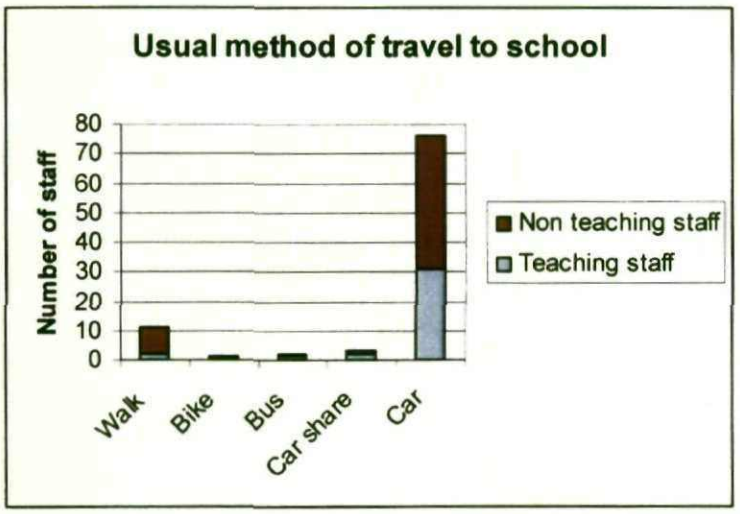
STAFF SURVEY

A survey of both teaching and non teaching staff was conducted in December 2007. The graphs below are based on results from 36 teaching staff (39% of the cohort) and 58 non teaching staff (45% of the cohort).

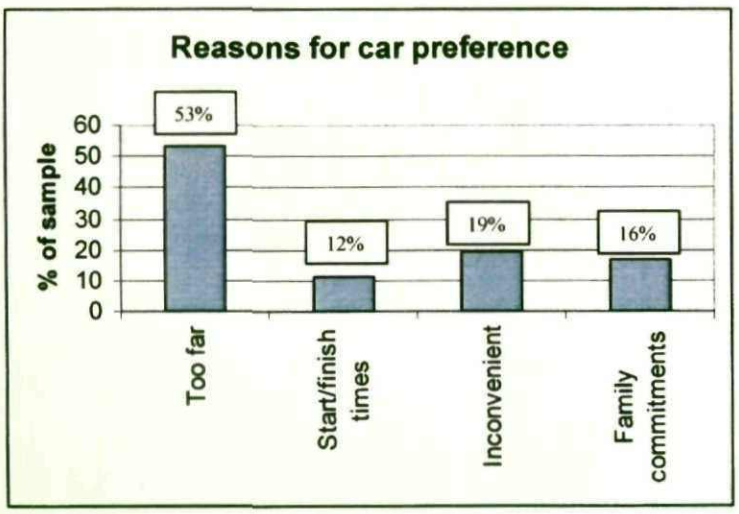


Teaching staff quite clearly travel a greater distance to work than non teaching staff.

Please note the staff survey was not completed by a 100% of the cohort, not all questions were answered.



For all Kingstone staff the vast majority (81% of the sample) usually travel to work in a car. A further 3 car journeys are made by staff who car share.



Staff were asked if they would consider walking, cycling, bus or car share. Only 15% would consider these options, with car share accounting for most. This could be a future target audience in trying to meet the targets set in our travel plan.
As with pupils, staff have a clear preference for the most convenient option although there are real obstacles in terms of distance travelled and the need for flexibility.

RESULTS OF SOUTH YORKSHIRE SCHOOL TRAVEL SURVEY SEPTEMBER 2006

Q1. What year are you in at school?

Year 7	147/711	21%
Year 8	164/711	23%
Year 9	97/711	14%
Year 10	135/711	19%
Year 11	141/711	20%
Non-Responses	27/711	3%

Q2. Are you a girl or a boy?

I am a girl	52%
I am a boy	48%

Q3. Do you have a compulsory 'MegaTravel' 11-16 proof of age pass?

Yes	54%
No	41%
Don't Know	5%

Q4. Do you have a ZeroFare pass?

Yes	23%
No	73%
Don't Know	4%

Q5. Who do you normally travel with to and from school?

I go on my own	9%
I go with my brother/sister	9%
I go with my friends	69%
I go with my family members	2%
I go with my parents	3%
I go with my family and friends	8%

Q6. How do you usually travel to and from school?

	To School	From School
Walk	38%	43%
Cycle	0%	0%
School bus	45%	46%
Other bus	5%	5%
Tram	0%	0%
Train	0%	0%
By car	11%	6%
By taxi	0%	0%

Q7. If you could choose how you travel to and from school, which way would you choose?

	To School	From School
Walk	30%	34%
Cycle	12%	12%
School bus	31%	31%
Other bus	2%	1%
Tram	4%	2%
Train	2%	3%
By car	18%	15%
By taxi	2%	2%

Q8. What would make walking or cycling to school better, or encourage you to walk or cycle?

If the pavements were in better condition	239
Cycle awareness training	130
If we had school lockers to keep our things in	1222
If the street lights were in better condition	79
If roads and crossings were less busy	312
Less cars parked near school	97
Other people to cycle/walk with	80
School crossing patrols	374

Q9. What would make using public transport (for example bus, train or tram) better, or -encourage you to use it?

If they were cleaner/more comfortable	284
If the fares were cheaper	295
If there were enough seats available	102
If I had other people to travel with	55
If the drivers drove slower/more carefully	269
If they turn up on time	134
If bus stops were nearer home/school	367

Q10. What would make using the school bus better or encourage you to use it

If other pupils behaved	255
If the buses were cleaner/more comfortable	57
If the drivers drove slower/more careful	122
If the school bus picked up near my home	193
If other pupils did not smoke on the bus	258
If they always turn up on time	215
If there was music on the bus to listen to	38
If the buses had seat belts - felt safer	233
If the bus was not overcrowded	213
If there was more seating	153

Q11. What do you like about travelling to and from school?

I can travel without an adult	146
It saves money	156
I can choose my own route	145
It makes me healthier	88
I can arrive on time	423
I can do other things before/after school	149
I can travel with friends	126
It is quicker	54
It is enjoyable	108
It is safer	225
It is better for the environment	172
It is easier/more convenient	51

Q12. If you travel to and from school in a car or taxi, please tell us the reasons why?

I live too far from school to go any other way	38
My parent/carer prefer to take me	11
I would have to catch 2 or more buses	14
The roads are too busy to walk or cycle	8
The bus/train/tram is too expensive	12
I do not feel safe catching a bus/train/tram	26
It would mean travelling on my own	26
It would take me too long any other way	9
I would get bullied by other pupils	5
I have a mobility/disability	46

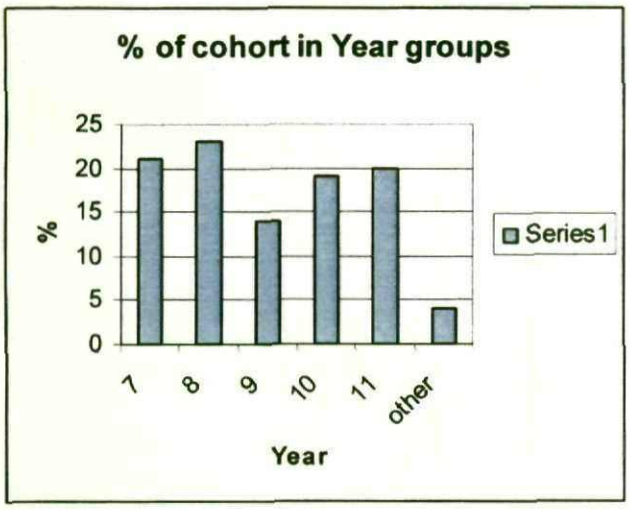
Q13. How often do you feel unsafe travelling to and from school?

Most of the time	24%
Sometimes	70%
Never	6%

Q14. Why do you often feel unsafe travelling to and from school?

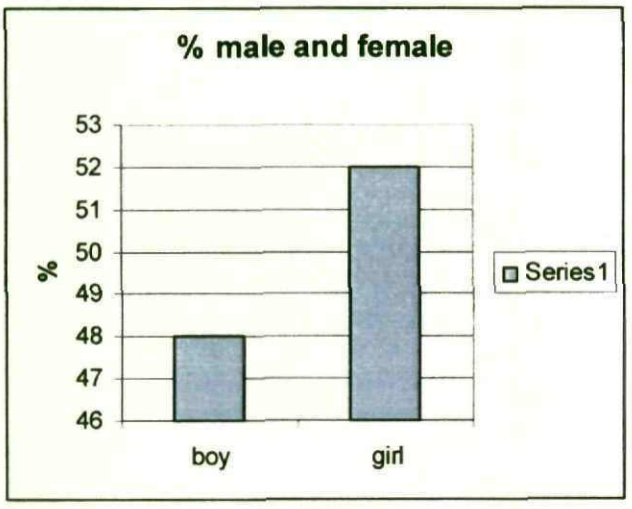
Fear of being bullied by other pupils	82
Bus drivers, drive too fast	31
There are no seat belts on the buses	161
Behaviour of other pupils i.e. fighting/smoking	175
Overcrowding on buses	72
Travelling alone/fear of strangers	75
Busy and fast traffic on all or part of my journey	93
Because of busy road crossings/junctions	0

GRAPHS SHOWING RESULTS OF SOUTH YORKSHIRE TRAVEL SCHOOL SURVEY SEPT. 2006



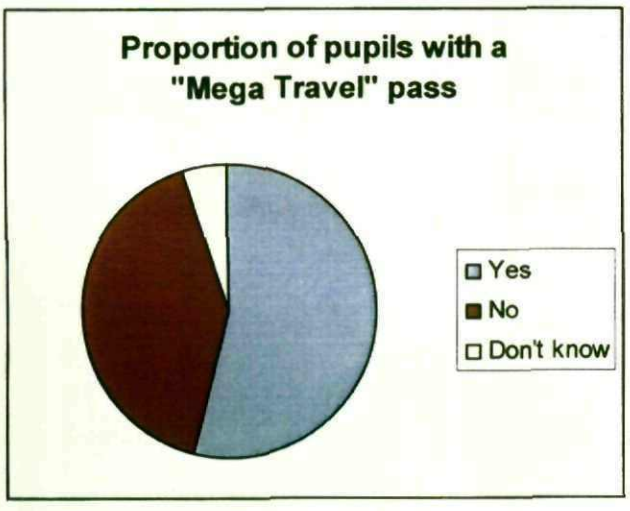
South Yorkshire Travel Survey was conducted in September 2006. Just over 50% of pupils responded, with pupils in all year groups being represented.

Year 7	21%	147
Year 8	23%	164
Year 9	14%	97
Year 10	19%	135
Year 11	20%	141
Non-Responses	3%	27



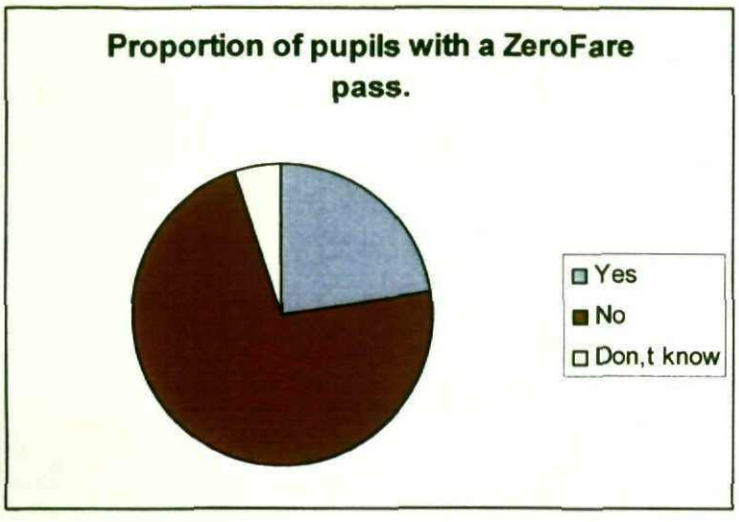
Approximately equal numbers of male and female pupils completed the survey

I am a girl	52%	370
I am a boy	48%	341



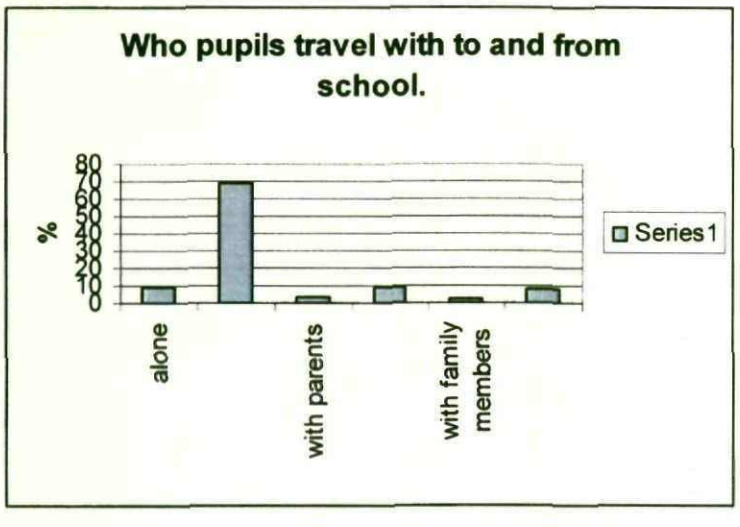
Just over half of the pupils responding to the survey had a compulsory "mega travel" pass. Some pupils were unsure and a large number (41%) had no pass

Yes	54%	384
No	41%	291
Don't Know	5%	36



A smaller proportion of pupils had a ZeroFare pass (23%) but a similar proportion were unsure.

Yes	23%	164
No	73%	519
Don't Know	4%	28

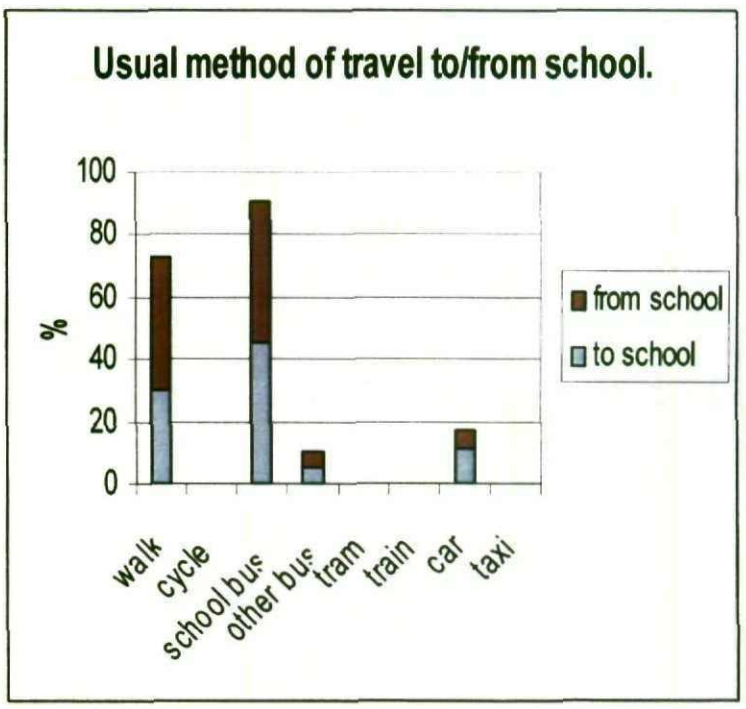


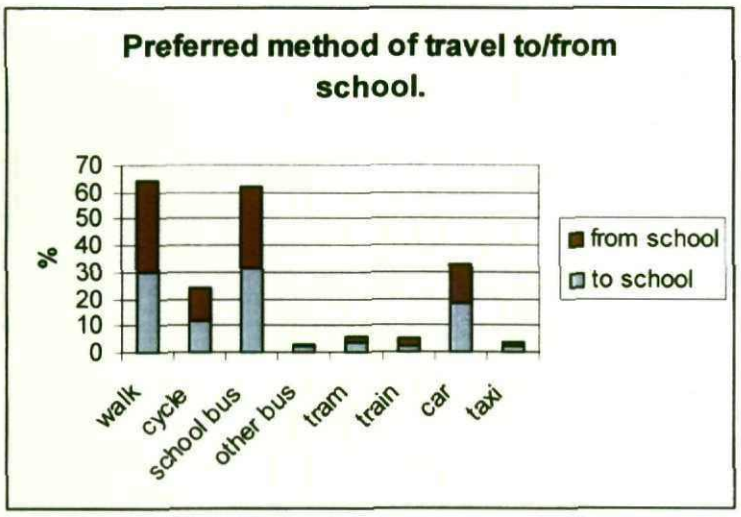
The vast majority of pupils travel to school with friends.

I go on my own	9%	64
I go with my brother/sister	9%	64
I go with my friends	69%	491
I go with my family members	2%	14
I go with my parents	3%	21
I go with my family and friends	8%	57

The largest proportion of journeys both to and from school are by bus with almost equal numbers travelling to and from school by bus (320/327) 270 pupils walk to school but a larger number (304) walk home. This seems to compensate for the smaller number of pupils travelling home by car (43 going home but 78 travelling to). Parents may be dropping off on their journey to work and pupils may be more willing to walk home having teamed up with peers during the day.

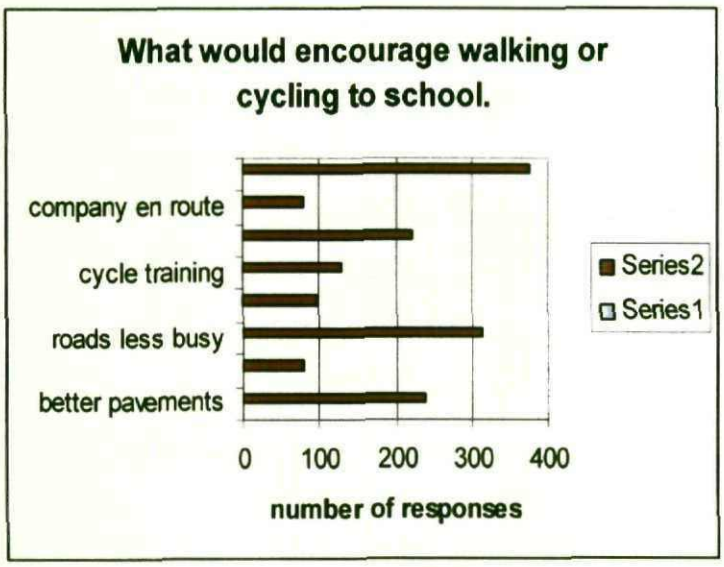
	To School	From School
Walk	38% (270)	43% (304)
Cycle	0% (1)	0%
School bus	45% (320)	46% (327)
Other bus	5% (35)	5% (35)
Tram	0% (1)	0%
Train	0%	0%
By car	11% (78)	6% (43)
By taxi	0%	0%





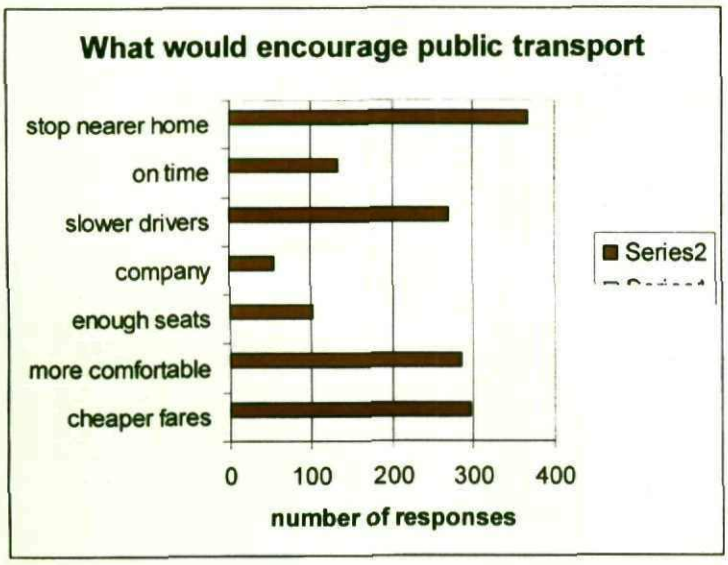
Given the choice more children would prefer to travel to school by car (an increase of 50 of those who currently travel by car). Almost 107 of pupils would rather not travel by bus and around 57 of pupils who walk at present would rather not. Clearly there is much to do in trying to change attitudes although one really welcome response is that 85 more pupils would cycle to school if this was a realistic option.

	To School	From School
Walk	30% (213)	34% (245)
Cycle	12% (85)	12% (85)
School bus	31% (220)	31% (220)
Other bus	2% (14)	1% (7)
Tram	4% (28)	2% (14)
Train	2% (14)	3% (21)
By car	18% (128)	15% (107)
By taxi	2% (14)	2% (14)



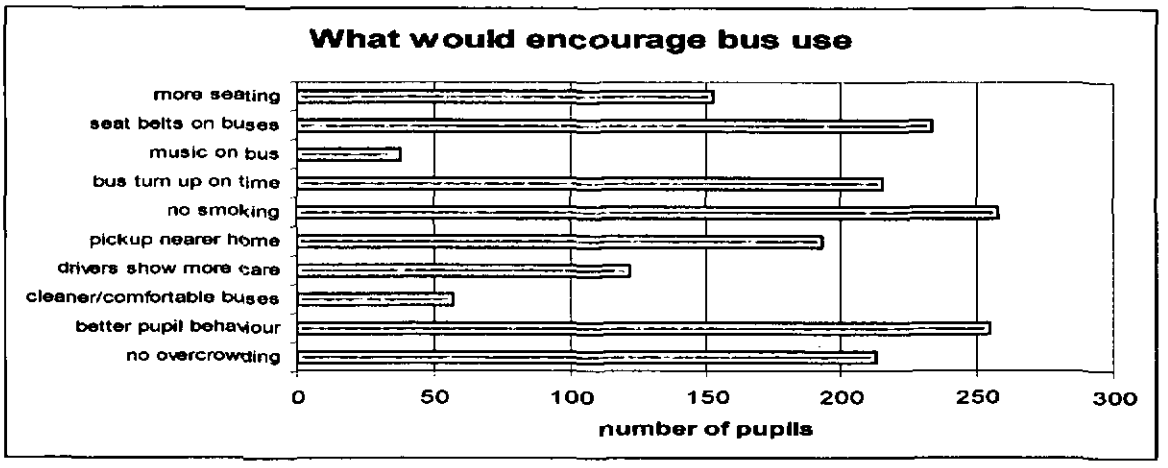
Safety is clearly an issue for pupils with over half the pupils responding identifying poor condition of pavements, busy roads and lack of crossing patrols as barriers to walking and cycling. Lack of storage in school is also seen as a significant problem.

If the pavements were in better condition	239
Cycle awareness training	130
If we had school lockers to keep things in	1222
If the street lights were in better condition	79
If roads and crossings were less busy	312
Less cars parked near school	97
Other people to cycle/walk with	80
School crossing patrols	374



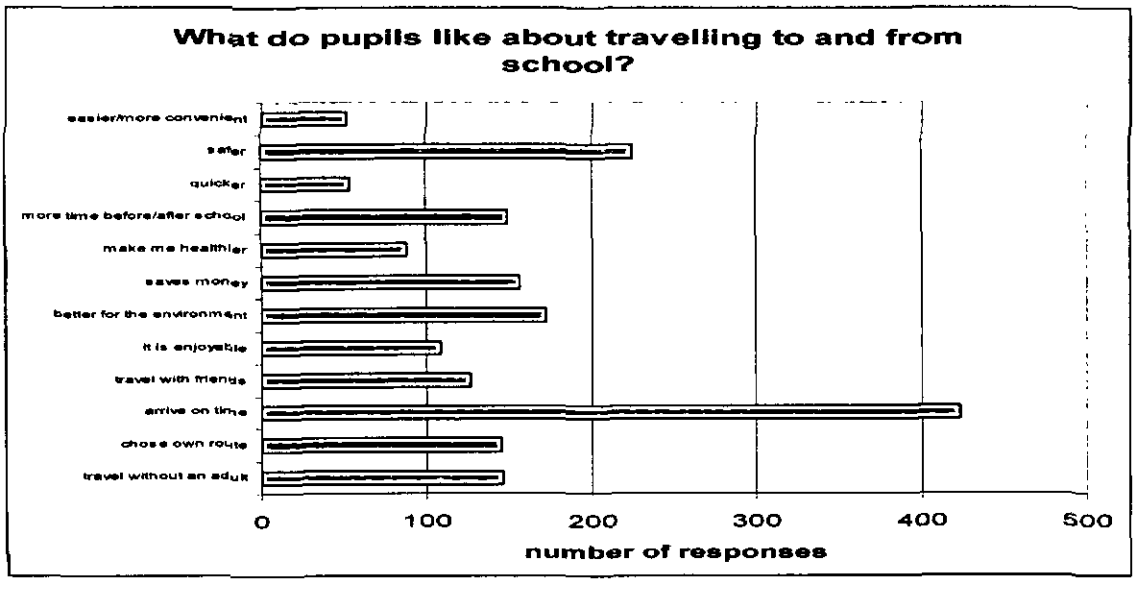
Responses towards public transport were more positive than attitudes to school buses. On school buses around a third of pupils were deterred by poor behaviour of other pupils, smoking on buses, overcrowding and lack of seat belts.

If they were cleaner/more comfortable	284
If the fares were cheaper	295
If there were enough seats available	102
If I had other people to travel with	55
If the drivers drove slower/more carefully	269
If they turn up on time	134
If bus stops were nearer home/school	367



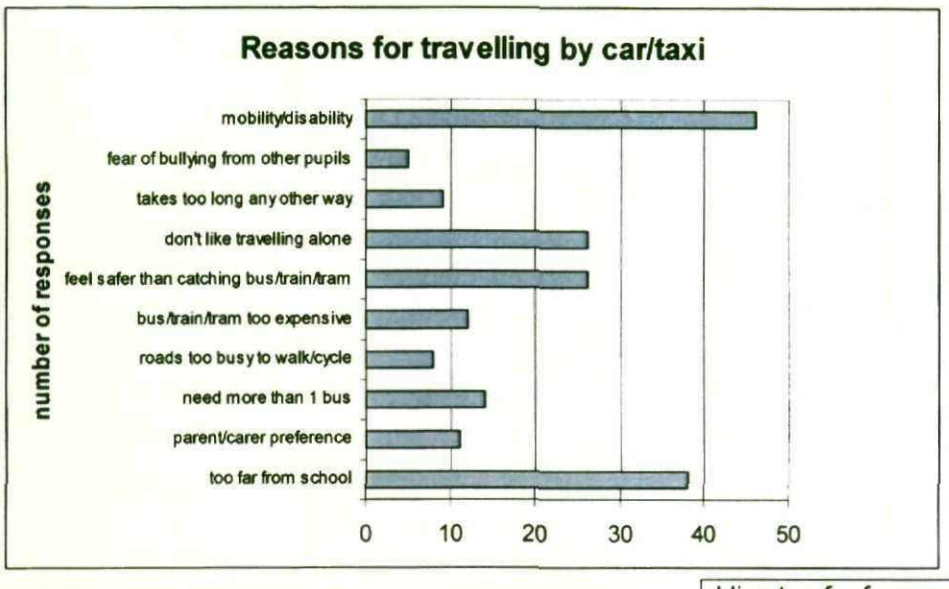
Pupil behaviour is clearly an issue and bus use would increase as a result of improved behaviour and less smoking, pupils also identify safety as an issue and would prefer less crowding and seat belts.

If other pupils behaved	255
If the buses were cleaner/more comfortable	57
If the drivers drove slower/more careful	122
If the school bus picked up near my home	193
If other pupils did not smoke on the bus	258
If they always turn up on time	215
If there was music on the bus to listen to	38
If the buses had seat belts - felt safer	233
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If there was more seating	153



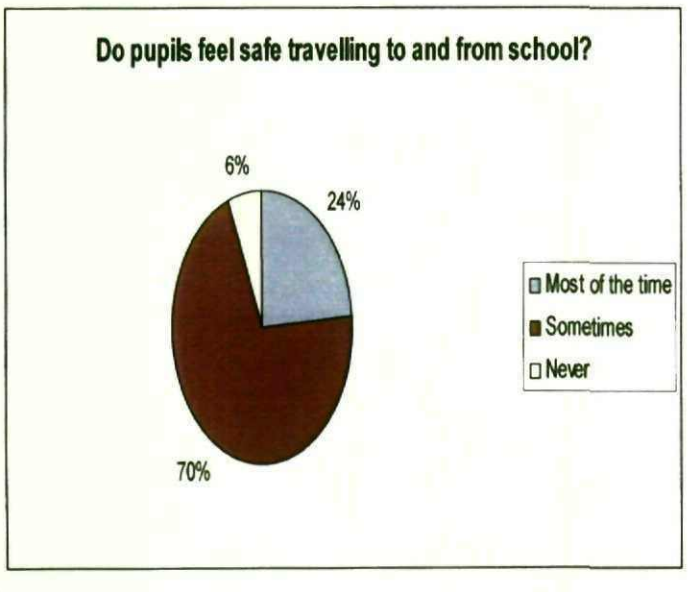
The key issue for pupils is to arrive at school safely and on time.

I can travel without an adult	146
It saves money	156
I can choose my own route	145
It makes me healthier	88
I can arrive on time	423
I can do other things before/after school	149
I can travel with friends	126
It is quicker	54
It is enjoyable	108
It is safer	225
It is better for the environment	172
It is easier/more convenient	51



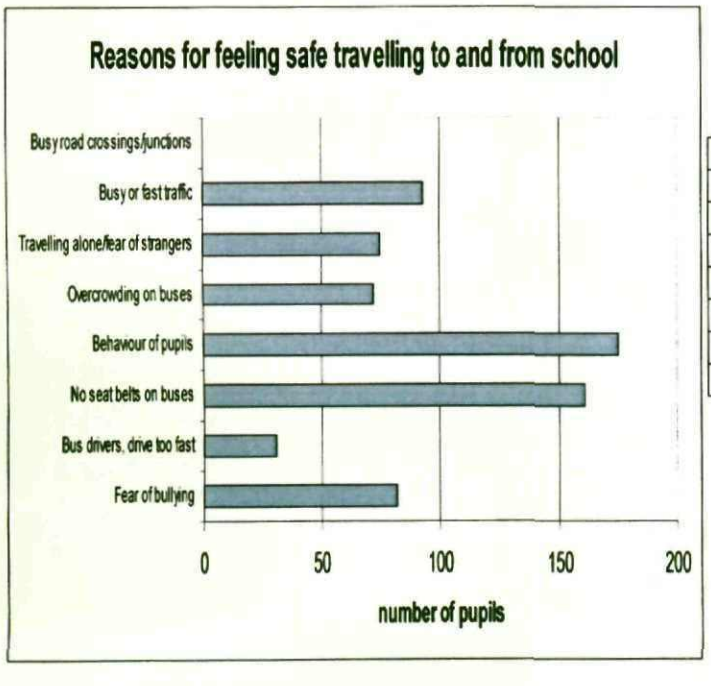
The mean reasons for travelling to school by either car or taxi are due to lack of an alternative. Some pupils travel a long way e.g. from Monk Bretton and Darfield whilst others have disabilities.

I live too far from school to go any other way	38
My parent/carer prefer to take me	11
I would have to catch 2 or more buses	14
The roads are too busy to walk or cycle	8
The bus/train/tram is too expensive	12
I do not feel safe catching a bus/train/tram	26
It would mean travelling on my own	26
It would take me too long any other way	9
I would get bullied by other pupils	5
I have a mobility/disability	46



This highlights a major issue for Kingstone School with 94% of pupils feeling unsafe at some time travelling to and from school.

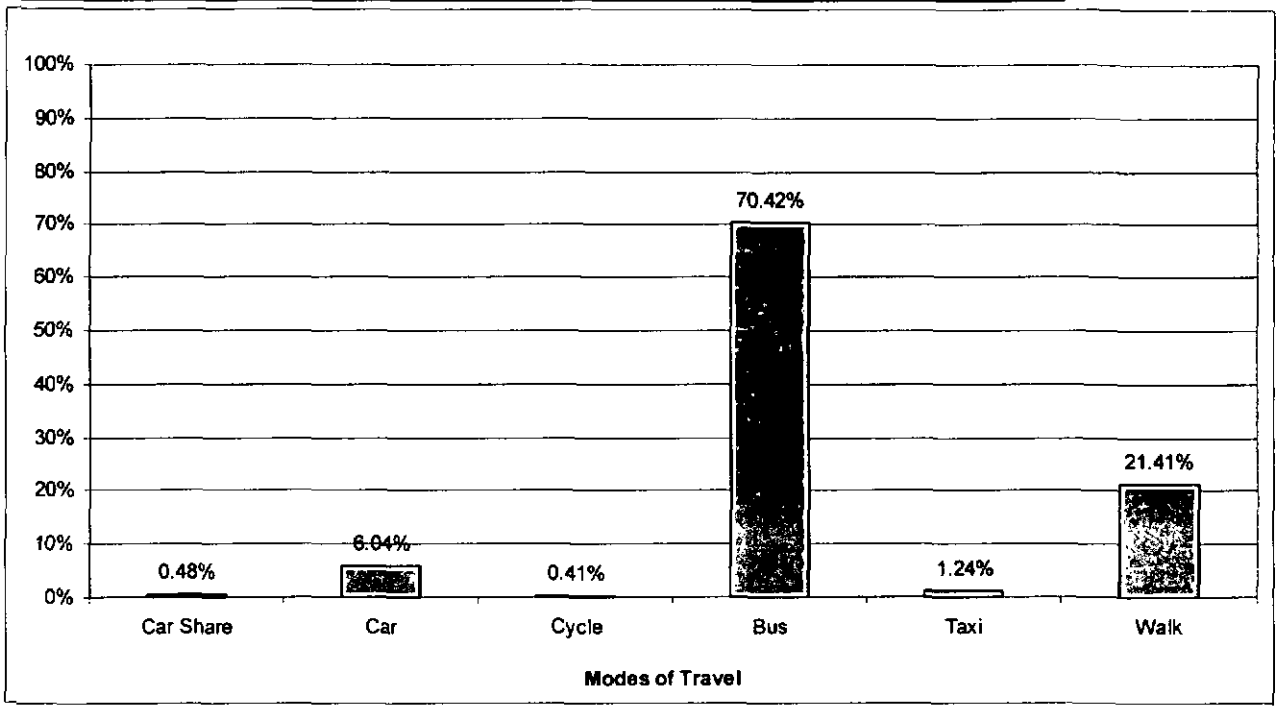
Most of the time	24%
Sometimes	70%
Never	6%



This reinforces earlier results of pupils feeling unsafe because of pupil behaviour and lack of seat belts.

Fear of being bullied by other pupils	82
Bus drivers, drive too fast	31
There are no seat belts on the buses	161
Behaviour of other pupils i.e. fighting/smoking	175
Overcrowding on buses	72
Travelling alone/fear of strangers	75
Busy and fast traffic on all or part of my journey	93
Because of busy road crossings/junctions	0

KINGSTONE SCHOOL CENSUS 2007 – BASED ON INITIAL PARENTAL RESPONSE



The Kingstone School received 100% return data from the School Census.

Bus use has increased

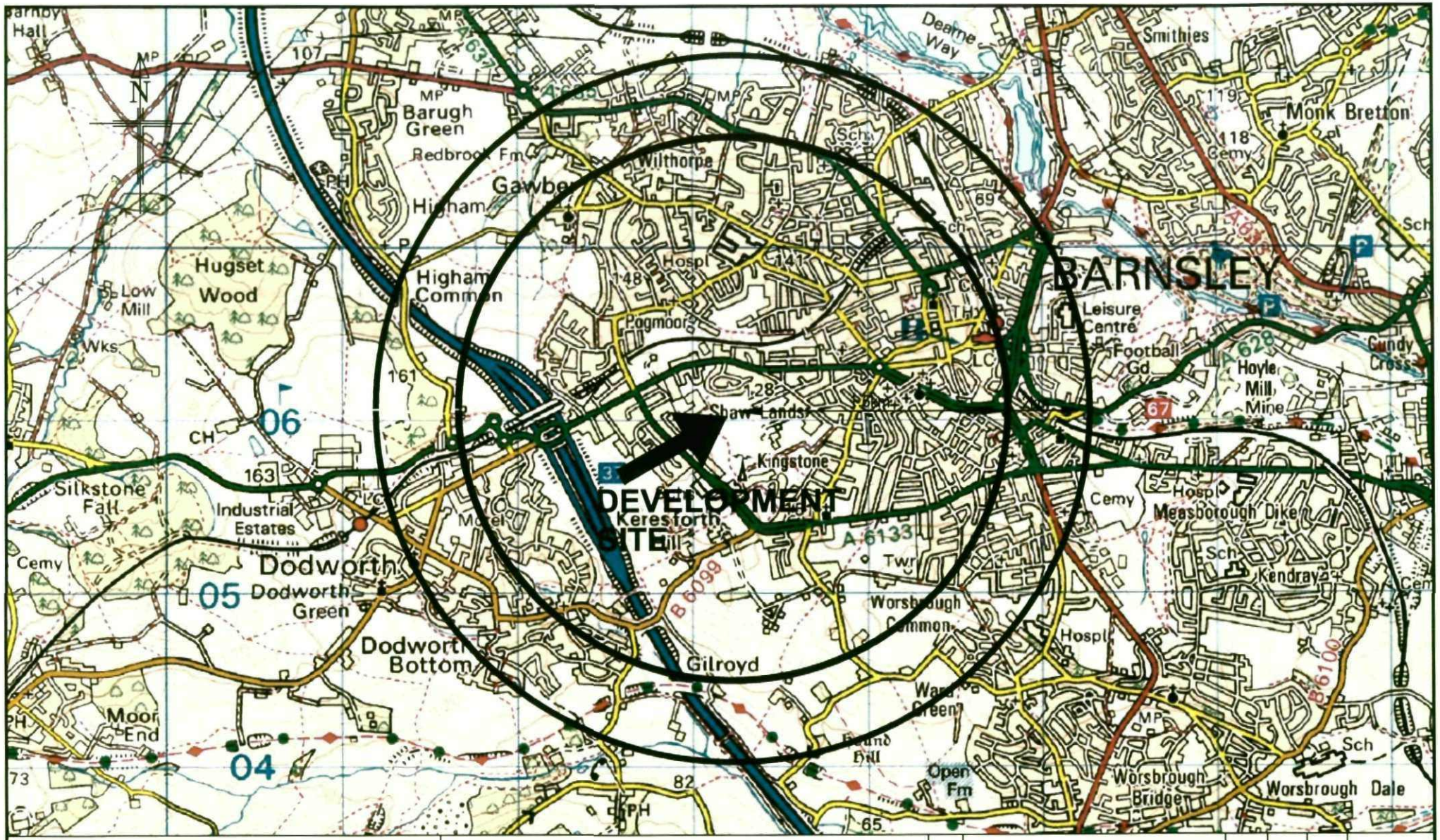
The school census data reveals that there has been an increase in bus use.

The results of the South Yorkshire Travel Survey which took place in September 2006 showed bus use at 50%, this has increased to 70% as shown in the School Census data.

Pupils have opted for travelling to school by bus instead of walking and travelling by car hence an increase in bus travel to school.

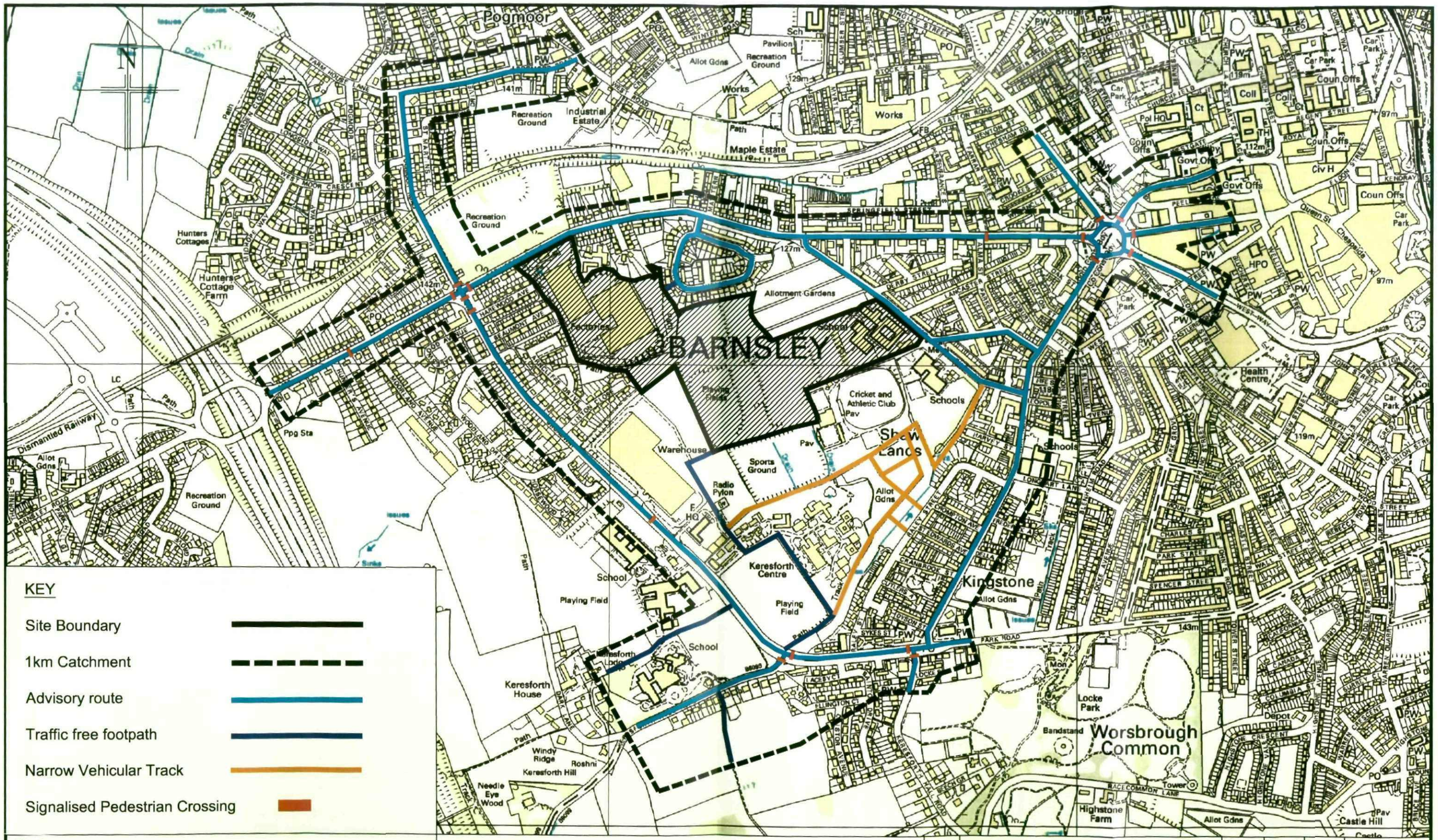
APPENDIX TP 3

TURLEY ASSOCIATES



Client	BARNSLEY EDUCATION SERVICES DEPARTMENT	Project	KINGSTONE & HOLGATE ADVANCED LEARNING CENTRE, BARNSLEY			
				Rev	Amendments	Drawn / Chkd / Appr / Date
BRYAN · G · HALL consulting civil & transportation planning engineers	Bryan G Hall Ltd. Suite 8E Joseph's Well Hanover Walk Leeds LS3 1AB Tel: +44(0)113 246 1555 Fax: +44(0)113 234 2201 http:\www.bryanghall.co.uk	Title	WALKING ISOCHRONES SHOWN AT 1.6KM AND 2KM DISTANCES	Scale: NTS	Date: JANUARY 2009	Doc Sheet No
				Drawn: ALS	Checked: EAG	Approved: EAG
				Job No: 08-473	Drawing No: TP3-01	Rev: -

FILENAME



KEY

- Site Boundary
- 1km Catchment
- Advisory route
- Traffic free footpath
- Narrow Vehicular Track
- Signalised Pedestrian Crossing

Client: BARNSLEY EDUCATION SERVICES DEPARTMENT

Project: PROPOSED ADVANCED LEARNING CENTRE
DODWORTH ROAD, BARNSLEY

Title: SAFE ROUTES TO SCHOOL AND EXISTING PEDESTRIAN FACILITIES WITHIN 1KM CATCHMENT

BRYAN · G · HALL
consulting civil & transportation planning engineers

Bryan G Hall Ltd.
Suite 8E Joseph's Well
Hanover Walk
Leeds,
LS3 1AB
Tel: +44(0)113 246 1555
Fax: +44(0)113 234 2201
http:\www.bryanghall.co.uk

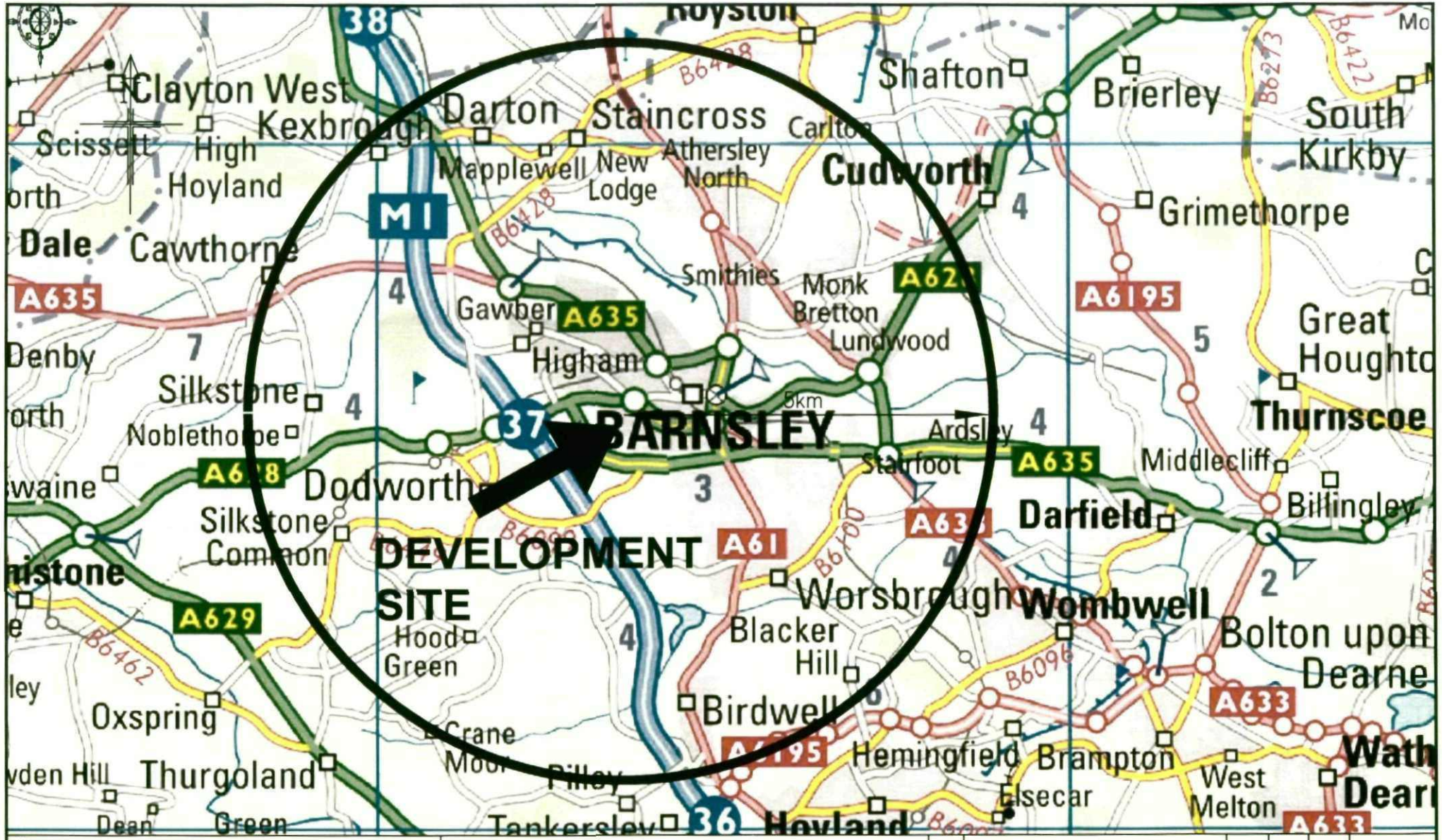
Rev	Amendments	Drawn	Chkd	Appr	Date

Scale: NTS	Date: JANUARY 2008	Doc Sheet No
Drawn: A SMITH	Checked: E GREEN	Approved: E GREEN
Job No: 08-473	Drawing No: TP3-02	Rev: –

FILENAME

APPENDIX TP 4

TURLEY ASSOCIATES



Client: BARNSLEY EDUCATION SERVICES DEPARTMENT

BRYAN · G · HALL
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Hanover Walk
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Fax: +44(0)113 234 2201
http://www.bryanghall.co.uk

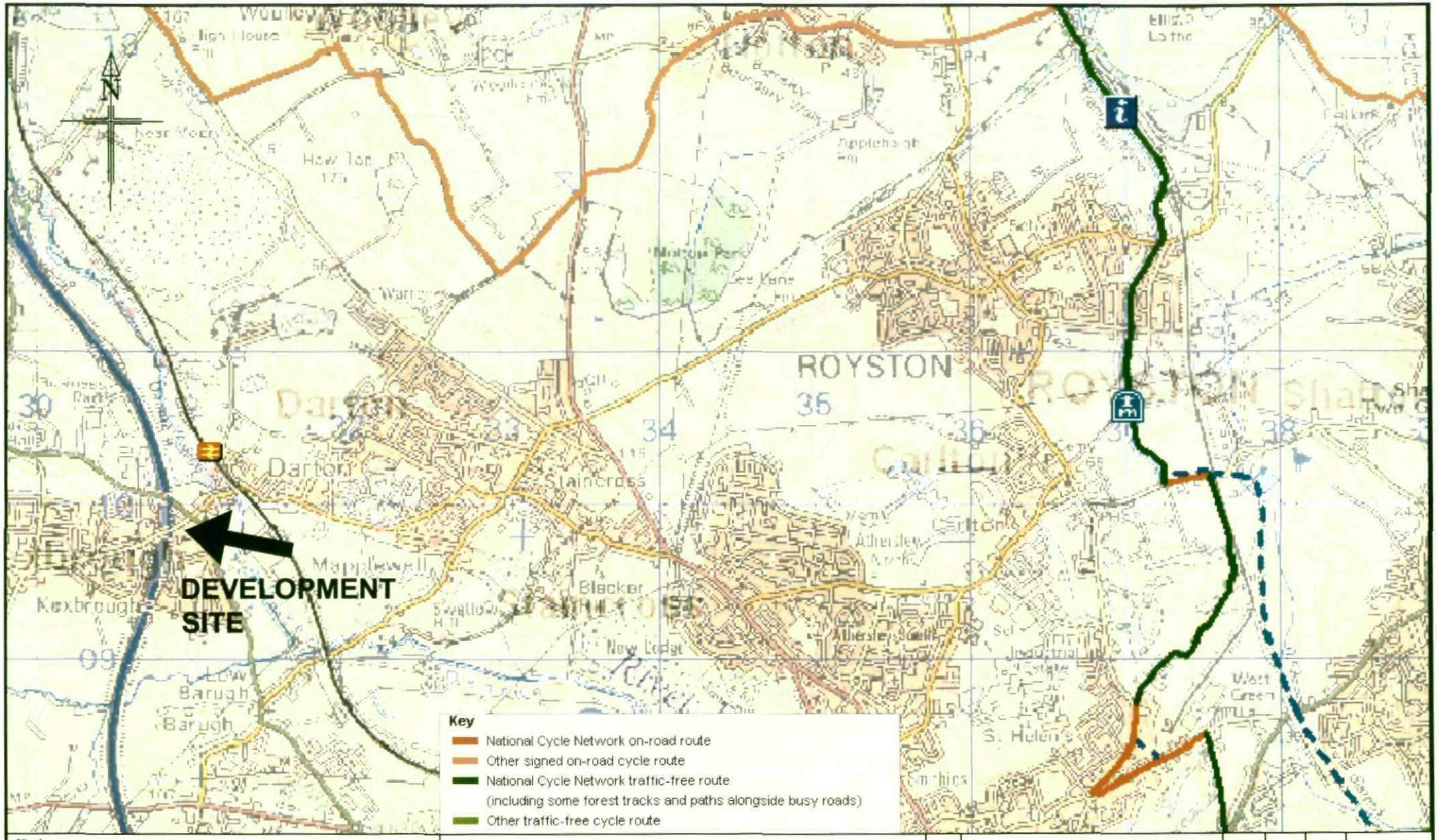
Project: KINGSTONE & HOLGATE
ADVANCED LEARNING CENTRE, BARNSLEY

Title: CYCLING ISOCHRONES
SHOWN AT 5KM AND 8KM DISTANCES

Rev	Amendments	Drawn	Chkd	Appr	Date

Scale: NTS	Date: JANUARY 2009	Doc Sheet No
Drawn: ALS	Checked: EAG	Approved: EAG
Job No: 08-473	Drawing No: TP4-01	Rev: -

FILENAME



Client: BARNSLEY EDUCATION SERVICES DEPARTMENT

BRYAN · G · HALL
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http:\www.bryanghall.co.uk

Project: KINGSTONE & HOLGATE
ADVANCED LEARNING CENTRE, BARNSLEY

Title: CYCLING MAP

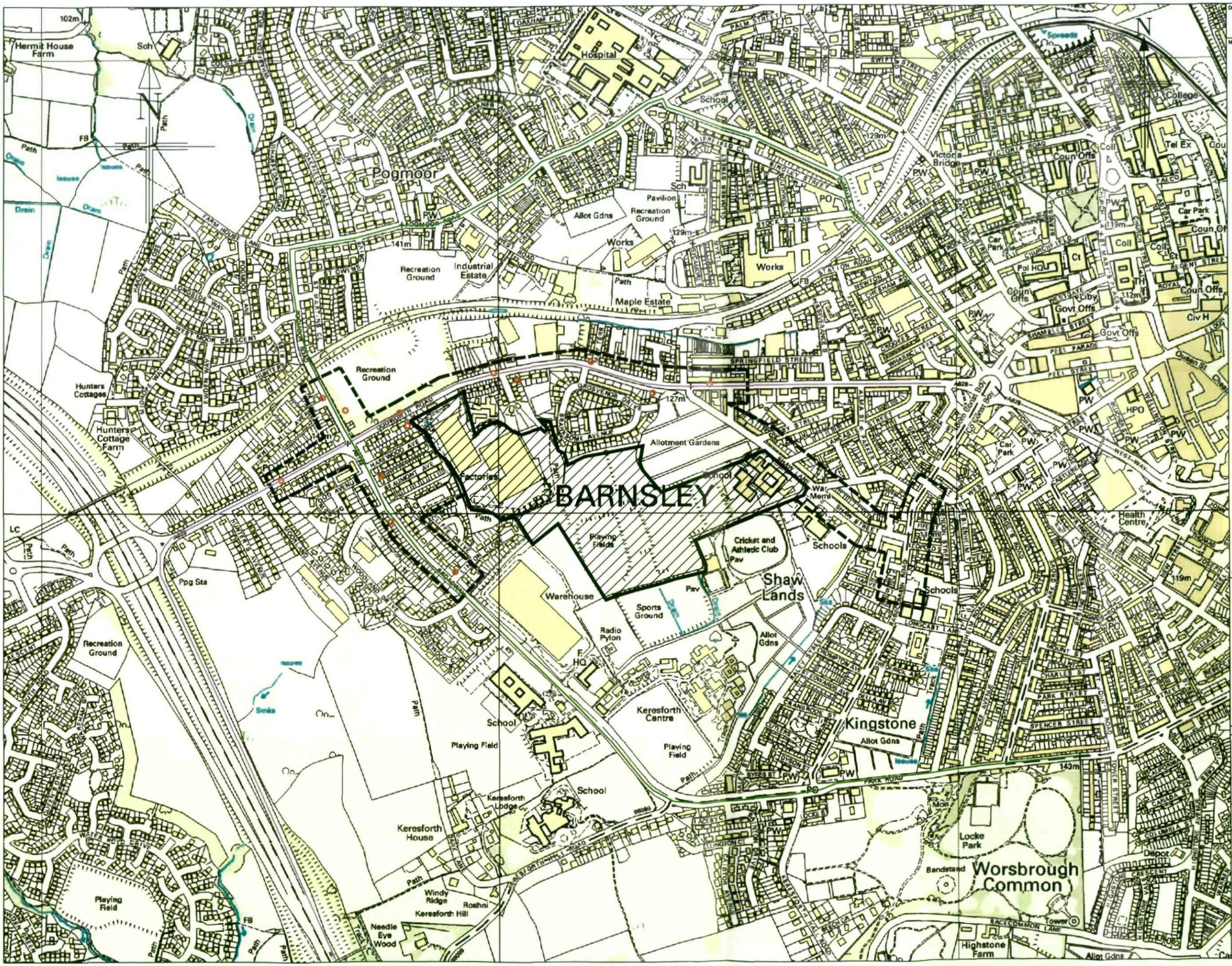
Rev	Amendments	Drawn	Chkd	Appr	Date

Scale: NTS	Date: JANUARY 2009	Doc Sheet No
Drawn: ALS	Checked: EAG	Approved: EAG
Job No: 08-473	Drawing No: TP4-02	Rev: –

FILENAME

APPENDIX TP 5

TURLEY ASSOCIATES



Drawing Number

Revision

Notes

Key:

Site Boundary

400m Walk Catchment

Route 23 + 24

Route 43 + 44

Route X12

Bus Stop

Do not scale this drawing

Rev	Date	Amendments	Drn	Chk	App

BRYAN · G · HALL

consulting civil & transportation planning engineers

Status	
Client	BARNSLEY EDUCATION SERVICES DEPARTMENT
Project	KINGSTONE & HOLGATE ADVANCED LEARNING CENTRE
Title	PLAN SHOWING BUS STOPS WITHIN THE CATCHMENT AND ROUTES OF THE BUSES SERVING THESE STOPS

Drawing No.	TP5–01		Revision
Scale	NTS	Job No. 08–473	Date JAN 2009
A2 – 420 x 594	Drawn ALS	Checked EAG	Approved EAG

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Suite E3 Joseph's Well
Hanover Walk
Leeds LS3 1AB
Tel No: 0113 246 1555
Fax No: 0113 234 2281

Stagecoach YORKSHIRE

Welcome to Stagecoach Yorkshire ... and to your bus network for Barnsley & beyond

Stagecoach Yorkshire operates an extensive network of bus services in South Yorkshire including Barnsley, Rotherham, Doncaster, across the Dearne Valley, and into parts of West Yorkshire.

Continuously striving to improve our service for all our customers, Stagecoach Yorkshire has been working on improving reliability and punctuality, increasing frequencies on many routes and has invested almost £5m in brand new low floor easy access vehicles since 2006.

How to use this map and guide

This map and guide provides:-

- **An easy to read map of all the routes Stagecoach operates to and from Barnsley**
- **A list of all the bus route numbers, where each bus goes and the frequency**
- **A map of the new Barnsley Interchange**
- **A Barnsley town centre map**
- **Details of our great value travel tickets**

We hope you'll agree this is a handy and easy-to-use map, however if you are in any doubt, or need more information, please make sure you:-

1. Pick up new timetables at Travel South Yorkshire information centres in **Barnsley Interchange** or your local travel information centre.
2. Download new timetables at **www.travelsouthyorkshire .com** or **www.stagecoachbus.com/yorkshire**
3. Call **Traveline** on **01709 515151**
4. Keep up to date with everything we're doing at **stagecoachbus.com/yorkshire**

We look forward to welcoming you on board very soon!

tickets to go...

UNLIMITED BUS TRAVEL with Stagecoach

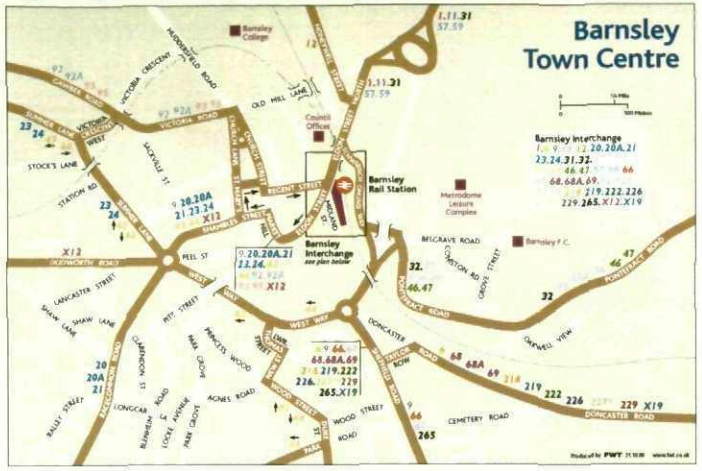
megarider £7.50

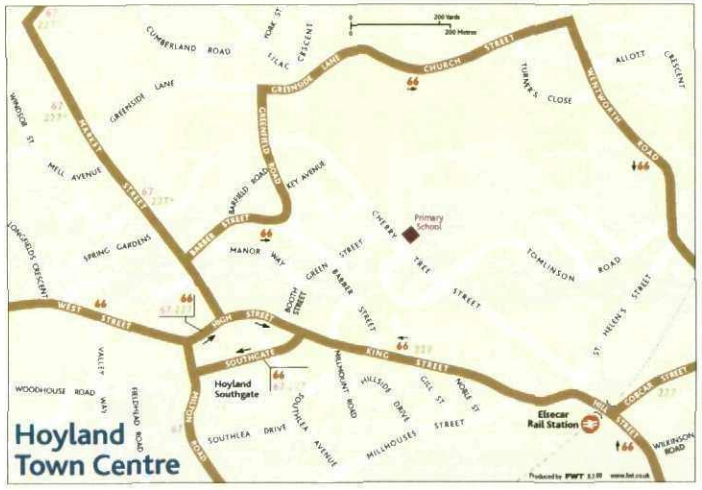
mega £10.00

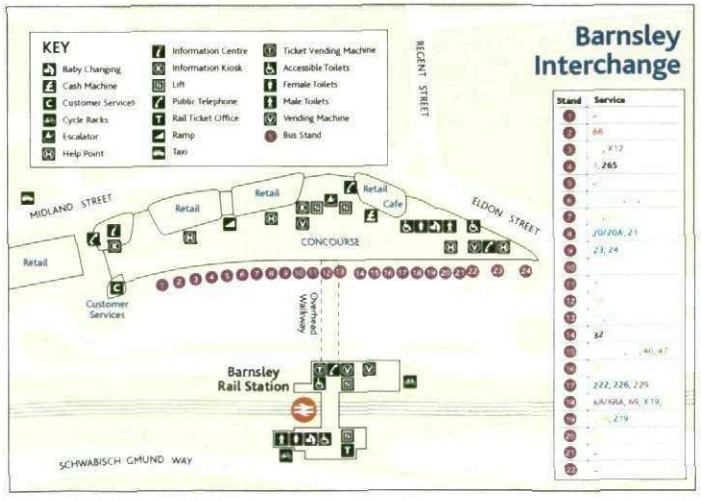
daymider £4.00

Simply buy direct from your driver in cash.

Megarider online...Stagecoach now offers even better value with our great range of online tickets click www.megamegarider.com for more details







buses around Barnsley

service number	route	buses run every (mins) MON - SAT day	MON - SAT eves	SUN	NOTES
1	Barnsley - Wakefield Road - Mapplewell - Staincross	10	30	30	–
6	Barnsley - Kendray	10	30	30	–
9	Barnsley - Ward Green	30	–	–	–
11	Barnsley - Wakefield Road - Athersley North	10	30	30	–
12	Barnsley - Honeywell - Athersley South	15	30	30	–
20/20A	Barnsley - Gilroyd - Dodworth - Silkstone - Penistone - Millhouse Green - Holmfirth/Stocksbridge	60	60	60	a
21	Barnsley - Gilroyd - Dodworth - Silkstone - Oxspring- Penistone - Cubley	2 per hour	60	60	–
23	Barnsley - Pogmoor Road (Barnsley Hospital) - Dodworth - Thurgoland - Deepcar - Stocksbridge	120	120	120	–
24	Barnsley - Pogmoor Road (Barnsley Hospital) - Dodworth - Thurgoland - Oxspring - Penistone	120	–	–	–
31	Barnsley - Bishops Way - Monk Bretton - Cudworth - Crown Avenue	60	–	–	–
32	Barnsley - Lundwood - Cudworth - Crown Avenue	15	60	60	–
35	Barnsley - Lundwood - Cudworth - Shafton - Grimethorpe - Brierley - Hemsworth Fitzwilliam - Ackworth - Pontefract	30	60	60	b
35A	Barnsley - Lundwood - Cudworth - Shafton - Grimethorpe, Michaels Estate	60	–	–	–
36	Barnsley - Lundwood - Cudworth - Shafton - Grimethorpe - Nancy Crescent Brierley Common -Moorthorpe - South Elmsall	60	60	60	c
43	Barnsley - Pogmoor Road (Barnsley Hospital) - Kingstone - Barnsley	30	60	60	–
44	Barnsley - Kingstone - Pogmoor Road (Barnsley Hospital) - Barnsley	30	60	60	–
46	Barnsley - Lundwood - Cudworth - Shafton - Brierley - South Hiendley - Hemsworth - South Elmsall - Upton - Pontefract	60	–	–	–
47	Barnsley - Lundwood - Cudworth - Shafton - Brierley - Hemsworth - South Elmsall - Upton - Low Ackworth - Pontefract	60	60	60	d
57	Barnsley - Monk Bretton - Carlton - Park View - Royston - Meadstead Drive	4 per hour	–	–	–
59	Barnsley - Monk Bretton - Carlton - Cross Lane - Royston - Station Road (Short journeys)	60	60	60	–
59	Barnsley - Monk Bretton - Carlton - Cross Lane - Royston - Station Road - Notton - Newmillerdam - Wakefield	60	–	–	–
66	Barnsley - Worsbrough - Birdwell - Hoyland - Elsecar	10	60	60	–
67	Barnsley - Worsbrough Dale - Birdwell - Hoyland - Platts Common - Jump - Hemingfield - Carlton Wood - Wombwell	60	–	–	–
68/68A	Barnsley - Stairfoot - Aldham House - Wombwell - Low Valley - Darfield - Middlecliffe - Great Houghton	60	–	–	–
69	Barnsley - Stairfoot - Aldham House - Wombwell - Low Valley - Darfield Estates	60	–	–	–
92/92A	Barnsley - Gawber Road (Barnsley Hospital) - Redbrook Road - Barugh Green - Higham - Cawthorne	60	60	120	–
93	Barnsley - Gawber Road (Barnsley Hospital) - Redbrook Road - Barugh Green - Darton - Woolley Colliery Village	60	–	–	–
95	Barnsley - Gawber Road (Barnsley Hospital) - Withorpe Road - Barugh Green - Darton - Kexbrough - (High Hoyland - Clayton West - Skelmanthorpe - Denby Dale)	30	60	60	e
218	Barnsley - Stairfoot - Darfield - Goldthorpe - Bolton - Manvers - Mexbrough - Swinton Kilnhurst - Rawmarsh - Rotherham	30	60	60	f
219	Barnsley - Stairfoot - Darfield - Middlecliffe - Great Houghton - Thurnscoe - Goldthorpe - Scawsby - Doncaster	30	60	60	–
222	Barnsley - Stairfoot - Wombwell - Brampton - West Melton - Wath - Swinton - Mexborough - Conisbrough - Doncaster	30	60	60	–
226	Barnsley - Stairfoot - Wombwell - Brampton - West Melton - Wath - Manvers - Bolton - Goldthorpe - Thurnscoe	30	60	60	–
227	Hoyland - Elsecar - Wentworth - Greasbrough - Rotherham	60	60	60	g
229	Barnsley - Stairfoot - Wombwell - Brampton - West Melton - Wath - Rawmarsh - Parkgate - Rotherham	30	60	60	–
265	Barnsley - Worsbrough Village - Birdwell - Hoyland Common - Chapeltown - Fir Vale (Northern General Hospital) - Sheffield	60	60	60	h
X12	Barnsley - Dodworth - Thorpe Hesley - Droppingwell - Rotherham	60	–	–	–
X19	Barnsley - Stairfoot - Darfield - Goldthorpe - Scawsby - Doncaster - Robin Hood Airport	60	60	–	–

a Route 20 now extends from Millhouse Green to Holmfirth every 2 hours. Service 20A extends from Millhouse Green to Stocksbridge and Deepcar every 2 hours.
b Evening and Sunday journeys only operate between Barnsley and Brierley.
c Evening & Sunday journeys operate as Service 36A omitting Minsthorpe Lane/Little Lane in Moorthorpe.
d Evening and Sunday journeys operate between Barnsley and Hemsworth only.
e Monday-Saturday daytime journeys extended hourly from Kexborough to Denby Dale/Skelmanthorpe. Evening & Sunday journeys operate as service 95A extending beyond Kexborough to serve Woolley Colliery Village.
f Evening & Sunday journeys operate between Mexborough, Highwoods & Rotherham Interchange only.
g Evening and Sunday journeys extend from Hoyland to Barnsley via Jump, Wombwell and Aldham House.
h Additional journeys operate at peak times Monday-Friday.



Barnsley & Beyond

Bus network map and guide

From 26 October 2008

Stagecoach YORKSHIRE

Stagecoach YORKSHIRE

stagecoachbus.com/yorkshire
Stagecoach Yorkshire
Customer Service
Unit 4 Eldon Arcade
Barnsley
S70 2JP
tel: **01226 202555**

traveline
public transport info
0871 2002233

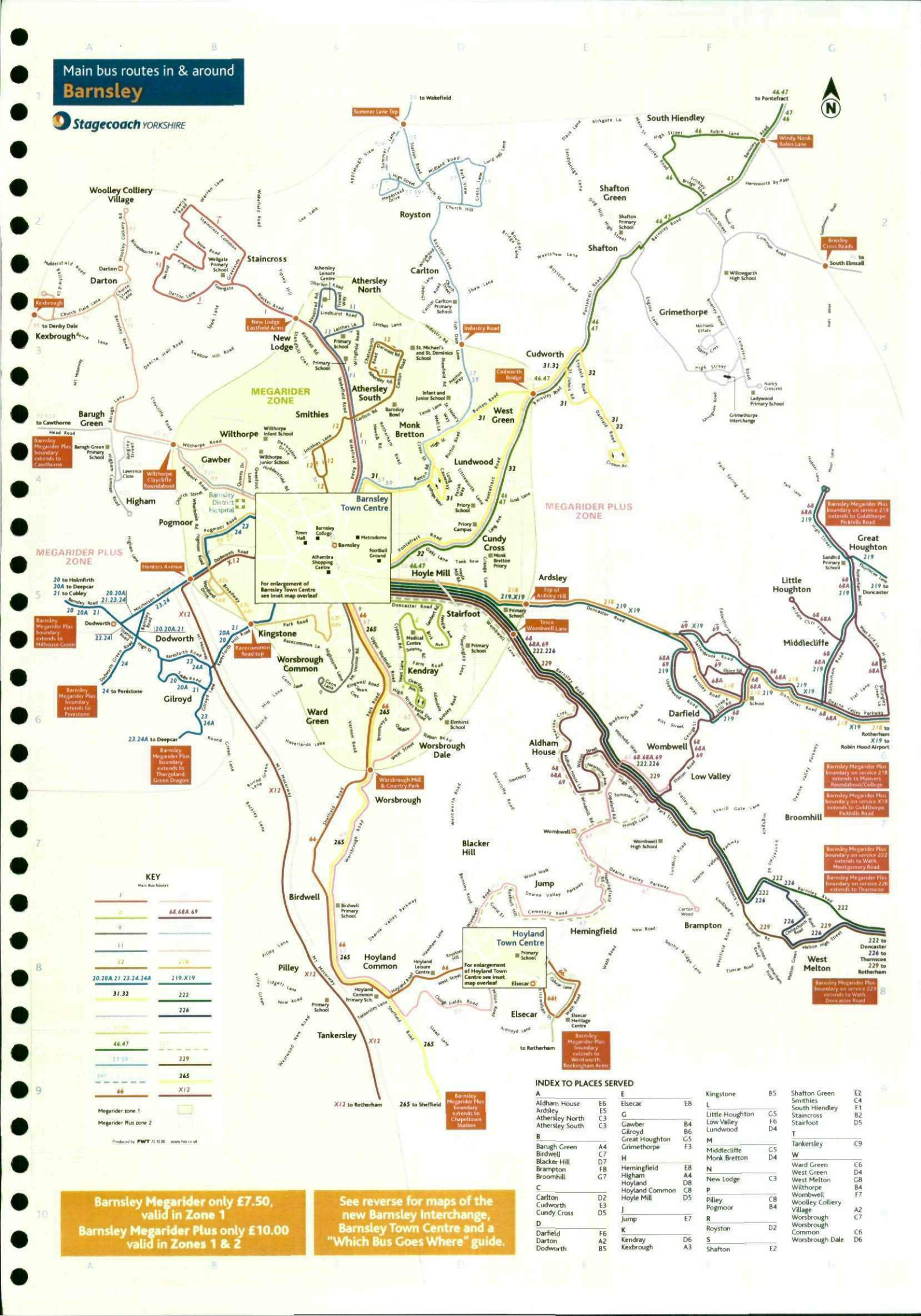
Travel South Yorkshire
travelsouthyorkshire.com

We do our best to meet your expectations, but occasionally things can go wrong. If you feel we have failed you in some way, please write to the first instance to the address above.
If you then remain unhappy with our response, you can write to: The Bus Appeals Body, PO Box 2930, Stoke-on-Trent, ST4 9EW. This is an independent organisation that will review your complaint.

Information correct at time of going to print.
October 2008

Main bus routes in & around Barnsley

Stagecoach YORKSHIRE



Barnsley Megarider only £7.50, valid in Zone 1
Barnsley Megarider Plus only £10.00 valid in Zones 1 & 2

See reverse for maps of the new Barnsley Interchange, Barnsley Town Centre and a "Which Bus Goes Where" guide.

INDEX TO PLACES SERVED

A
Aldham House E6
Ardsley E5
Athersley North C3
Athersley South C3

B
Barugh Green A4
Birdwell C7
Blacker Hill D7
Brampton F8
Broomhill G7

C
Carlton D2
Cudworth E3
Cundy Cross D5

D
Darfield F6
Darton A2
Dodworth B5

E
Elsecar E8

G
Gawber B4
Gilroyd B6
Great Houghton G5
Grimethorpe F3

H
Hemingfield E8
Higham A4
Hoyland D8
Hoyland Common C8
Hoyle Mill D5

J
Jump E7

K
Kendray D6
Kexbrough A3
Kingstone B5

L
Little Houghton G5
Low Valley F6
Lundwood D4

M
Middlecliffe G5
Monk Bretton D4

N
New Lodge C3

P
Pilley C8
Pogmoor B4

R
Royston D2

S
Shafton E2
Shafton Green E2
Smithies C4
South Hiendley F1
Staincross B2
Stairfoot D5

T
Tankersley C9

W
Ward Green C6
West Green D4
West Melton G8
Wilthorpe B4
Wombwell F7
Woolley Colliery Village A2
Worsborough C7
Worsborough Common C6
Worsborough Dale D6

Summary of Trains at Barnsley Interchange

Train	Geographical Areas Covered	Operator	Frequency
Huddersfield to Sheffield	Huddersfield - Barnsley - Wombwell - Chapeltown - Meadowhall - Sheffield	Northern	60 minutes
Sheffield to Huddersfield	Sheffield - Meadowhall - Chapeltown - Elsecar - Wombwell - Barnsley - Dodworth - Silkstone Common - Penistone - Denby Dale - Shepley - Stocksmoor - Brockholes - Honley - Berry Brow - Lockwood - Huddersfield	Northern	30 minutes
Sheffield to Leeds	Sheffield - Meadowhall - Barnsley - Wakefield Kirkgate - Leeds	Northern	60 minutes