

JOINT KINGSTONE & HOLGATE
ADVANCED LEARNING CENTRE
DODWORTH ROAD, BARNSELY

BARNSELY EDUCATION SERVICES
DEPARTMENT

TRAVEL PLAN

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Additional Transport Study V1

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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.

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 Advanvanded 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 modes 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
SYLTE 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.

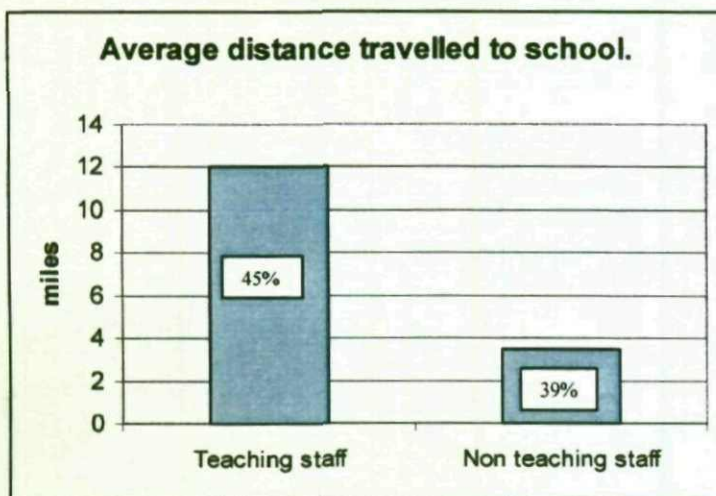
10.3 In addition an in-depth evaluation of the travel plan will take place in the 5th year after implementation in conjunction with Barnsley MBC Travel Plan Coordinator.

APPENDIX TP 1

APPENDIX TP 2

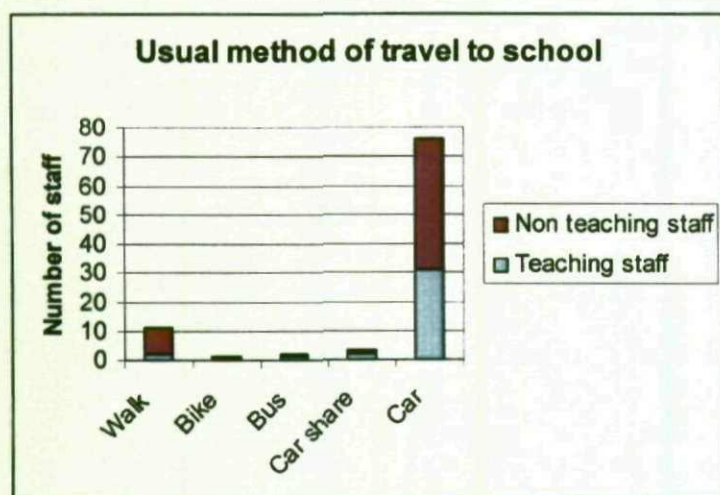
STAFF SURVEY

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).

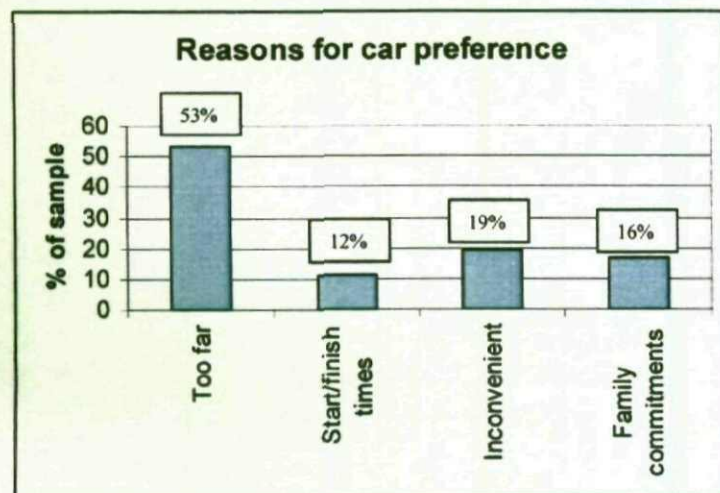


Teaching staff quite clearly travel a greater distance to work than non teaching staff.

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

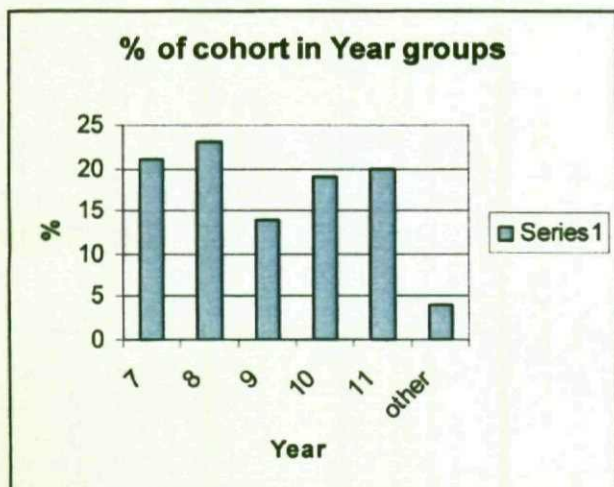
Q13. How often do you feel unsafe travelling to and from school?

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

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

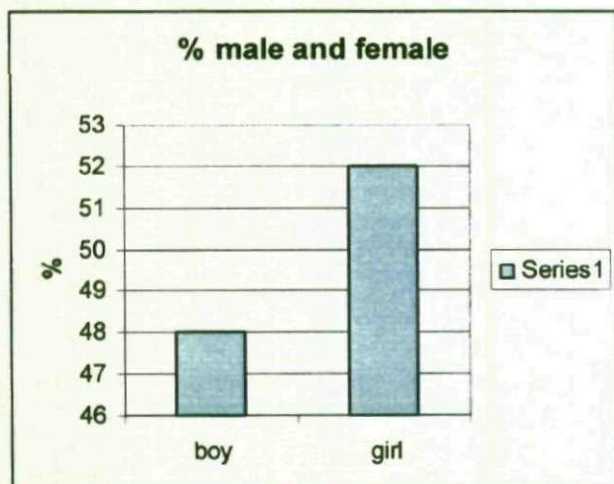
Fear of being bullied by other pupils	82
Bus drivers, drive too fast	31
There are no seat belts on the buses	161
Behaviour of other pupils i.e. fighting/smoking	175
Overcrowding on buses	72
Travelling alone/fear of strangers	75
Busy and fast traffic on all or part of my journey	93
Because of busy road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

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



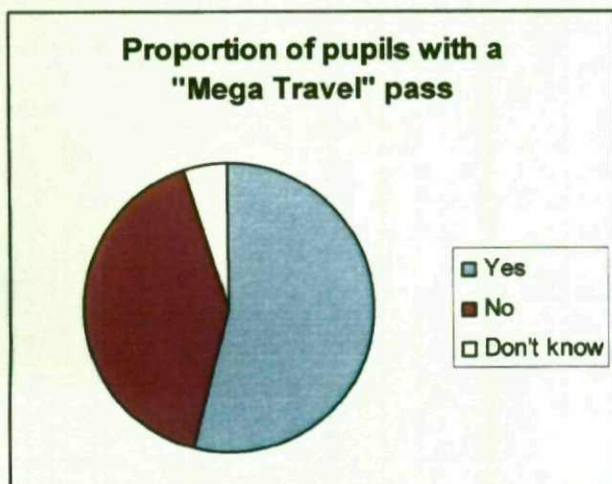
South Yorkshire Travel Survey was conducted in September 2006. Just over 50% of pupils responded, with pupils in all year groups being represented.

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

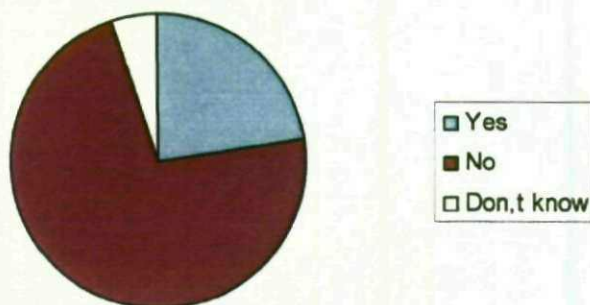
I am a girl	52%	370
I am a boy	48%	341



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

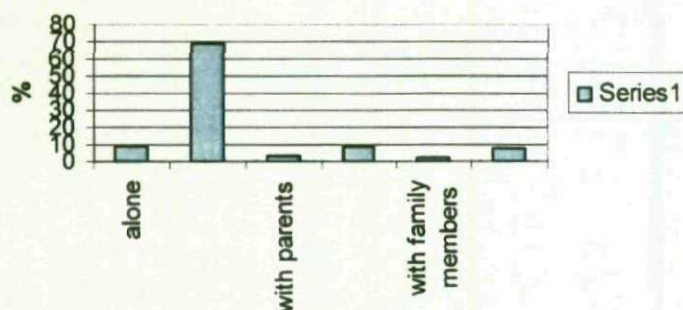
Proportion of pupils with a ZeroFare pass.



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

Who pupils travel with to and from school.



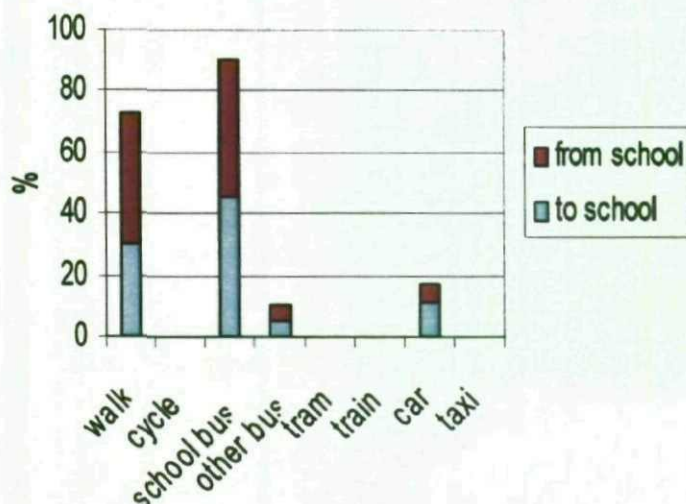
The vast majority of pupils travel to school with friends.

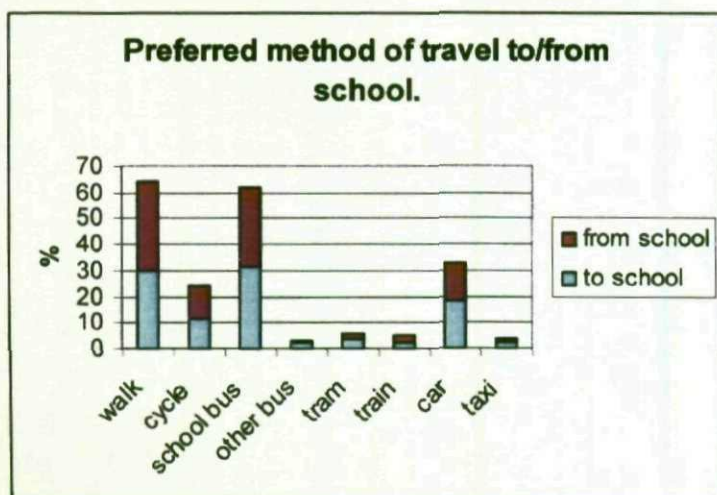
I go on my own	9%	64
I go with my brother/sister	9%	64
I go with my friends	69%	491
I go with my family members	2%	14
I go with my parents	3%	21
I go with my family and friends	8%	57

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%

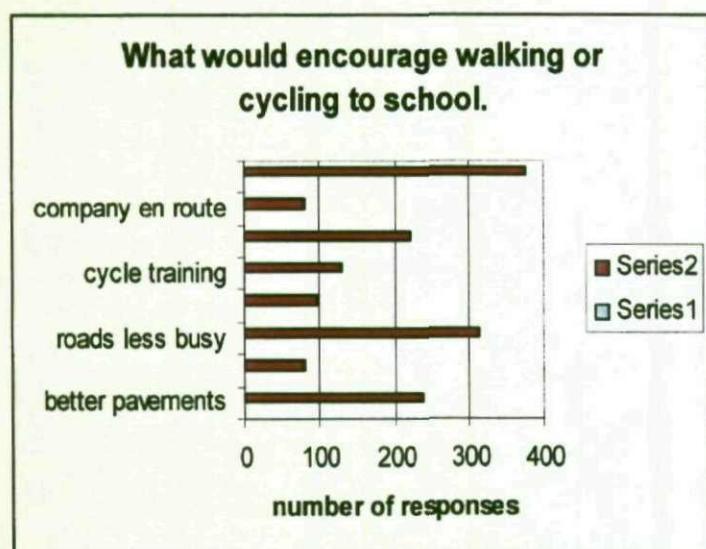
Usual method of travel to/from school.





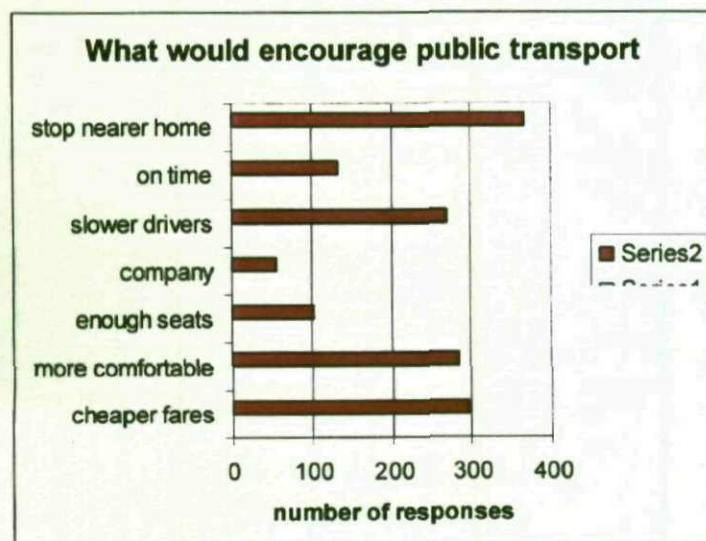
Given the choice more children would prefer to travel to school by car (an increase of 50 of those who currently travel by car). Almost 107 of pupils would rather not travel by bus and around 57 of pupils who walk at present would rather not. Clearly there is much to do in trying to change attitudes 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)



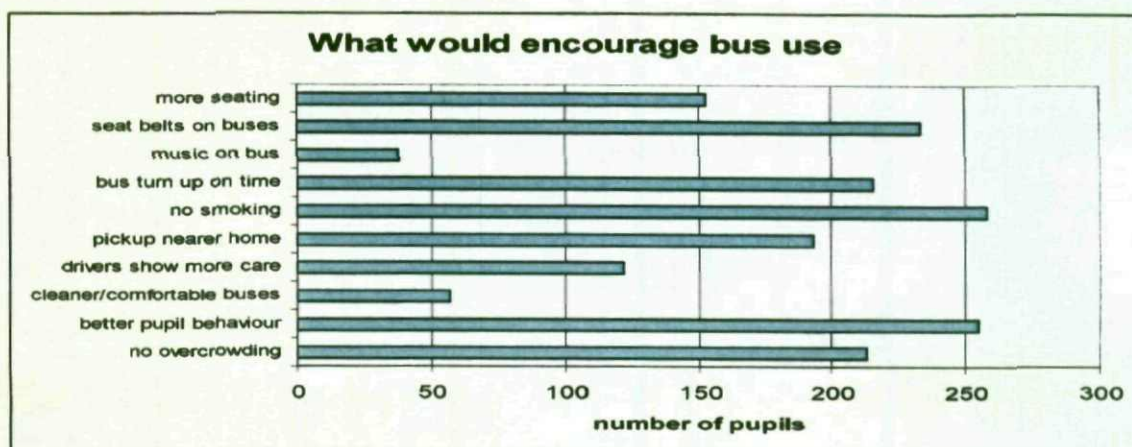
Safety is clearly an issue for pupils with over half the pupils responding identifying poor condition of pavements, busy roads and lack of crossing patrols as barriers to walking and cycling. Lack of storage in school is also seen as a significant problem.

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



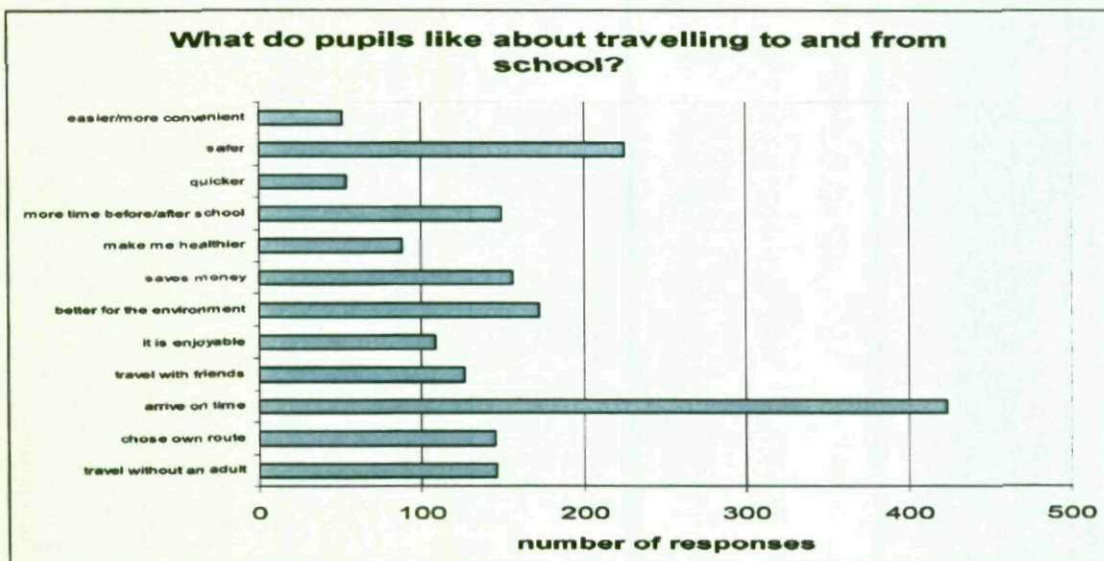
Responses towards public transport were more positive than attitudes to school buses. On school buses around a third of pupils were deterred by poor behaviour of other pupils, smoking on buses, overcrowding and lack of seat belts.

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.

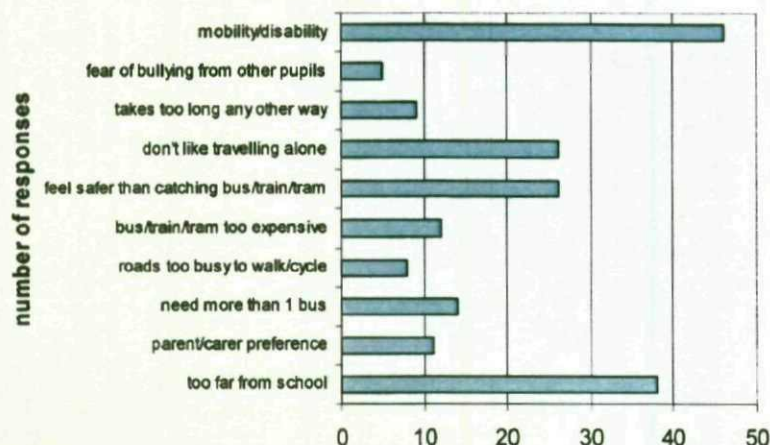
If other pupils behaved	255
If the buses were cleaner/more comfortable	57
If the drivers drove slower/more careful	122
If the school bus picked up near my home	193
If other pupils did not smoke on the bus	258
If they always turn up on time	215
If there was music on the bus to listen to	38
If the buses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



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

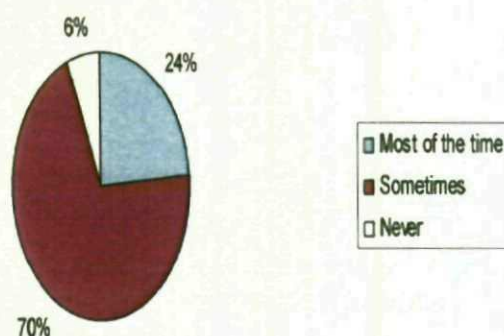
I can travel without an adult	146
It saves money	156
I can choose my own route	145
It makes me healthier	88
I can arrive on time	423
I can do other things before/after school	149
I can travel with friends	126
It is quicker	54
It is enjoyable	108
It is safer	225
It is better for the environment	172
It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

Reasons for travelling by car/taxi



The main 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.

Do pupils feel safe travelling to and from school?

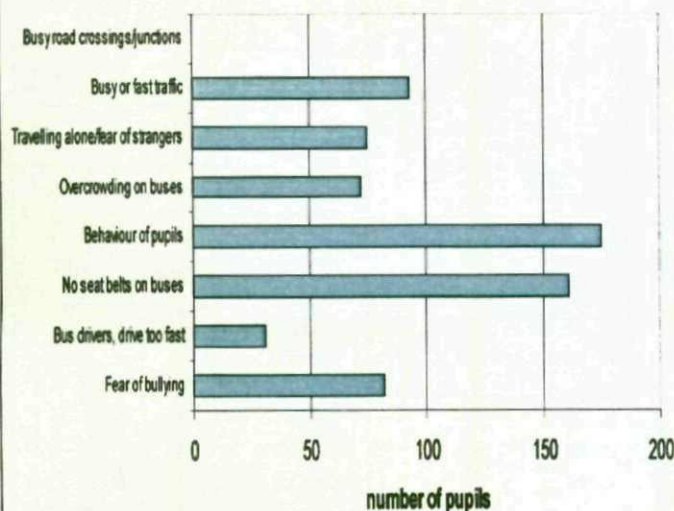


I live too far from school to go any other way	38
My parent/carer prefer to take me	11
I would have to catch 2 or more buses	14
The roads are too busy to walk or cycle	8
The bus/train/tram is too expensive	12
I do not feel safe catching a bus/train/tram	26
It would mean travelling on my own	26
It would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

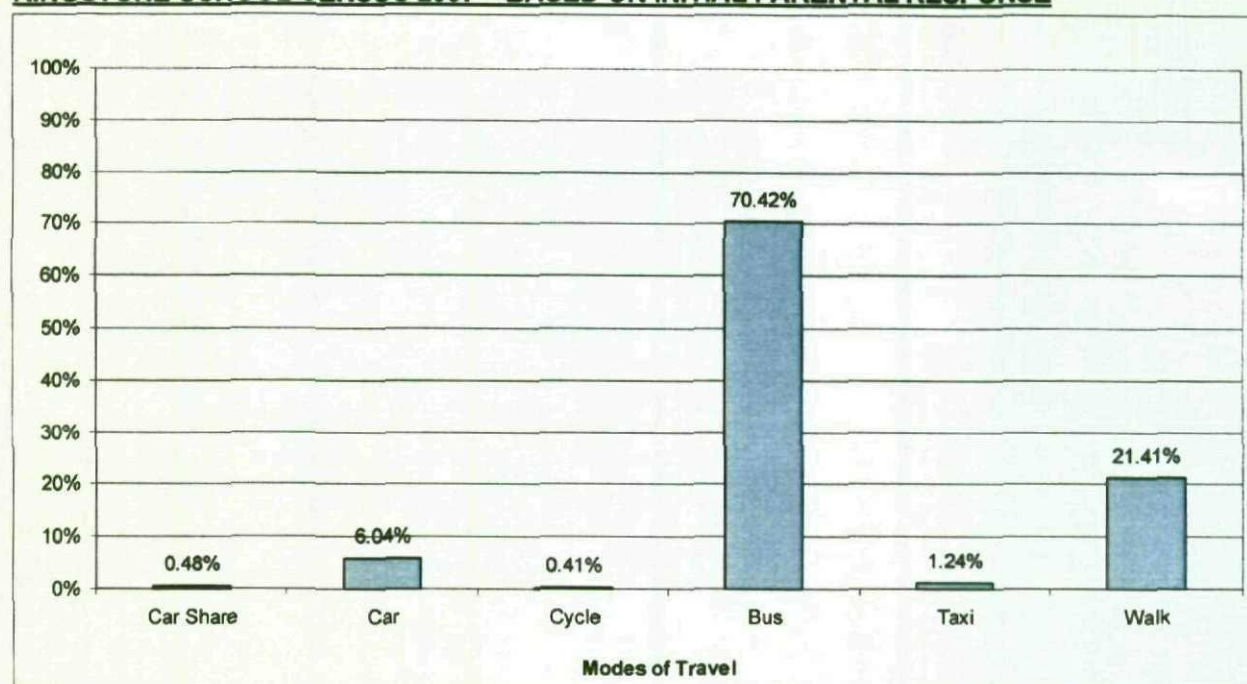
Reasons for feeling safe travelling to and from school



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.

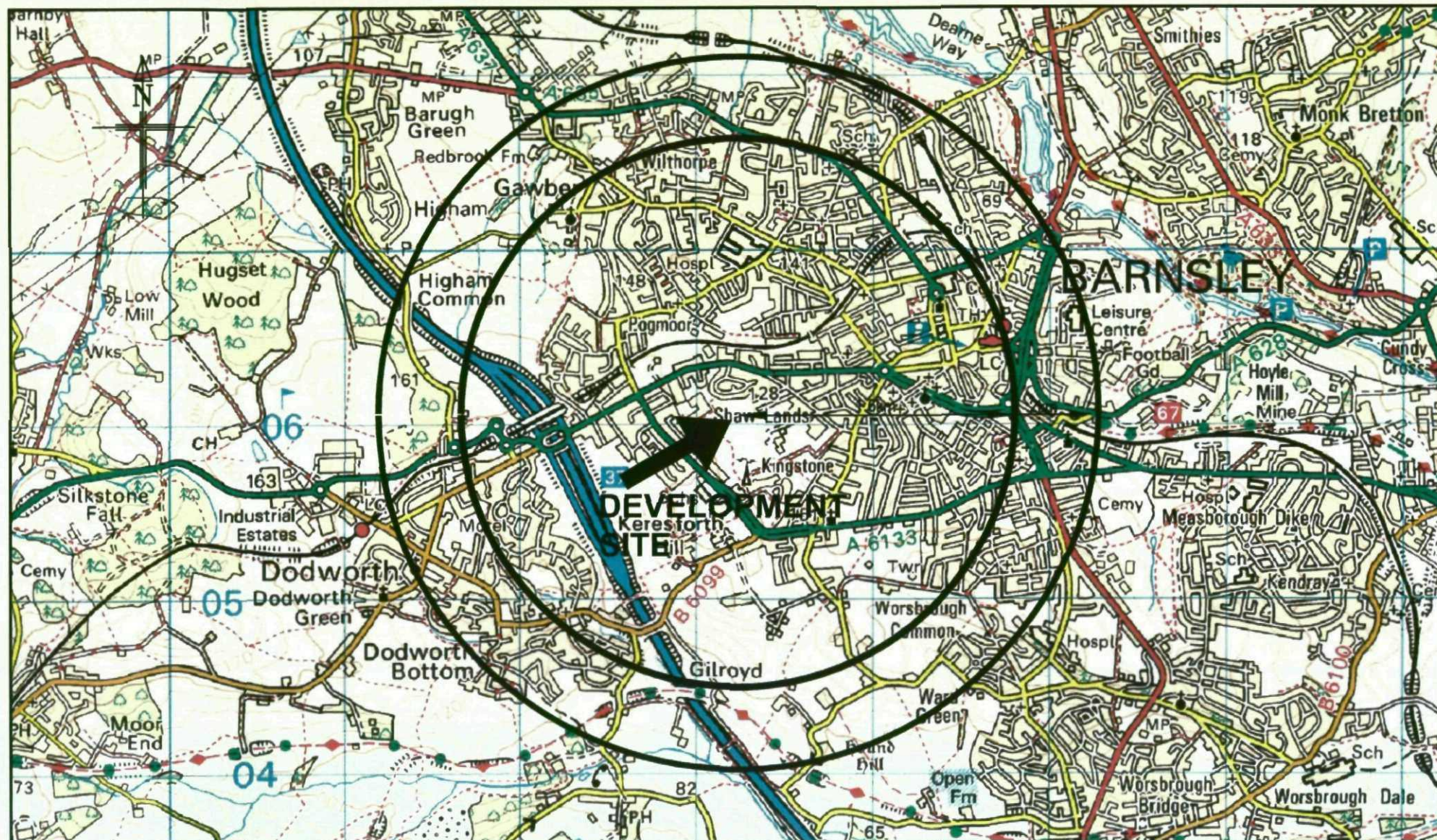
Bus use has increased

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.

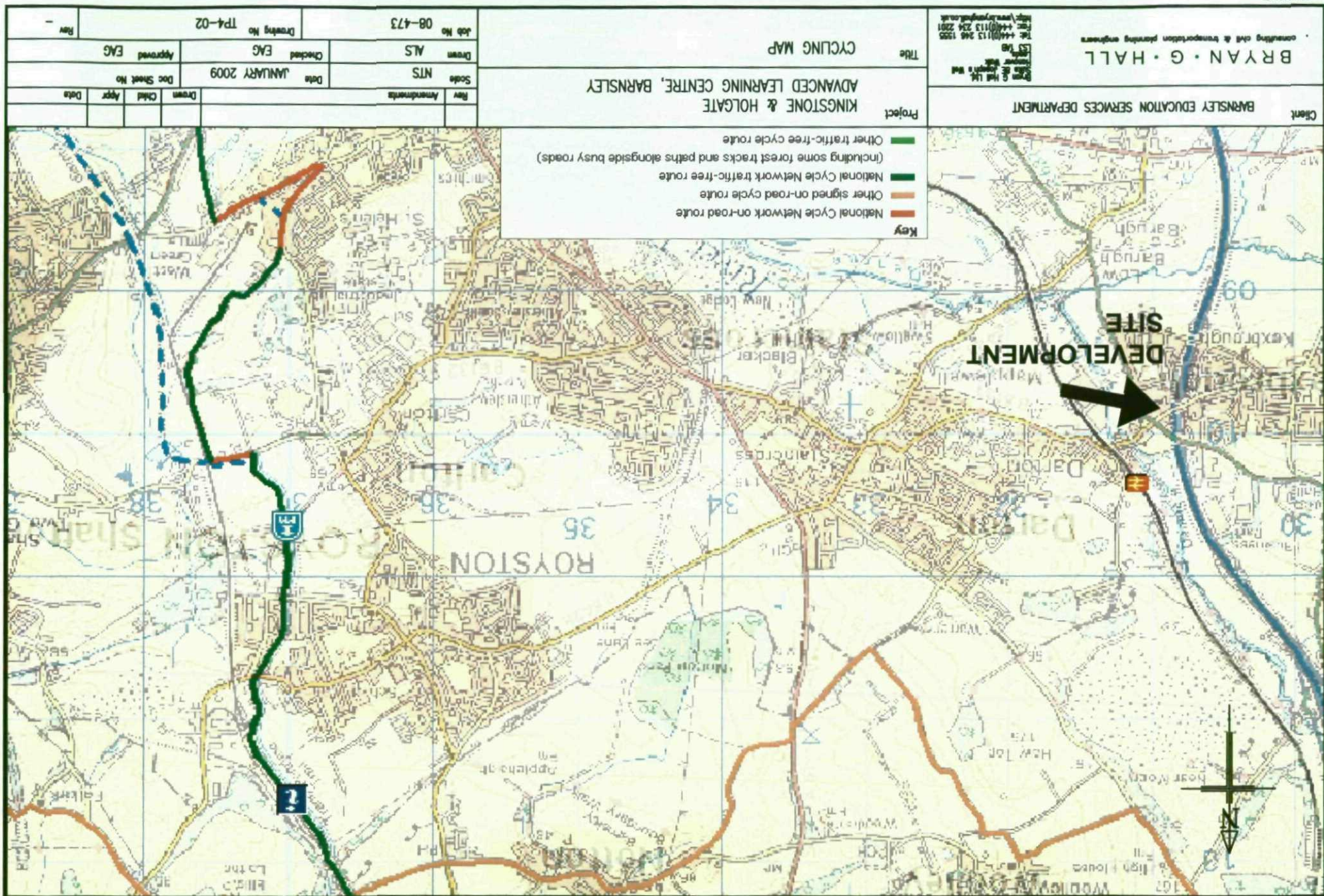
APPENDIX TP 3



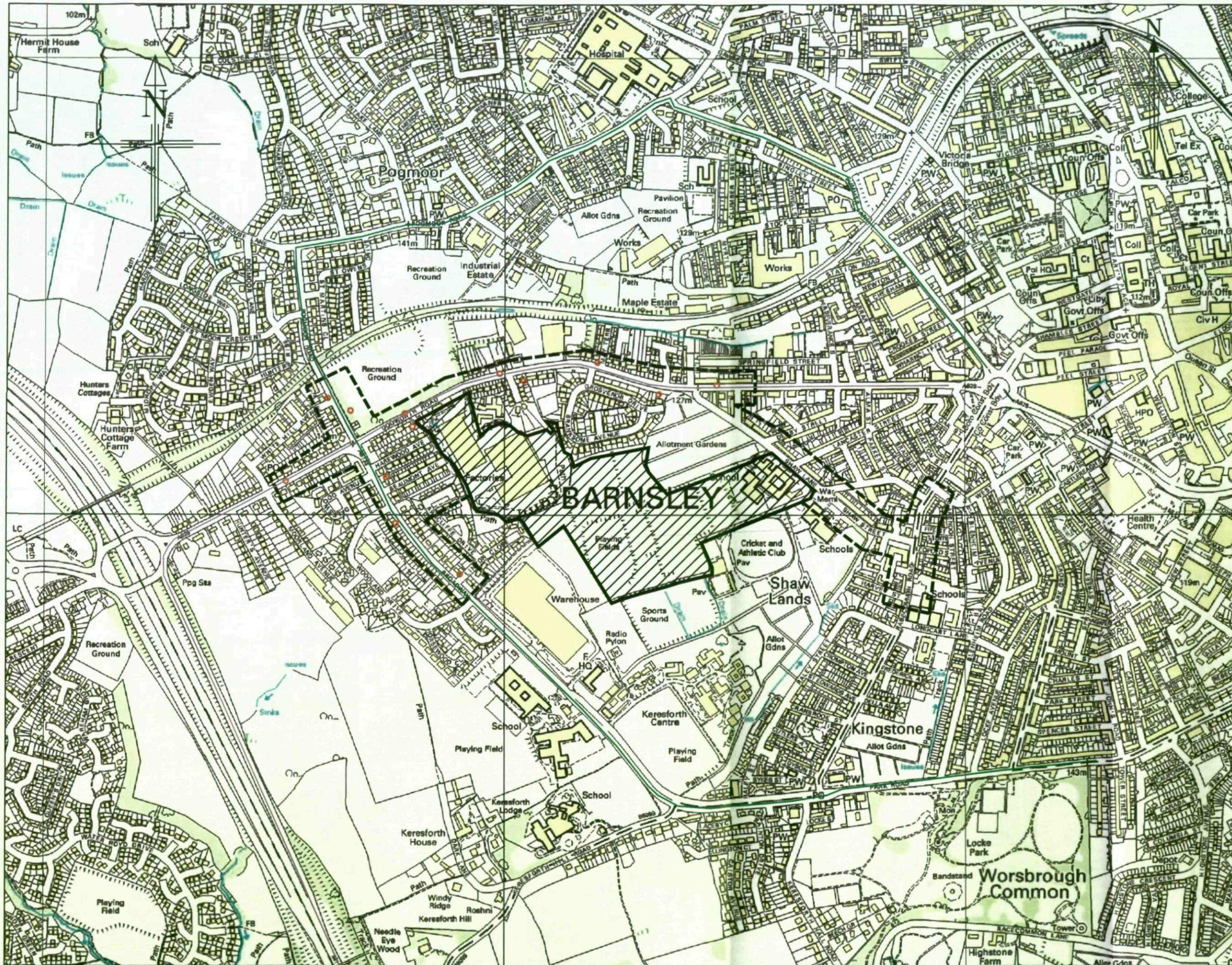
Client BARNSELY EDUCATION SERVICES DEPARTMENT		Project KINGSTONE & HOLGATE ADVANCED LEARNING CENTRE, BARNSELY		Rev	Amendments	Drawn	Chd	Appr	Date
BRYAN · G · HALL consulting civil & transportation planning engineers Bryan G Hall Ltd 25a St. James's Hall 1st Flr Tel: +44(0)113 246 1255 Fax: +44(0)113 234 2291 http://www.bryanhall.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

APPENDIX TP 4

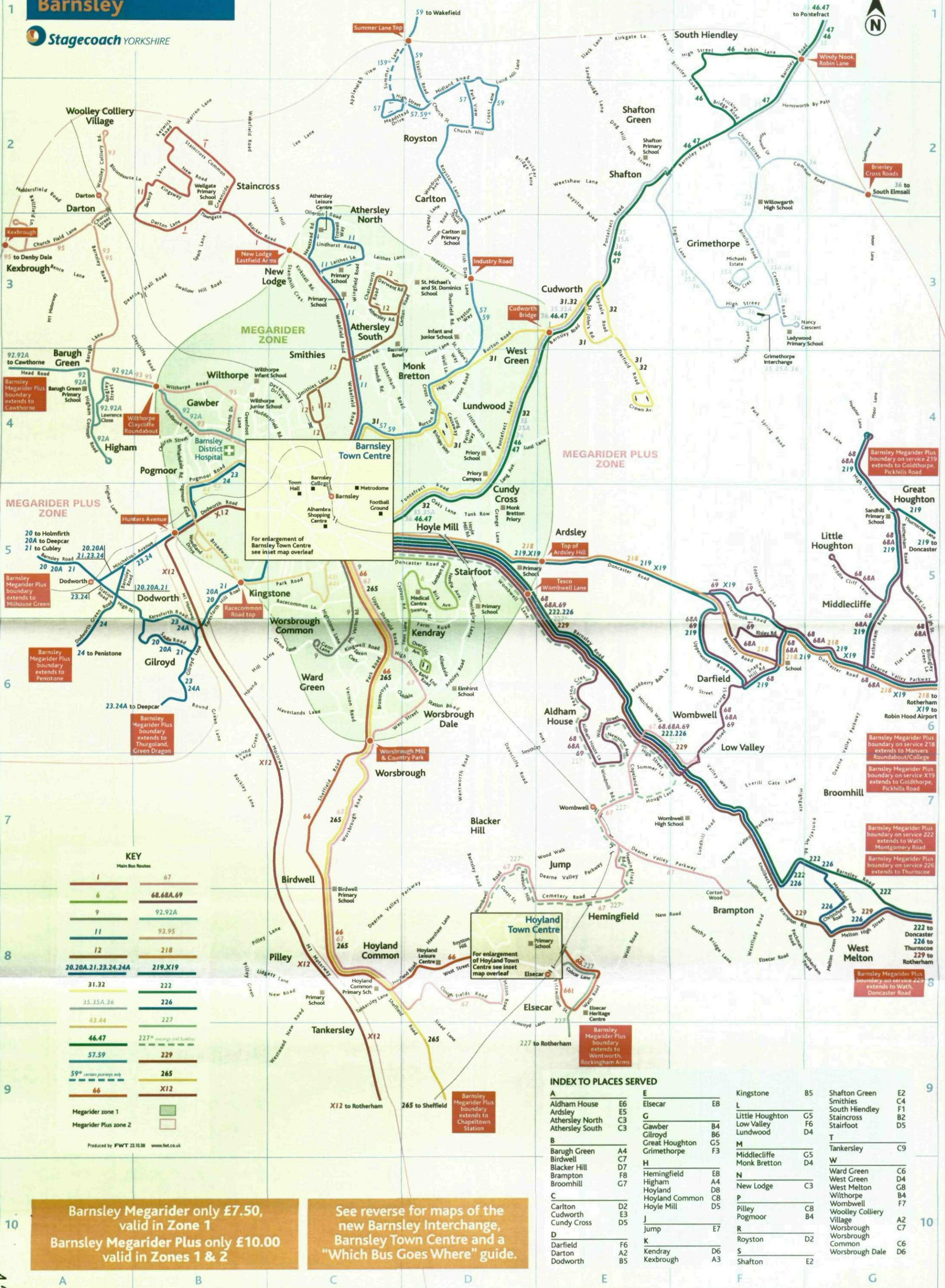


APPENDIX TP 5



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				
By	Date	Drawn	By	Date
BRYAN · G · HALL consulting civil & transportation planning engineers				
Station				
Client	BARNSELY 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.	TPS-01	Revision		
Scale	NTS	Job No.	08-473	Date JAN 2009
AS - 420 x 584	Drawn ALS	Checked EAG	Approved EAG	
Copyright reserved. This is a copy of the original drawing. All rights reserved. Bryan G Hall Ltd Suite 101 Aspley's Rd Romeray Park Leeds LS2 1AB Tel No 0115 248 1999 Fax No 0115 248 2001				

Main bus routes in & around Barnsley



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	E	Kingstone	B5
Aldham House	E6	Shafton Green	E2
Ardsley	E5	Smithies	C4
Athersley North	C3	South Hiendley	F1
Athersley South	C3	Staincross	B2
B	G	Stairfoot	D5
Barugh Green	A4	T	
Birdwell	C7	Tankersley	C9
Blacker Hill	D7	W	
Brampton	F8	Ward Green	C6
Broomhill	G7	West Green	D4
C	H	West Melton	G8
Carlton	D2	Wilthorpe	B4
Cudworth	E3	Wombwell	F7
Cundy Cross	D5	Woolley Colliery	A2
D	J	Village	C7
Darfield	F6	Worsbrough	AZ
Darton	A2	Worsbrough Common	C6
Dodworth	B5	Worsbrough Dale	D6
E	K		
Elsecar	E8		
Elsecar	D6		
Elsecar	A3		
F	L		
Grimethorpe	F3		
G	M		
Gawber	B4		
Gilroyd	B6		
Great Houghton	G5		
Hemfield	E8		
Hemfield	A4		
Hemfield	D8		
Hemfield	C8		
Hemfield	D5		
H	N		
Hemfield	E8		
Hemfield	A4		
Hemfield	D8		
Hemfield	C8		
Hemfield	D5		
I	P		
Ilkley	E7		
Ilkley	D6		
Ilkley	A3		
J	R		
Jump	E7		
Jump	D6		
Jump	A3		
K	S		
Kendray	D6		
Kendray	A3		
Kendray	E2		

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!

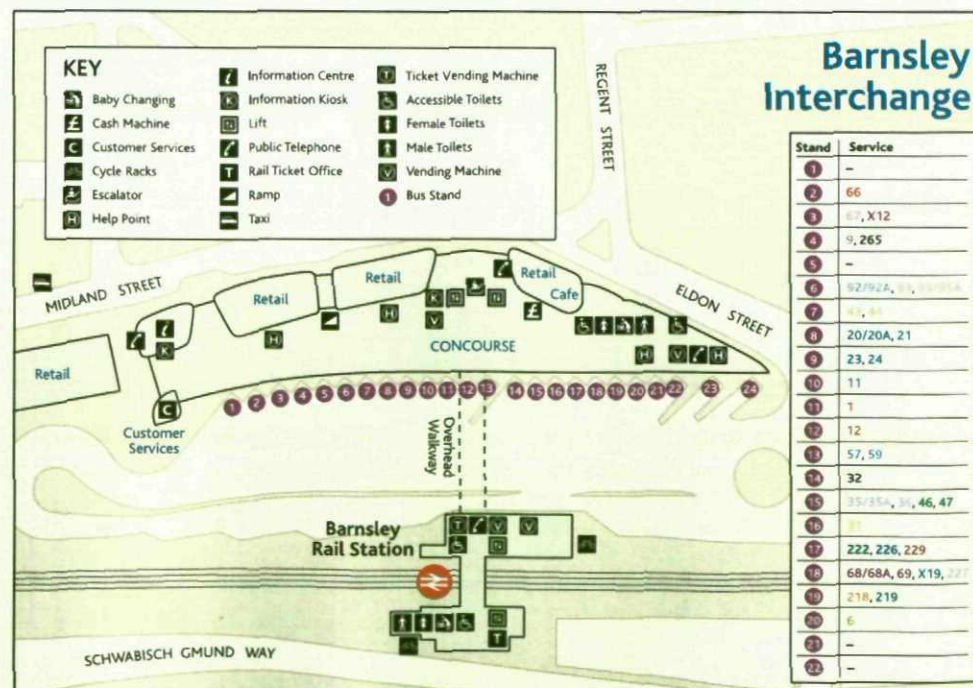
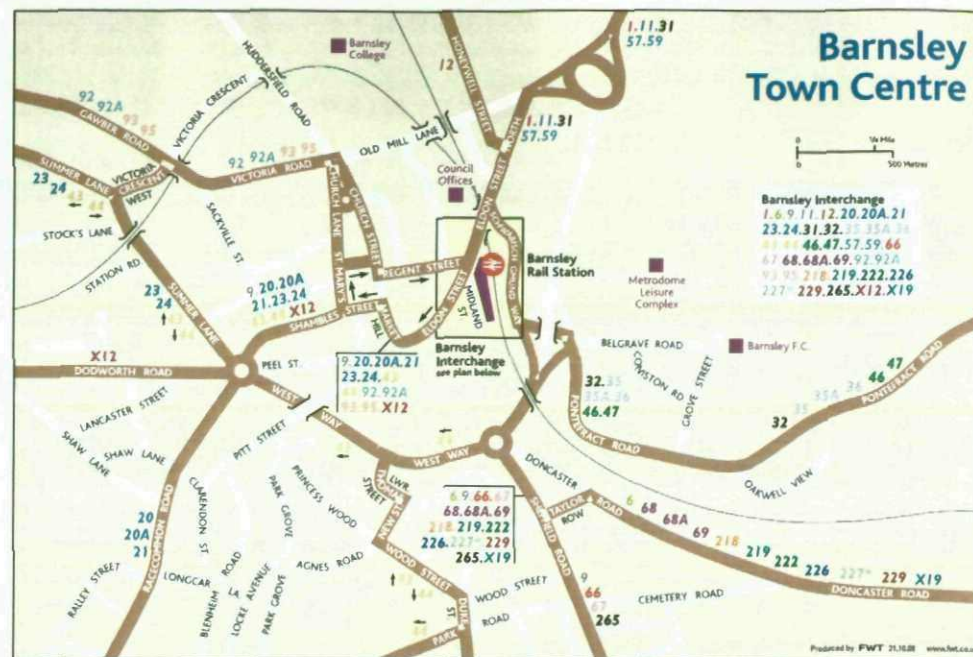
tickets to go...

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Barnsley megarider	£7.50	Enjoy 7 days UNLIMITED TRAVEL in Barnsley Zone 1
Barnsley megarider	£10.00	Enjoy 7 days UNLIMITED TRAVEL across Barnsley (Zones 1&2)
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buses around Barnsley

service number	route	buses run every (mins)	MON - SAT day	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 - Ospringe - Penistone - Cusby	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 - Ospringe - 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 - Moorhorpe - 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 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 - Notten - Newmillerdam - Wakefield	60	-	-	-
66	Barnsley - Worsbrough - Birdwell - Hoyland - Elsecar	10	60	60	-
67	Barnsley - Worsbrough Dale - Birdwell - Hoyland - Platts Common - Jump - Hemingfield - Corton 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) - Wilthorpe 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 - Kinkhurst - Rawmarsh - Rotherham	30	60	60	f
219	Barnsley - Stairfoot - Darfield - Middlecliffe - Great Houghton - Thurnscoe - Goldthorpe - Scawby - Doncaster	30	60	60	-
222	Barnsley - Stairfoot - Wombwell - Brampton - West Melton - Wash - Swinton - Mexbrough - Conisbrough - Doncaster	30	60	60	-
226	Barnsley - Stairfoot - Wombwell - Brampton - West Melton - Wash - Manvers - Bolton - Goldthorpe - Thurnscoe	30	60	60	-
227	Hoyland - Elsecar - Wentworth - Greasbrough - Rotherham	60	60	60	g
229	Barnsley - Stairfoot - Wombwell - Brampton - West Melton - Wash - Rawmarsh - Parkgate - Rotherham	30	60	60	-
265	Barnsley - Worsbrough Village - Birdwell - Hoyland Common - Chapelton - Fir Vale (Northern General Hospital) - Sheffield	60	60	60	h
X12	Barnsley - Dodworth - Thorpe Hesley - Droppingwell - Rotherham	60	-	-	-
X19	Barnsley - Stairfoot - Darfield - Goldthorpe - Scawby - 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 Moorhorpe.
- d Evening and Sunday journeys operate between Barnsley and Hemsworth only.
- e Monday-Saturday daytime journeys extended hourly from Kexbrough to Denby Dale/Skelmanthorpe.
- f Evening & Sunday journeys operate as service 95A extending beyond Kexbrough to serve Woolley Colliery Village.
- g Evening & Sunday journeys operate between Mexbrough, Highwoods & Rotherham Interchange only.
- h Additional journeys operate at peak times Monday-Friday.



Barnsley & Beyond Bus network map and guide

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 in 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 2950, Wakefield, WF4 9LW.
This is an independent organisation that will review your complaint.

Information correct at time of going to print.
October 2008

Summary of Trains at Barnsley Interchange

Train	Geographical Areas Covered	Operator	Frequency
Huddersfield to Sheffield	Huddersfield - Barnsley - Wombwell - Chapelton - Meadowhall - Sheffield	Northern	60 minutes
Sheffield to Huddersfield	Sheffield - Meadowhall - Chapelton - 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