Priory Campus Barnsley

Travel Plan Framework

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1. INTRODUCTION

1.1. Introduction

On behalf of The Priory Campus, URS are providing advice regarding traffic, transport and highways issues for the proposals for the development of additional facilities at an existing community centre known as The Priory Campus, Barnsley. **Plan 1** shows the site location.

This document considers those measures that will be included in the strategy for positively influencing staff travel patterns to assist in the delivery of sustainable transport to the development.

For the purpose of the planning application, this document presents the Travel Plan Framework for the site which would feed into the Manchester City Council's (TPC) Site Wide Travel Plan and it's aspirations for a detailed Travel Plan for all of TPC's buildings.

Certain physical measures will be set in place as part of the development infrastructure. These include:

- The provision of prominent display areas relating to the promotion of travel by sustainable modes;
- Areas for display of timetable information;
- The provision of pedestrian and cycle routes;
- The provision of staff shower facilities where feasible; and
- The provision of cycle parking facilities.

In addition to the physical measures, management of staff travel represents an important element in pursuing the overall aims of Planning Policy Guidance Note 13 'Transport' and wider government policy. The Travel Plan will demonstrate the strategy that TPC will take to assist in the wider aims of sustainable transport.

In terms of the Travel Plan, a document titled "Good Practice Guidelines: Delivering Travel Plans through the Planning Process" was published by the Department for Transport (DfT) in April 2009 to set out best practice guidance on securing travel plans through the planning process. It is intended to set out best practice actions that can be taken to produce high-quality, robust travel plans.

The objectives of the TP have been designed to be site specific whilst reflecting the requirements of PPG13, and can be summarised as follows:

- Conform to principles of DTR Travel Planning Policy and Planning Policy Guidance 13, which relates directly to transport issues.

- Follow, and where possible, Local Agenda 21 guidance and advice on sustainable transport modes.
- Reduce reliance on access to the site by private car.
- Promote and encourage usage of the excellent pedestrian / cycle links and facilities in close proximity to the site to secure a modal shift away from the private car.
- Promote and encourage the use of the excellent public transport facilities in close proximity to the site to secure a modal shift away from the private car.
- Improve the choice of transport made available to employees and reduce the cost of travel.
- Promote sustainable ways of working that reduces the need to travel.
- Reduce the negative environmental impact of travel and transport resulting from the operation of the site, for example by achieving greater fuel efficiency and reduced emissions.
- To analyse current transport links that serve the scheme site, including details of walking, cycling and public transport, together with details of the local and regional road network.
- An assessment of tenant mode share and attitudes towards all modes of travel.
- An understanding of policy context and a statement of commitment from the tenants to reduce the impact of single occupancy vehicle trips to and from the site.
- To minimise single occupancy car use amongst residents, employees and visitors by providing realistic alternatives.
- To provide a safe cycle and pedestrian friendly environment within the development, which is well linked to the existing external cycle / pedestrian network.
- To provide staff and visitors with up to date information on the facilities / services available to them to allow them to make informed travel choices.
- To maximise the travel awareness of employees before starting work at the site.
- Proposals for regular monitoring and review schedules against objectives.

2. EXISTING HIGHWAY NETWORK

2.1. Site Description

The Site is in the residential area of Lundwood approximately 2.5km east of Barnsley town centre. It is centred on National Grid Reference SE 371 067 off Pontefract Road (A628). The site is bounded to the north by St Martins Nursery and Lundwood Health Centre, the east by Pontefract Road, to the south by the Priory Arms pub and Rotherham Road, and to the west by playing fields and open space.

The surrounding area is predominantly residential in all directions interspersed with areas of open space, particularly to the south and east. There are a number of community facilities (including a health centre) and shops to the north and east of the Site.

The site currently consists of a community centre with 83 parking spaces in the eastern portion of the Site. The Priory Campus is an independent voluntary organisation and registered charity that provides numerous services to the local community including projects, courses, events and services. The centre has been operational since February 1995 and includes facilities such as conference facilities, a café, community hall, learning centre, information and resource centre, nursery, GP (3 consulting rooms) and office space. The existing floor space is approximately 34,500 ft^2 (3205 m^2) over two floors.

The proposed additional facilities are to be developed on land currently in use as part of Priory School and Sports College's playing field in the northern portion and open space in the southern portion of the site.

Plan 2 shows the red-line boundary of the site in the context of the surrounding area and the local highway network and existing layout of the site. The Plans are appended to this document.

2.2. Local Highway Network

The Site is located off Pontefract Road (A628), which the main access route from Pontefract and the M62 in the north and Barnsley and Manchester in the west. Pontefract Road is a single carriage way restricted to 30 miles per hour (mph) and furnished with pedestrian footpaths on both sides and street lighting. There are no specified cycling facilities. A bus service is routed along this road but there is no specified bus lane in the vicinity of the site.

Pedestrian and vehicular access to the existing site is gained via a priority junction off Pontefract Road.

Rotherham Road (A633) forms the southern boundary of the Site and provides access to Monk Bretton and Wakefield. Rotherham Road is a single carriage way restricted to 30mph and furnished with pedestrian footpaths on both sides and street lighting. There are no specified cycling facilities and no bus route along this section of the road.

Pontefract Road and Rotherham Road are connected to the south of the Site via a four-way roundabout with Grange Lane known as the Cundy Cross roundabout.

The roundabout provides access to the M1 (Junction 37) via Grange Lane, A635 and A6133, bypassing Barnsley town centre and linking the site to Leeds in the north and Sheffield in the south.

To the south Grange lane forms a roundabout junction with A635 Doncaster Road, A633 Wombwell Lane and Hunningley Lane.

To the north of the site, Pontefract Road forms a signalised junction with Littleworth Lane which includes pedestrian crossing facilities.

3. PROPOSED DEVELOPMENT

3.1. Proposed Development

The proposals are to provide additional facilities to the existing community centre to include the following:

- Multi-function community space (including weight management support);
- Gym;
- Domiciliary care;
- Health community dietician;
- Cardiac rehab;
- Excersise referral;
- Relocation and extension of GP practice (6 consulting rooms and 1 treatment room);
- Pharmacy; and
- Changing and communal space;

The new facilities will be located in several new buildings to the west of the existing building. The new buildings will provide approximatley 1800 m^2 in additional floor area. accommodating the GP Surgery and facilitities as described above.

The proposed development also includes a partial refurbishment of the existing building provide connectivity to the new build.

A new access is proposed for the new build located off Rotherham Road. The access has been designed to inlcude a right turn ghost island and has been set back to allow incrased queuing space for vehicles approaching the Cundy Cross roundabout. **Plan 3** shows the site access arrangements.

Parking provision for a total of 150 cars will be provided. 77 spaces for the existing building. A second car park of 73 spaces will be located in the west of the Site, accessible via a new access road off Rotherham Road.

Plan 4 shows the proposed site layout as prepared by Architecture 2B.

3.2. Parking Provision

The existing maximum car parking provision for the site has been derived using the BMBC's SPD32 "Parking, Transport Assessment and Travel Plan".

For the pupose of this reprt, the uses have been categorised as follows:

Existing:	**Proposed:**
GP Surgery – 193m^2. (3 CS)	GP Surgery – 500m^2. (6 CS, 1 TR)
Community Centre facilities – 2169m^2.	Community Centre facilities – 3134m^2.
Offices – 1187m^2.	*Offices – 1187m^2.*
	Sports facilities – 335m^2.

Note: CS – Consulting Rooms, TR – Treatment Rooms

This equates to the following maximum provisions:

Existing:	**Proposed:**
GP Surgery – 21spaces.	GP Surgery – 40spaces.
Community Centre facilities – 63 spaces.	Community facilities – 87 spaces.
Offices – 40spaces.	Offices – 21 spaces.
	Sports facilities – 2 spaces.
Total – 124 spaces.	Total – 150 spaces.

As regards to cycle spaces it is proposed that 30 cycle spaces are provided within the site which equates to 20% of the parking provisions. In additional as recommended by SPD32 motorycle parking is to be provided at a ratio of 1 per 20 car spaces which equates to 8 motorcycle spaces.

It should be noted that the existing car park has 83 car park spaces and during peak operational periods there car parking which significant exceeds the existing provisions. The additional car parking would provide for the existing overspill parking and additional parking for the proposed additional facilities to the benefit of highway safety and in accordance with SPD32.

4. TRANSPORT PLANNING CONSIDERATION

4.1. Background

In order to assess the proposals and develop a transportation access strategy for the proposed development it is necessary to review both national and local transport related planning policies together with the emerging policies.

The following sections outline the relevant planning policies in respect of the proposed development.

4.2. Planning Policy Guidance Note 13 on Transport

Planning Policy Guidance Note 13 (PPG13) on 'Transport' provides advice on how local planning authorities should integrate transport and land use planning.

The key objectives of PPG13 are set out at paragraph 4, for integrating planning and transport at the national, regional, strategic and local level are:

- promote more sustainable transport choices for both people and for moving freight;
- promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and,
- reduce the need to travel, especially by car.

A key objective set out in PPG13 at paragraph 19, is to ensure that jobs are accessible by public transport, walking and cycling.

4.3. Local Transport Plan

The current Local Transport Plan for the Barnsley area is the Second South Yorkshire Local Transport Plan (SYLTP2)[1] prepared by the four Councils in South Yorkshire and the Passenger Transport Authority (PTA). The Plan was submitted in 2006 and covers a five year period up to 2011. The Plan sets out how transport strategies will be aligned with other social, economic development, environmental and land use policies. The Plan sets out the following vision for the Region's transport network;

> *"...to improve both our internal and external links in order to support sustainable and transformational economic regeneration."*

They aim to achieve this by delivering strategic initiatives and high quality public transport connections and high quality, car competitive public transport, especially bus.

The South Yorkshire LTP Partnership and the Sheffield City Region are currently developing the Sheffield City region Transport Strategy, incorporating the Third Local Transport Plan. It is currently under consultation and will cover the period 2011 – 2026.

[1] South Yorkshire Integrated Transport Authority (2006); *'Second South Yorkshire Local Transport Plan 2006 – 2011'.*

It will aim to enhance and unlock economic growth in the Region, reduce greenhouse gas emissions, focus on quality of life and make transport safe and secure. Publication of the final strategy is estimated for March 2011.

4.4. Unitary Development Plan

Barnsley Metropolitan Borough Council's (BMBC) Unitary Development Plan (2000) is the statutory development plan for the borough[2]. The plan looks at how much development is required in the borough, where it's best located and how it should be designed. The document sets out the main planning policies by which planning applications for development will be judged.

Volume 1, Section 6 covers a variety of topics under the heading 'Transport'. The UDP states that Council will

> *"Support policies and proposals for re-industrialisation, environmental improvement, and community revitalisation, the development of a progressive transportation strategy based on enhancement of travel opportunities and choice".*

With reference to Transport Assessments (TA) Policy T6 states;

> *"Any proposals to improve access will need to be justified in terms of the wider objectives of improving travel opportunities, benefitting industry and commerce, relief of congestion and environmental improvement / protection."*

Policy T14 states,

> *"Development proposals will be required to include measures to facilitate access to, and where appropriate, by public transport services....This will include site layout, pedestrian routes and road design taking into account in appropriate cases the needs of bus routes including lay-bys, turning facilities and shelters."*

4.5. Local Development Framework, 2011 - 2026

Planning and Compulsory Purchase Act 2004, BMBC's UDP will be replaced by a portfolio of Development Plan Documents (DPD) which make up the Local Development Framework (LDF). The Core Strategy DPD sets out the Council's vision for future development up to 2026[3]. Final consultation closed on the publication version document in April 2010 and is now due for submission.

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[2] Barnsley Metropolitan Borough Council (2000); *'Unitary Development Plan'.*

[3] Barnsley Metropolitan Borough Council (2010); *'Local Development Framework – Core Strategy Publication'*

5. ACCESS TO THE PROPOSED DEVELOPMENT BY CHOICE OF TRANSPORT MODES

5.1. Brief

The accessibility of the proposed development by a range of modes of transport has been considered in particular to objectives in line with PPG13, the Local Transport Plan and local planning guidance.

5.2. Accessibility on Foot

As regards to pedestrian access, the site benefits from good pedestrian infrastructure.

Footpaths are provided on both sides of the roads in the local network. There are pedestrian refuge islands along Rotherham Road and Pontefract Road in the vicinity of the site. A pelican crossing is located near the junction of Grange Lane and Grange Crescent approximately 150m to the south of the Site. To the north of the site, Pontefract Road forms a signalised junction with Littleworth Lane which includes pedestrian crossing facilities.

PPG13 states that, at the local level, walking is the most important mode of transport and offers the greatest potential to replace short car trips, particularly under 2km. **Plan 5** shows the 1km and 2 km "crow fly" walk catchments from the site. As can be seen the residential areas within Monk Bretton, Lundwood and Stairfoot are within the 2km catchment. In addition, there are numerous facilities within or surrounding the Site which are within 2km and therefore accessible by foot, including shops, education, leisure, public transport and employment. In terms of facilities available in the vicinity, the Site is situated such that movement can be highly sustainable.

Pedestrian access to the proposed development will be gained via the existing access off Pontefract Road. A new footway will also be provided from Rotherham Road close to the Priory Arms pub, separate from the new vehicular access point off the same road. An additional new footway will be provided off Pontefract Road, to the south of the existing vehicular access and opposite Lang Avenue. Provision for pedestrian movement throughout the Site will be centred on the new central core which connects the new and existing buildings.

The Trans Pennine Trail passes to the east and south within 500m of the Site. Off road access to the trail is available off Lang Avenue. The Trans Pennine Trail runs largely along disused railway lines and canal towpaths. This section forms part of the north/south trail which begins in Leeds, passing through Barnsley and terminates in Sheffield.

5.3. Accessibility for Cyclists

As part of the proposed development cycle parking will be provided within the site to encourage the use of cycles.

PPG13 states that travel by cycle is suitable for replacing car journeys up to 5km in length. The site and surrounding area benefit from a network of cycle provisions and relatively flat topography.

Plan 6 shows the 2.5km and 5km km "crow fly" cycle catchments from the site. The following local areas are within 5km:

- Barnsley town centre - approximately 2.5km west;
- Cudworth – approximately 2km east;
- Monk Bretton – approximately 1km northwest; and,
- Darfield and Wombwell– approximately 3-4km southeast.

A map showing cycle routes in the Barnsley area is provided in **Appendix A**. The nearest bridleway (off road and accessible to bicycles) is located approximately 2.5km southeast of the Site near Cranford Hall.

As discussed in Section 5.2, the Trans Pennine Trail is located to the east and south of the Site and is accessible to bicycles. The north/south section of the Trail also forms part of the Nation Cycle Network Route 67. A local connection to the Trail extends from Grange Bridge off Grange Lane approximately 500m south of the proposed development.

The ability to link into the existing cycle routes would help to encourage cycling as an alternative form of access for the development, and the layout of the development would be designed to encourage cycle use.

5.4. Accessibility by Bus

Bus routes are provided along Pontefract Road. A bus stop for northbound travel is located approximately 50m north of the site. A bus stop for southbound travel is located on the opposite side of the road. Both benefit from shelters and bus lay-bys.

A number of bus routes operate through these bus stops. Services typically run at a frequency of between 30 minutes and hourly at peak times and a good level of service is provided off peak and at weekends. Barnsley Interchange is located in the town centre, Eldon Street North approximately 2.5km west of the proposed development. The terminus provides access to further bus travel to Wakefield, Rotherham, Doncaster, Sheffield, Huddersfield and Denby Dale.

The key bus routes servicing the site are shown in **Appendix B**. The key bus services are summarised in **Table 5.1**.

Table 5.1 Bus Summary

Service	Route Description	Frequencies					
		Monday – Friday		Saturday		Sunday	
		Daytime	From 18:30	Daytime	From 18:30	Daytime	From 18:30
32	Barnsley – Cudworth	15 mins	30 mins	30 mins	hourly	hourly	hourly
35, 35A	Barnsley – Pontefract	30 mins	hourly	30 mins	hourly	hourly	hourly
36B	Barnsley – Cudworth	hourly	-	hourly	-	hourly	hourly
37, 37B	Barnsley – Cudworth	hourly	-	2 hours	-	-	-
38, 38A	Barnsley – Hemsworth (Circle)	2 hours	-	2 hours	hourly	-	-
46, 47	Barnsley – Pontefract	30 mins	-	30 mins	-	-	-

As can be seen from Table 5.1 the site is highly accessible by way of bus travel.

5.5. Accessibility by Rail

Barnsley Railway Station is located in the town centre, Eldon Street North approximately 2.5km west of the proposed development.

This rail facility links the site to the following destinations:

- Sheffield
- Wakefield; and,
- Huddersfield

Further connections to national destinations such as Birmingham and London can be made at *Manchester Piccadilly*. *Facilities* at the station include waiting room, 24hour car parking, cycle storage, a ticket office, public toilets, shops and left luggage. The station is staffed from 06:00 – 19:30 (Monday to Saturday) and 08:45 – 19:30 (Sunday). There is good access for wheel chair users to the station and the trains.

A taxi rank is located outside the station and vehicular access is gained via Eldon Street. The railway station is connected to the Bus Interchange and therefore provides good links to onward travel.

Although the railway station is outside the normal desired walking distance (1.6km) for rail travel, trips made by rail can be linked with cycle or bus travel.

6. TRAVEL PLAN FRAMEWORK

6.1. Plan Administration

The administration of the Travel Plan will be the responsibility of the applicant. The applicant will designate an employee at the building as Travel Plan Co-ordinator (TPC). Essentially the TPC will provide a liaison in implementing the plan with the Travel Planning team.

Final details of the nominated TPC will be submitted. Similarly, the TPC will be advised of appropriate contact personnel at the various organisations.

The TPC will be the first point of contact for staff and other outside organisations in all matters regarding staff travel. He/she will maintain an up-to-date file containing all correspondence to and from staff relating to the Travel Plan.

6.2. Plan Detail

The following section of this Travel Plan Framework outlines the measures to be considered by the occupier. These are set out under the following general headings:

a) Travel awareness;

b) Travel database;

c) Travel information;

d) Car sharing scheme;

e) Travel finance; and

f) Cycle user group.

The specific measures are summarised in the highlighted bullet-points, which define the specific obligations for the occupier. The obligations are designed to be suitable for review and monitoring.

6.3. Travel Awareness

Staff will be made aware of the existence of the Travel Plan and the TPC made aware of their obligations in respect of the Travel Plan. The Travel Plan will, however, set out how the development can encourage staff to travel by more energy efficient means and make staff and visitors aware of the overall aims of the Travel Plan, including targets for achieving a lower mode share by car and reducing the level of car usage by a given extent over a given period.

- **Staff will be made aware of the existence of the Travel Plan and its objectives and encouraged to assist its implementation.**

- **Staff will be provided with information about all forms of sustainable travel to the site, which should include individual copies of the Travel Guide.**

6.4. Travel Database

The TPC will produce and maintain a staff travel database for their unit in line with these existing collection procedures. It is envisaged that within 6 months of occupation of the new building, the TPC will distribute a questionnaire survey to employees. A Sample Questionnaire is included as **Appendix C**.

The survey would provide details of the following:

a) Postcode area of residence;

b) Normal working hours;

c) Mode of travel to work;

d) Car ownership and benefits;

e) Work related travel throughout the day;

f) Reasons for driving;

g) Reasons for not using public transport and other modes;

h) Measures that would encourage car sharing, use of public transport or other non car modes for travel to work;

i) Estimates of public transport journey times and cost; and

j) Staff profile, including age, gender etc.

All data collected in connection with the Travel Plan will be subject to the provisions of the Data Protection Act. In the interests of confidentiality, the TPC alone will hold their respective databases and be responsible for the release of information.

Information contained within the database and the travel patterns derived from the data will inform the annual review process.

The staff travel database will be updated annually. All new staff will be entered into the database immediately on commencement of employment with staff leaving the development having their details removed from the database.

- **The TPC will maintain an up-to-date travel database**

6.5. Travel Information

It will be the responsibility of the TPC of the development to ensure that employees are provided with information to allow ease of use of public transport network and other non car modes.

Poor or lack of information can be a major barrier to public transport use. Making people aware of travel alternatives and ease of access to information will form a key element to the Travel Plan, to encourage access to the employment units by bus and other non car modes.

The TPC will liaise regularly with the local bus operators to ensure that information remains valid.

- **Up-to-date bus route and timetable information will be prominently displayed.**

The information provided will relate not only to public transport, but also cycling and walking. Access to taxi contacts will also be made available. Walkit.com is a useful website for those wishing to plan a walking route. Transport Direct, the national public transport and car journey planning website is presently working towards creating a cycle journey planning function.

6.6. Car Sharing

The Travel Plan will promote a staff car sharing scheme to be implemented by the TPC.

Prominent display areas will be provided within the development infrastructure to allow potential car sharers to register an interest, displaying their contact phone number and work location.

Where applicable, car sharers will be given preferential treatment for parking. The TPC will be encouraged to provide a guaranteed lift home service in emergencies for car sharers.

- **The TPC will facilitate a car sharing scheme and encourage staff participation.**

6.7. Travel Finance

The TPC will be encouraged to negotiate discounts on tickets and travel cards for public transport services to the proposed development through bulk purchase.

6.8. Cycle User Group

The TPC would be encouraged to set up a Bicycle User Group (BUG) to support staff who commute by cycle and to encourage others to do so. The following measures will be implemented on site:

- safe and secure cycle parking; and
- lockers and changing facilities, including showers where practicable.

In order to assist in improving conditions for cycling locally, the TPCs will establish contacts with the cycling officers to ensure input to the further development of any existing cycling strategy in the vicinity of the building.

7. PLAN MONITORING AND ASSESSMENT

7.1. Travel Plan Monitoring

To enable the success of the Travel Plan to be established, the TPC will be responsible for ongoing monitoring and regular staff surveys to an agreed timetable.

The monitoring could include items such as:

- Level of usage of cycle stands to determine demand;
- Car park surveys to establish car usage by employees and overall car parking demands;
- Feedback from bus operators to establish demand for local bus services; and

Information gathered as part of the continuous monitoring process will be made available to the local authority to assist the assessment of ongoing mode split.

Future strategies for further delivering the Travel Plan objectives can be considered in partnership.

7.2. Travel Plan Assessment

An outline timetable for the production and ongoing monitoring and review of each Travel Plan has been produced, which details the key elements of the process and the approximate timescales. This is shown in Table 7.1.

Table 7.1: Travel Plan Timetable

Action	Timescale
Appoint Travel Plan Co-ordinators	Six Months prior to occupation
Undertake staff travel survey	Within 3 moths of occupation
Produce baseline staff travel information	3 months after occupation
Develop detailed Travel Plan in consultation with Council and travel Plan Co-ordinator	4months after occupation
Finalise and adopt Travel Plan	6 months after occupation
Monitor success of Travel Plan actions and progress towards targets. Amend Travel Plan, if necessary	Ongoing, following adoption of the Travel Plan; monitoring intervals to be agreed in consultation with Council and the Travel Plan Co-ordinator
Undertake staff travel survey to measure success of Travel Plan and discuss findings with Council and Travel Plan Co-ordinator. Review Travel Plan and amend, if necessary	Ongoing, every 12 months following adoption of the Travel Plan

These timescales are not prescriptive, but should be modified according to circumstances to ensure that they allow TPC to produce a detailed Travel Plan that benefits the establishment and that all employees and remains relevant throughout.

PLANS

PLAN 1 – Site Location



Title SITE LOCATION MAP

Location PRIORY CAMPUS, BARNSLEY

Client THE CAMBERWELL PROJECT

App'd	Drawn	Date
TC	RH	AUGUST 2010
		Ref TC/RH/MCH
Scale 1:25 000		Job No 49352055
Drg. Size A4		FIGURE 1

URS

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0 1km

SCALE (1:25,000)

PLAN 2 – Red Line Boundary

PLAN 3 – Site Access Arrangement



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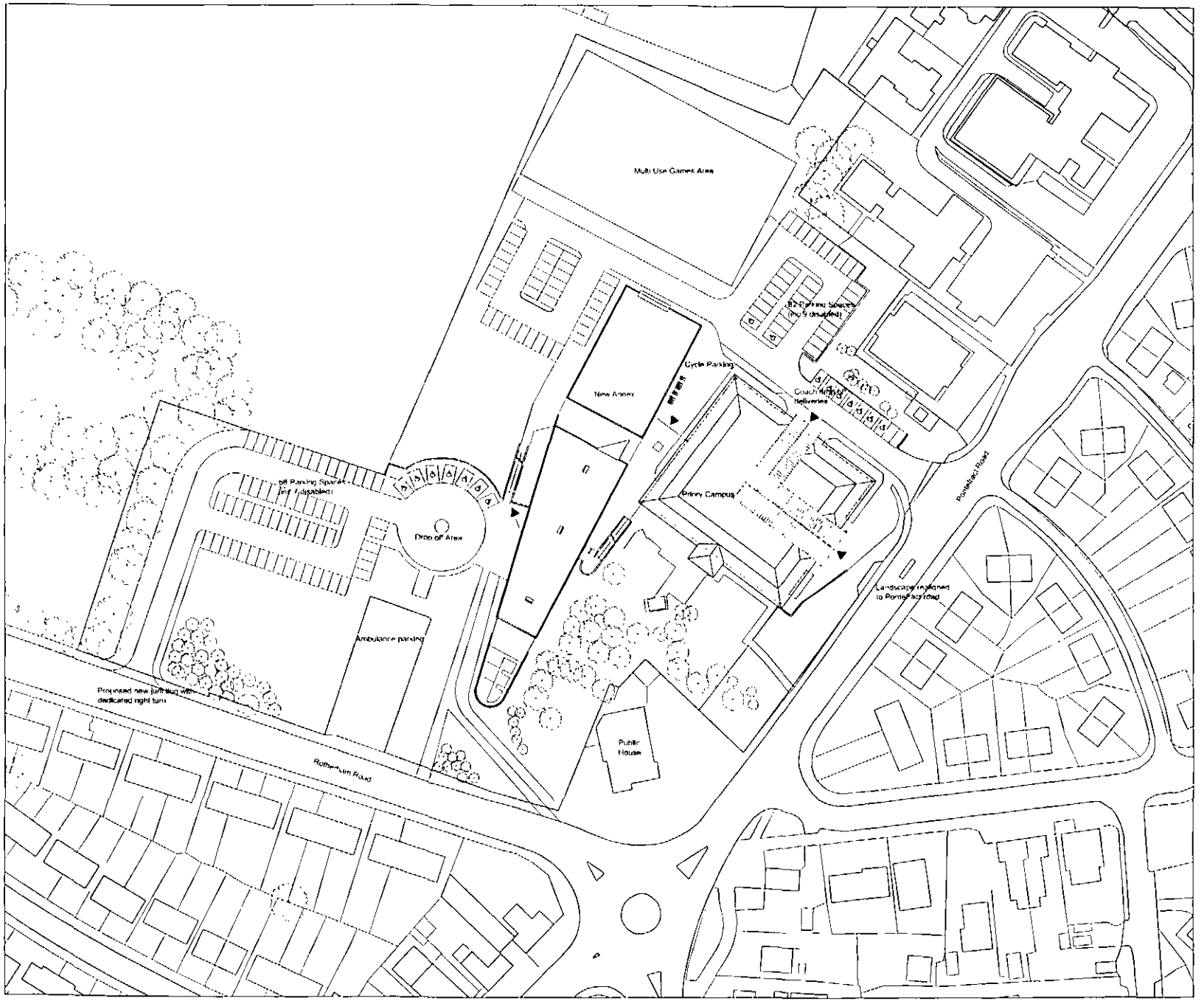
The Priory Campus
Barnsley
Site Access Arrangement

URS

Appd TC	Drawn TC	Date Aug 10
A3		Ref 49352055/01
Scale 1:1000		Job No 49352055
Org. Size A3		

PLAN 4 – Site Layout



NOTES

Contractor must verify all dimensions on site before commencing any work or shop drawings.

Report any discrepancies or omissions to the architect at this drawing or any of the quantities listed in any way, the architect is not to be informed before the work is initiated.

Figured dimensions in the table from this drawing. Do not scale off this drawing.

Drawings based on Ordnance Survey and on existing report drawings (Design and Drawing content subject to the Survey, Structural Survey, Site Investigations, Planning and Statutory Requirements and Approvals.

Work within the Construction Design & Management Regulations 2007 is not to start until a Health & Safety Plan has been produced.

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Planning Issue

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Project

Proposed Annex

Priory Campus

Barnsley

Drawing Title

Proposed Site Plan

Scale	Date	Drawn	Checked
1:1000 @ A3	04/08/2010	ZM	

Drawing Number | Revisions

2009-521-010

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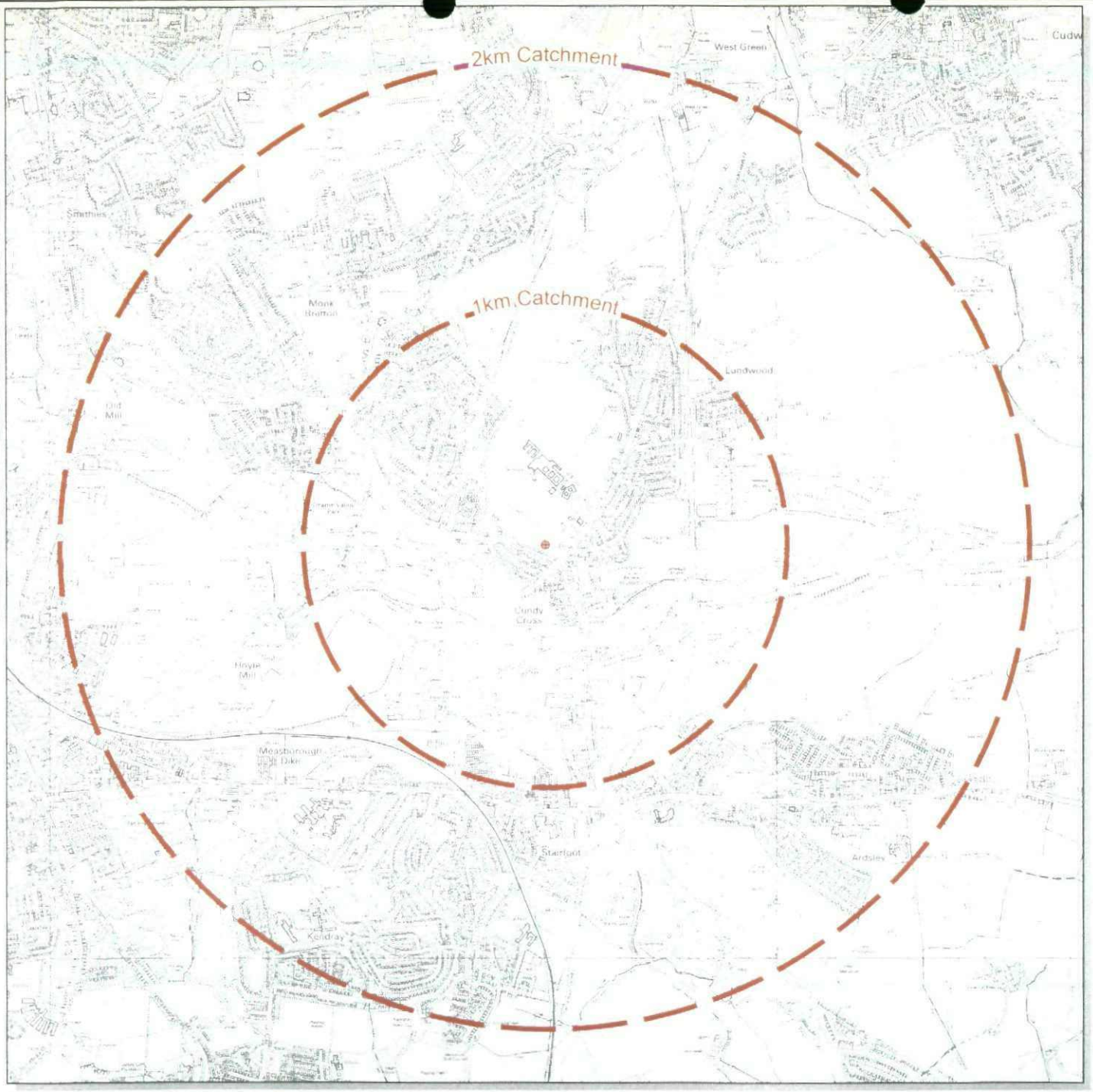
www.architecture2B.com

PLAN 5 – Walk Catchment



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0 1km
APPROXIMATE SCALE

Title: 1km & 2km CATCHMENT AREAS

Location: PRIORY CAMPUS, BARNSLEY

Client: THE CAMBERWELL PROJECT

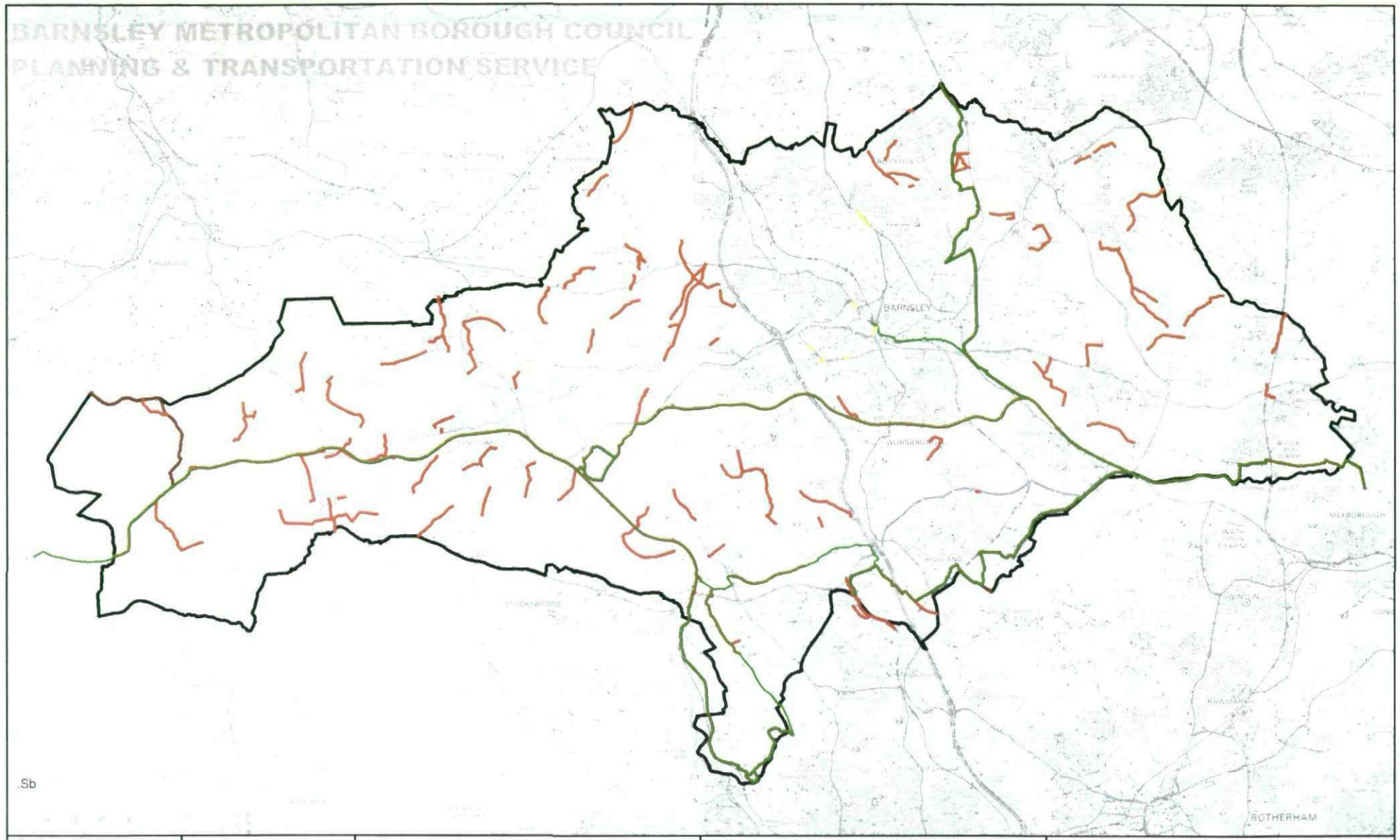
URS

Appd	Drawn	Date
TC	RH	AUGUST 2010
		Ref
		TC/RH/MCH
Scale		Job No
AS SHOWN		49352055
Drg. Size		
A3		FIGURE 1

PLAN 6 – Cycle Catchment


5km Catchment
2.5km Catchment
ROYSTON
BARNSLEY
WORSBROUGH
DARFIELD
Shafton
Brierley
Grimethorpe
Cudworth
Darton
Mapplewell
Carlton
Monk Bretton
Wombwell
Smithley
Blacker Hill
Birdwell
Hoyland
Hemingfield
Brampton
Dodworth Bottom
Higham
Keresforth Hill
Stainborough Castle
Upper Cudworth
Belle Green
Edderthorpe
Low Valley
Broombill
Old Moor
Cudworth Common
Crantord Hall
Low Lathes
Ardsley
Swaithe
Worsbrough Dale
Worsbrough Bridge
Worsbrough Common
Smithley Wood
Horse Carr Wood
Opencast Workings
Middlewood Hall
Ringstone Hill
Windmill Hill
Primethorpe Hall
West Haigh Wood
New Park Spring
Brierley Manor
Shafton Two Gates
Staincross
Blacker Hill
Gilroyd
Ward Green
Kendray
Stairfoot
Crook House Fm
Tyers Hall Fm
Wentworth Castle
Roundgreen
Hood Green
Cliffe Fm
Manor Fm
Hermit Hill
Upper Hoyland
Hoyland Common
Plants Common
Jump
West Melton
Applehaigh Fm
Haw Top
Warren Fm
Motton Park
Lee Lane Fm
Swallow Hill
Blacker Hill
New Lodge
Athersley North
Industrial Estate
Baugh Green
Redbrook Fm
Wilthorpe
Gawber
Leisure Centre
Football Gd
Hoyle Mill Mine
Sewage Wks
Lundwood
Shaw Lane
Kingstone
Worsbrough Country Park
Worsbrough Mill
Trans Pennine Trail
Bound Hill
Open Fm
Broome Road Wood
Bradley Brown Fm
The Old Park
Fl Sub Sta
Wombwell Wood
Old Moor
Opencast Workings
Ringstone Hill
Windmill Hill
Primethorpe Hall
Brierley Manor
Shafton Two Gates
West Haigh Wood
New Park Spring
Cudworth Common
Crantord Hall
Low Lathes
Middlewood Hall
Edderthorpe
Low Valley
Broombill
Old Moor
Brampton
West Melton
Hemingfield
Jump
Plants Common
Upper Hoyland
Hoyland Common
Birdwell
Hermit Hill
Cliffe Fm
Manor Fm
Hood Green
Stainborough Castle
Roundgreen
Wentworth Castle
Keresforth Hill
Dodworth Bottom
Higham
Higham Common
Baugh Green
Redbrook Fm
Wilthorpe
Gawber
Lundwood
Monk Bretton
St Helen's
West Green
Industrial Estate
Leisure Centre
Football Gd
Hoyle Mill Mine
Sewage Wks
Horse Carr Wood
Tyers Hall Fm
Crook House Fm
Opencast Workings
Edderthorpe
Middlewood Hall
Ringstone Hill
Windmill Hill
Primethorpe Hall
Brierley Manor
Shafton Two Gates
Shafton
Brierley
Grimethorpe
Upper Cudworth
Belle Green
Cudworth
West Haigh Wood
New Park Spring
Cudworth Common
Crantord Hall
Low Lathes
Ardsley
Stairfoot
Gram
Swaithe
Worsbrough Dale
Worsbrough Bridge
Worsbrough Common
Smithley Wood
Horse Carr Wood
Opencast Workings
Middlewood Hall

APPENDIX A –Cycle Route Map



Scale 1: 100,000 **Drawn by:** KS NORTH **Drwg No:** 001 **Date:** March 2005	**Project:** Cycle Routes **Drawing:** BMBC	**KEY** Trans Penine Trail Cycle Lanes NCN Routes Bridleways	BARNSLEY Metropolitan Borough Council	**Planning and Transportation Service** Assistant Director: Ruth Middleton, BA(Hons), DipSurv, MRTPI Central Offices, Kendray Street, Barnsley, S70 2TN Tel: (01226) 770770 Fax: (01226) 772599

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APPENDIX B –Bus Route Map

WELCOME
...to Stagecoach Yorkshire

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.

At Stagecoach Yorkshire we are continuously striving to improve your bus services. Listening to customer opinion and feedback means that we regularly review and evaluate the network to make sure it meets the needs of you, our customers.

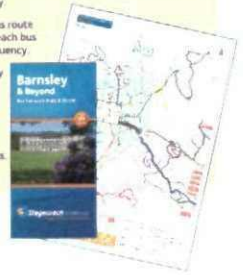
You told us that you wanted better buses that are more reliable and punctual so we've invested more than £7.5 million in 67 new, low floor easy access buses since 2006, created the Townlines branded network of services, simplified routes and improved frequencies on many routes to achieve this.

Stagecoach Yorkshire is committed to delivering a reliable, clean and affordable service. If you have any comments or suggestions please contact our customer services by telephone on (01226) 202555 or by e-mail at yorkshire@stagecoachbus.com
Alternatively you can pick up one of our freepost Tell Us What You Think forms on the bus.

HOW TO USE
...your network map and guide

This network 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 Barnsley Interchange.
- Maps of Barnsley town centre.
- Details of our great value tickets.



FOR MORE INFO
...contact us

We have produced this pocket sized, easy to use network map and guide to help you travel around Barnsley using Stagecoach services. If you do need any further information you can:

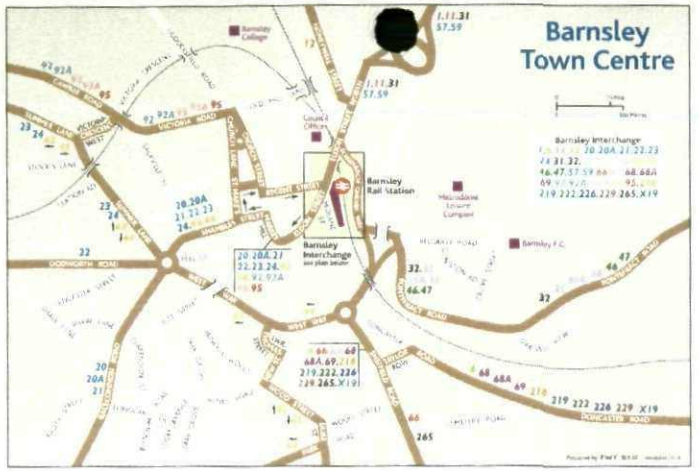
- Pick up timetables from the South Yorkshire travel information centre in Barnsley Interchange or your local travel information centre.
- Download timetables at www.travelsouthyorkshire.com or www.stagecoachbus.com/yorkshire
- Call Traveline on 01709 515151

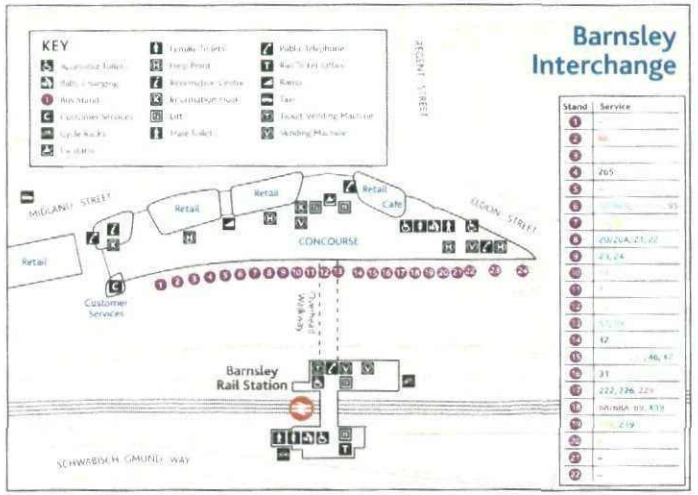
You can keep up to date with everything we're doing at www.stagecoachbus.com/yorkshire

We look forward to welcoming you on board!



Stagecoach YORKSHIRE





tickets to go...

Simply buy direct from your driver in cash

Barnsley megarider	£8.00	Enjoy 7 days UNLIMITED TRAVEL in Barnsley Zone 1
Barnsley megarider PLUS	£11.00	Enjoy 7 days UNLIMITED TRAVEL across Barnsley (Zones 1&2)
Barnsley dayrider	£4.00	Enjoy 1 days UNLIMITED TRAVEL across Barnsley (Zones 1&2)

Save up to 15%* when you buy online
For more information visit **www.buymymegarider.com**
*Saving calculated on a 52 week Barnsley megarider

buses around Barnsley

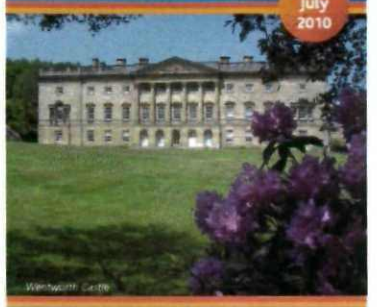
service number	route	buses run every (mins) MON - SAT day	MON - SAT eves	SUN	NOTES
1	Barnsley - Wakefield Road - Mapplewell - Stairfoot	10	30	30	–
6	Barnsley - Kexbray	10	30	30	–
11	Barnsley - Wakefield Road - Athersley North	10	30	30	–
12	Barnsley - Honeywell - Athersley South	15	30	30	–
20/20A	Barnsley - Gerrard - Cudworth - Millhouse Green - Penistone - Millhouse Green - Holmfirth/Stocksbridge	60	60	60	a
21	Barnsley - Gerrard - Cudworth - Silkstone - Dingley - Penistone - Cubley	2 per hour	60	60	–
22	Barnsley - Cudworth - Gerrard	30	–	–	–
23	Barnsley - Pogmoor Road (Barnsley Hospital) - Cudworth - Thurgoland - Deepcar - Stocksbridge	120	120	120	–
24	Barnsley - Pogmoor Road (Barnsley Hospital) - Cudworth - Thurgoland - Dingley - 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	–
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 - Grimethorpe - Brierley - South Hiendley - Hemsworth - South Elmsall - Upton - Pontefract	60	–	–	–
47	Barnsley - Lundwood - Cudworth - Shafton - Grimethorpe - Brierley - Hemsworth - South Elmsall - Upton	60	–	–	–
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	30	–
59	Barnsley - Monk Bretton - Carlton - Cross Lane - Royston - Station Road - Notton - Newmillerdam - Wakefield	60	–	–	–
66	Barnsley - Worsbrough - Birdwell - Hoyland - Elsecar	8-10	60	30	–
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	–	–	–
93A	Barnsley - Gawber Road (Barnsley Hospital) - Redbrook Road - Barugh Green - Darton - Scarcroft	60	–	–	–
95	Barnsley - Gawber Road (Barnsley Hospital) - Wilthorpe Road - Barugh Green - Barugh Green - Darton - Kexbrough	30	60	60	c
200	Wombwell - Carlton Wood - Old Moor - Wath - Manvers - Mexborough	30	30	30	d
218	Barnsley - Stairfoot - Darfield - Goldthorpe - Bolton - Manvers - Mexborough - Swinton Kilnhurst - Rawmarsh - Rotherham	30	60	60	e
219	Barnsley - Stairfoot - Darfield - Middlecliffe - Great Houghton - Thurnscoe - Goldthorpe - Scawsby - Doncaster	30	60	60	f
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	30	60	–
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	g
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 operate between Barnsley and Hemsworth.
c Evening & Sunday journeys operate as service 95A extending beyond Kexborough to serve Woolley Colliery Village.
d Evening and Sunday journeys operate between Wath and Mexborough only.
e Evening & Sunday journeys operate between Mexborough, Highwoods & Rotherham Interchange only.
f Frequency between Goldthorpe and Doncaster is hourly during daytimes Monday to Saturday.
g Additional journeys operate at peak times Monday to Friday.

Barnsley & Beyond

Bus Network Map & Guide

from July 2010



Stagecoach YORKSHIRE
stagecoachbus.com/yorkshire

Stagecoach YORKSHIRE

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

traveline
public transport info
01709 515 151
www.travelinc.org.uk

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, Stoke-on-Trent, ST4 9EW
This is an independent organisation that will review your complaint.

Please consider the environment and recycle this leaflet.

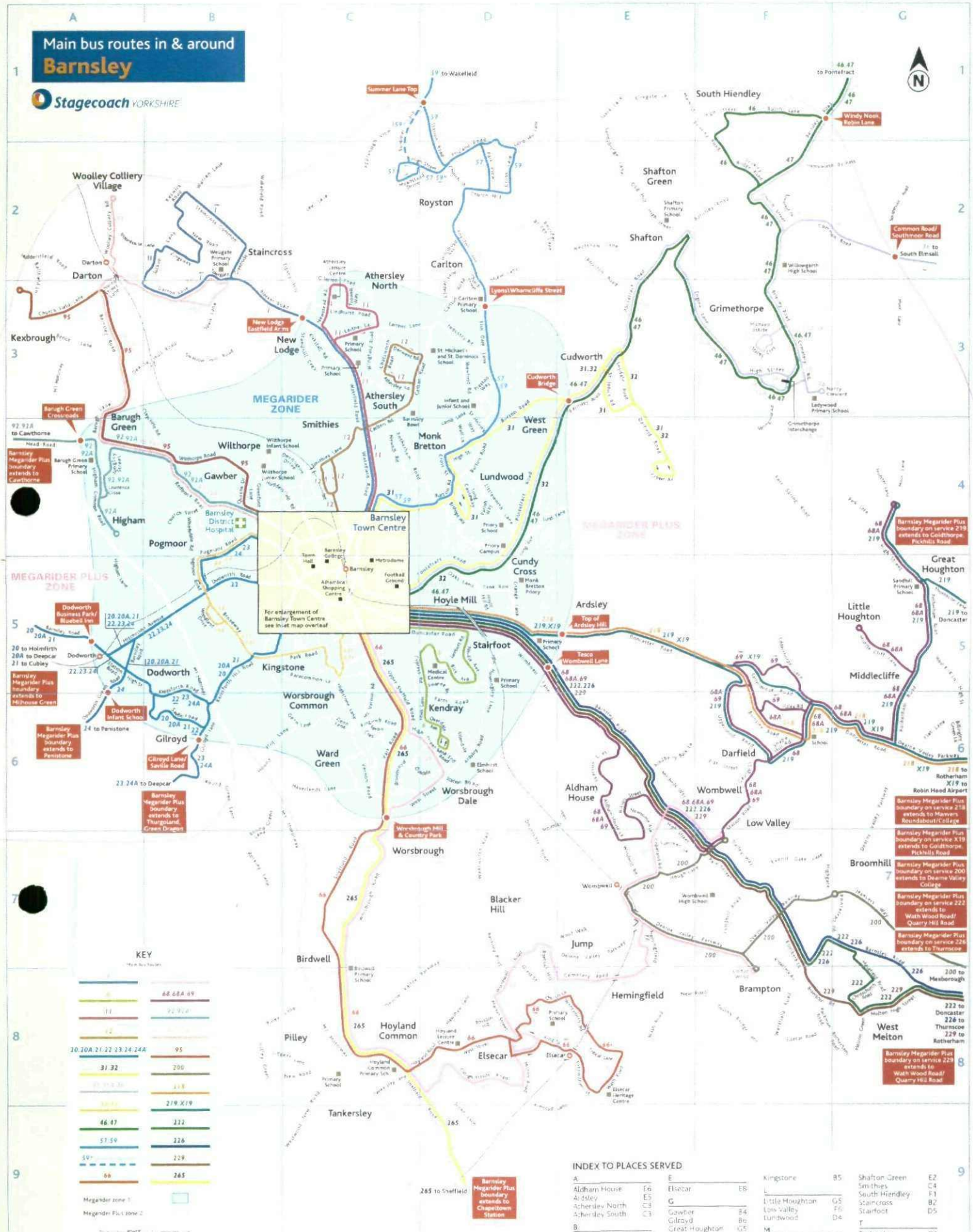
Cover Photograph
Courtesy of Barnsley Council

Information correct at time of going to print.
July 2010

FSC Mixed Sources

Main bus routes in & around Barnsley

Stagecoach YORKSHIRE



Barnsley Megarider only £8.00, valid in Zone 1
Barnsley Megarider Plus only £11.00 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
Aldsley E5
Athersley North C3
Athersley South C3

B
Barugh Green A4
Birdwell C7
Blacker Hill D7
Brampton E8
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
Worsbrough C7
Worsbrough Common C6
Worsbrough Dale D6

APPENDIX C –Sample Staff Questionaire

SAMPLE STAFF QUESTIONNAIRE

This travel survey is being undertaken amongst all members of staff working at the site to gain an understanding of the existing staff travel patterns. This information will be used to develop a Travel Plan for the development site, which will seek to improve staff / visitor accessibility by alternative travel modes of transport to the private car.

The survey should be completed during the week commencing Monday **[INSERT DATE]** and should only be completed once by each member of staff. Please complete the survey based on your general travel to work habits on the basis of a normal working day. Once completed please pass your survey form back to **[INSERT NAME OF TPC]**.

Please be assured that the information that you provide will be treated with the utmost confidentiality.

1. **Please tick the box which represents your current employment status:**

Full-time	O
Part-time	O

2. **What is your home postcode?**

.....

3. **What time do you normally arrive for work? (to the nearest quarter hour)**
.....

4. **What time do you normally leave work? (to the nearest quarter hour)**

.....

5. **What mode of transport do you primarily use to get to work?**

Walk	O
Cycle	O
Bus	O
Train	O
Car (Driver)	O
Car (Passenger)	O
Motorbike	O
Other (please specify)	.....

6. **Approximately how long does it take you to travel to work?**

0-10 minutes	O
10-20 minutes	O
20-30 minutes	O
30-45 minutes	O
45-60 minutes	O
60 minutes +	O

7. Do you have a disability which affects your travel arrangements?

Yes	O
No	O

8. Do you travel to / from work with anyone else?

Yes	O
No	O

If YES, is this your:

Spouse	O
Work Colleague	O
Car Share Partner	O
Other	O

9. Would you be interested in taking part in a Car Sharing scheme with other staff who work at the site or as part of a County wide scheme?

Yes	O
No	O

10. What alternative travel mode could you use / would you have to use, if your current mode of transport was unavailable?

Walk	O
Cycle	O
Bus	O
Train	O
Car (Driver)	O
Car (Passenger)	O
Motorbike	O
Could not use any other mode	O

Other (please specify) .....

11. Which of the following initiatives would encourage you to use public transport to travel to work at the site?

*(Please tick no more than 2 options and indicate the most important option with a *)*

More direct bus routes	O
More frequent bus services	O
Interest free season ticket loans provided by work	O
Up-to-date Public transport information available at work	O
Easy access low floor buses	O
I would NEVER use public transport to travel to work	O

12. **Which of the following initiatives would encourage you to walk / cycle to work?**

*(Please tick no more than 2 options and indicate the most important option with a *)*

More dedicated cycle / walking routes	O
Quality information on the local network	O
Safe crossing points on local roads	O
Secure cycle parking at work	O
Shower and changing facilities at work	O
Improved security and lighting	O
Guaranteed ride home if asked to work late	O
Guaranteed ride home in time of family emergency	O
I would NEVER walk / cycle to work	O

13. **Do you have any comments or ideas that you would like to tell us about your existing / future travel to work journey?**

.....
.....
.....
.....
.....
.....
.....

Thank you for completing this survey.

Please return it to [INSERT NAME OF TPC] **by** [INSERT DATE]

This information will help us improve travel choices at the site. We hope that you will enjoy the results of the Travel Plan and will take part in making the initiative a success.