Barnsley Cycling Strategy and Action Plan

Promoting health, reducing social exclusion, offering a viable alternative to the car.

January 2007

Barnsley Metropolitan Borough Council
**Foreword**

The benefits of cycling as an alternative mode of transport and to improve personal health and fitness levels are widely accepted. We have taken some steps towards encouraging more people to use their cycles for both leisure and utility cycling (commuting to work). However, we must build on current progress and make every effort in working towards an environment in which cycling is not only encouraged, but is also safe, attractive and accessible to all.

At the heart of this strategy and action plan is a commitment to establishing links with all sectors of the community and to continue to work closely with those individuals and organisations who are already engaged with us on delivering a safe, integrated and sustainable transport system for the borough.

It will take some time to change people’s attitudes and travel behaviour but the policies and proposals outlined in this cycle strategy have been designed to play a key role in the delivery of increased numbers of people cycling not only for leisure purposes, but also for access to a whole range of facilities and opportunities.

The development and delivery of this cycling strategy and associated walking strategy will also underpin the delivery of the borough’s Accessibility Planning Strategy which once approved will contribute to our targets in the second South Yorkshire Local Transport Plan (2006-2011).

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Cllr B Newman  
Cabinet Spokesperson for Development
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SECTION ONE

Barnsley Cycling Strategy in Context

1. Introduction

Cycling has a key role to play in the delivery of an integrated transport system and the efficient management of the existing highway network. Cycling can also deliver significant potential economic and environmental benefits to society alongside tangible health and lifestyle benefits for individuals. However, more and more people are using their cars rather than cycling for relatively short journeys. The consequent increases in road traffic make cycling unpleasant and unsafe, acting as a barrier to cycling.

This trend needs to be tackled if problems of traffic congestion are to be contained. Encouraging people to cycle and walk rather than travel by car will make an important contribution to managing travel demand and improve accessibility whilst providing wider benefits to the community, the environment and the health of the people of Barnsley.

This document sets out the borough’s strategy and action plan for cycling. The policies within the strategy have been developed in line with the principles set out in Department for Transport (DfT) advice on encouraging cycling and walking, and also within the context of the Barnsley Local Development Framework, the South Yorkshire Local Transport Plan and council borough wide policies for regeneration, the environment, health and education.

Furthermore, the cycling strategy will support the sustainable regeneration and development of Barnsley through “Remaking Barnsley”. It will contribute to Barnsley’s Sustainable Community Strategy for a modern, thriving, environmental and health enhancing market town. In order to achieve this we will work with our partners in promoting cycling to:

- improve safety and security for cyclists
- improve the quality of the cycling environment
- introduce and maintain cycling as a primary mode of transport.

The strategy outlines the problems and opportunities associated with cycling in Barnsley and brings together all policies concerning cycling. It also contains objectives and targets for cycling and identifies the proposals for achieving them.
2. **Need for a cycling strategy**

The number of people cycling in Barnsley is very low in comparison to our South Yorkshire neighbours. Currently the number of cyclists on Barnsley’s roads is less than 1%. However, in 2005, the number of people cycling on the Trans Pennine Trail in Barnsley was 22,124. This shows that there is potential for improvement. This cycling strategy for the borough is much needed. It will complement our walking strategy and Accessibility Action Plan, support important related strategies on healthy weight and physical activity and provide a focus for the delivery of a coherent strategy.

3. **Barriers to and benefits of cycling**

*Barriers*

- Poor image in comparison to car driver status
- Danger from traffic and traffic speeds
- Road layout and restrictions
- Lack of provision for cyclists at junctions and roundabouts
- Lack of cycling facilities in town centre and along main routes
- Lack of cycle proficiency training
- Poor image, particularly with young people.

While cycling suffers from a poor image in Barnsley, increasingly a modern place is equated with a cycling friendly place. Cycling is a growing activity, particularly amongst the more high achieving aspirational groups in society. Cities such as Brighton and London are leading the way in re-visioning and re-badging cycling as the modern way to travel.

*Benefits*

Shifting mode of travel from the car to more active forms of transport such as cycling can make a significant contribution to the major challenges of climate change and rising obesity levels (IEEP, 2007). Cycling to school, work, or for personal or business reasons is an effective way of building exercise into a person’s daily routine. There are also financial benefits as cycling is free of charge. Increased cycling can have the following benefits:

- **Improve health and fitness**: 30 minutes of moderate cycling five times a week is enough to benefit the heart. This will help to reduce obesity and minimise the likelihood of heart disease.
- **Reduce car use**: Traffic levels continue to grow, causing congestion and pollution. It is estimated that around 60% of all car trips are less than 5 miles in length. If some of these journeys were made by bike, there would be a consequent reduction in vehicles on the road.
- **Environmentally friendly**: Cycling is pollution free and one of the most efficient forms of transport.
• **Improve accessibility:** Cycling is a relatively cheap form of transport providing improved mobility at a low cost.

• **Economic benefits:** The promotion of leisure and tourist cycling can bring economic benefits. Cyclists spend money as they travel through or within the borough, helping to support and in some instances create jobs in leisure and tourism.

4. **Cost Benefit Analysis**

Cost benefit analysis of physical activity is being incorporated into transport analysis guidance by the Department of Transport. DfT methodology calculates benefits in 4 areas:

• Journey ambience (the quality of the environment experienced by users)

• Health (the reduction in number of deaths from CVD, stroke and colon cancer when people are active for 30 minutes a day)

• Reduction in costs of congestion, changes in road accident effects and reduced fuel tax revenue for the Treasury

• Reduced absence from work arising from better health

The DfT methodology was used in a study of sample projects in the Links to Schools programme. This showed a benefit to cost ratio ranging from 14.9: 1 to 32.5: 1 (See table below, Sustrans 2004).

| Benefit to cost ratios for sample walking and cycling projects |
|------------------|------------------|------------------|
| Present value of benefits | Bootle | Hartlepool | Newhaven |
| £12,801,061 | £5,766,824 | £16,782,954 |
| Present value of costs | £430,294 | £177,224 | £1,126,014 |
| Net present value | £12,170,757 | £5,589,600 | £15,656,940 |
| Benefit to cost ratio | 29.3 | 32.5 | 14.9 |

**Source: Sustrans 2006**

While the literature on the cost effectiveness of interventions to promote routine walking and cycling is relatively small at present, there is a strong consensus that cycling and walking are accessible and realistic ways for many people to get physical activity back into their lives.
5. **Cycling strategy objectives**

The five key objectives of the strategy are:-

i. To improve infrastructure for cycling, so that cycling is seen as a realistic mode of travel not only for accomplished cyclists, but also for those with less experience, achieving a modal shift and thereby reducing private car use.

ii. To encourage cycling from a young age, to ensure that cycling habits are carried through into adulthood.

iii. To improve attitudes towards cycling, by ensuring that cyclists are given as much consideration in council transport policies as other road users.

iv. To reduce cyclist casualties and cycle related crime such as bicycle theft and vandalism.

v. To encourage healthier travel options involving physical exercise.

**Structure of the strategy**

The structure of the strategy is as follows:-

**Section 1** sets the strategy in context. It identifies the barriers and benefits to cycling and provides the objectives of the strategy

**Section 2** provides an overview of cycling in Barnsley. It identifies the numbers of people cycling and the challenge facing the authority in the delivery of a coherent cycling strategy

**Section 3** Policy context. This places the cycling strategy within the National, Regional and Local policy context.

**Section 4** Identifies progress to date on cycling initiatives and facilities in Barnsley.

**Section 5** Explains the targets and delivery mechanisms.

**Section 6** Shows the cycle route proposals for the Barnsley borough.

**Section 7** Monitoring and review.
SECTION TWO
Cycling in Barnsley - Where are we now?

1. Cycle use in Barnsley - Room for growth

Currently cycling makes up a very small fraction of trips made in the Barnsley area. The 2001 Census showed that only 0.83% of Barnsley’s working population cycled to work. This equates to 734 people out of a total working population of approximately 88,000. (www.neighbourhoodstatistics.gov.uk).

Cycles are also counted annually on one day in June on main roads into Barnsley town centre as part of the traffic cordon counts. These showed that just over 400 cycle trips were made in 2005, into and out of the town centre (at 13 cordon points along key radial route linking to the main urban centres across the borough) – see graph 1 in appendix for details. Huddersfield Road and Summer Lane have the highest cycle flows.

The most detailed information available for cycle use in Barnsley is for the Trans Pennine Trail, which has a number of automatic cycle counters along its length. These give a constant stream of data on cycle use and show that 22,124 people cycled on the trail at Worsbrough in 2005. They also show the seasonal variation in cycling caused by the weather – with 831 cyclists recorded in January compared to 3,259 in August.

Cycle use to schools is also monitored annually in Barnsley as part of the School Census. This shows that cycling to school is fairly low at 1% for both secondary and primary schools. However, some schools have significantly higher cycle use e.g. Royston High – where 14% of pupils cycle to school.

To this end, if cycling in Barnsley is made a more attractive and viable mode of transport, then significant increases could be made in the numbers of people cycling both to school and work. Whilst the topography of Barnsley cannot be altered, the road environment can be made safer and more attractive for cycling (and walking).
SECTION THREE
Cycling Policies

2. National, regional and local policy context

There are various national, regional and local policy documents that show that cycling is an important mode of transport.

**National policy**
- The National Cycling Strategy (1996)
- A new deal for transport, better for everyone (1998)
- Walking and cycling: an action plan (June 2004)
- Cycling England (March 2005)
- Planning Policy Guidance Note 13 (Transport)

The need for urgent action on climate change and rising obesity levels has been highlighted in recent major policy reports and these issues have moved rapidly up the Government’s agenda. Shifting the mode of transport from the car to more active travel such as cycling is an important strand of the range of action needed on both the major challenges posed by climate change and obesity.

**Regional policy**
- South Yorkshire’s Second Local Transport Plan (2006-2011)
- Regional Spatial Strategy

**Local policy**
- Local Development Framework
- Supplementary Planning Document number 32 (Parking, Transport Assessments and Travel Plans)
- Barnsley Community Plan (2005 – 2008)
- Barnsley ‘Fit for the Future’ Strategy
- Rights of Way Improvement Plan (ROWIP)
SECTION FOUR
Progress to date: Cycling facilities and initiatives

1. **Barnsley Bicycle User Group (BBUG)**
   This group was established in 2004 and held its inaugural meeting on the 5th November 2004. The membership of the group comprises representatives from a wide variety of internal and external organisations, who have many years experience in the management, delivery and promotion of cycling initiatives. The BBUG meets every month and will be pivotal to the management and monitoring of this cycle strategy and action plan.

2. **LPSA2 / ‘Everyday Sport’ and Cycling**
   A Local Public Service Agreement has been established for increasing participation in sport and physical activity. In Barnsley, this LPSA has been linked with Sport England’s ‘Everyday Sport’ campaign.

   The Everyday Sport campaign aims to promote the benefits of sport and physical activity and encourage people to be more active by incorporating more sport and physical activity into their daily routines. The campaign in Barnsley focuses on four key activities one of which is cycling.

   The main feature of the Everyday Sport campaign is to raise awareness of sport and active recreation opportunities available within the borough and to encourage people to build activity into their everyday lives.

   A 2 year action plan has been developed. Key actions for cycling include linking the Walking Festival publicity to National Bike Week and to promote and market cycling as a positive physical activity.

3. **The Rural Coalfields Cycle Route Feasibility Study (2004)**
   This feasibility study was carried out in 2004 and identified a cycle route linking the Anglers Country Park in Wakefield, to the Old Moor Wetland Centre in Barnsley. It also identified links to the Trans Pennine Trail utilising dismantled railway lines and tracks, and routes through green spaces and quiet lanes. The route would be linked to the Barnsley urban area through links to the TPT and the Dearne Valley routes. (Routes 9 and 10 in the report). The cost of providing this route amounts to over £1m. However, part of the route could be provided via S106\(^1\) agreements. The Renaissance Market Towns in the Dearne, Goldthorpe, Bolton on Dearne and Thurnscoe have had an action plan for transport drawn up which includes cycling.

4. **Barnsley Town Centre Action Plan October 2005**
   As part of the Urban Renaissance Initiative, Barnsley town centre has undergone a master planning exercise, which aims to revitalise and regenerate the economy of the town and region. This exercise acknowledged the local topography of Barnsley with a large number of steep gradients, which is of course of particular relevance to cyclists. To set out how we might achieve this Alsop architects produced a strategic development framework for

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\(^1\) S.106 Town and Country Planning Act 1990
Barnsley in 2003. The Area Action Plan aims to bring the vision and ideas into fruition in the town centre

Key issues relating to cycling emerging from this exercise are:-

- Improving access to and through the town centre for cycling where it is currently restricted
- Making the town centre more cycle friendly and safer for cycle users and pedestrians
- Improving cycle connections to the wider cycle network including the Trans Pennine Trail (TPT) and the Dearne Valley.
- A series of gateways at major roundabouts, which are presently a deterrent to cycling.
- A major new cycling and pedestrian bridge linking the town centre to the Metrodome Sports Centre (the Green Sprint).
- Cycle routes on various town centre roads.

5. School travel plans

The authority appointed a School Travel Plan Advisor in 2003. This has allowed the authority to continue to deliver successful School Travel Plan and Safe Routes to School programmes. To date, a total of 71 schools have a travel plan in place with a further 10 on target for completion by the end of March 2008. This process has also resulted in the installation of cycle storage facilities at 9 schools:

- Kirk Balk Secondary School
- St. Michael’s Secondary School
- Royston High School
- Athersley South Primary School
- Athersley North Primary School
- Cawthorne Primary School
- Birdwell Primary School
- Royston Meadstead Primary School
- Dearne High School.

The installation of these facilities has seen an average increase of 7.7% in children cycling to school. The popularity of the storage at St. Michael’s school has been such that the school have requested further cycle storage. At Royston High School, before and after surveys have shown that cycling has increased from 1% to 14%. This demonstrates that a lack of secure cycle storage is a deterrent to children cycling to school. Also in 2003/04 safe cycle links to the Trans Pennine Trail were installed at Royston High School and Athersley North Primary School.

The ongoing school travel planning process has shown that cycling is extremely popular with both primary and secondary school children and that
demand for cycle friendly infrastructure and secure cycle storage will be a high priority for many schools.

6. Barnsley Schools for the Future
The authority’s strategy for raising attainment and inclusion in schools rests on improving the quality of learning and teaching. The design, build, financing and operating of school buildings is central to these strategies. Nine Advanced Learning Centres are being built in Barnsley under the Building Schools for the Future programme. The programme offers a once in a generation opportunity to design active travel into the new centres, including cycling and walking. The development of school travel plans are a key element of our strategic approach. Under the new guidance for Transport Assessments and Travel plans issued by the Department for Transport (DfT), all newly built schools will need to incorporate cycling facilities into their Travel Plan.

7. Barnsley Healthy School Scheme
The Barnsley Healthy School Scheme offers advice and support to schools in developing a ‘whole school’ community approach to health improvement, reducing health inequalities, raising educational attainment and promoting social inclusion. It is a partnership between the Primary Care Trust and the Local Education Authority and received national accreditation in 2001. The Scheme aims to support schools in raising standards of achievement by improving the physical and emotional health and wellbeing of the whole school community. The scheme includes measures to include cycling.

8. Trans Pennine Trail (TPT)
The Trans Pennine Trail in Barnsley is an off road multi user route right across the borough with spurs north towards Leeds and south to Sheffield. However, although the trail does offer many linkages including one into Barnsley town centre, it does not necessarily offer the links that need to be in place in order to allow journeys to work or on personal business.

9. Barnsley town centre cycle facilities
Within the town centre there are numerous cycle parking racks. These consist of both the traditional Sheffield rack type and a variation. Cycle lockers are situated at Beevor Court.

The authority has also installed good quality cycle lanes along Broadway with a buffer zone on the outside and a cycle bypass of the bus gate signals on the A61 Wakefield Road at Laithes Lane. Cycle facilities have also been installed as part of the Coalfields Link Road and Dodworth bypass. However, our approach to the delivery of cycling in Barnsley has been piecemeal and many of these facilities are not linked up. One of the aims of the Cycling Strategy is to provide a more coherent network of routes. There is short and long stay
cycle parking provided at Westgate, the long stay cycle parking being safe, secure and covered

10. **Cycle training**

Currently, cycle training is offered to year 6 primary school children and has been available for the last 3 years at the Underbank Outdoor Pursuits Centre in Sheffield. The course involves on road rural cycling as well as training on bicycle maintenance and road awareness. On average, 26 schools participate each year, with pupils from each school being trained over several days. A maximum of 15 pupils can be trained each day. To date, 4000 children have received cycle training through this course.

The DfT has recently announced additional government funding for cycling to school. Cycling England’s annual budget for the next three years has been doubled from £5m each year to £10m. The extra funding will help speed up delivery of the links to school project that aims to connect schools into the Sustrans National Cycling Network and deliver the tougher cycling proficiency test for children.

11. **Bike and Ride**

We along with our South Yorkshire counterparts from the LTP partnership are currently investigating the feasibility of providing Bike and park facilities. People would drive to the site, pick up a bike at a reciprocal facility and go into work, returning back to the park and bike site as part of the journey home. This would help commuters to cycle to work for part of their journey and will have the benefit of removing cars entering the town centre (congestion) reducing demand on town centre car parks. Different versions of this idea exist and can with some security provision provide storage for an individual’s cycle.

12. **Bikeability – Barnsley Partnership**

This multi – agency partnership has been formed to deliver National Standard Cycle Training within Barnsley.

Cycle training will be offered to all schools in the Barnsley area, initially on a priority basis showing that the participating schools are involved in a number of initiatives promoted by the partnership.

- School Travel Plans – those schools that have cycle storage areas
- Healthy Schools Initiatives – participating schools
- British Sport Activity Forum (BSAF) Initiatives – participating schools
- Road Safety – schools that have identified cycle training in ETP.

Level I and Level 2 cycle training will be offered to year 5 pupils in schools between April and July and September to the October half-term holiday for Year 6 pupils.

Cycle training will be delivered by Sports Development Officers under BSAF control, thereby all levels of National Standard cycle training, including family days will be possible during school holidays and at week-ends.
Bikeability – *Barnsley* integrates into many different strategies/initiatives:-
- Local Transport Plan 2
- Cycle Strategy
- Barnsley Bike User Group
- LPSA 2
- Barnsley Obesity Strategy
- Pathways to Active Participation
- School Support Partnership
- Healthy Schools Initiative
- Casualty Reduction Strategy

Bikeability – The partners developing Bikeability include:-
- Barnsley Metropolitan Borough Council,
- Barnsley Primary Care Trust,
- Barnsley Sports and Activity Forum and School Sport Partnership
- CTC
- The Barnsley Road Safety Advisory Panel.

The Partnership has applied for Provisional Accreditation for Bikeability - Barnsley and will be aspiring to provide Level 3 training and Instructor training as the scheme develops.
SECTION FIVE

Targets & Delivery Mechanisms

Cycling is of crucial importance to the success of the second South Yorkshire Local Transport Plan (2006 – 2011). It is integral to achieving the government’s ‘Four Shared Priorities’, namely; accessibility, congestion, road safety and air quality. It is likewise an important feature of the Comprehensive Performance Assessment (CPA) process, with “Sustainable Communities and Transport” a key line of inquiry on the Council’s performance. The 2006 CPA report pointed out that roads in Barnsley had only recently incorporated cycle paths and that over the span of the first LTP, urban cycle journeys increased by 4% against a target of doubling them.

Local Transport Plan

The LTP looks to address quality of life issues that are complementary to other Barnsley strategies such as the Barnsley Sustainable Community Strategy, “Be Healthy” element of Children and Young People’s Plan, Fit for the Future Strategy. The LTP sets a mandatory target for a 2% increase in cycling usage each year to 2010/11.

- The Cycling strategy will make a contribution to the following South Yorkshire LTP2 targets
  - Traffic Levels - To cap growth in area-wide road traffic mileage by 2010/11 at 13.5%
  - Cycling - Increase by 10% on 2003/04 levels by 2010/11
  - Road Safety - Total number of Killed or Seriously Injured (KSI) casualties at 582 by 2010, down from the 2001-04 average of 727
  - Road Safety – Total number of children KSI at 93 by 2010 down from the 2001-04 average of 124
  - Road Safety – Total slight casualties at 5581 by 2010 down from the 2001-04 average of 5875
  - Air Quality – NO2 emissions reduced by 1 microgram per annum to 40 micrograms by 2010
  - Congestion – Target to be established by July 2006
  - Access to Work – Maintain the 2003/04 position to 2010/11 (use of annualised “100” index)

The target for the council will be a 2% year on year increase over the period 2006-2011, giving a 10% increase in cycling over a five year period. The projects and initiatives set out in the action plan will assist us in meeting this target.

Cross Cutting Targets

Other areas of council activity and targets set for work across the Borough support and cross cut with achievement of the cycling targets:
PSA

Cross Government target to halt the rise in child obesity by 2010.

LAA

Culture Sport and Leisure lead on Physical Activity targets

Children, Young People and Families lead on School Travel Plans

Other Measures

Other important measures to be taken into account in performance monitoring on cycling are:

- The percentage of journeys to work made by cycle (measurement by Census)
- The percentage of journeys to school made by cycle (School census)
- The percentage increase in cycling in town (town centre survey)
- The percentage increase in cycling on the Trans Pennine Trail
- The miles of off road and on road cycle tracks in the Borough,

Comparison with peer local authorities in these measures,

Mode of Travel to School

The 2005 School Travel Plan strategy for the Borough included a report of the survey of 21,303 pupils in Barnsley on their mode of travel to school. There was an 86% response rate to the survey, which showed:

- Of secondary school pupils, 1.22% (approx 260) cycled to school,
- Of primary school pupils, 0.62% (approx 130) cycled to school.

However, data from the 8000 pupils who completed school travel plans in the period 2003-06 showed that while 3% (240 pupils) cycled to school, 36% (2880 pupils) would like to cycle to school.

Provision of the network of cycle routes suggested in section 6 of this report would be a key means of enabling many more of those who wish to cycle to school to do so. This provision would also bring the opportunity for Barnsley to revise its 2% target for cycle use.

At the same time, the targets established must take into account factors local to Barnsley, which make the area less conducive to cycling, such as the hilly topography.

Who are the users of the cycle network?

The level of competence and confidence of any particular cyclist will determine the level of intervention and support that they may require. To assist us in
ensuring that intervention is targeted correctly, cyclists can be split broadly into
the following categories of ‘design cyclist’.

1. Fast commuter cyclists/racers
2. Utility cyclist, slower commuter cyclist
3. Inexperienced utility, leisure and commuter cyclists
4. Child cyclists
5. Users of specialised equipment

Whilst we can do much to assist the type 1 cyclist, we also need to ensure that
types 2-5, who potentially may be more easily dissuaded from cycling, are
given as much support as possible. Our action points will be targeted to
ensure that we offer solutions to problems faced by cyclists in all the above
five categories.
How can we achieve this? – Actions to deliver the objectives

Insert an introductory paragraph restating the 5 objectives from page 5.

A range of actions are proposed to achieve these objectives, through engineering.

At some point in this section 2 new action points, around joining up the infrastructure for the new ALCs to enable development of links to school, and target setting and annual monitoring of performance on:

- The percentage of journeys to work made by cycle (measurement by Census)
- The percentage of journeys to school made by cycle (School census)
- The percentage increase in cycling in town (town centre survey)
- The percentage increase in cycling on the Trans Pennine Trail
- The miles of off road and on road cycle tracks in the Borough,
- Comparison with peer local authorities in these measures,

In order to achieve our objectives and targets a range of actions are proposed through engineering, enforcement, education and encouragement. Priorities and resources are listed in section 7 of the strategy.

Engineering

Action Point 1 – To provide a high quality route network linking the main urban area to surrounding settlements that generate significant amounts of traffic. The network will be comprised of routes both on and off the highway.

The network should link trip generators to employment sites, residential areas and schools and reduce opportunities for danger, diversion and delay.

New developments

Planning Policy Guidance 13 (PPG13) sets out a requirement for transport assessments to demonstrate that the needs of cyclists have been considered in new developments.

Supplementary Planning Guidance is currently being prepared, which sets out the requirements for transport assessments and travel plans and also sets the levels of cycle parking required for various types of development.

Cycle Route Key Principles and Criteria.

Action Point 2 - In selecting routes for implementation, consideration will be give to connectivity, coherence, directness, safety, attractiveness and comfort. Design criteria will adopt the hierarchical approach recommended in current government guidance. This includes, in order of implementation:-

1. Traffic reduction
2. Traffic calming
3. Junction treatment and traffic management
4. Cycle lanes and cycle tracks
It is anticipated that the council will develop a cycle network prioritisation methodology based on best practice examples from York and Herefordshire to deliver projects that are in line with strategic LTP2 recommendations.

**Safeguarding cycle routes**

*Action Point 3 - LDF Greenways and Public Rights of Way policies will seek to safeguard existing and proposed cycle routes and to secure new links in association with new developments.*

Furthermore the LDF Transport policies and core strategies will support improvements to cycling and walking. Giving consideration to the protection of former railway lines and canal towpaths for future cycle use.

*Action Point 4 - We will complete and maintain a map of specific routes available for cyclists, both on and off highway in the Borough.*

Route maps to illustrate the off road cycle network are currently available from the Planning and Transportation service. We will continue to develop a wide range of maps and internet information for cyclists.

**Cycle and pedestrian paths - Shared use standards**

*Action Point 5 – When implementing shared use facilities, we will adopt the following standards for segregated widths (prepared by Rotherham MBC):*

<table>
<thead>
<tr>
<th>PEDESTRIAN FLOWS</th>
<th>One way cycle flow</th>
<th>Two way cycle flow</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low &lt;100hr</td>
<td>2.0m</td>
<td>2.2m</td>
</tr>
<tr>
<td>Med 100-150hr</td>
<td>2.0m</td>
<td>2.2m</td>
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<tr>
<td>High 150-200hr</td>
<td>2.2m</td>
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<td>2.8m</td>
<td>3.0m</td>
</tr>
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In cases where the surface is shared, it will be made clear, through effective signage that pedestrians retain the right of way.

**Enforcement**

**Road safety**

*Action Point 6 – We will undertake road safety measures to ensure that the desired increase in cycle use does not result in an increase in cycle casualties. Measures will aim to reduce road traffic danger through programmes of engineering measures, education and enforcement.*

**Town centre access**

*Action Point 7 - We will look at routes into the town centre and will prioritise linkages that need to be made. This will ensure that access to the town centre and the ability to make cross town centre journeys, is not hindered by current traffic management provision. We will also take topography into account when planning routes, in order to make them as attractive as possible.*

A feasibility study regarding provision for cyclists to access pedestrian areas during off-peak shopping times (e.g. early mornings and evenings as per permissions for loading
/unloading). Part of this work will look at ensuring that, where safe to do so, cyclists will be made exempt from Traffic Regulation Orders (TRO's), e.g. one way streets - whilst still ensuring that they follow the Highway Code and good practice for safe cycling. All of these are factors that could vastly improve connectivity for cyclists, without causing huge upheaval to other road users.

**Action Point 8 - BMBC will promote 1 of the schemes identified in the cycle route proposals descriptions per year, along with other smaller scale improvements to the network.**

These will be based on the priorities identified in the action plan.

**Maintenance**

**Action Point 9 - A maintenance programme will be developed that makes provision for sweeping and clearing of vegetation sufficiently regularly to ensure that it does not hinder cyclists' activities.**

Road surface quality is more important to a cyclist than to a motorist and this needs to be taken into account, particularly where the road is susceptible to accumulating rubbish and debris in the gutter. This is specifically of importance on dedicated cycle paths.

There should also be provision built in for appropriate levels of street lighting, and gritting during colder periods.

**Cycle parking**

**Action Point 10 - We will comprehensively assess the need for cycle parking in the borough and implement a priority-based schedule for the installation of cycle parking and storage facilities.**

Prominent and well-maintained cycle storage facilities can act as an indicator that cyclists are welcome in a particular area. Well-used facilities can also act as promotion of cycling as a viable means of transport. Existing and future demand should be met, to ensure that potential new users are not deterred from cycling. Also, showering/changing facilities should also be made available for those who are cycling to work. As a guide, cycle parking should be:

<table>
<thead>
<tr>
<th>WELL LOCATED</th>
</tr>
</thead>
<tbody>
<tr>
<td>✓ Close to the entrance of destination buildings</td>
</tr>
<tr>
<td>✓ Well lit and covered by CCTV</td>
</tr>
<tr>
<td>✓ Offer an advantage over the nearest car parking facilities</td>
</tr>
<tr>
<td>✓ Appropriate signage and coverage on cycle routes</td>
</tr>
<tr>
<td>✓ Cycle parking should not obstruct pedestrian flows</td>
</tr>
<tr>
<td>✓ Generally an allowance of 1m² per cycle should be sufficient</td>
</tr>
<tr>
<td>✓ Parking should be on a</td>
</tr>
</tbody>
</table>
Cycle parking will be secured at new developments as part of the planning process.

Education

Cycle training

**Action Point 11** - *We will investigate and actively pursue extending the availability of offering training for all sections of the community.*

Whilst cycle skills training is currently offered to primary school children in the borough, we should be looking to increase this offer, to include training for secondary school children and adult cyclists.

There is a need for more cycling education through a structured forum. We will pursue training through the new National Standards for Cycling Training, British Cycling’s ‘Go Ride’ programme, school travel plans and the SAFE mark initiative.

Encouragement

Promoting the image of cycling

The image of cycling needs to be promoted to allow a move to be made away from the 'un-cool' image of cycling and also to eradicate the image of cycling as a third rate means of transport. Promotion needs to be targeted at profiled groups such as school pupils, students, workers, shoppers, recreational and regular cyclists.

**Action Point 12 – We will support national and regional cycling campaigns and events and wherever possible link them into borough wide strategies.**

Promotion is key to ensuring that measures, both engineered and non-engineered, can have a quantifiable effect on cycling figures. Research has shown that campaigns focused on promoting a specific issue, including tangible or personal benefits are usually more successful than those relating to general benefits to society as a whole.

As part of promoting cycling in the borough we will produce and distribute maps and other information to promote local routes while encouraging a healthy lifestyle. We will
work with local retailers in trying to achieve this.

**Events**

National events such as National Bike Week, Bike to School Week, and more general events such as Green Transport Week and In Town Without My Car will be considered as part of an annual programme of events, which would also include more locally focussed events. Cycling should also be promoted through ‘Fit 4 the Future’ and included in future Sport and Active recreation strategies and participation events.

**Travel Plans**

*Action Point 13 – We will encourage other employers to be cycle-friendly through Workplace Travel Plans, which will be required for all new developments.*

**Council Web Page**

*Action Point 14 - A Transport page will be set up on the BMBC website covering issues including cycling by 2008 / 2009*

The website will include details of the cycle routes available in the county, a borough journey planner (including public transport, where appropriate), ongoing consultation opportunities, updates on regional and national issues and events, contact details, hints on safety and purchasing a cycle and the relevant safety gear and links to general promotional campaigns on health and well-being. The website will link into the South Yorkshire Travelwise website.

**Funding**

*Action Point 15 - We will seek to be creative when identifying the necessary funding sources for cycling and will establish adequate budgets to deliver the objectives and targets.*

**Funding sources**

- Local Transport Plan
- Sustrans
- National Lottery

*Action Point 16 - We will ensure, where appropriate, that planning obligations is used to improve transport infrastructure.*

- Cycle parking will be conditioned and implemented in accordance with development control standards.
- Provision of cycle routes and facilities as part of major new developments.
- Provision of an enhanced monitoring regime to specifically support cycling needs

**Partnerships**

*Action Point 17 – Through BBUG we will continue to work with our internal and external partners to ensure that cycling contributes to the aims and objectives of health, environment and education policies as well as assisting with the delivery of the second South Yorkshire Local Transport Plan.*

**Enforcement**
Action Point 18 - We will maintain links with the South Yorkshire Police to ensure that enforcement of traffic law becomes a higher priority.

The authority will also ensure that its own internal enforcement of car parking and use of bus lanes is effectively monitored and implemented to ensure cycle ways are kept clear and free from obstructions. Members of the South Yorkshire Police will be invited to attend the Bicycle User Group (BUG).

Action Point 19 - We will implement an effective programme of monitoring and review in order to ensure that the measures that we are implementing are having a demonstrably beneficial effect on cycling in Barnsley.

The DfT are increasingly looking towards progress measured in terms of outcomes (i.e. the result a measure has on cycle use), rather than outputs (the number of measures installed.)

In monitoring both of these we will be able to see which types of scheme are the most beneficial. For each scheme we will monitor before and after situations in terms of changes in:-

- Cycle volumes
- Cycle journey times
- General traffic volumes
- Cycle casualties
- User attitudes

This can be done by way of automated traffic counts, ad hoc/annual cordon counts, monitoring on new routes at pre-determined intervals, timed runs on routes and attitudinal surveys of users and non-users.

Action Point 20 – Through the second South Yorkshire Local Transport Plan we will investigate improved ways of monitoring cycling use on key cycle routes in the borough and will also ensure that we continue to work with the other South Yorkshire districts to ensure the most effective and consistent methods of measuring cycling activities.

In particular we will consider:-

- increasing the frequency of monitoring through the annual cordon count, to 2 days, to cover the fluctuation in cycle use due to the weather
- reviewing the counting points around the cordon to ensure that all roads used by cyclists are counted
- installing automatic counters on the TPT link into Barnsley town centre to obtain a better picture of cycle use of this corridor.

Output targets can also be monitored by looking at:-

- the number of junctions treated with cycling measures
- the proportion of businesses, schools and residences situated within a pre-determined distance from a cycle route
- the crime statistics for cycle theft.
SECTION SIX
Cycle route proposals

Introduction

This route proposals section has been prepared to supplement the Barnsley Cycling Strategy and Action Plan. It identifies outline proposals for a number of cycle routes along key transport corridors and for improved cycle access to and cycle parking in the town centre to increase cycle use.

It also recommends that these routes be actively promoted and their use closely monitored to enable lessons learnt to be fed back into future schemes.

Cycle Route proposals have been developed in line with following Barnsley Cycling Action Plan points:

Action Plan point 2 – “Assess and prioritise links that can be made which will offer increased access to major trip generators and also for cross town journeys”.

Action Plan point 9 – “promote one major cycling scheme per year”

In the South Yorkshire Local Transport Plan submission for 2006-11 – the budget for cycling is indicated at between £0.25m to £1m per year (Indicative). Of this the Barnsley budget for cycling is £150,000 over this period. Therefore, proposals need to be mindful of this budget and further funding sources may need to be procured. Funding opportunities are detailed in Appendix 4.

Methodology – following the Barnsley BUG meeting of 23rd January 2006, each of the issues raised at the meeting have been visited on site. For the problems reported, possible solutions have been identified, some of which incorporate suggestions made by the BBUG.

In addition, most of the main transport corridors mentioned in the consultation exercise have been reviewed to assess their cycle friendliness. This process included re-evaluation of some of the proposals that were made in the 1996 Barnsley Cycling Study. Sites were revisited, photographs were taken and assessments were made of junctions and road widths to enable more detailed work to be carried out in the future.

Outline proposals have been made and costed to allow a priority assessment to be undertaken and recommendations have been made as to which routes to implement.

Cycle route proposals plan

These are shown on the plan below. Each route is numbered for reference, the on highway routes marked in red - e.g. Route 1 – Wakefield Road - and off highway routes in blue e.g. Route 2 – Dearneway footpath.
Cycle route proposal descriptions

1  A61 Wakefield Road from Bar Lane to town centre

**Route description:** follows the A61 main road from the junction with Bar Lane. It links Royston village with the town centre over one of the few crossings of the Dearne Valley. It is a busy road, but it is relatively wide, (in places 9 to 10m) and has a bus lane and some cycle lanes at the signalled junction with Laithes Lane. The multi-lane signalled junction at Harborough Hill is particularly problematic for cyclists.

**Measures proposed:**
- On-highway proposals including; cycle lanes, advanced stop lines at signal junctions, slowing traffic and a cycle bypass at the roundabout on the A633
- Conversion of the pelican crossings at the Old Mill Lane/ Harborough Hill Road junction to toucan crossings
- Conversion of the footpaths to shared-use cycle/pedestrian paths.

2  Dearneway footpath from Royston to Old Mill

**Route description:** follows the disused railway line which is popular with a variety of users, but very muddy in winter. It could provide an alternative route to the A61 and in the longer term could be extended out of Barnsley to link into the countryside. It is reasonably level.

**Measures proposed:**
- Conversion of footpath on disused rail line to 3 metres wide shared use cycle/pedestrian path with a parallel equestrian path. This would require provision of a suitable surface for users in keeping with the rural environment. A footpath conversion order would also be required.
- Amend access gates.
3 Barnsley Canal from Woodstock Road to Canal Street

**Route description:** this route would follow the Barnsley canal towpath from the Wiltorpe area to provide a level, traffic-free path to Smithies Lane and then possibly onto Canal Street to link up with route 1.

**Measures proposed:**
- Conversion of footpath to shared-use route for cyclists and pedestrians as in route 2 above
- Involves a short on-highway link on Smithies Lane, either on the carriageway or the shared use of footways, with dropped crossings installed to cross the road.

4 A635 Huddersfield Road from Barugh Green Road to town centre

**Route description:** follows the main A635 from the roundabout with the A637 to the town centre, passing Barnsley Innovation Centre and Barnsley College. This road is not as wide as the other selected routes, but the surfacing is good in places, e.g. on Huddersfield Road by Victoria Crescent,

**Measures proposed:**
- A mixture of on-highway cycle lanes and off-highway shared use cycle and footpaths with advanced stop lines at signalled junctions
- The signalled junction with Old Mill Lane in particular, is a large junction and would benefit from advanced stop lines and cycle lanes to aid cyclists
- The road surface around the junction with Greenfoot Lane is in poor condition and would benefit from being resurfaced.
- Explore the feasibility of linking this proposal to the borough boundary through West Bretton and through to the centre of Wakefield
5 A628 Dodworth Road from Dodworth to town centre

**Route description:** links Dodworth village with the town centre crossing the M1 at a grade separated junction. The roads and footways either side of this junction are wide enough for either cycle lanes or shared use paths. Measures should tie in with the new Dodworth Bypass and also any new potential link road from the motorway into the town centre.

**Measures proposed:**
- Off-road conversion of footways around the junction with M1 to allow cycle use (see photo above)
- A signed cycle route from Shaw Lane using the traffic-calmed streets
- A new crossing of Racecommon Road – traffic island or hatching
- A signed route along Pitt Street into the town centre (as an alternative route that avoids Townend roundabout)
- Explore the feasibility of integrating the section of cycle route on Higham Common lane to this proposal
- The existing recently implemented cycle facility for crossing will be appropriately signed and extended cycle lanes provided for cyclists to access the Town centre

6 Broadway to town centre via Park Lane/ Rayley Street

**Route Description:** links the large CRS depot and Kingstone School with the residential areas to the east. It would build on the existing cycle lanes and paths at the Broadway junction and uses quiet roads closed to traffic.

**Measures Proposed:**
- Cycle lanes or shared-use paths to link up existing lanes and paths at Broadway/ Keresforth Hill junction
- Cycle lanes along Park Road
- Signed route down Rayley Street with cycle gap at road closure (see photo above)
- Crossing of Racecommon Road into Longcar Lane – traffic island or white lining (links up to route 7 below.)
7 Locke Park to town centre

**Route description:** links Locke Park with the residential area to the north, and on to the town centre. The route uses quiet streets and involves some uphill cycling going towards Locke Park, but is mainly downhill on the route into town.

**Measures proposed:**
- To permit cycles to use the wide path in Locke Park (as is the case in the Bingham and Endcliffe Parks in Sheffield)
- Convert the pelican crossing on Park Road to a toucan crossing.
- Signed route down Locke Avenue, Park Grove and Castlereagh Street to the bridge over West Way – cyclists to give way to pedestrians signs at sides of bridge (joins into route 5 at Pitt Street.)

8 A635 Doncaster Road from Stairfoot roundabout to town centre

**Route description:** Doncaster Road is the main road running from the east into Barnsley. It is single carriageway up to 10m wide with traffic islands and right turn lanes. There is a large roundabout with subways underneath close to the Alhambra Shopping Centre, traffic signals at junction with Cemetery Road and a large gyratory at the junction with Grange Lane. The road is fairly hilly. There are no cycle facilities along the route, but there are a limited number of cycle stands at the entrance to the Alhambra Shopping Centre.

The area is mainly residential and has some shops. Kendray Hospital is situated at the top of Doncaster Road and is likely to be one of the main trip generators along the route. The Barnsley Bicycle Centre is at the town centre end of the road close to the Alhambra roundabout.

**Measures proposed:**
- Contra-flow to be provided in the one-way road to north of Stairfoot roundabout so cyclists do not have to negotiate the roundabout
- Cycle gaps in road closures to access roads avoiding roundabout
- Cycle lanes along Doncaster Road - this would require the central hatching to be narrowed in places (see above)
• Advanced stop lines at signalled junctions including Cemetery Road with lead-in cycle lanes especially inbound as there is a fast left turn into Cemetery Road (recent work at this junction)
• A mini roundabout at junction with Taylor Avenue to allow easier cycle access into part of Doncaster Road that is closed to through traffic
• Cycle parking outside the Barnsley Cycling Centre
• Shared use of subways under Alhambra roundabout leading to improved cycle parking at entrance
• Clarification on whether cycles can be pushed through the Alhambra Shopping Centre.

9. Trans Pennine Trail (TPT) signing & access improvements

Route description: the TPT provides a traffic-free route along a disused railway from east Barnsley to Pontefract Road. It then is signed on or along the road into the town centre. The route is flat and the surface good in places, but the signing on and to the route could be improved.

Measures proposed:
• Signing of the TPT at the Stairfoot roundabout needs improving both from the road and on the trail
• At the Pontefract Road end, existing signage needs amending as it is difficult to see while cycling along either the road or footpath. (see photo above)
• The route under the Harborough Hill Road flyover is not very appealing and the priorities at the junction with the slip road need reversing to give inbound traffic and cyclists priority
• At the entrance to the Barnsley Transport Interchange the signage indicated “No entry except buses.” This needs to be reconsidered and potentially provision needs to be made for cyclists
• Right turns are not permitted from Jumble Lane into the town centre. Cyclists need exemption from this
• Kendray Street is one way – cycle access could be improved by allowing cyclists to use the wide section of footway up to the pedestrian zone.

In the longer term the TPT could be linked to the proposed Coalfields Cycle Route which runs from the Anglers Country Park to the Old Moor Wetland Centre.

10 Dearne Valley Park from the TPT to A61

Route description: follows various paths through the Dearne Valley Park to provide a level, traffic free route which could develop into a leisure route as well as providing opportunities for cycle trips to work, school and shops. The existing

paths in the park are up to 4m wide in places, divided by a line or paving, making them wide enough to accommodate both pedestrians and cyclists. The route links into the TPT but is not signed.

Measures proposed:

- Much of the route simply requires destination and direction signing for cyclists and pedestrians
- Some of the existing paths have grass and overhanging branches, which need cutting back
- Some resurfacing of the paths by the fishing ponds is required.
- Give way signs are needed by the bridge and ponds
- Where the path meets the A61 there is a tunnel under the road, but is very overgrown. This could be cleared out and resurfaced. However, due to the extent of the overgrown vegetation, it has not been possible to visit this section of route
- In the longer term, the Dearne Valley Park route could be linked to the proposed Coalfields cycle route which runs from the Anglers Country Park in West Yorkshire to the Old Moor Wetland Centre.

11 Town centre pedestrian zone cycle access improvements

Many of the signs for the town centre pedestrian zone prohibit cycling. If the traffic order and pedestrian signs for the town centre were amended to permit cycling at all times or during commuter hours (when town centre deliveries are being made), this would improve cycle access through the town centre.

UK best practice: there are a number of pedestrian areas that allow 24/7 hour cycling including Scarborough and High Street in Birmingham. Cyclists are allowed to cycle through the pedestrian area in York during commuter and servicing hours.

In the Barnsley Town Centre Action Plan, a number of cycle routes are proposed in the town centre along Huddersfield Road, Summer Lane, Shambles Street, Peel Street, Pitt Street, Sheffield Road, New Street and Kendray Street. This would require relaxing the ban on cycling and allowing 2 way cycling in one-way streets.

There are also gateway proposals at the Town End and Alhambra roundabouts, which have been identified as problem junctions for cyclists. These would require major remodelling to make them more cycle and
pedestrian friendly. In the interim, shared use of the subways on the Alhambra roundabout would be an alternative measure.

This report explores the feasibility of providing cycle access to the Town centre itself. However, a future report will be commissioned to explore cross Town centre links to ensure a fully connected and integrated transport network.

**Cycle parking in the town centre**

There are around 12 cycle racks in place around the edge of the town centre pedestrian zone. Cycles are also parked by railings or tree guards indicating that the existing locations may not be particularly convenient and that the design of some parking racks is not very clear to users – see photos below:

![Cycle parked on tree grill in town centre](image1)

![Cycle parked to railings in town centre](image2)

While the designs of some of the parking stands in the town centre are attractive, they are not space efficient or easy to use, for instance by the Alhambra Shopping Centre and at the end of Peel Square. These stands could be replaced by ‘Sheffield’ stands. The example shown in the photograph below right has an integral cycle parking sign, to advertise its purpose, on the tapping rail.

![Existing Cycle parking stands](image3)

![Proposed replacement ‘Sheffield’ cycle parking stands](image4)
Given the desire for high quality street furniture in the town centre public realm, cycle stands similar to the ‘Sheffield’ are available from many manufacturers in good quality materials such as stainless steel.

7.4 Cycle route priority assessment

For each of the proposed routes listed above, cycle accidents & costs and cycle flow figures have been obtained from information provided by BMBC and included in the main cycling strategy.

Each scheme has been costed to produce an initial estimate for assessment purposes. The total cost for all 11 schemes is nearly £350,000 but this should only be taken as a guide for assessing schemes. More detailed cost estimates are needed before a final decision can be made.

The schemes have been ranked by considering the number of cycle accidents and the cost of the scheme. Low cost schemes in areas with many cycle accidents will have a higher priority than expensive schemes, which do not directly address accident problems.

This method is acknowledged to be a somewhat crude and simple measure, but it is based on the data currently available. It is anticipated that as schemes are worked up in more detail, additional information such as current and expected cycle use would be available and could be included in the assessment.

The suggested scheme priority order is shown in Table 1. However, other factors such as the timetable for highway schemes and the availability of different types of funding will also affect the decision on the best time to build each route. The assessment method also gives a higher priority to on-highway schemes as accident records are not routinely kept for off highway schemes.

It is recommended that the three schemes as shown in the cycle route proposal descriptions listed below are worked up into greater detail with a view to implement them as soon as possible:

11. Town centre Pedestrian Zone cycle access & parking improvements - to take advantage of the measures proposed in the town centre action plan

5. A628 Dodworth Road from Dodworth to town centre – to tie in with the major road proposals at Dodworth and into Barnsley

9. Trans Pennine Trail signing & access improvements – to improve the monitoring and signing of this route
### Table 1 – Cycle Route Proposals – Priority Assessment

<table>
<thead>
<tr>
<th>No.</th>
<th>Cycle route name</th>
<th>Cycle accidents</th>
<th>Accident cost @£41,789 / accident</th>
<th>Existing cycles per day</th>
<th>Estimated Cost*</th>
<th>Accident cost/ scheme cost</th>
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<tr>
<td>11</td>
<td>Town centre Pedestrian zone cycle access &amp; parking improvements</td>
<td>3</td>
<td>£125,367</td>
<td>200**</td>
<td>£10,120</td>
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<td>A628 Dodworth Road from Dodworth to town centre</td>
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<td>A635 Huddersfield Road from Baugh Green Road to town centre</td>
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<td>Broadway to town centre –</td>
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<td>36</td>
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<td>Trans Pennine Trail signing &amp; access improvements</td>
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**Notes**
- *Cost estimates are only initial and for comparison purposes only - detailed cost estimates should be carried out*
- **estimated n/a = not available**
- COBA 1994
Promoting cycle routes

As well as building new routes it is important to inform people about them to encourage use and get feedback.

For each of the proposed routes a simple leaflet showing the route should be distributed to households, schools, and businesses along each route to raise profile of route and encourage use.

This would also include a simple feedback form with a freepost envelope or email contact to send comments to in a structured way. Similar forms have been used successfully in Rotherham and Sheffield.

When each route opens a grand opening cycle ride could be held involving local residents, schools, businesses and cycle groups to further raise awareness of the route and start to build a cycle culture.

The council’s website and newsletter to residents could also be used.
SECTION SEVEN
Monitoring, review and action

Monitoring
It is becoming increasingly important to monitor schemes planned and implemented through the Local Transport Plan. In order to ensure that schemes meet targets, both in terms of outputs and outcome, every scheme will be subject to appropriate before and after monitoring, and where necessary, surveys beyond the standard cordon counts will be arranged.

As short-term manual counts can be susceptible to bias due to events outside of the authority’s control, such as particularly bad weather, they will be carried out over a number of days to compensate for this. Also, other types of surveys, such as video surveys will be carried out as well as traditional counts carried out by enumerators. Automatic counters will be installed on routes to give a better picture of cycle use. Automatic counters in particular work well on off-road routes and one suggested location is the link between the Trans Pennine Trail and Barnsley town centre.

User interview surveys will be carried out once routes have been implemented. These can measure use and satisfaction, but also origins and destinations of trips and suggestions for improvements.

In addition accidents on the routes should also be monitored.

Recommendations
The proposed routes and measures in the plan will be implemented over a number of years. They have been assessed on the basis of cost and accidents to come up with a priority order for implementation based around reference to the cycle route proposal descriptions.

11. **Town centre Pedestrian zone cycle access & parking improvements** - to take advantage of the measures proposed in the Town Centre Action Plan

5. **A628 Dodworth Road from Dodworth to town centre** – to tie in with the major road proposals at Dodworth and into Barnsley

9. **Trans Pennine Trail signing & access improvements** – to improve the monitoring and signing of this route

These proposals should now be worked up in more detail.

For the other schemes, in particular the off road routes, funding opportunities will be sought from the bodies listed in Appendix 1 of this report.

Each route will be promoted to cyclists as described and monitored both in terms of its use through before and after surveys and user feedback so that lessons learnt can be feedback into future route planning projects.

The existing cordon count for cyclists will also be expanded to include Pitt Street, Racecommon Road and Keresforth Hill Road.
The Barnsley Cycling Strategy and Action plan will be made available on the BMBC Transportation web site. Feedback comments can be made by telephoning 01226 772655