

# Cycling Strategy and Action Plan and Barnsley Walking Strategy

Learning Lunch

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Planning & Transportation

# Format for the presentation

- Why a Cycle Strategy and Action Plan for Barnsley
- Cycling Key Facts and Existing Infrastructure
- Aims and objectives of South Yorkshire second Local Transport Plan policy relating to cycling (SYLTP 2)
- Aims and objectives of the Barnsley Cycling Strategy
- Strategic process for implementation
- Fundamentals of the Barnsley Cycling Action Plan (proposed route development)
- Work already being done to promote cycling in Barnsley – Barnsley Bicycle User Group – Barnsley Bikeability
- Progress report on Delivery of Cycle schemes
- What other Local Authorities do for Cycling and Walking
- Planning Gain
- Walking Strategy progress



# What is SYLTP 2? And why a cycling action plan for Barnsley

- A plan to achieve improvement in the 4 shared LTP2 priorities of Accessibility, Road Safety, Congestion, and Air Quality
- The mandatory target that LTP2 sets for cycling is a 2% increase in cycle usage each year up to 2010/11. Barnsley Cycling Strategy and Action Plan has targets that are consistent with this.
- The Cycling Strategy and Action Plan is a document showing how Barnsley MBC intend to direct LTP capital resources on cycling over the 5 year span of the plan (2006 – 2011) coupled with the long term vision for cycling.



# Key Facts for Cycling

- At present there is 79.km of the National Cycle Network in Barnsley. 65km are provided by the Trans Pennine Trail. There are also 11km of cycle facilities in the Borough that are not on the NCN.
- The opening of the Dodworth Bypass in September 2006 created an additional 0.3km of segregated cycling facilities and has helped improve cycling conditions along 1.2km of existing highway in Barnsley.
- The proposals for the Cudworth & West Green Bypass will include over 4km of segregated cycleway and other cycle facilities.



# The main aims of the Barnsley Cycling strategy are

- 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, so that a modal shift is achieved
- To encourage cycling from a young age, to ensure that cycling habits are carried through into adulthood
- To improve attitudes towards cycling, by ensuring that cyclists are given as much consideration in council transport policies as other road users
- To reduce cyclist casualties and cycle related crime such as bicycle theft and vandalism



# Strategic Process for the Cycling action Plan

- Consultation with internal and external stakeholders eg BMBC staff, the Barnsley Bicycle user Group participants, the emergency services.
- Analysis of comments arising through consultation and assimilation into action plan and strategy
- Further tier of consultation with Councillors and Highway and engineering staff at BMBC
- Assimilation of comments into the action plan and strategy
- Adopted by Cabinet January 2008
- Start to implement the initiatives and projects included in the strategy and action plan

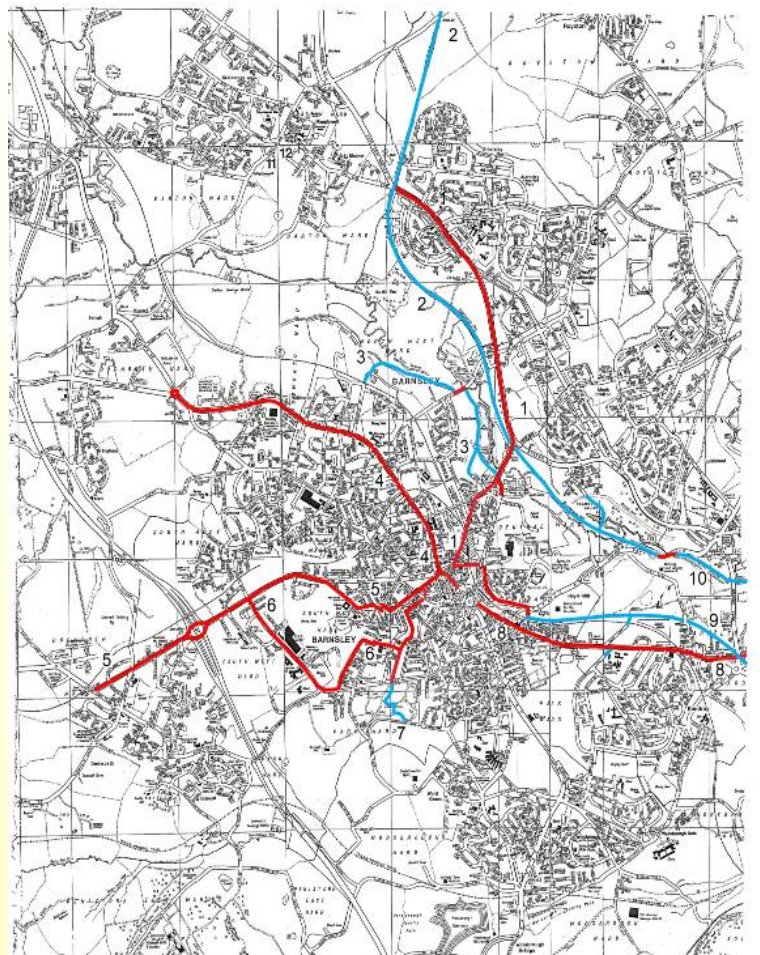


# Proposed route / project development for the cycling action plan

- A61 Wakefield Road from Bar Lane to Town centre
- Dearneway Footpath from Royston to Old Mill lane
- Barnsley Canal from Woodstock Road to Canal St
- A635 Huddersfield Road from Baugh Green Road to Town centre
- A628 Dodworth Road from Dodworth to town centre
- Broadway to town centre via Park Lane/Rayley St
- Locke Park to town centre
- A635 Doncaster Road from Stairfoot Roundabout to town centre
- Trans Pennine Trail (TPT) signing & access improvements –
- Dearne Valley Park from the TPT to A61
- Town Centre Pedestrian zone cycle access improvements
- It would be considered realistic to deliver 1 – 2 schemes / projects each year in the life of the SYLTP 2 (2006 – 2011)



# Proposed route / project development for the cycling action plan (2) – Strategic route map



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# Work Being done to promote Cycling In Barnsley

- Barnsley Bicycle User Group (BBUG)
- Bikeability – *Barnsley* Partnership
- Barnsley Cycling Coordinator



# Implementation

## Delivery of Cycling strategy projects

- In 2007/08 with a LTP budget of £10k the TransPennine Trail signing and Access improvement scheme was implemented
- In 2008/09 with the LTP cycling budget of £25k two routes will be delivered (Locke Park to Town Centre) and "safe route" from Holgate school / Town Centre
- Usage will be monitored but as implementation was only a short time ago – impact will be "minimal at this stage"

## Cycling Maps

Through funding allocated by a Local Public Service Agreement Target to improve health (LPSA2) and LTP and Public Health money, 15,000 Cycle guides have been produced detailing 6 leisure routes across the borough. Distribution has been through libraries the Barnsley Civic centre and cycle shops and places of Tourist interest e.g. Canon Hall. Feedback has been extremely positive

## Further funding Allocations

A compound bid totalling £13.8 Million pounds has been submitted to the Regional Transport board earlier in October 2008. this bid is an all encompassing bid to provide all the necessary cycling links across Barnsley and the Wider sub region of South Yorkshire if successful, including access to the new Advanced Learning Centres



# What other Local Authorities Do For Cycling and Walking

- All the other 3 South Yorkshire Local Authorities have Cycling and Walking strategies
- All have Cycle Training, albeit not all to National Standard like Barnsley
- All are involved in the promotion of cycling through National campaigns eg National Bike week and school and workplace travel plans
- All the 4 Local Authorities are involved in the Cycling benchmarking initiative to share “Best Practice”



# Planning gain

- The Community Infrastructure Levy (CIL) will be a new charge which local authorities will be empowered, but not required, to charge on most types of new development in their area.
- CIL charges will be based on simple formulae which relate the size of the charge to the size and character of the development paying it.
- The facility to enter into a negotiated planning obligation using section 106 of the 1990 Act will remain when CIL is introduced. This is because planning obligations can be a useful tool to ensure that the specific impacts of a development can be mitigated, allowing it to be granted permission where permission would otherwise be refused
- Therefore the CIL and section 106 agreements will be complimentary and may well be used to provide cycling and walking infrastructure where deemed necessary.



# Draft Walking Strategy – Key points

- It is anticipated that the Walking strategy will be taken to cabinet by the end of the 2008/09 financial year
- Consultation has taken place with key stakeholders including the Primary Care Trust who have fed into the Process
- The Walking strategy is a policy statement setting out an aim to increase the levels of Walking across the Borough.
  
- The Walking strategy has the following key objectives
  - ✓ Improving infrastructure for walkers particularly for work and education related trips.
  - ✓ Improving general attitudes towards walking as a safe, healthy and sustainable mode of travel.
  - ✓ Develop walking, cycling and public transport use as part of the Borough Council's suite of travel demand management techniques.
  
- The Walking strategy will include routes that will be identified as part of the Town Centre Area Action Plan and implemented as part of Remaking Barnsley
- The Transportation team with Highways and Engineering are working up a number of Walking (and Cycling) routes for the new Advanced Learning Centres



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