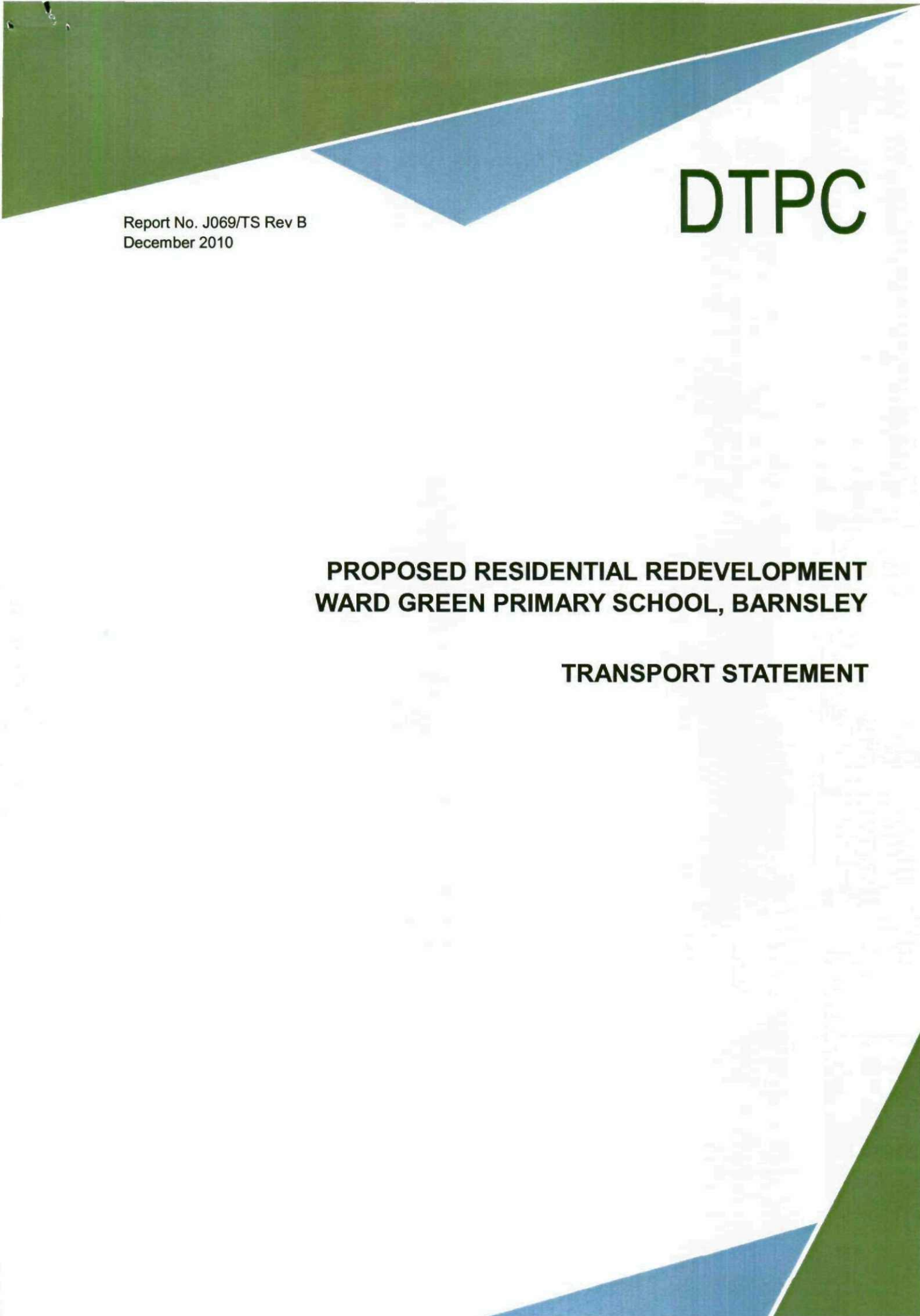




Report No. J069/TS Rev B
December 2010

DTPC

**PROPOSED RESIDENTIAL REDEVELOPMENT
WARD GREEN PRIMARY SCHOOL, BARNESLEY**

TRANSPORT STATEMENT

**PROPOSED RESIDENTIAL REDEVELOPMENT
WARD GREEN PRIMARY SCHOOL, BARNSELEY**

Transport Statement

CONTROLLED DOCUMENT

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<i>Rev.</i>	<i>Date</i>	<i>Summary of Changes</i>
A	24-01-2011	Updated plan added
B	14-03-2011	Updated plan added

**PROPOSED RESIDENTIAL REDEVELOPMENT
WARD GREEN PRIMARY SCHOOL, BARNSELEY**

Transport Statement

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1. INTRODUCTION

DTPC has been appointed on behalf of Harron Homes to prepare a Transport Statement (TS) to investigate the traffic and transportation implications associated with their proposed residential redevelopment at the former Ward Green Primary School, Barnsley.

The application relates to a site formally used as a primary school and grounds located to the north of High Ridge, which will be redeveloped for residential use.

In order to advise the highway authority, this report provides information on the traffic and transport planning aspects of the development proposals, and forms supplementary information to assist in the determination of the planning application.

The site is located to the south of Barnsley town centre. Chapter 3 shows the location of the application site in relation to Barnsley and the surrounding area.

It deals solely with the proposals for the area within the red line plan.

This TS discusses the following issues:

- Site and Local Area
- Existing Highway Conditions
- Development Proposals
- Government Planning and Transportation Policy
- Sustainability
- Access Considerations
- Summary & Conclusions.

This report has been prepared solely in connection with the proposed development as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development

2. NATIONAL AND LOCAL POLICY GUIDANCE

National Policy

Increasing travel choice and reducing dependency on car travel is an established aim across all areas of government policy development, documents and guidance alongside addressing climate change and reducing CO₂ emissions. Travel planning to date has focused on reducing single occupancy car use to specific destinations. Recent national guidance has broadened this, outlining the potential for Residential Travel Plans and addressing trips generated from individual origins (homes) to multiple and changing destinations. The Department for Transport (DfT) also published "Smarter Choices – Changing the Way We Travel" focusing on softer education and persuasive measures which are a key element of travel plans.

National planning policy ensuring that development plans and planning application decisions contribute to delivery of development that is sustainable is detailed in PPS1. It states that development should ensure environmental, social and economic objectives will be achieved together over time.

It will also contribute to global sustainability, by addressing the causes and impacts of climate change, reducing energy use and emissions by encouraging development patterns that reduce the need to travel by car and impact of transporting goods as well as in making decisions in the location and design of development. This approach is further detailed in the supplement to PPS1.

Transport White Paper – 1998

In July 1998 the Government published its long awaited Integrated Transport White Paper 'A New Deal for Transport: Better for everyone'. The White Paper marked an important strengthening of the transport aspects of the planning system. It also contained proposals for new and revised Planning Policy Guidance Notes, in particular Planning Policy Guidance Note 13 (PPG13).

The White Paper promotes developments that enable the choice of transport access to be maximised. It requires Local Authorities to draw up five-year transport plans known as Local Transport Plans (LTP). These plans are intended, amongst other aims, to co-ordinate and improve local transport, set out strategies for promoting walking, cycling and adoption of Travel Plans (TPs) to employment sites, schools and other destinations.

With regards to pedestrians, the White Paper recommends priority be given to walking by allocating more road space to pedestrians by provision of wider footways, providing more direct and convenient routes for walking and providing more pedestrian crossings at locations where people want to cross.

The White Paper also re-endorses the National Cycling strategy, which was published in 1996. This strategy encouraged Local Authorities to establish local targets for increased cycle use. The national targets were to double the level of cycling between 1996 and 2002 (from 2% to 4%) and a further doubling again by the year 2012 (to 8%).

One of the provisions within the White Paper for cyclists is that Local Authorities will be required to increase provision of secure parking for cycles as well as providing more road space for cyclists and applying speed constraints.

The White Paper also envisages measures to provide for public transport to include bus shelters and timetable information, funding bus priority measures on the surrounding road network, and providing or supporting bus services to and from the site for customers and staff.

The White Paper seeks to improve public transport facilities so that they,

'become the focus of our efficient transport system that gets people to where they want to be, quickly and comfortably without having to rely on cars'.

Planning Policy Guidance Note 13 – Transport

The revised Planning Policy Guidance Note, PPG13 was subsequently published in January 2011, emphasising the need to coordinate land use and transport policies more effectively; reinforcing the message that new developments must be located and designed in ways that reduce both the need to travel and the dependence on the private car.

This policy document contains objectives to integrate planning and transport and describes how transportation issues can be influenced by planning control. Key points of PPG13 are further detailed below.

The objectives of the Guidance are given as being to:

- *'promote more sustainable transport choices;*
- *promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and*
- *reduce the need to travel especially by car'.*

In order to deliver these objectives, the Guidance recommends suitable considerations that should be made when assessing proposed material trip generating developments, some of these considerations are:

- *'Actively manage the pattern of urban growth to make the fullest use of public transport, and focus major generators of travel demand in city, town and district centres and near major public transport interchanges;*
- *locate day to day facilities which need to be near their clients in local centres so that they are accessible by walking and cycling;*
- *ensure that development comprising jobs, shopping, leisure and services offers a realistic choice of access by public transport, walking, and cycling;*
- *Use parking policy, alongside other parking and transport measures, to promote sustainable transport choice and reduce reliance on the private car for work and other journeys'.*

Furthermore, PPG13 states that:

- *'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres. Walking also forms an often forgotten part of all longer journeys by public transport and car; and*
- *Cycling also has the potential to substitute for shorter car trips, particularly those under 5km, and to form part of longer journeys by public transport'.*

Guidance on implementing planning policies states:

'Where clearly justified and in accordance with the usual statutory and policy tests, conditions may legitimately be used to require on-site transport measures and facilities as part of development or to prohibit development on the application site until an event occurs, including:

- *provision of secure cycle parking and changing facilities and safe pedestrian and cycle routes;*
- *provision of facilities for public transport, such as bus stops and lay-bys;*
- *specifying the number of parking spaces, and their size, including those for disabled people;*

- *the management and use of parking spaces, so that, for example, priority is given to certain categories of people, e.g. disabled people, people with children, visitors, or cars with more than one occupant;*
- *the removal of parking spaces (other than those for disabled people) after a specified period, or when access to the site is improved by public transport, walking and cycling (such as when a bus route is introduced to a site);*
- *new or improved junctions and road layouts'.*

Planning Policy Statement 3 – Housing

The key national policies on the development of housing are set out in PPS3. Consideration has been given to those which relate to sustainability, transport and in particular parking standards.

Para 16. States matters to consider when assessing design quality include the extent to which the proposed development:

- Is easily accessible and well-connected to public transport and community facilities and services, and is well laid out so that all the space is used efficiently, is safe, accessible and user-friendly.
- Is well integrated with, and complements, the neighbouring buildings and the local area more generally in terms of scale, density, layout and access.
- *Takes a design-led approach to the provision of car-parking space, that is well-integrated with a high quality public realm and streets that are pedestrian, cycle and vehicle friendly.*

Para 37. States at the regional level, the Regional Spatial Strategy should identify broad strategic locations for new housing developments so that the need and demand for housing can be addressed in a way that reflects sustainable development principles. Regional Planning Bodies should, working with stakeholders, set out the criteria to be used for selecting suitable broad locations for new housing, taking into account:

- The contribution to be made to cutting carbon emissions from focusing new development in locations with good public transport accessibility and/or by means other than the private car.

Para 38. States at the local level, Local Development Documents should set out a strategy for the planned location of new housing which contributes to the achievement of sustainable development. Local Planning Authorities should, working with stakeholders, set out the criteria to be used for identifying broad locations and specific sites taking into account:

- The contribution to be made to cutting carbon emissions from focusing new development in locations with good public transport accessibility and/or by means other than the private car.

- Any physical, environmental, land ownership, land-use, investment constraints or risks associated with broad locations or specific sites, such as physical access restrictions.

- Options for accommodating new housing growth (or renewal of existing housing stock), taking into account opportunities for, and constraints on, development. Options may include, for example, re-use of vacant and derelict sites or industrial and commercial housing in established residential areas, large scale redevelopment and re-design of existing areas, expansion of existing settlements through urban extensions and creation of new freestanding settlements.

- Accessibility of proposed development to existing local community facilities, infrastructure and services, including public transport. The location of housing should facilitate the creation of communities of sufficient size and mix to justify the development of, and sustain, community facilities, infrastructure and services.

- The need to provide housing in rural areas, not only in market towns and local service centres but also in villages in order to enhance or maintain their sustainability. This should include, particularly in small rural settlements, considering the relationship between settlements so as to ensure that growth

is distributed in a way that supports informal social support networks, assists people to live near their work and benefit from key services, minimise environmental impact and, where possible, encourage environmental benefits.

Summary

The overriding theme of national policy is that developments must be accessible by sustainable means of transport and accessible to all members of the local community. Local policy echoes the sustainability sentiment of national policy and provides more detail in terms of access and parking.

The following chapters of this report will show that the proposed development is compliant with local and national policy in this respect.

The development is compliant with local and national policy for a number of reasons...

The proposed residential development is located on a brownfield site that which makes it a sustainable reuse of land as well improving local amenity. Also, the development incorporates dwellings with good linkages which will promote sustainability by reducing the number of car trips to local facilities.

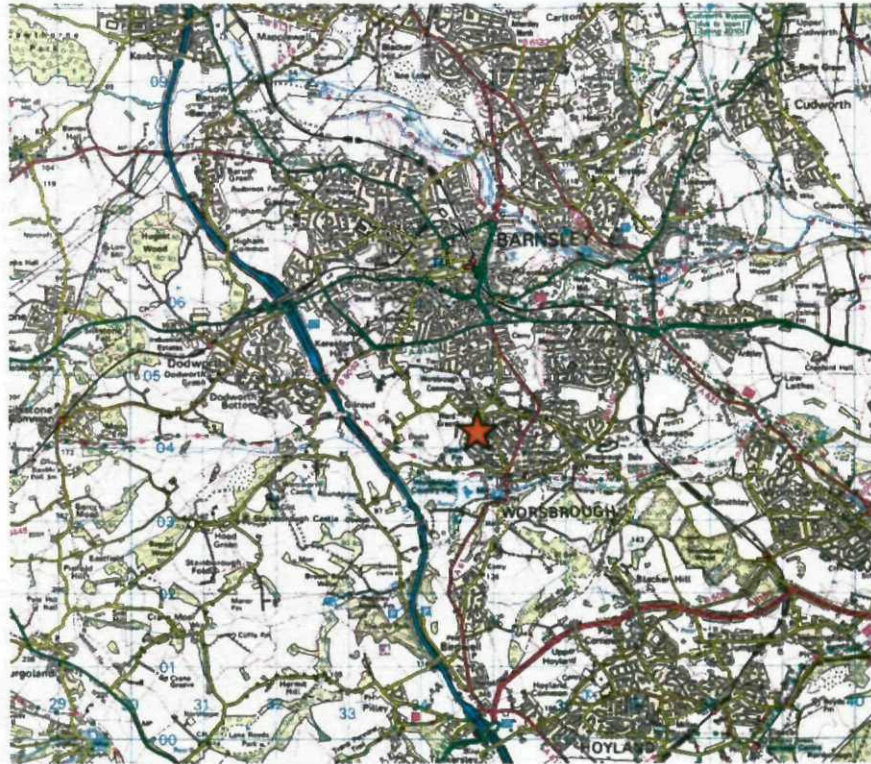
Furthermore, as set out in the following sustainability and parking sections...

Good pedestrian and cycle linkages to a number of locations and facilities, frequent public transport services to major centres and interchanges, and limited parking provision all ensure that this development is highly sustainable, as required in local and national policy.

3. SITE DESCRIPTION

Site location context

The site is currently a primary school. It is located within the urban area to the south of Barnsley Town Centre.



Site location plan in relation to neighbouring settlements (Not to scale)

Locally the site lies to the west of Vernon Road and is bounded by Kingwell Road along its northerly boundary, High Ridge to the southerly edge.



Local plan

Access to the site is currently provided via an unadopted access which feeds into the car park area. It is occupied by school buildings with associated car parking and servicing areas.



Site Visit

To aid the understanding of the site and its environs a review has been carried out and the following images are provided to show the site surroundings.



Approach from west and sight line to right on exit from site



View to left towards Vernon Road and High Ridge access



View of High Ridge from south and north approaches

High Ridge has working day no waiting restrictions and a no stopping order for the school zig zags markings, these may not be necessary for a residential scheme.

Existing use

The site was a primary school with some six class rooms. These would normally generate some 150 pupils (assuming 25 per class) plus 25 staff, assuming a low 33% by car for pupils and 60% for staff this gives some 65 in 50 out in the AM and 50 in 65 out in the PM trips as a conservative approach for each peak. This in effect forms the fall back for the scheme with approx 230 two way daily flow trips.

4. EXISTING SUSTAINABLE TRAVEL OPTIONS TO THE SITE

It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes. New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non car modes, thus assisting in meeting the aspirations of current national and local planning policy.

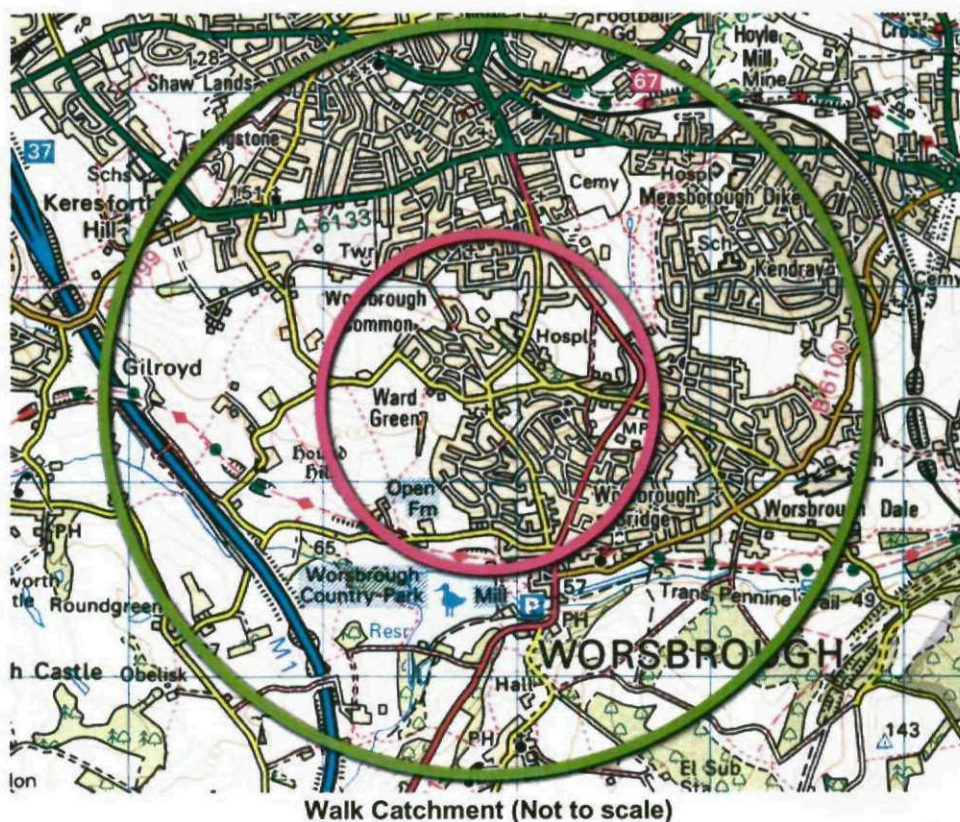
The accessibility of the proposed development site by the following modes of transport has, therefore, been considered:

1. accessibility on foot;
2. accessibility by cycle;
3. accessibility by public transport;

Walking and cycling

The proposed development site is located within an existing urban area with a range of local land uses, services and facilities. Footways are provided along High Ridge which extends to the wider highway network via Vernon Road, allowing pedestrian connectivity to the surrounding area, including Worsbrough town centre.

Experience from good practice in Travel Planning development generally suggests that 90% of pedestrians are prepared to walk up to 2kms between home and workplace, provided that accessible footway routes are identified. The pedestrian catchment area for the proposed development site extends to cover the neighbouring settlements indicated by the green circle which includes a number of local facilities and the purple circle 800m which covers the local bus stops.

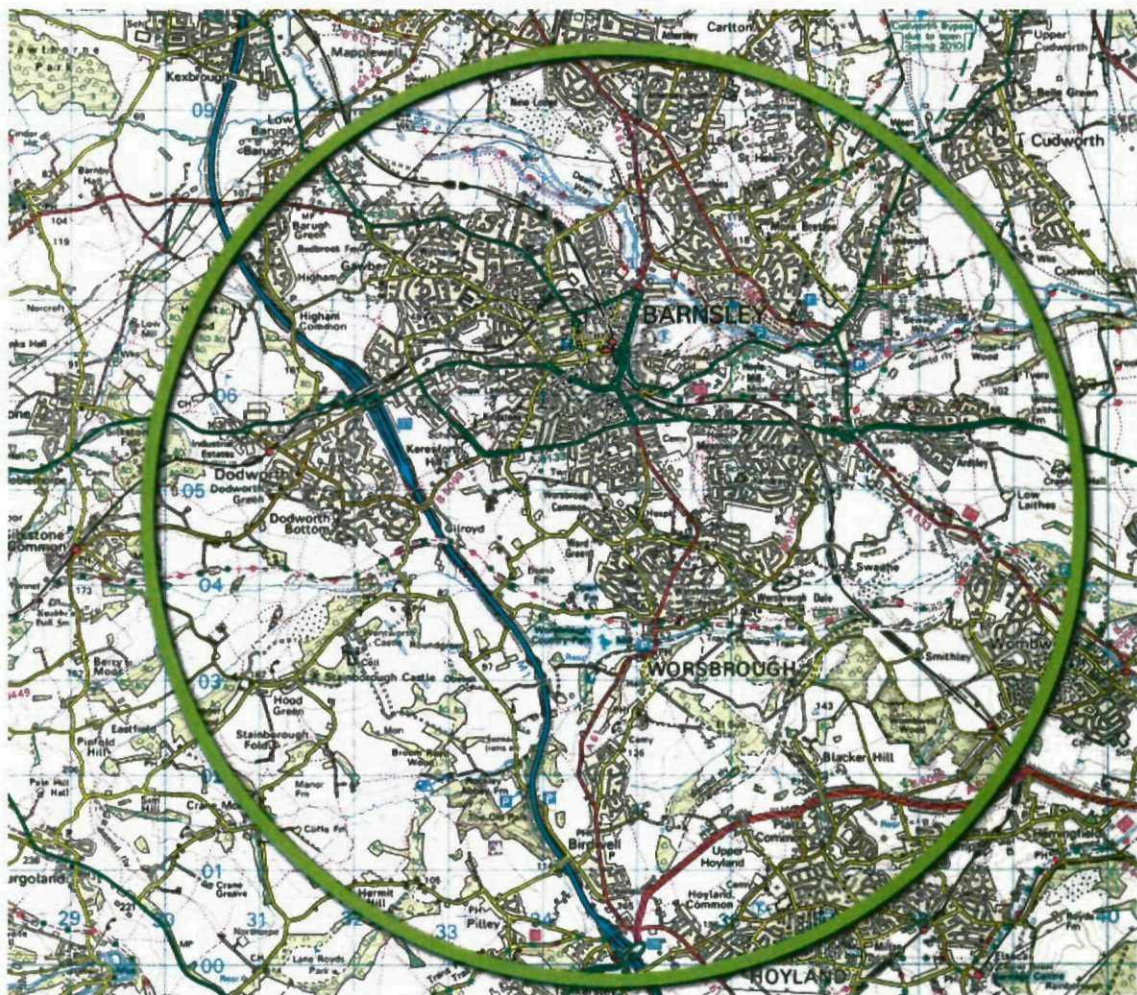


In addition, the walk catchment also includes the major bus stops within Barnsley town centre and rail stops. Paragraph 75 of PPG13 states that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres, and confirms that walking also forms an often forgotten part of all longer journeys by public transport and car. Clearly, there is also potential for walking to form part of a longer journey for residents of the housing development.

In conclusion, the proposed application site can be considered as being highly accessible on foot.

The 2005 National Travel Survey NTS (undertaken annually by the DfT) has identified that a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace by bicycle dependant on the topography. For the purposes of this report the national guidance of 5km will be used and is indicated by the white circle on the figure below.

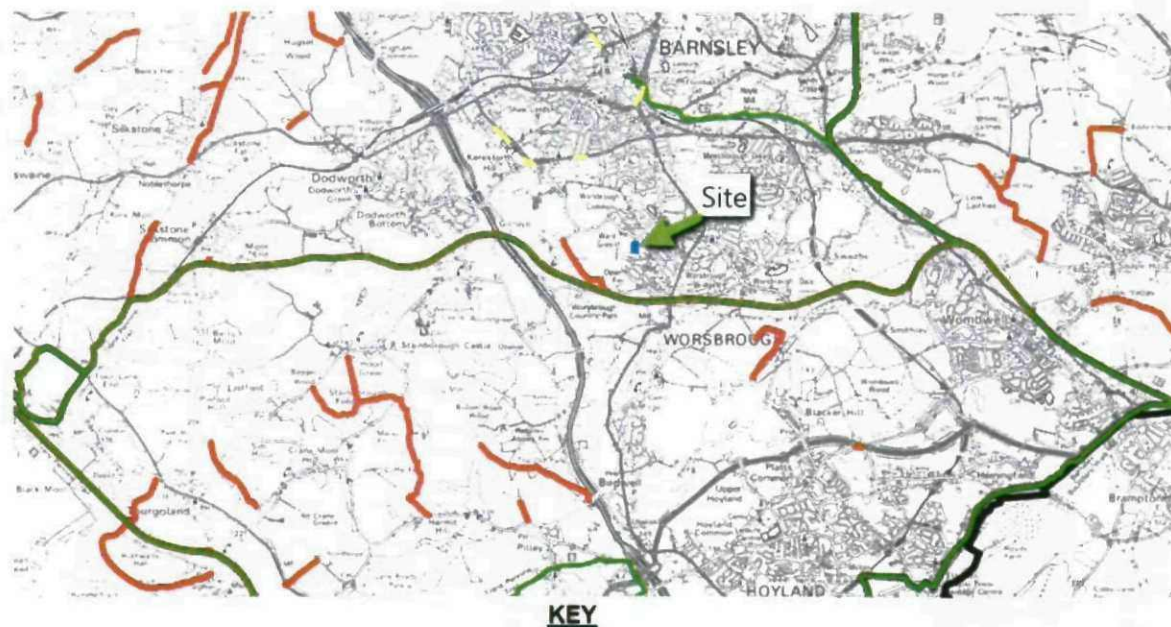
As described in paragraph 78 of PPG13, 'Cycling also has the potential to substitute for short car trips, particularly those under 5 km, and form part of longer journeys by public transport'. In order to demonstrate the catchment area obtained by cycling, a 5 km catchment area plan has been produced.



Cycle Catchment (Not to scale)

The plan shows that a significant area of Barnsley is within cycling distance of the site along with a large number of local villages.

Therefore, there are a wide variety of schools, areas of employment, shops, leisure and service facilities within the cycle catchment area.

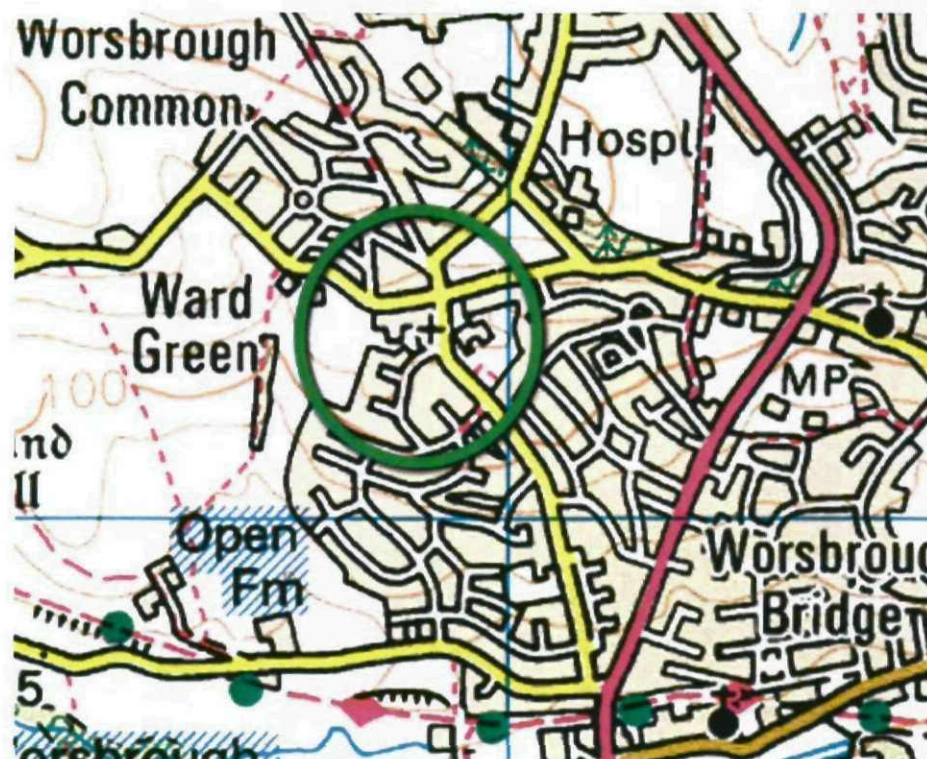


Cycle facilities in the local area surrounding the site includes marked cycle lanes and quiet on road routes with a short connection to a major traffic free route which is part of the Trans Pennine Network.

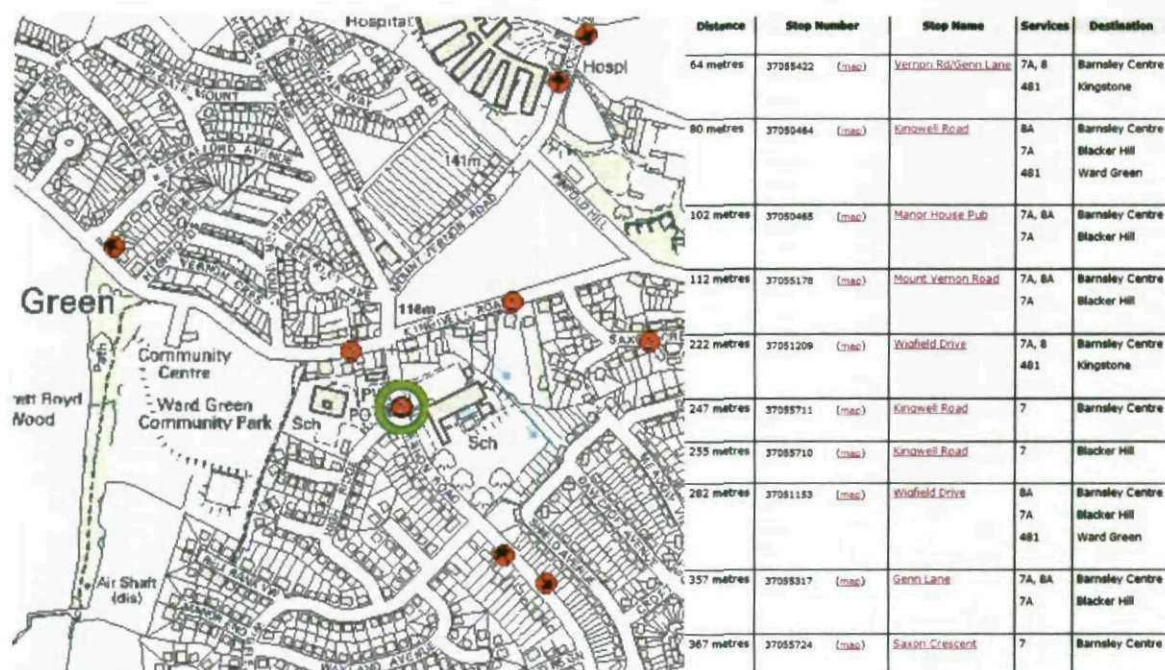
In conclusion, the proposed application site can be considered as being well served by the cycle network and is highly accessible by cycle.

Travel by public transport

There are several bus services which operate past the site along the Vernon Road and Kingwell Road corridors.



400m walk distance



Bus stop locations and service routes

The proposed development site is therefore conveniently located close to bus stops that regularly serve a number of communities in the vicinity of the site. These services provide the opportunity for those living at, or visiting the proposed development site to travel via public transport.

The North bound Vernon Road stop has a shelter and timetable, the southbound has a flag post.

The proposed application site is therefore considered as being highly accessible by bus.

Summary

In summary, therefore, the application site can be considered as being highly accessible by public transport, walking and cycling in accordance with planning policy guidance.

5. THE DEVELOPMENT PROPOSALS AND TRAFFIC IMPACTS

The current development proposal comprises approximately 19 residential units with associated car and cycle parking spaces.

The proposed site layout is illustrated below and shows the primary vehicular access to the development will be the existing priority junction onto High Ridge. (for full details see architects drawings)



Proposals also include a number of internal infrastructure improvements which will provide access to the site by pedestrians and cyclists thus encouraging sustainable forms of transport.

The site has a fallback position for its accepted education use of 230 two way trips which would be much higher than the trips that would be generated by the approx 19 residential units as shown overleaf (a robust worst case for car use) it is therefore considered there is a net benefit to the local network by trip reductions.

The table is based on the mode split for private owned houses from TRICS.

Residential House Privately Owned			Generation
House	2 Way Trip Rate per Unit	% Modal Split	19 units
AM Peak Hour Modal Split			
Pedestrians	0.230	20%	4
Cyclists	0.028	2%	0.5
Public Transport Users	0.044	4%	1
Total Vehicle Occupants	0.869	74%	17
Total People Trips	1.171	100%	
PM Peak Hour Modal Split			
Pedestrians	0.126	12%	2
Cyclists	0.026	3%	0.5
Public Transport Users	0.024	2%	0.4
Total Vehicle Occupants	0.857	83%	16
Total People Trips	1.033	100%	
24 Hour Modal Split			
Pedestrians	1.570	17%	30
Cyclists	0.192	2%	3
Public Transport Users	0.260	3%	5
Total Vehicle Occupants	7.235	78%	138
Total People Trips	9.256	100%	

Clearly there would be significantly less trips in the peak periods with the change of use as proposed, the daily trips are also slightly lower for the new use.

Clearly the proposed development flows would be lower in comparison to the accepted fall back flows and would thus have beneficial impact on the adjacent local network.

6. SUMMARY

This Transport Review has been carried out in relation to the proposed redevelopment of brownfield land at Ward Green, Barnsley.

The site has been demonstrated to comply with national planning guidance and satisfies the transportation requirements that are set out as part of these policies.

The proposed development is concluded to be very sustainable.

The assessment has studied existing public transport provision and facilities for pedestrians and cyclists.

The site is served by frequent bus services and is well served by existing pedestrian facilities.

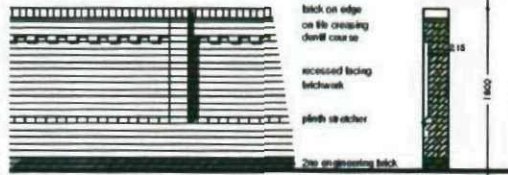
The site is within walking distance of public transport routes and a number of leisure, social and retail facilities.

A review of the trips demonstrates that the residential proposal will have a beneficial reduction on the operation and capacity of the existing adjacent highway network and reduce commercial movements in a largely residential area.

There are therefore no valid reasons for refusing the proposed residential development at this site, on highway or transport grounds.

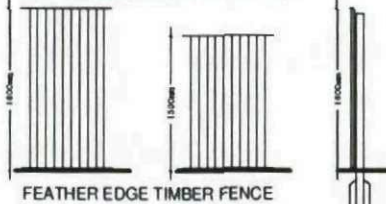
For Layout see Architects Drawings

Boundary Details



SCREEN WALL

100x25mm steel plate topped on 100x25mm steel plate on 75x75mm steel posts at 1800mm centres
all timbers to be finished in Dark Brown
FR 7 to 22mm top capping to fences visible from road frontages.



FEATHER EDGE TIMBER FENCE



01845 524738
01845 524278
dtpc@harronhomes.co.uk
www.dtpc.co.uk
CHARTERED ARCHITECTS
Michael Chapman, 77 Market Place
Thick, North Yorkshire YO2 1BY

downes
illingsworth
partnership ltd

HARRON
HOMES

PROJECT
DEVELOPMENT AT WARD GREEN, WORSBOROUGH
DRAWING TITLE
PROPOSED SITE LAYOUT PLAN

SCALE 1: 500 @ A3		DATE DECEMBER 2010	
DRAWN JW	CHECKED	PROJ. NO. 3481/10	REV C

Accommodation

Type	Name	Description	Area	Total
BA	Bamburgh	3 bed	900ft ²	3no
LY	Lydford	4 bed	1220	1no
TI	Tiverton	4 bed	1206	2no
CA	Canterbury	4 bed	1377	5no
SA	Salcombe	4 bed	1530	5no
PR	Portchester	4 / 5 bed	1579	3no
TOTAL				19no

Key

- EXISTING TREES TO BE RETAINED
- GRASS
- FEATHER EDGE TIMBER FENCE (1800mm high)
- FEATHER EDGE TIMBER FENCE (1500mm high)
- SCREEN WALL (1800mm high)

REFER TO POPPLEWELL ASSOCIATES DRG
FOR PRECISE LANDSCAPING DETAILS

ALL DRAWINGS ARE TO BE CHECKED ON SITE BY DTPC IN CONJUNCTION WITH HARRON HOMES. NO PART OF THIS DRAWING IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT PERMISSION IN WRITING FROM DTPC. THIS DRAWING IS THE PROPERTY OF DTPC AND IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED. IT IS NOT TO BE USED FOR ANY OTHER PROJECT OR SITE WITHOUT THE WRITTEN PERMISSION OF DTPC.

