Transport Planning • Development Engineering

For and on behalf of
EMPIRE PROPERTY CONCEPTS

TRANSPORT STATEMENT

Springfield House, Springfield Street, Barnsley

February 2018

Empire Property Concepts

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1 INTRODUCTION

1.1 This report has been prepared by Matrix Transport and Infrastructure Consultants Ltd (Matrix) on behalf of Empire Property Concepts and is submitted in support of a Prior Approval application to Barnsley Metropolitan Borough Council (BMBC) for the change of use of Springfield House on Springfield Street in Barnsley, which currently has consent for B1 use, to 115 one bedroom apartments.

1.2 The proposals will benefit from 23 car parking spaces (including two disabled spaces) and 44 secure cycle spaces will be provided. The proposed site plan is provided in **Appendix A.**

1.3 Springfield House was recently the subject of a Prior Approval application for the conversion to 30 apartments; however this has not been implemented. The application was supported by a brief Transport Statement prepared by White Young Green (WYG) and was approved by BMBC on the 13th September 2017.

1.4 This report provides a justification that the site is suitable for the proposed use, by setting out the following:

- The site is located in a highly accessible location;
- The traffic generated by the proposed development is forecast to be less than that which would be generated by the previous office (B1 Use); and
- The on-site parking is sufficient in that any parking displacement onto surrounding residential streets is likely to be negligible.

2 EXISTING CONDITIONS

Site location

2.1 The site is located on Springfield Street, approximately 1km west of Barnsley town centre, as shown in **Figure 2.1.**

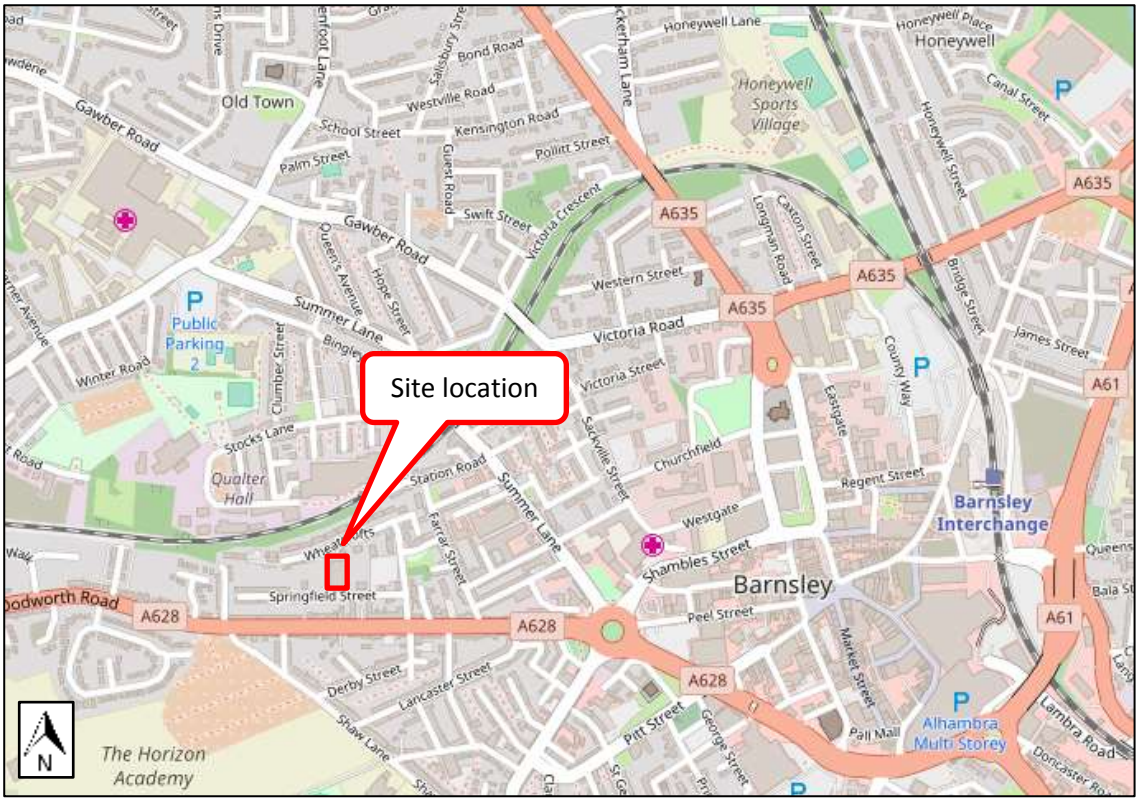


Figure 2.1 – Site Location Plan *Source: OpenStreetMap.org*

Access to local amenities

2.2 The Chartered Institute of Highways and Transport (CIHT) published guidance in 2010 (Providing for Journeys on Foot), which identified a preferable walking distance to key amenities (schools, shops, health facilities) of 1.2km and 800m for town centres.

2.3 Amenities within 800m of the site include:

- Holy Rood Roman Catholic Primary School;

- Shawlands Primary School;
- a Lidl supermarket;
- GP surgery;
- Convenience stores; and
- Holgate School and Sports College.

2.4 Amenities within a 1.2km (or 15 minute walk) of the site include a wide range of shops, services and employment opportunities within the town centre and a Morrisons supermarket.

Access to public transport

2.5 Guidance set out in the CIHT document 'Buses in Urban Developments', which was published in January 2018, states (*in Table 4*) the recommended walking distance to a bus stop on a core bus corridor with two or more high-frequency services is 500m, 400m to routes with single high-frequency routes (every 12 minutes or better) and 300m to less frequent routes.

2.6 There are four bus stops within 300m (the closest is approximately 210m from the site near to the junction with Dean Street), where buses with a combined frequency of around 10 minutes can be accessed, providing links to destinations such as Penistone, Dodworth, Gilroyd, Millhouse Green and Barnsley town centre and the bus interchange, where there are large number of connecting bus and rail services to key employment destinations including Sheffield, Leeds, Huddersfield and Nottingham.

2.7 There are also two bus stops within 500m of the site on Summer Lane, where service no. 43 can be accessed, which is a circular route connecting Barnsley, Worsborough Common, Kingstone and Pogmoor, at a 30 minute frequency.

2.8 In summary, the site is very well served by public transport, providing fast access to a range of key employment destinations such as Barnsley town centre (5 mins), Rotherham (50 mins), Sheffield (40 mins), Wakefield (30 mins) and Leeds (55 mins).

Walking and cycling

2.9 There is a good network of well-lit footways linking the site with bus stops and local amenities, creating a safe environment for pedestrians.

2.10 The site is well located for access to a cycle route which links to the National Cycle Routes, approximately 1.7km from the site. In addition to this, the roads in the vicinity of the site are generally flat with low speed limits, and as such the site can be considered to be accessible by bicycle.

Local highway network / parking

2.11 A site visit was undertaken on Thursday 8th February 2017 to review parking restrictions and to undertake a snapshot survey of parking availability in the immediate vicinity of the site. Parking observations were focused on the following streets, as shown in **Figure 2.2** over the page.

1. Springfield Street;
2. Perseverance Street;
3. Wheatcrofts;
4. Langmere Close;
5. Cornfall Place;
6. Springfield Place;
7. Shaw Lane (part);
8. Rosedale Gardens,
9. Westbourne Terrace;
10. South Street,
11. Dean Street;
12. Derby Street;

13. Knowlsey Street;
14. Westfield Terrace; and
15. Alma Street

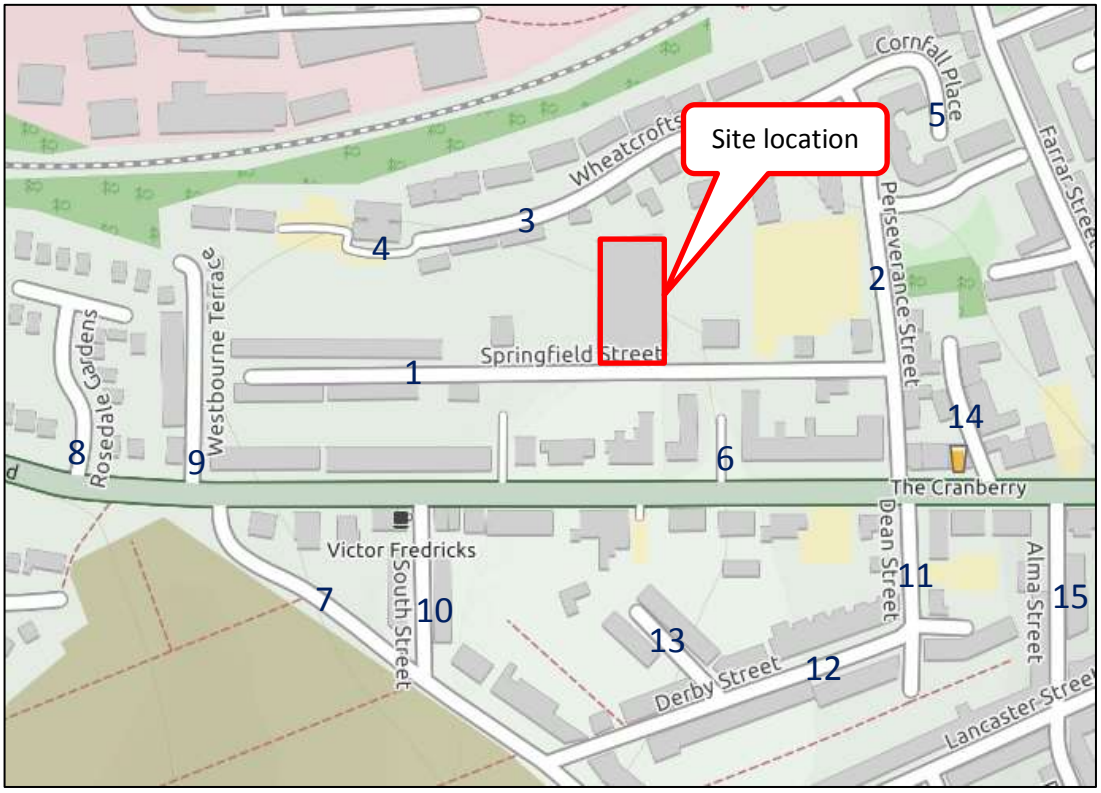


Figure 2.2 – parking observations *Source: OpenStreetMap.org*

Parking restrictions

2.12 The site is surrounded by a number of residential streets; Springfield Street to the south, Perseverance Street to the east and Wheatcrofts/Langmere Close to the north, which are accessed off the A628 Dodwoth Road, a key arterial route for Barnsley town centre.

2.13 There is a single yellow line on both sides of the carriageway on Dodworth Road in the vicinity of the site with no parking allowed between 8am to 9.30am and between 4.30pm and 6pm.

2.14 Springfield Street (between Dodworth Road and the junction with Perseverance Street) has restricted parking in the form of a single yellow line permitting parking 6pm to 8am, Monday to Saturday and anytime on Sunday.

2.15 No parking is permitted at any time (double yellow lines) on the majority of the section of Springfield Street where the site is located, with some restricted parking available (mainly at the western end) for residents with permits, Monday to Saturday, 8am to 6pm and anyone else at any other time.

2.16 There are no parking restrictions on Perseverance Street and Wheatcrofts Close / Langmere Close; however the housing has off-street parking. Westfield Street, immediately east of the junction between Springfield Street and Dodworth Road also offers unrestricted parking.

2.17 Other nearby streets that provide unrestricted parking also include Rosedale Gardens, South Street, Dean Street and Derby Street.

2.18 Springfield Place has resident parking only. Alma Street has restricted parking between 8am and 6pm, Monday to Saturday.

2.19 Shaw Lane provides unrestricted parking for the most part, with the exception of a 'No Stopping on entrance markings Mon-Fri 8am-5pm' sign opposite the school with 'Keep Clear' at the entrance.

<u>Parking availability</u>

2.20 On-street parking occupancy observations were undertaken between 5pm and 7.30pm to identify the demand for parking in the vicinity of the site. **Table 2.1** over the page below provides a summary of the observations:

Table 2.1 Off-street parking observations			
Street	**Ref**	**Time**	**Approx. no. of parking spaces available**
Rosedale Gardens	8	5.30pm	14
		6.35pm	16
Alma Street	15	5.15pm	5
		7pm	2
Derby Street	12	5.20pm	12-14
		7pm	7
Knowsley Street	13	7pm	8
Dean Street	11	5.15pm	7
		7.05pm	5
South Street	10	5.20pm	8
		7.10pm	6
Westfield Street	14	5pm	12
		6.40pm	10
Springfield Street (unrestricted parking)	1	4.45pm	5
		6.30pm	4

Table 2.1 Off-street parking observations			
Street	**Ref**	**Time**	**Approx. no. of parking spaces available**
Springfield Street (restricted parking)	1	4.45pm	24
		6.30pm	15
Wheatcrofts / Perseverance Street / Langmere Close / Cornfall Place	2/3/4/5	6.50pm	25
Shaw Lane	7	7.10pm	16-18

2.21 **Table 2.1** above shows there appears to be a general availability of off-street parking on streets within the vicinity of the site during the survey period.

2.22 Although there is capacity to accommodate additional vehicles parked on-street in the vicinity of the site**, Section 3** and **Section 4** of this report provide analyses to set out the traffic impact and any parking displacement onto the local highway network associated with the development proposals are likely to be negligible.

3 TRIP GENERATION

Consented use

3.1 The consented use trip rates and generations have been extracted from the WYG Transport Statement and replicated in **Table 3.1** below.

Table 3.1 Existing use Trip Rate and Traffic Generation (B1 3,976 sq. m)						
Time Period	**Trip Rate (per 100 sq. m)**			**Vehicles**		
	Arrive	**Depart**	**Total**	**Arrive**	**Depart**	**Total**
08:00 – 09:00	1.456	0.226	1.682	58	9	67
17:00 – 18:00	0.138	1.126	1.264	5	45	50
Daily	5.360	5.222	10.582	213	208	421

Proposed use

3.2 The proposed use trip rates set out in the WYG Transport Statement have also been replicated in **Table 3.2** below, with the forecast traffic generation for 115 apartments.

Table 3.2 Proposed use Trip Rate and Traffic Generation (115 units)						
Time Period	**Trip Rate (per unit)**			**Vehicles**		
	Arrive	**Depart**	**Total**	**Arrive**	**Depart**	**Total**
08:00 – 09:00	0.047	0.109	0.156	5	13	18
17:00 – 18:00	0.139	0.09	0.229	16	10	26
Daily	0.947	0.978	1.925	109	112	221

3.3 **Table 3.2** clearly shows the forecast vehicular impact of the development proposals will be significantly less than the consented B1 use.

4 PARKING IMPACT ANALYSIS

Introduction

4.1 This section provides an analysis to justify the off-site parking provision of 23 spaces and to set out that the impact of displacement parking onto neighbouring streets is likely to be negligible.

Parking Standards

4.2 The BMBC parking standards are set out in a Supplementary Planning Document, which was adopted in 2012. For housing (including flats) in Urban Barnsley, the maximum number of spaces is 1 space per dwelling for dwellings with 1 or 2 bedrooms. Therefore, a maximum of 115 spaces should be provided. Given the location, with excellent access to sustainable travel modes, the size of the apartments and the travel to work and car ownership analysis provided below, Matrix considers the 23 spaces provided to be sufficient.

Car Parking Requirement Analysis

4.3 The site is located on the boundary of two lower layer Super Output Areas (SOA); E01007444: Barnsley 012F and E01007443: Barnsley 013F, as shown in **Figure 4.1** below:

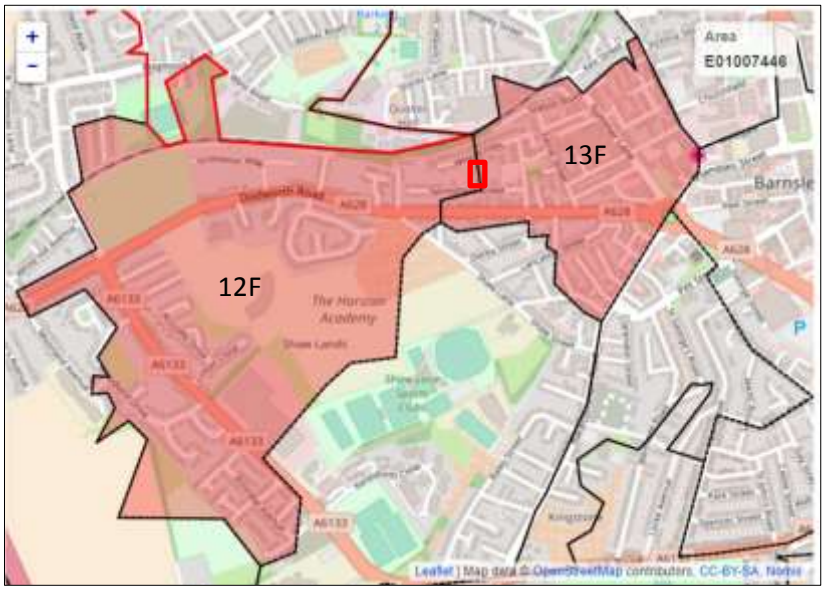


Figure 4.1 - Barnsley 012F and 13F

4.4 The 'QS701EW - Method of travel to work' dataset from the 2011 Census has been used to identify the mode splits for the residents living in Barnsley 013F (as this SOA has the most similar characteristics of the specific locality of the site) and are shown in **Table 4.1** below.

Table 4.1 Method of Travel to Work (Barnsley 013F)

	Work from home	Tram	Train	Bus	Motorcycle,	Taxi	Car - driver	Car - passenger	Bicycle	On Foot	Other
Percentage (%)	2.9	0.1	4.4	7.9	0.6	0.3	47.9	8.4	0.4	26.8	0.4

4.5 The percentages identified in **Table 4.1** would suggest that less than half of the residents of the proposed development are likely to drive to work. This is corroborated by using QS702EW - Distance travelled to work – which identified 32.1% of residents travelling less than 2km to work and 14.1% between 2km and 5km.

4.6 However, the data is calculated from residents living in a range of accommodation types, which is likely to providing an overestimate for residents of apartments only. Conversely, a resident may own or have access to a car, but use a different method of travel to work. Therefore, further analysis is required, as set out below.

4.7 **Table 4.2** over the page shows the QS416EW - Car or van availability for Barnsley 013F, which suggests that 53.8% of households have access to a car.

Table 4.2 Number of cars or vans in household – all types (Barnsley 013F)		
Number of cars or vans in household	**Proportion of total (%)**	**Number of cars (115 apartments)**
None	46.2	41
1	39.4	45
2	12.5	29
3	1.3	4
4 or more	0.6	3
Total	**100.0**	**80**

4.8 Based on the data in **Table 4.2,** a total of 80 vehicles might be expected for 115 dwellings in this location; however this is based on all accommodation types.

4.9 The dataset 'DC4415EWLA - accommodation type by car or van availability by number of usual residents aged 17 or over in household' is only available at Local Authority district level; however provides a useful method to consider car availability for residents of apartments only. The proportion between car availability for all households and car availability for apartments only can then be applied to the Barnsley 013F data in **Table 4.2.**

4.10 The data in **Appendix B1** shows that for all household types (Barnsley district), 119 vehicles might be expected for 115 dwellings, compared to 60 vehicles for 115 flats, maisonettes or apartments. Therefore based on the above, it can be surmised that 50.4% of the vehicles forecast to be associated with 115 dwellings (all accommodation types) would be expected if all of the dwellings were apartments.

4.11 Applying the 50.4% to the 80 vehicles identified in **Table 4.2** for all accommodation types in Barnsley 013F equates to **40** vehicles. Given there are 23 off-street parking spaces, this would result in 17 vehicles being displaced onto on-street parking on the local highway network.

4.12 It should be noted that around 30% of the 'flats, maisonettes and apartments' in the 'DC4415EWLA accommodation type by car or van availability by number of usual residents aged 17 or over in household' dataset in **Appendix B1** have two or more residents ages 17 or over, which has an impact on the likely number of vehicles associated with those households, as a greater proportion of these households have access to one or more cars. Given all of the apartments in the proposed development are one bedroom and are relatively small, these are more than likely to be occupied by one resident.

4.13 Taking the above into consideration, the calculation undertaken in para 4.11 has been repeated using the proportions of car availability for apartments with one resident (see **Appendix B2**) . This identifies 37.2% of the vehicles forecast to be associated with 115 dwellings (all types) would be expected if all of the dwellings were one person occupied apartments.

4.14 Applying the 37.2% to the 80 vehicles identified in **Table 4.2**, equates to **30** vehicles, which would only result in **seven** vehicles displaced onto on-street parking on the local highway network, which is considered a negligible impact.

5 SUMMARY AND CONCLUSION

5.1 This report has set out that the proposed development is in a highly accessible location, with a large proportion of the future residents likely to use sustainable travel modes to get to and from work, resulting in a negligible impact on the local highway network.

5.2 The proposals comprise of 115 one bedroom apartments with 23 car parking spaces (including two disabled spaces) and 44 secure cycle spaces.

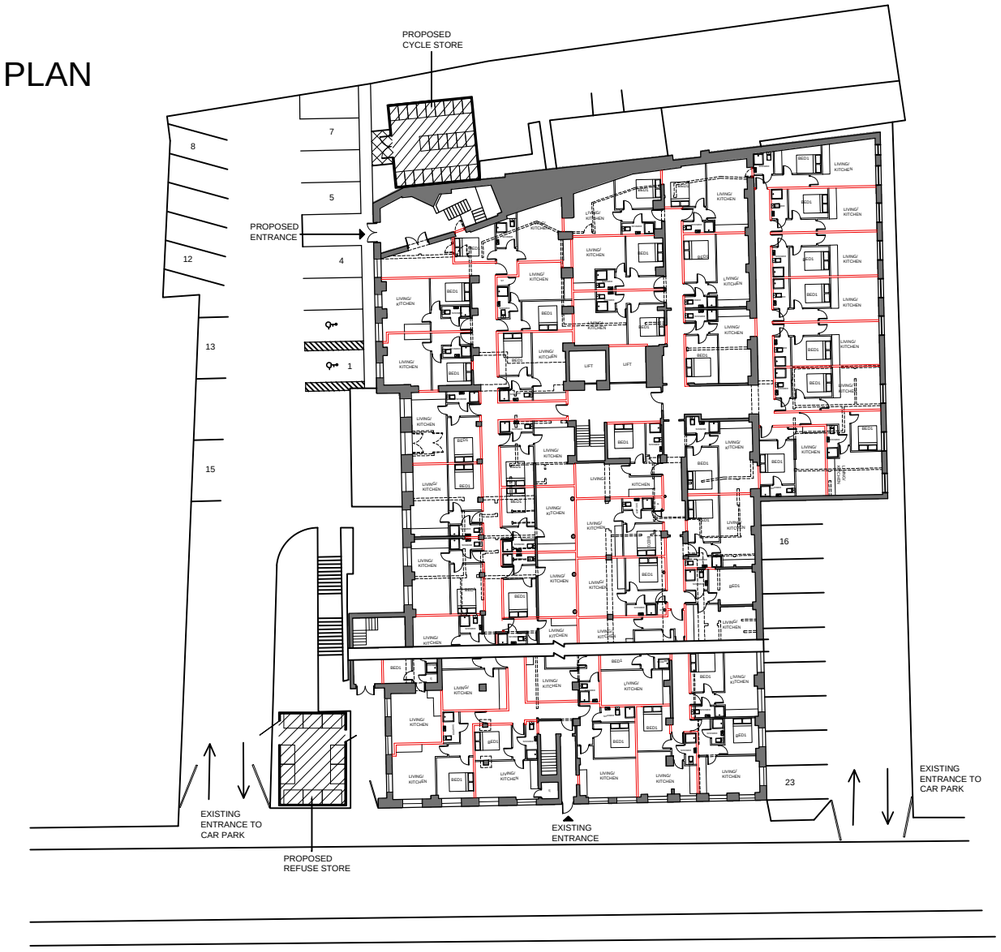
5.3 The report has also shown that, due to the site location and type of accommodation (small one-bedroom apartment), based on local Census data, 30 future residents of the 115 apartments (around 27%) are forecast to have access to a car, which equates to an on-street parking displacement of **seven** cars, which is a negligible impact.

5.4 In conclusion, Matrix can see no transport or highways reasons why this application should not be approved.

APPENDIX A

Site Plan

SITE PLAN



REV	DESCRIPTION

PROPOSED SITE PLAN

PROPOSED CONVERSION OF OFFICE BUILDING TO APARTMENTS, SPRINGFIELD HOUSE, BARNSLEY

CLIENT:	EMPIRE PROPERTY CONCEPTS
DWG NO:	K838/01
SCALE:	1/500 @ A3
DRAWN BY:	D.D.
DATE:	08/01/18
REV:	

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APPENDIX B1

Census data calculations (all apartments)

DC4415EWla - Accommodation type by car or van availability by number of usual residents aged 17 or over in household

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	Proportion of car availability for apartments copmpared to all households **50.4%**
population	**All households**
units	**Household reference persons**
date	**2011**
area type	**2011 census merged local authority districts**
area name	**Barnsley**

accomodation type **All categories: Accommodation type**

Units **115**

No of Usual Residents in Households	All categories: Car or van availability	No cars or vans in household	1 car or van in household	2 or more cars or vans in household	No cars or vans in household	1 car or van in household	2 or more cars or vans in household			
All categories: Number of usual residents aged 17 or over in household	100,734	27,108	43,197	30,429	26.9%	42.9%	30.2%	49	69	**119**
No usual residents aged 17 or over in household	12	9	2	1						
One usual resident aged 17 or over in household	36,206	18,323	16,320	1,563	18.2%	16.2%	1.6%	19	4	**22**
Two or more usual residents aged 17 or over in household	64,516	8,776	26,875	28,865	8.7%	26.7%	28.7%	31	66	**97**

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

accomodation type **Whole house or bungalow**

Units **115**

No of Usual Residents in Households	All categories: Car or van availability	No cars or vans in household	1 car or van in household	2 or more cars or vans in household	No cars or vans in household	1 car or van in household	2 or more cars or vans in household			
All categories: Number of usual residents aged 17 or over in household	93,154	22,926	40,362	29,866	24.6%	43.3%	32.1%	50	74	**124**
No usual residents aged 17 or over in household	7	6	1							
One usual resident aged 17 or over in household	30,856	14,919	14,488	1,449	16.0%	15.6%	1.6%	18	4	**21**
Two or more usual residents aged 17 or over in household	62,291	8,001	25,873	28,417	8.6%	27.8%	30.5%	32	70	**102**

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

accomodation type **Flat, maisonette or apartment**

Units **115**

No of Usual Residents in Households	All categories: Car or van availability	No cars or vans in household	1 car or van in household	2 or more cars or vans in household	No cars or vans in household	1 car or van in household	2 or more cars or vans in household			
All categories: Number of usual residents aged 17 or over in household	7,535	4,166	2,818	551	55.3%	37.4%	7.3%	43	17	**60**
No usual residents aged 17 or over in household	5	3	1	1						
One usual resident aged 17 or over in household	5,329	3,394	1,824	111	45.0%	24.2%	1.5%	28	3	**31**
Two or more usual residents aged 17 or over in household	2,201	769	993	439	10.2%	13.2%	5.8%	15	13	**29**

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

APPENDIX B2

Census data calculations (apartments with one resident)

DC4415EWla - Accommodation type by car or van availability by number of usual residents aged 17 or over in household

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	Proportion of car availability for apartments copmpared to all households **37.2%**
population	**All households**
units	**Household reference persons**
date	**2011**
area type	**2011 census merged local authority districts**
area name	**Barnsley**

accomodation type **All categories: Accommodation type**

Units **115**

No of Usual Residents in Households	**All categories: Car or van availability**	**No cars or vans in household**	**1 car or van in household**	**2 or more cars or vans in household**	**No cars or vans in household**	**1 car or van in household**	**2 or more cars or vans in household**			
All categories: Number of usual residents aged 17 or over in household	100,734	27,108	43,197	30,429	26.9%	42.9%	30.2%	49	69	**119**
No usual residents aged 17 or over in household	12	9	2	1						
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Two or more usual residents aged 17 or over in household	64,516	8,776	26,875	28,865	8.7%	26.7%	28.7%	31	66	**97**

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

accomodation type **Whole house or bungalow**

Units **115**

No of Usual Residents in Households	**All categories: Car or van availability**	**No cars or vans in household**	**1 car or van in household**	**2 or more cars or vans in household**	**No cars or vans in household**	**1 car or van in household**	**2 or more cars or vans in household**			
All categories: Number of usual residents aged 17 or over in household	93,154	22,926	40,362	29,866	24.6%	43.3%	32.1%	50	74	**124**
No usual residents aged 17 or over in household	7	6	1							
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Two or more usual residents aged 17 or over in household	62,291	8,001	25,873	28,417	8.6%	27.8%	30.5%	32	70	**102**

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

accomodation type **Flat, maisonette or apartment**

Units **115**

No of Usual Residents in Households	**All categories: Car or van availability**	**No cars or vans in household**	**1 car or van in household**	**2 or more cars or vans in household**	**No cars or vans in household**	**1 car or van in household**	**2 or more cars or vans in household**			
One usual resident aged 17 or over in household	5,329	3,394	1,824	111	63.7%	34.2%	2.1%	39	5	**44**

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

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