The Public Sector Consultant

Former Mill Academy Site
Lobwood
Worsbrough Bridge
Worsbrough
Barnsley
S70 5EP

Barnsley Metropolitan Borough Council

Proposed SEND School

Issue 2

23 September 2026

BC2603

Transport Statement

Proposed SEND School

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1. Introduction

This Transport Statement (TS) has been prepared by Align Property Services (APS) on behalf of Barnsley Metropolitan Borough Council (BMBC) in support of a full planning application to convert part of the Mill Primary Academy site into a separate SEND (Special Educational Needs and Disabilities) school for 40-45 pupils.

The site is located to the southern side of Barnsley, in Worsbrough Bridge, approximately 125m from Park Road (A61) or approximately 2.4km from Barnsley town centre. It is accessed via a one-way loop arrangement through Lobwood and Berrydale which are both part of the Highway Maintainable at Public Expense (HMPE). These roads provide existing accesses to residential properties and the existing primary school (The Mill Academy). Entry and egress to / from the site is proposed via two priority junctions at the eastern end of the site. The approximate site location is illustrated in Figure 1.

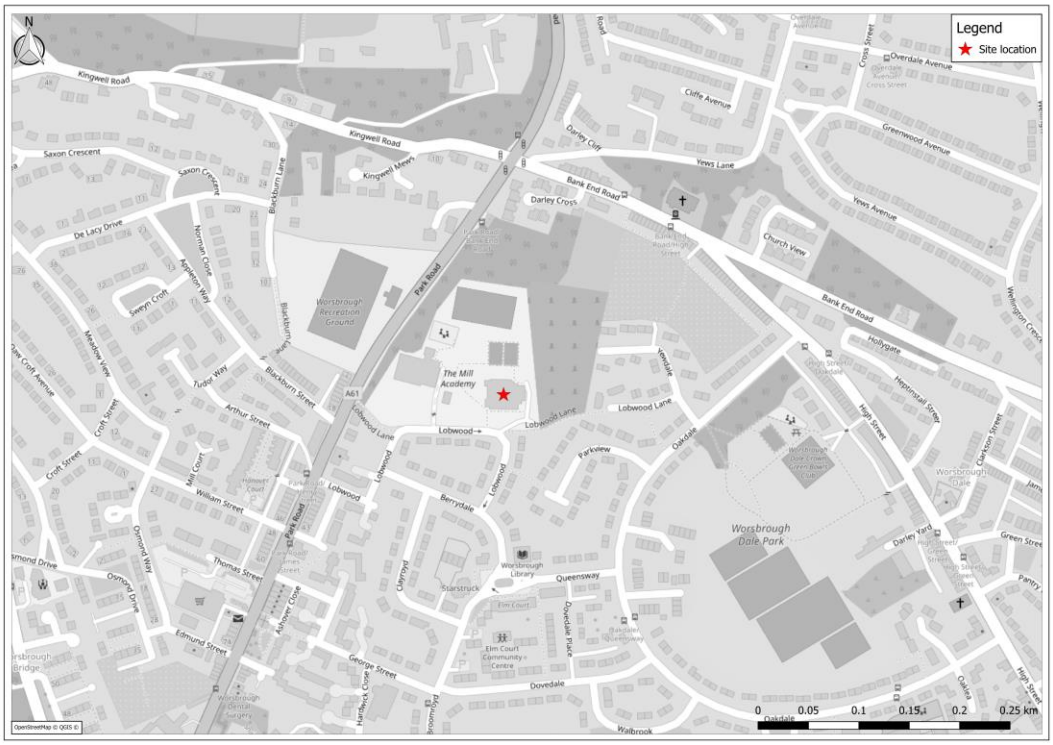

Figure 1 Site location

The site is located in the Metropolitan Borough of Barnsley and BMBC are both the Local Planning Authority (LPA) and Local Highway Authority (LHA).

1.1. Planning History

The site has been the subject of several minor planning applications in the past such as erection of perimeter fencing and extensions / alterations to the existing layout. None of these are pertinent to the proposals discussed in this Transport Statement.

1.2. Transport Statement Scope

This TS has been prepared with reference to *Planning Practice Guidance: Travel Plans, Transport Assessments and Statements* (2014).

The purpose of this TS report is to present the transport elements of the proposed development including access, car parking, cycle parking and servicing. It also sets out the expected trip generation of the development proposals and demonstrates that there will be a negligible impact on the local highway network.

This TS is structured as follows:

- **Section 2** – sets the national, regional and local transport policy applicable to this development.
- **Section 3** – establishes the baseline transport conditions at the site and in the surrounding area, including pedestrian and cycle routes, local public transport services and the local highway network.
- **Section 4** – provides a summary of the proposed development, including, access, car parking, cycle parking and servicing arrangements.
- **Section 5** – presents the likely trip generation and expected impact of the proposed development.
- **Section 6** – summarises the findings of this TS.

2. Transport Planning Policy

This section outlines the national, regional and local polices relevant to transport that have been considered when formulating the proposed development. A summary of these policies is provided in the following sub-sections.

2.1. National Planning Policy Framework (December 2024)

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development and supporting infrastructure in a sustainable manner. The following sections of the NPPF are most relevant to considering development proposals in the context of transport:

- Paragraph 115 states that planning decisions should ensure:
    - Where possible, sustainable modes of transport are prioritised which have regard to the vision for the site, type of development and its location.
    - Safe and suitable access to the site can be achieved for all users.
    - The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance.
    - Any significant impacts from the development on the transport network, or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.
- Paragraph 116 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe.
- Paragraph 117 encourages development proposals that:
    - Give priority first to pedestrian and cycle movements and secondly access to high quality public transport.
    - Address the needs of people with disabilities and reduced mobility.
    - Create places that are safe, secure and attractive.
    - Allow for the efficient delivery of goods, and access by service and emergency vehicles.
    - Are designed to enable charging of plug-in and other ultra-low emission vehicles.

2.2. Barnsley Metropolitan Borough Council Local Plan (January 2019)

The local plan document sets out the council's local planning policy for the future development of Barnsley up to the year 2033.

The key transport goals relevant to development proposals are:

- Policy T1 Accessibility Priorities – *Promote high quality public transport*
    - The site is within a reasonable walking distance of several bus routes that service much of Barnsley and link to wider destinations
- Policy T3 New Development and Sustainable Travel – *Provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant Supplementary Planning Document; Provide a transport statement or assessment in line with guidance set out in the National Planning Policy Framework and guidance including where appropriate regard for cross boundary local authority impacts; and Provide a travel plan statement or a travel plan in*

accordance with guidance set out in the National Planning Policy Framework including where appropriate regard for cross boundary local authority impacts. Travel plans will be secured through a planning obligation or a planning condition.

  - The minimum levels of parking for each of these modes will be provided in the proposals and a Transport Statement and Travel Plan have been prepared to support the proposals.

- Policy T4 New development and Transport Safety – *New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.*

  - The proposals include step free access across the site and have been designed to be inclusive and safe.

2.3. Barnsley Metropolitan Borough Council Supplementary Planning Document: Parking (November 2019)

This supplementary planning document sets out parking standards that the council requires in all new and proposed developments. It directly supplements the aforementioned Local Plan Policy T3 New Development and Sustainable Travel.

The required parking minimum standards for schools are set out as follows:

- *1 space per 3 teaching staff and;*
- *1 space per 3 non-teaching staff.*

Parking in accordance with these standards have been provided in the proposals.

3. Baseline Transport Conditions

A review of the current site conditions and existing local transport facilities is provided in this section of the report. This includes the existing land use, public transport, walking infrastructure, cycling infrastructure, the local highway network and parking arrangements.

3.1. Site Location

The site is located on a currently occupied plot of land off Lobwood in Worsbrough Bridge, Barnsley, 2.6km south east from Barnsley town centre. It is accessed via Park Road (A61), Lobwood and Berrydale which are all part of the Highway Maintainable at Public Expense (HMPE).

3.2. Existing Land Use

The site is currently utilised by the adjacent primary school, known as the Mill Academy. The school accommodates 220 pupils aged 3 to 11 supported by 33 members of staff. The school day runs from 08:50 to 15:30. It hosts one of two school buildings that under the proposals will be repurposed.

3.3. Walking Network and Facilities

The CIHT document 'Planning for walking' states 'The power of a destination determines how far people will walk to get to it. For bus stops in residential areas, 400 metres has traditionally been regarded as the optimum distance for those wishing to commute by bus. People will generally walk up to 800 metres to get to a railway station, which reflects the greater perceived quality or importance of rail services. However, the IHT in their '*Providing for Journeys on Foot'* guidance state that for education and commuting journeys, people are usually willing to walk a distance of up to 2,000m (2 km / 1.25 mi).

As can be seen below several facilities, including bus stops (which could be utilised by those commuting to / from the site) are within the given walking distances discussed above. As such it is expected that the overall facilities of the surrounding area are deemed to be more than adequate.

A selection of facilities including, retail, entertainment and medical are within walking distance of the site. The route to and from these facilities is well catered for. Continuous footways are provided along both sides of Park Road, Lobwood (with the exception of part of the eastern extent) and Berrydale which range between 1.3m and 2m in width. Dropped kerbs and tactile paving (along Park Road) are provided at junctions to aid pedestrians in crossing the road.

Shown below in Figure 2 is a 2 km walking isochrone (25 minutes walk at 4.8 km/h) centred from the site itself, this demonstrates the volume and variation of facilities that are within a reasonable walking distance from the site and may be accessed by staff and some students.

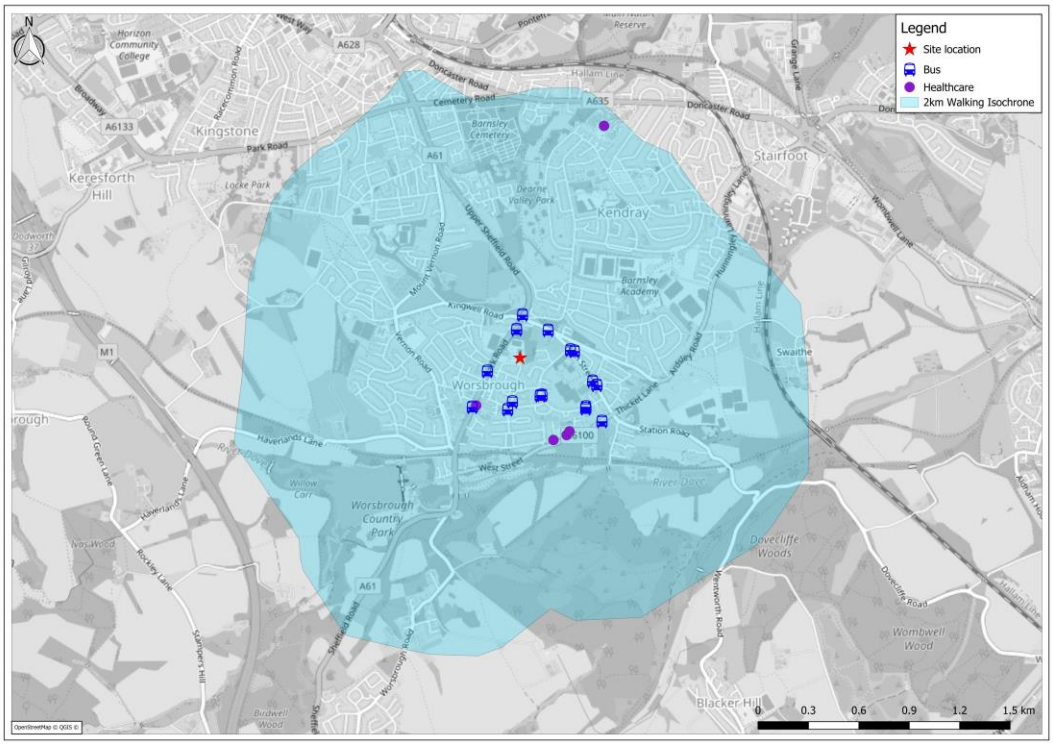

Figure 2 2km walking isochrone

3.4. Cycling Network and Facilities

According to Local Transport Note 1/20 two out of every three personal trips are less than five miles (8 km) in length, which is considered an achievable distance to cycle for most people.

Whilst no dedicated cycling facilities are present within the vicinity of the site most of the local roads appear to be conducive to cycling due to their physical characteristics, encouraging reduced vehicle speeds. As the local roads only serve the local primary school and some residential estates low traffic numbers are also expected. As such cycling to the site from its immediate vicinity is considered to be acceptable.

Shown below in Figure 3 is an 8 km (5 mi) cycling isochrone centred from the site itself. As can be seen a wide variety of destinations such as the town centre of Barnsley and its associated facilities are located within a reasonable cycling distance from the site and may be accessed by staff and visitors.

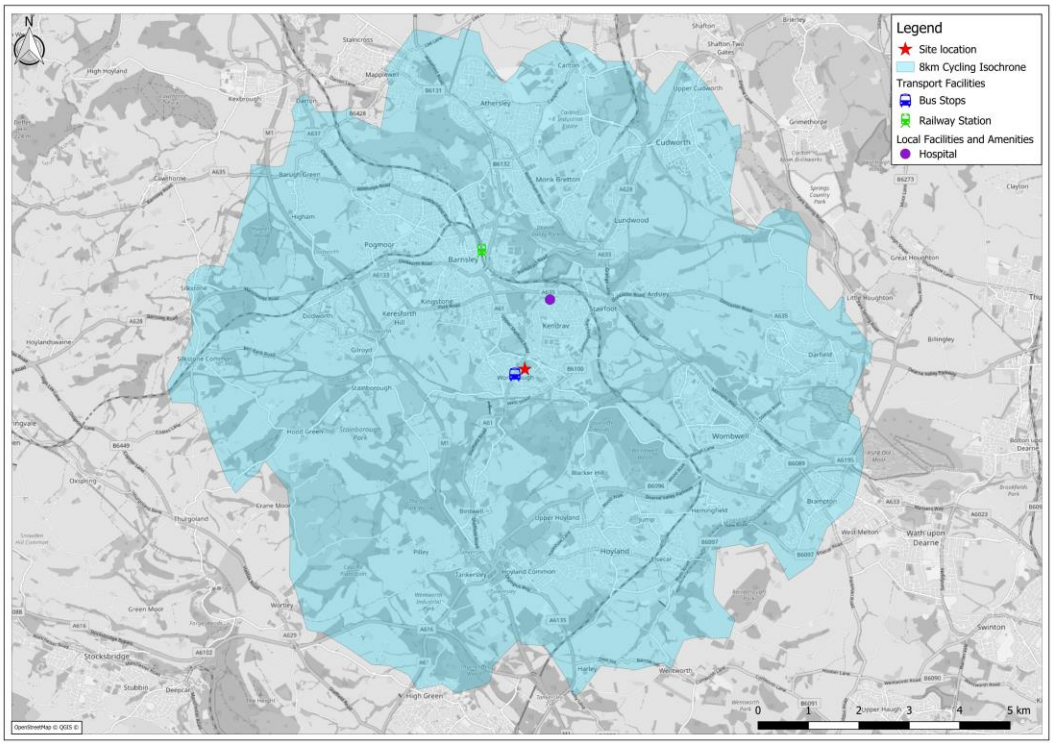

Figure 3 8km cycling isochrone

3.5. Nearby Facilities and Amenities

Table 1 sets out local facilities and amenities that could feasibly be accessed by school staff or parents / guardians making linked trips, as can be seen below there is a diverse range of facilities such as community facilities, parks, a large supermarket and healthcare practices. There is also a local hospital, and multiple pharmacies located an 8-minute drive from the site (2,900m).

Table 1 Walking and cycling distances to nearby facilities and amenities

Services	Postcode	Distance (Metres)	Walk (Minutes)	Cycle (Minutes)
Worsbrough Library	S70 5ER	140	2	1
Park Road Butchers	S70 5AJ	200	3	1
Elm Court Community Centre	S70 5EB	250	3	1
Worsbrough Recreation Ground	S70 5AW	275	4	2
Mixed Retail Locations	S70 5AA	350	5	3
Post Office	S70 5AB	380	5	3
Asda	S70 5AU	1300	6	3
The Dove Valley Practice	S70 5NZ	790	11	3

The locations of these amenities and services can be seen below in Figure 4



Figure 4 Local Facilities and Amenities

3.6. Public Transport Accessibility

Public transport facilities in the vicinity of the site are illustrated in Figure 5 and discussed in the following sub-sections.

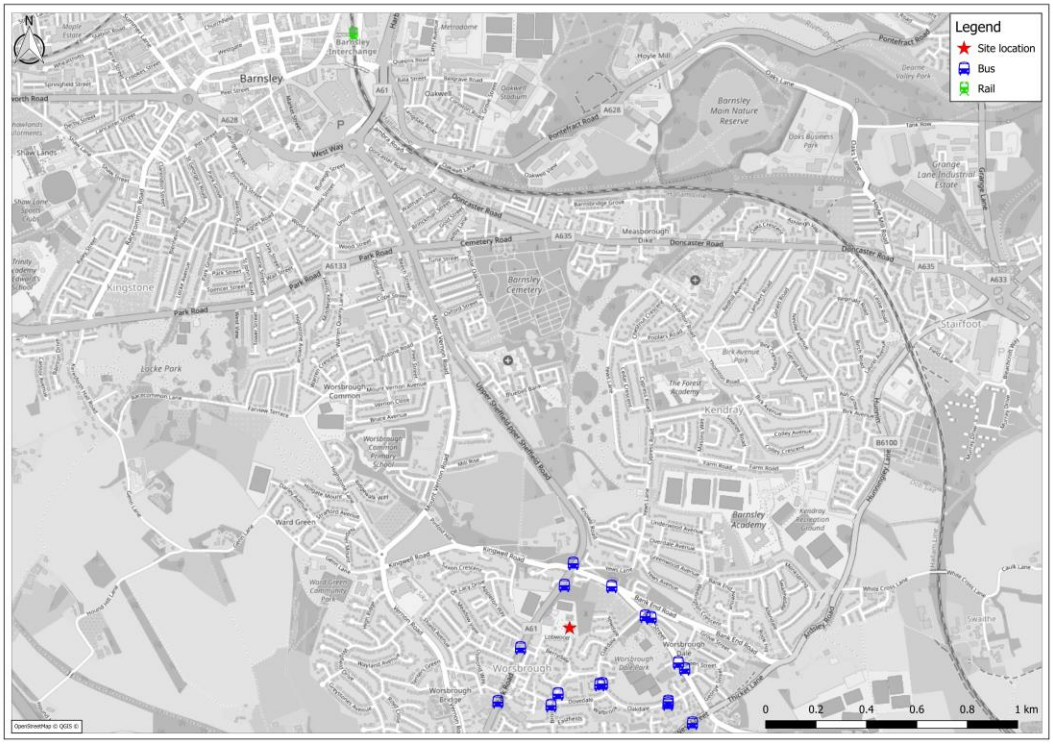

Figure 5 Transport Facilities

Bus Services

As outlined above the preferred maximum preferred walking distance to bus stops in residential areas is 400m, and there are bus stops located on Park Road approximately 250m walking distance from the site providing access to westbound and eastbound bus services. The bus services and their frequencies are summarised in Table 2.

Table 2 Details of bus routes servicing the site (weekday)

Route identification		Weekday			
Route No.	Route name	Frequency	Earliest Service	Latest Service	No. of services
2	Barnsley – Sheffield	Hourly	06:02	23:35	16
X17	Wirksworth – Chesterfield - Barnsley	Hourly	06:30	20:50	14
66	Barnsley – Hoyland - Barnsley	Every 20-30 mins approx.	05:05	00:28	45

As seen in Table 2 three routes serve the proposed development, these being the 2, X17 and 66. These services have a high frequency at approximately every 20 minutes and combined with the early first service and late final service, links to nearby Barnsley Interchange and Barnsley itself are well established and catered for. All services operate from stops located approximately 250-300m walking distance to the southwest of the site. Both bus stops are well equipped with bus shelters, bus stop kerbs, a flag and timetable information.

Rail Services

Barnsley train station is located approximately 2 miles to the north of the site. It provides direct links to Sheffield, Leeds, Huddersfield, Lincoln and Nottingham via Northern services. The station is managed by Northern and importantly offers step-free access to all platforms, on-site ticket machines and sheltered waiting and seating areas. There are 76 available parking spaces, 6 accessible parking spaces and cycle storage for 24 bicycles. Train calling points on the journey are summarised in Figure 6.

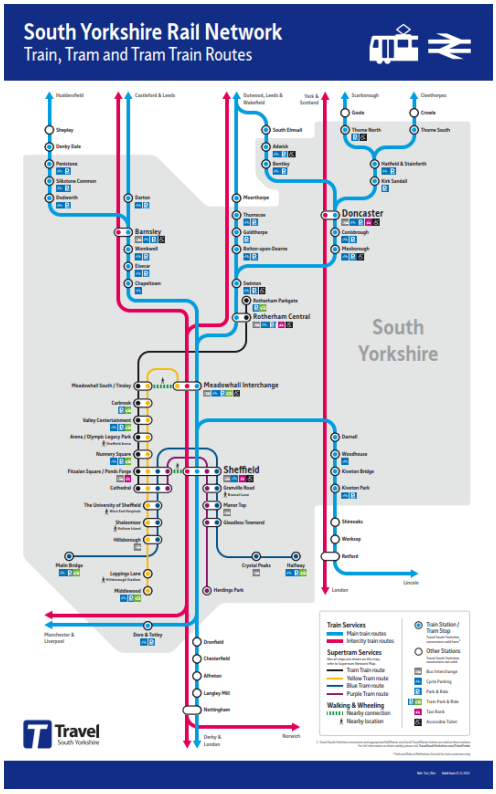

Figure 6 South Yorkshire Rail Network (Source: TravelSouthYorkshire)

The first and last services between a Monday and a Friday are summarised in Table 3.

Table 3 Train Times (Mon to Fri)

Service	Origin	Destination	Departs	Arrives	Average Hourly Frequency
First train	Barnsley	Leeds	05:57	06:47	2
Last train			22:59	23:52	
First train	Leeds	Barnsley	05:54	06:45	2
Last train			22:58	23:48	

3.7. Local Highway Network

The following sub-sections describe the local highway network immediately surrounding the site.

Park Road (A61)

Park Road to the west of the site (illustrated in Figure 7) links the site and surrounding residential area to the wider highway network, it is approximately 8.5m wide with a centre line. The road is a two-way single carriageway road with a speed limit of 30mph and is expected to experience relatively low traffic flows and speeds. Footways are present either side of the road with an average width of 2.0m and pinch points of 1.3m in places. Parking is unrestricted to the north of the pedestrian cut through to Lobwood, with the exception of a set of school keep clear markings. There is an uncontrolled pedestrian crossing point to the south of the pedestrian cut through, which benefits from tactile paving.



Figure 7 Park Road Looking North

Lobwood

Lobwood (illustrated in Figure 8) directly links the site and existing primary school to Berrydale and Park Road. It is a single carriageway road without a centre line that is two-way between Park Road and Berrydale before becoming one-way in the northbound direction forming a loop back onto Berrydale further to the east. The two-way sections of road are an average of 6.0m in width, decreasing to 4.8m where it becomes one-way. The road is subject to a 30mph speed limit and has footways along either side for the majority of its length, these footways range between 1.6m and 2.0m. There are no parking restrictions along Lobwood with the exception of double yellow lines at the junction with Park Road and a section of school keep clear markings (which prohibit stopping between 08:00 and 17:00 Monday to Friday) outside the existing Mill Academy.



Figure 8 Lobwood Looking East (towards the school)

Berrydale

Berrydale (illustrated in Figure 9) is a two-way single carriageway road with a centre line subject to a 30mph speed limit. The road has an average width of 6.2m and has footways either side of the carriageway approximately 1.7m wide. There are no existing parking restrictions along Berrydale.



Figure 9 Berrydale Looking West

3.8. Parking

In pre-application discussions, BMBC transport officers requested that car parking surveys were undertaken in the vicinity of the school. As a result, parking beat surveys took place over two days (Tuesday 19 and Wednesday 20 May 2026 during school term time) during the following time periods:

- 07:30 and 09:15; and
- 14:30 and 16:15.

The surveys were broken down into six zones (1 to 6) covering A61 Park Road, Lobwood and Berrydale. The survey footage for sites 3 and 5 (western and eastern sides of Lobwood) was lost due to the survey cameras been vandalised. As a result, to supplement the survey data on-site observations were made during school drop off (08:30-09:00) on 10 June 2026. The sites that reported data are summarised below in Figure 10.

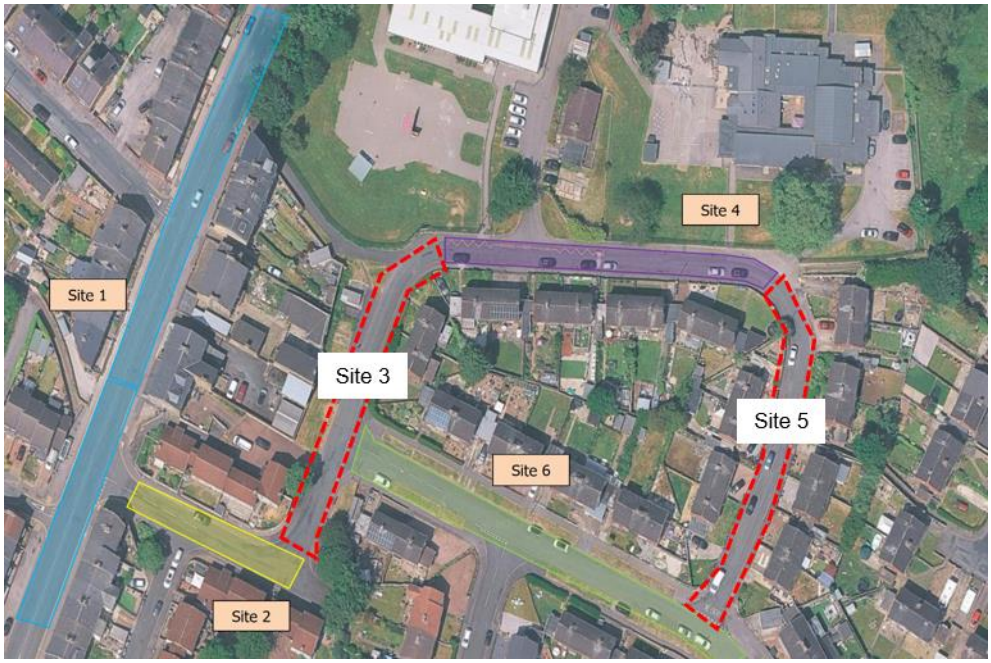

Figure 10 Parking Beat Survey Zones

The calculated capacities of zones 1, 2, 4 and 6 are summarised in Table 4. A length of 5m of kerb space per vehicle was assumed in accordance with usual industry practise. Areas such as footways, verges and active waiting restrictions were omitted from the calculations.

Table 4 On-street Parking Capacities

Parking Zone	Capacity (cars)
Zone 1	19
Zone 2	7
Zone 4	18
Zone 6	18
Total	62

The results of the car parking beat surveys undertaken on the two days are illustrated in Figure 11, Figure 12, Figure 13 and Figure 14.

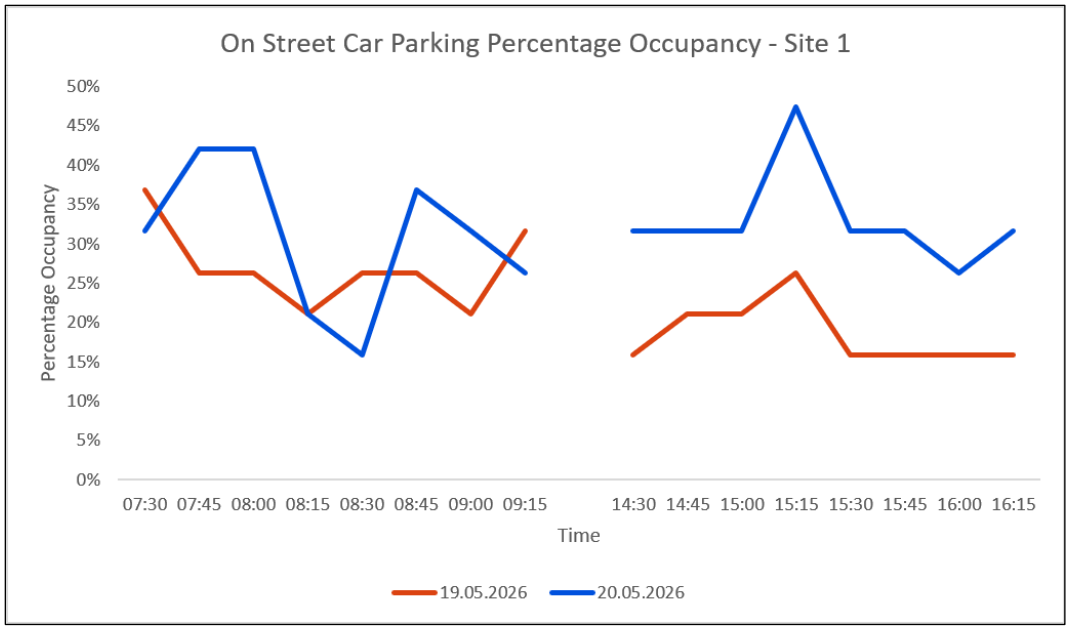

Figure 11 Parking Beat Survey Results (Zone 1)

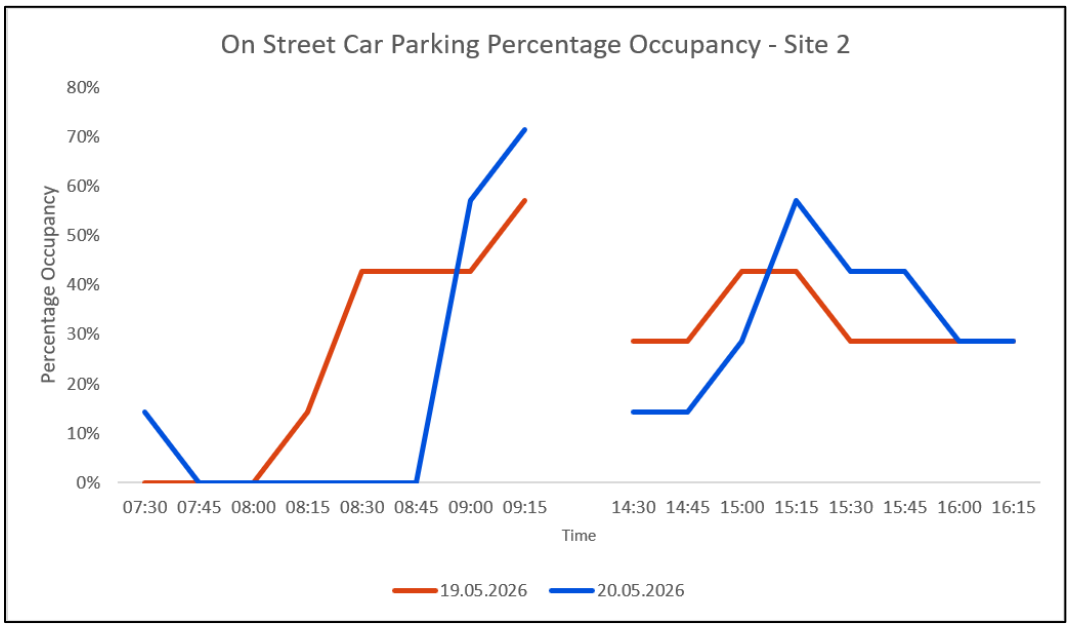

Figure 12 Parking Beat Survey Results (Zone 2)

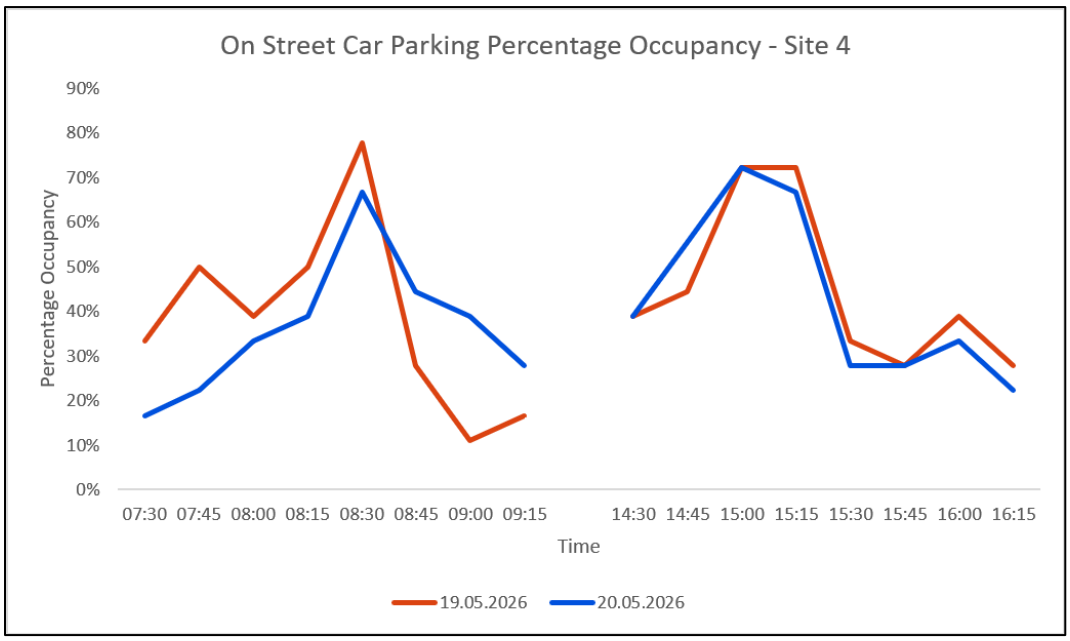

Figure 13 Parking Beat Survey Results (Zone 4)

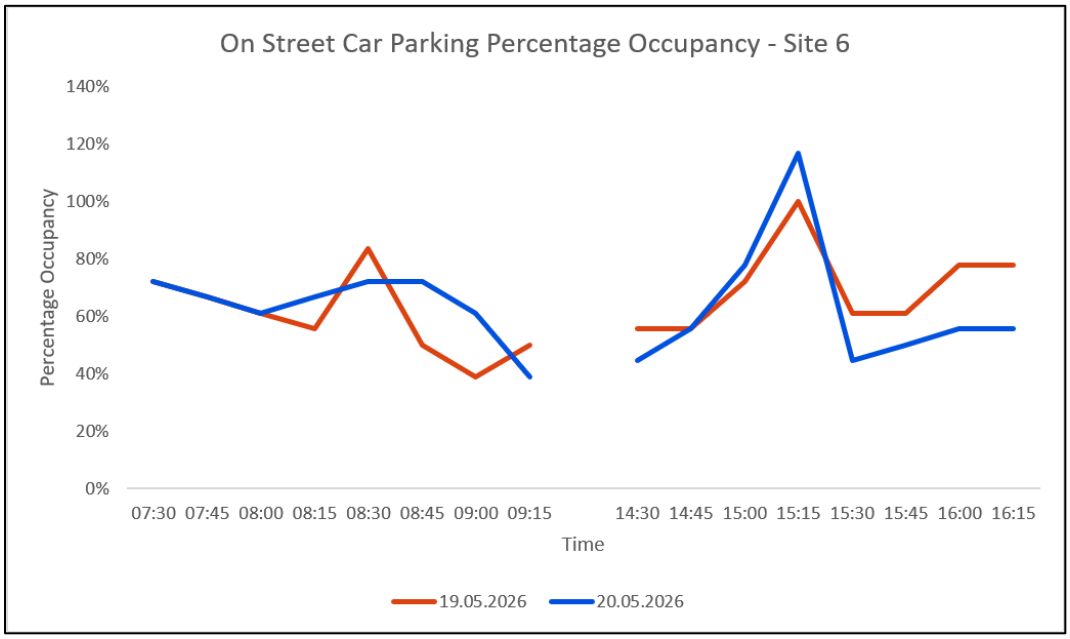

Figure 14 Parking Beat Survey Results (Zone 6)

As can be seen in the above figures, all the surveyed zones (with the exception of zone 6) experienced a peak parking demand of less than 85% (which is the benchmark representing practical "effective capacity"). Zone 4 experienced its peak demand at school drop-off and pick-up times, which is expected considering it is the closest to the existing school's entrance. Zone 1 (along the northern section of Park Road) experienced the lowest occupancy, peaking below 50%.

Zone 3 and Zone 4 were observed during the site visit and it was concluded that they experienced similar demand to the other zones in the vicinity of the site (i.e. operating with some spare capacity.

As a result of the above, it is considered that there is spare on-street parking capacity it the vicinity surrounding the site.

3.9. Collision Data Analysis

Injury collision history for public highway surrounding the proposed development for the previous five years was obtained from BMBC on 12 June 2026. The raw data is contained in Appendix A. The recorded collisions are summarised in Figure 15.

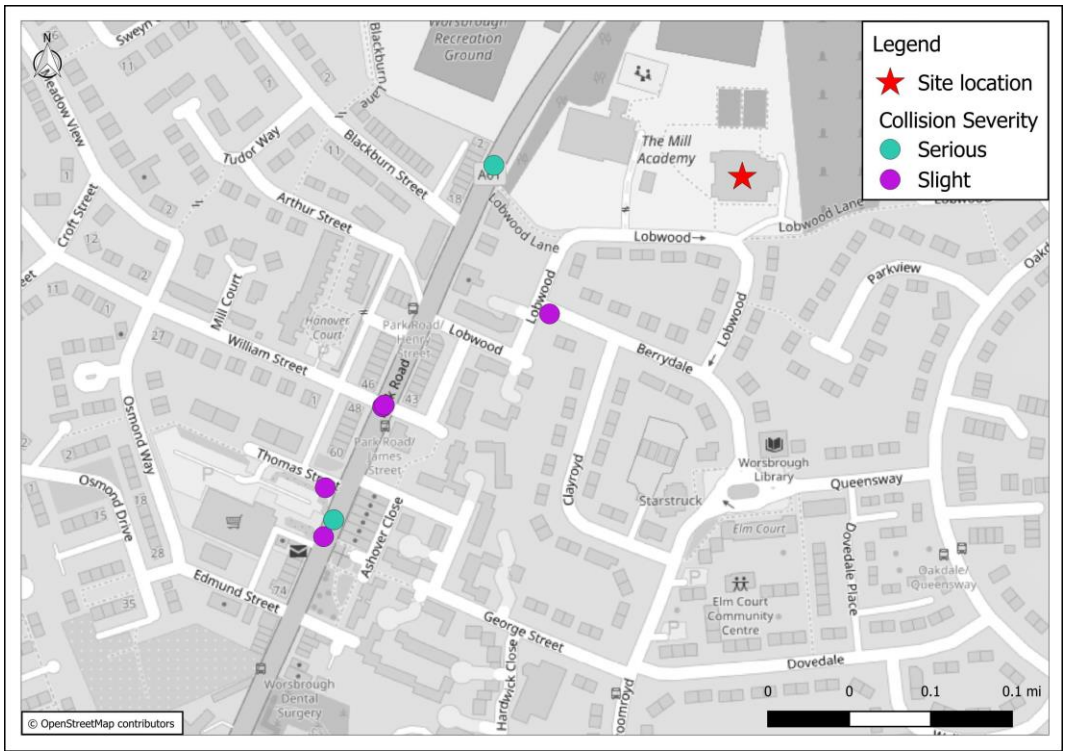

Figure 15 Collision Locations

Seven injury collisions were recorded over this period; classified as two serious and five slight. There were no fatal collisions. Three injuries were recorded involving pedestrians (one serious and two slight) and no injuries recorded involving pedal cyclists. Five of the seven collisions occurred on Park Road itself with the remaining two occurring on Berrydale and Thomas Street respectively. As the collisions occurred in different locations it is assumed that no common aspect of the highway layout is currently affecting road safety. All the collisions were attributed to driver / rider / pedestrian error or loss of control rather than an evident issue with the highway layout.

4. Proposed Development

4.1. Development Proposals

The development proposals would see conversion of part of the existing Mill Academy site into a separate SEND school for 40-45 pupils. It is anticipated that 20 members of staff (including support staff) will work at the school. In transport terms, the site would operate independently to the retained Mill Academy, which will function at the same scale as is existing to the west.

An overview of the site layout of the proposed development is contained in **BMBC Drawing DR-A-007-P1**.

The school day will begin at 09:00 and finish at 15:15, staggered from the existing Mill Academy's opening and closing times of 08:50 and 15:30 to mitigate the potential for impact on the highway network.

4.2. Access Strategy

The access strategy for the site is summarised in Figure 16 and discussed below.

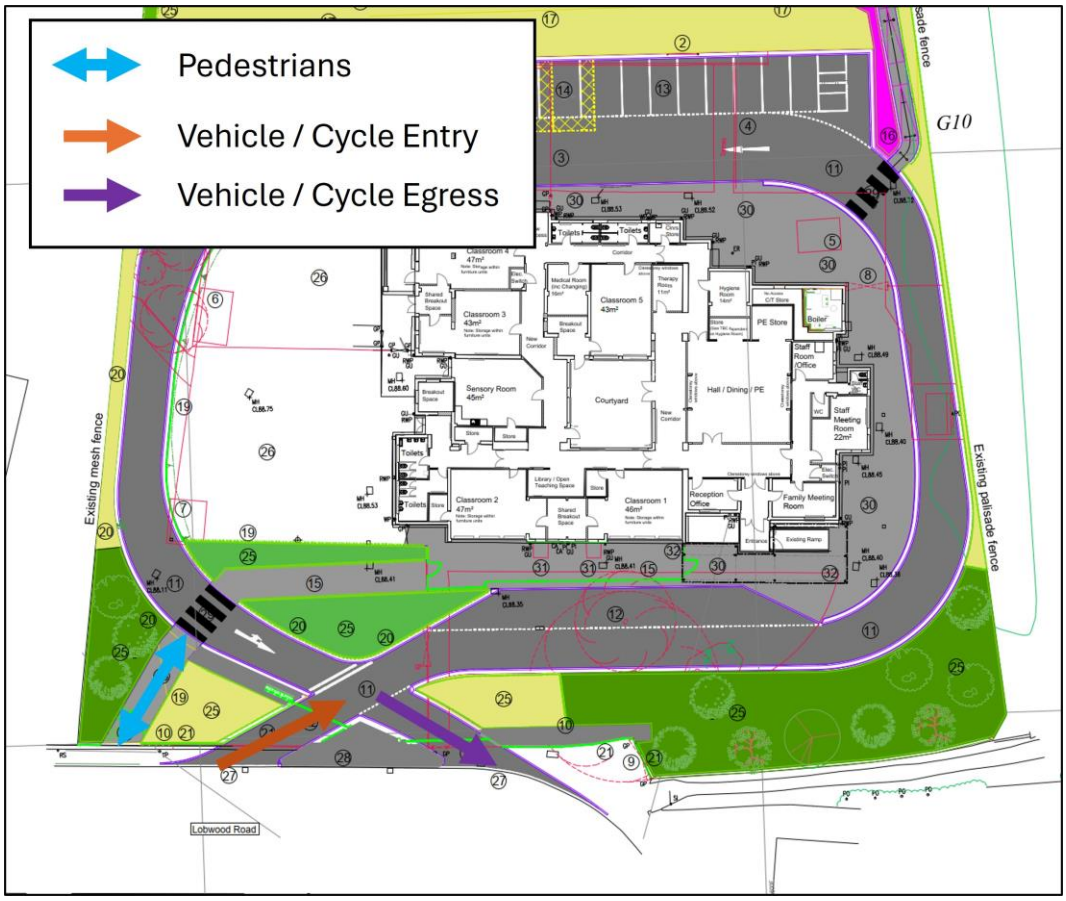

Figure 16 Access Strategy (all modes)

Pedestrians will reach the site via the existing wider pedestrian network as described in Section 3.3. From the northern footway of Lobwood those on foot will enter and exit the site via a gated access at the western extent of the school boundary. Within the site a dedicated pedestrian route, segregated from vehicles will enable people to reach the main school building. At the school entrance point an entrance canopy will shelter individuals from inclement weather. Where the pedestrian route crosses the internal vehicle access road demarcated pedestrian crossing points will be provided to ensure pedestrian priority.

All vehicles and cyclists will travel to and from the site via the existing highway network detailed in Section 3.7. New dedicated separate entry and egress points will be created from Lobwood. Both will be gated and the gates will be left in the open position during pick-up and drop-off times to prevent vehicles from queueing back to the carriageway of Lobwood. The gate at the entrance will be set back 6m to enable cars and light vans to wait clear of the carriageway when arriving outside of pick-up and drop-off times.

4.3. Parking

Cycle Parking

The requirement for school staff and students is contained in the table below in accordance with the BMBC Parking SPD. Cycle parking will be provided in accordance with the higher range of these standards will be provided is set out in Table 5.

Table 5 Minimum Cycle Parking (D1 School)

User	Standard	Calculation	Requirement (rounding)
Staff	1 long stay space per 40 staff	20/40	0.5 (1)
Students	1 long stay space per 10-30 pupils	45/10 – 45/30	4.5 (5) -1.5 (2)
Total			**3-6**

Car Parking

Off-street car parking for staff and visitors is shown in **BMBC Drawing DR-A-007-P1.** The car parking requirement in accordance with the minimum standards contained in the BMBC Parking SPD are summarised in Table 6

Table 6 Car Parking Standards

User	Standard	Calculation	Requirement
Staff	1 space per 3 teaching staff and 1 space per 3 non-teaching staff	20 /3	6.66 (7)
		Total	**7**

Car parking in excess of the above minimum standards will been provided for use by staff and visitors, as shown in **BMBC Drawing DR-A-007-P1** consisting of 20 spaces (including two reserved for disabled people). This will mitigate the potential for overspill car parking to occur on the highway.

The standard car parking bays will be 5m long and 2.5m wide to enable large cars to be comfortably accommodated. The internal access road will be 6m wide adjacent to the parking bays to enable cars to manoeuvre effectively. Swept path analysis of the car park utilising a large car is presented in **APS Drawing BC2603-APS-90-XX-DR-C-7201**, which demonstrates that the parking areas are accessible.

4.4. Servicing, Deliveries and Operational Facilities

The site has been designed to ensure that all servicing can take place off-street. Swept path analysis of utilising a refuse vehicle (the largest vehicle expected to access the site) is presented in **APS Drawing BC2603-APS-90-XX-DR-C-7200**, which demonstrates that servicing vehicles are able to enter and exit the site in a forward gear.

As shown in **BMBC Drawing DR-A-007-P1** a 21.5m long by 3.5m wide lay-by will be provided to facilitate drop-off and pick-up will be provided on site. This lay-by will be able to comfortably accommodate three typical minibuses at any one time. An anti-clockwise loop arrangement has been provided, which requires vehicles to circulate around the perimeter of the school building.

Alongside the lay-by, an entrance canopy is proposed, this would serve to shelter individuals arriving and departing at the proposed lay-by, from adverse / inclement weather conditions. It will connect the western most extents of the lay-by to the school entrance and its exact design and dimensions can be found in **BMBC Drawing DR-A-008-P1**. To see the canopy in context of the building refer to **BMBC Drawing DR-A-006-P1**.

4.5. On-street Parking

As discussed in the sub-sections above, the proposed development has been designed to accommodate all expected parking, drop-off / pick-up and servicing activity on-site and therefore these activities will not alter the existing demand for on-street parking in the local area.

Two new entry / egress points for vehicles will be created on the northern side of Lobwood, which it is proposed will be protected with school keep clear markings if required by the LHA. The creation of these entry / egress points will not result in the loss of any existing on-street parking capacity as based on on-site observations; parking only takes place on the southern side of Lobwood rather than the northern side due to the width of the carriageway.

As a result, it is considered that the proposed development will have no impact on on-street car parking, which will continue to operate as in the existing situation.

5. Trip Generation and Development Impact

5.1. Existing Trip Generation

The existing school located on the site will be rationalised into an adjacent building and remain at the same scale. As a result, there will be no change to the transport activity associated with the existing school and therefore, trips associated with the existing school will not be considered in this assessment.

5.2. Proposed Trip Generation

Whilst utilising the TRICS database is the traditional method for trip generation, there are no sites contained within the database that can be compared to the proposed land use and as such the predicted trip generation / attraction has been estimated via a first principles assessment, which has been informed by knowledge provided by the future site operator.

Staff

It is anticipated that 20 members of staff (including support staff) will work at the school. As the individual staff that will work at the school are currently unknown, method of travel to work data from the 2011 UK Census was gathered for the workplace population of the Barnsley 021 MSOA (in which the proposed development sits). This data considers all individuals who work within the census data area i.e., only inbound or internal trips. The existing assumed mode share was calculated from the raw data with *'Working mainly at or from home'* disregarded as it does not apply to commuting trips. Data from the 2021 UK Census has not been considered due to the COVID-19 pandemic which substantially impacted trip patterns and levels of home working.

The expected staff mode share and resulting trip numbers are presented in Table 7.

Table 7 Staff trips by mode

Method of Travel	Percentage	Trips
Train	1%	<1
Bus, minibus or coach	6%	1
Taxi	2%	<1
Motorcycle, scooter or moped	1%	<1
Driving a car or van	69%	14
Passenger in a car or van	9%	2
Bicycle	0%	0
On foot	12%	2
Other method of travel	0%	0
Total	100%	20

Please note that the table is subject to rounding.

Trips made by staff will generally be one-way trips towards the school during the AM period and away from the school during the PM period. Furthermore, the staff will arrive and depart the site at different times to the pupils and as such are unlikely to have any impact on the operation of traffic during peak drop-off and pick-up periods.

Pupils

It is anticipated that 40 to 45 pupils will attend the school. In light of the nature of the proposed school, it is considered unlikely that pupils will regularly utilise public transport or active travel

modes. Drawing on the operator's experience it is anticipated that pupil arrivals will predominantly occur via minibus, taxi and car. For assessment purposes it has been assumed that 70% of pupils expected to travel by taxi / minibus and the remaining 30% by car. Each pupil would have the appropriate form of transport selected based on their individual needs and home location, which could be from a dispersed catchment.

Table 8 below presents the anticipated trips generated by pupils, which has been based on a robust 45 pupils.

Table 8 Pupil trips by mode

Method of Travel	Percentage	Person Trips*
Minibus / Taxi	70%	32
Car Passenger	30%	13
Total	100%	45

**The number of minibus / taxi trips has been rounded up and car trips rounded down to sum 45 pupils.*

As a robust estimate, it has been assumed that each minibus / taxi would transport two pupils on average. As a result, 32 person trips would equate to 16 minibus / taxi movements. In reality, due to their higher carrying capacity (which is generally eight to 16 seats per vehicle), the number of minibuses utilised may be fewer depending on the needs of pupils and their home locations. It has been assumed that each car would accommodate 1.5 passengers on average, which equates to nine car movements.

5.3. Discussion and Development Impact

The peak number of trips generated is expected to be during the drop-off and pick-up periods for the school. The school day will begin at 09:00 and finish at 15:15, staggered from the Mill Academy's opening and closing times of 08:50 and 15:30 to mitigate impact on the network.

As mentioned previously, staff will be expected to be at the school before pupils arrive and remain until after they depart and as such their movements would not coincide with pupil drop-off and pick-up.

As a result, it is anticipated that the maximum peak trip generation associated with pupils would be up to 25 vehicle movements during the peak AM and PM periods made up of nine cars and 16 minibuses / taxis.

Given the 20 parking spaces provided in the proposals, the proposed drop off / pick up layby and the spare capacity observed along the eastern arm of Lobwood and Berrydale, it can be assumed that this low number of trips will not have a significant impact on the function of or the parking capacity of the surrounding highway network.

The level of anticipated trip generation is not considered to be significant in the context of the local highway network. As a result, there will not be an unacceptable impact on highway safety, or a severe residual cumulative impact on the road network.

Given the low vehicle trip generation of the proposed development, it is considered that there is no requirement to undertake any further analysis or local junction traffic modelling.

5.4. Travel Planning

The developer is committed to promoting a sustainable development and environmentally friendly modes of transport. A Travel Plan has been prepared for the proposed development which sets out the following:

- The baseline situation.
- Future measures that may be introduced to promote access by a variety of sustainable modes.
- Targets for the reduction of single occupancy car trips and increased trips by sustainable modes.
- Arrangements for monitoring and funding.

6. Summary and Conclusions

This Transport Statement has been prepared by Align Property Services in support of a full planning application to construct a SEND (Special Educational Needs and Disabilities) school for 40-45 pupils on part of the existing Mill Academy Site off Lobwood, Worsbrough Bridge, Barnsley. There would be approximately 20 staff on-site at any one time (including support staff). The site is currently utilised by the Mill Academy primary school, which would remain on the remainder of the wider site.

The site will be accessed by all motor vehicles and cyclists via two priority junctions to / from Lobwood. The site is well served by the local pedestrian network and a dedicated access point will be provided from Lobwood. A total of 20 car parking spaces and six cycle parking spaces will be included to serve the proposed development.

The proposed development has been designed to accommodate all expected parking, drop-off / pick-up and servicing activity on-site and therefore these activities will not alter the existing demand for on-street parking in the local area. All vehicles will be able to enter and exit the site in a forward gear.

As a robust estimate, it is anticipated that the maximum peak trip generation would by associated with pupil pick-up and drop-off and would be up to 25 vehicle movements during the peak AM and PM periods. This level of trip generation is not considered to be significant in the context of the local highway network. As a result, there will not be an unacceptable impact on highway safety, or a severe residual cumulative impact on the road network. No further assessment is considered necessary.

Drawings

Notes

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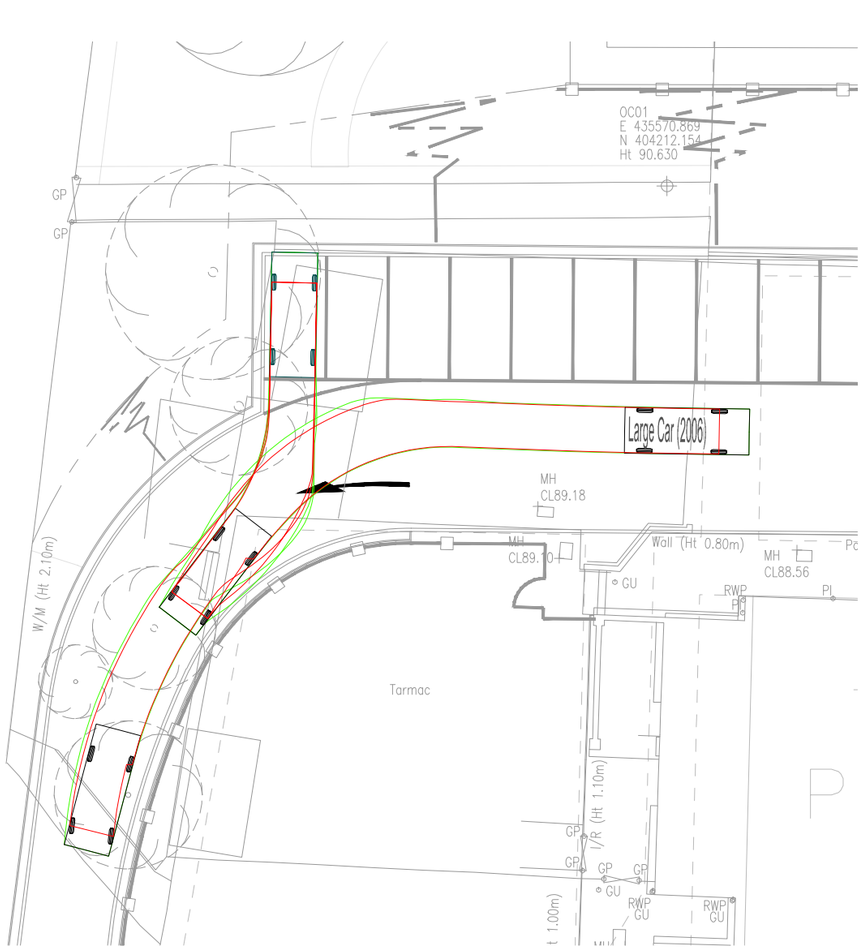
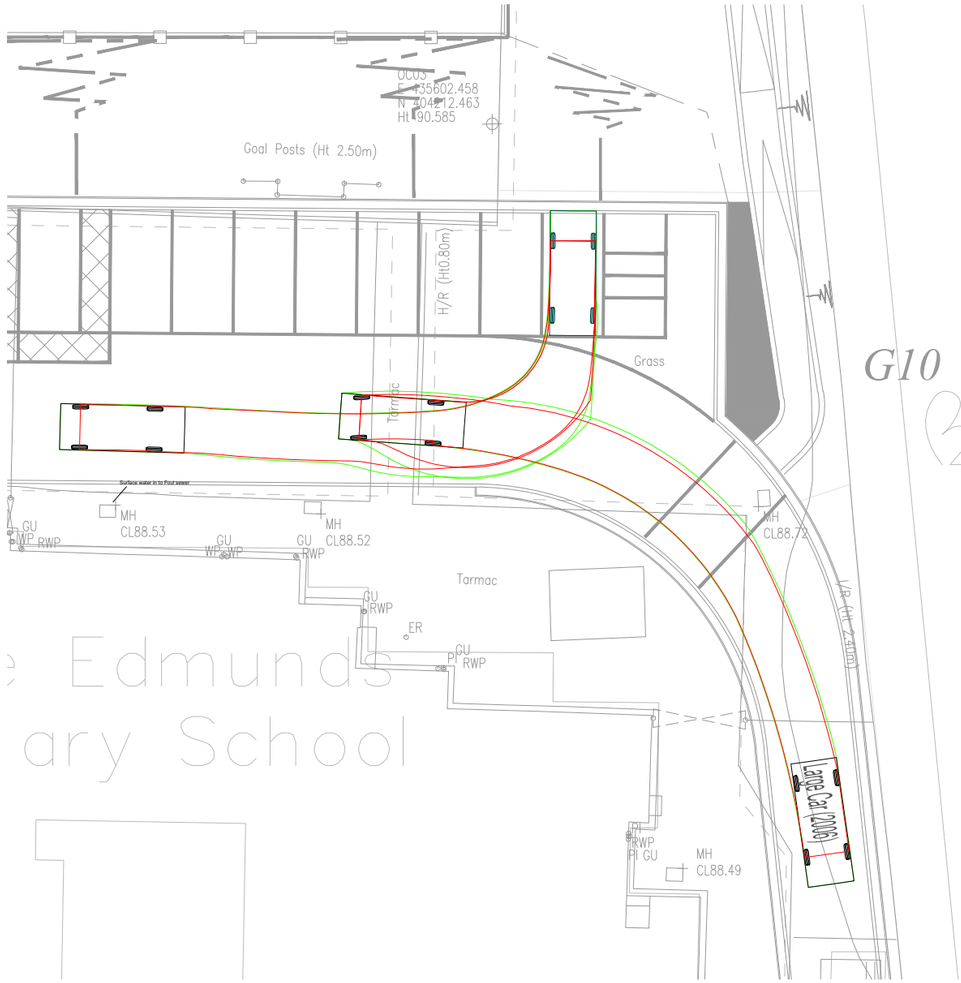
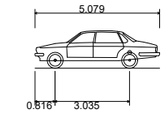


LEFT PARKING BAY - REVERSE MANOEUVRE
(SCALE 1:250)



RIGHT PARKING BAY - REVERSE MANOEUVRE
(SCALE 1:250)

Edmunds
ary School



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

KEY:

VEHICLE OVERHANG

WHEEL TRAJECTORY PATH

Meters

7.5 0 7.5 15

1:250

Rev	Details	Author & Date	Checked & Date	Approved & Date
P02	Update Site Layout and Vehicle Tracking. Revised Drawing Template.	JSM 29.07.2026	ZS 30.07.2026	AG 30.07.2026
P01	First Issue	JSM 29.05.2026	ZS 29.05.2026	IG 29.05.2026

White Rose House (2nd Floor), Northallerton Business Park, Thurston Road, Northallerton DL6 2NA

Client
Barnsley Metropolitan Borough Council

Project Name
Mill Academy Site

Drawing Title
Swept Path Analysis - Sheet 2 of 2

Purpose
Preliminary

Scale	Drawn	Checked	Approved
1:250	JSM	ZS	IG
Original Size	Date	Date	Date
A3	05.2026	05.2026	05.2026

Drawing Number
BC2603-APS-90-XX-DR-C-7201

Rev.
P02

BC2603-APS-90-XX-DR-C-7200 P02 Swept Path Analysis.dwg

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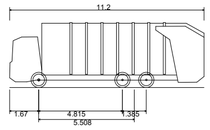

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

KEY:

VEHICLE OVERHANG

WHEEL TRAJECTORY PATH

Meters

7.5 0 7.5 15

1:250

Rev	Details	Author & Date	Checked & Date	Approved & Date
P02	UPDATED SITE LAYOUT AND VEHICLE TRACKING.	JSM 29.07.2026	ZS 30.07.2026	AG 30.07.2026
P01	FIRST ISSUE	JSM 29.05.2026	ZS 29.05.2026	IG 29.05.2026

White Rose House (2nd Floor), Northallerton Business Park, Thurston Road, Northallerton DL6 2NA

Client
Barnsley Metropolitan Borough Council

Project Name
Mill Academy Site

Drawing Title
Swept Path Analysis - Sheet 1 of 2

Purpose
Preliminary

Scale	Drawn	Checked	Approved
1:250	JSM	ZS	IG
Original Size	Date	Date	Date
A2	05.2026	05.2026	05.2026

Drawing Number
BC2603-APS-90-XX-DR-C-7200

Rev.
P02

BC2603-APS-90-XX-DR-C-7200 P02 Swept Path Analysis.dwg

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Appendix A – Collision Data

Accidents between dates **17/03/2020 and 17/03/2025 (60) months**
Selection: **Notes:**
Selected using Manual Selection

20947376 22/04/2020 Wednesda Time: 1227 Vehicles 1 Casualties 1 Slight
Easting: 435,339 Northing: 403,967
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: PARK ROAD (A61) BARNSLEY
Description: VEHICLE DRIVING AT APROX 20PMH ON PARK ROAD IN WORSBROUGH, HAS PASSED ASDA ON HIS LEFT AND ONLY A FEW YARDS AFTER THE STORE SLOWED AND THEN SUDDENLY A FEMALE STEPPED OUT ON THE ROAD AND THERE WAS A LOW IMPACT COLLISION CAUSING HER TO FALL TO THE FLOO R WHICH CAUSED AN MINOR INJURY TO HER NOSE.INJURY CAUSED DUE TO THE FALL ON THE FLOOR NOT COLLISION

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: SW to NE Journey: Other
Age of Driver : 62 Breath test: Not requested

Contributory Factors : 808

Casualty Reference: 1 Age: 73 Female Pedestrian Severity: Slight
Ped Dir: Pedestrian Ped Movement : Driver's nearside
Ped Location: Within 50m ped crossing

Accidents between dates **17/03/2020 and 17/03/2025 (60) months**
Selection: **Notes:**
Selected using Manual Selection

20990911 18/10/2020 Sunday Time: 1350 Vehicles 2 Casualties 2 Slight
Easting: 435,374 Northing: 404,044
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: PARK ROAD (A61) BARNSLEY AT OR NR JN WITH WILLIAM STREET
Description: V1 WAS TRAVELLING ALONG PARK ROAD TOWARDS BARNSLEY. V2 HAS PULLED OUT OF THE JUNCTION OF WILLIAM STREET, COLLIDING WITH V1. BOTH DRIVERS HAVE RECIEVED SLIGHT INJURIES.

Vehicle Reference: 1 Car Going ahead
First point of impact: Nearside
Vehicle direction: SW to NE Journey: Not known
Age of Driver : 23 Breath test: Not requested

Contributory Factors : 405

Casualty Reference: 1 Age: 23 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Van or Goods <= 3.5 tonnes Turning right
First point of impact: Front
Vehicle direction: NW to SW Journey: Journey as part of work
Age of Driver : 25 Breath test: Negative

Contributory Factors : 405

Casualty Reference: 2 Age: 25 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **17/03/2020 and 17/03/2025 (60) months**
Selection: **Notes:**
Selected using Manual Selection

211013215 03/01/2021 Sunday Time: 1545 Vehicles 2 Casualties 1 Slight
Easting: 435,375 Northing: 404,045
Raining without high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 30

Location: PARK ROAD (A61) AT JUNCTION WITH WILLIAM STREET
Description: VEHICLE 1 HAS PULLED OUT OF WILLIAM STREET AND COLLIDED WITH THE OFFSIDE PASSENGER DOOR COLUMN OF VEHICLE 2.

Vehicle Reference: 1 Car Moving off
First point of impact: Front
Vehicle direction: NW to SE Journey: Other
Age of Driver : 36 Breath test: Negative

Contributory Factors : 405

Vehicle Reference: 2 Car Going ahead
First point of impact: Nearside
Vehicle direction: SW to NE Journey: Other
Age of Driver : 24 Breath test: Negative

Contributory Factors : 405

Casualty Reference: 1 Age: 24 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **17/03/2020 and 17/03/2025 (60) months**
Selection: **Notes:**
Selected using Manual Selection

211047997 22/05/2021 Saturday Time: 2146 Vehicles 1 Casualties 1 Serious
Easting: 435,345 Northing: 403,977
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: PARK ROAD (A61) NEAR JUNCTION WITH THOMAS STREET
Description: VEHICLE ONE COLLIDED WITH A ROAD ISLAND AND BOLLARDS PRIOR TO HITTING A PEDESTRIAN WHO WAS CROSSING THE ROAD ON THE ISLAND.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: SW to NE Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors : 601

Casualty Reference: 1 Age: 8 Female Pedestrian Severity: Serious

Ped Dir: Pedestrian Ped Movement : Movement U/K
Ped Location: On refuge

Accidents between dates **17/03/2020 and 17/03/2025 (60) months**
Selection: **Notes:**
Selected using Manual Selection

221175569 10/05/2022 Tuesday Time: 1715 Vehicles 4 Casualties 1 Serious
Easting: 435,440 Northing: 404,187
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: PARK ROAD (A61) - 41 METRES FROM JUNCTION WITH BLACKBURN STREET, WORSBROUGH, BARNSLEY
Description: VEHICLE 1 HAS DRIVEN ALONG THE A61 AND HAD COLLIDED WITH A PARKED VEHICLE, WHICH WAS FORCED IT INTO TWO OTHER VEHICLES. DRIVER HAS FALLEN EARLIER IN THE DAY AND RTC APPEARS TO HAVE OCURRED DUE TO THIS FALL AND HEAD INJURY.

Vehicle Reference: 1 Goods vehicle - unknown Overtaking stationary vehicle on its offside
First point of impact: Front
Vehicle direction: SW to NE Journey: Journey as part of work
Age of Driver : 80 Breath test: Not provided (medical)

Contributory Factors : 505

Casualty Reference: 1 Age: 80 Male Driver/rider Severity: Serious

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Parked
First point of impact: Back
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : Breath test: Not requested

Contributory Factors : 505

Vehicle Reference: 3 Car Parked
First point of impact: Back
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : Breath test: Not requested

Contributory Factors : 505

Accidents between dates **17/03/2020 and 17/03/2025 (60) months**
Selection: **Notes:**
Selected using Manual Selection

Vehicle Reference: 4 Car Parked
First point of impact: Back
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : Breath test: Not requested

Contributory Factors : 505

Accidents between dates **17/03/2020 and 17/03/2025 (60) months**
Selection: **Notes:**
Selected using Manual Selection

221184323 04/06/2022 Saturday Time: 1312 Vehicles 2 Casualties 2 Slight
Easting: 435,473 Northing: 404,099
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: BERRYDALE NEAR JUNCTION WITH LOBWOOD, WORSBROUGH BRIDGE, BARNSLEY, BARNSLEY
Description: V1 WAS TRAVELLING ALONG BERRYDALE, EASTERLY TOWARDS BROOMROYD - AT LOW SPEED WHEN AT THE JUNCTION WITH LOBWOOD - V2 (TRAVELLING IN THE OPPOSITE DIRECTION ON BERRYDALE) COMES AT SPEED, POSSIBLE NOT EXCEEDING SPEED LIMIT HOWEVER, COMES AROUND THE BEND AND APPROACHES VEHICLE 1 ON THE WRONG SIDE OF CARRIAGEWAY. BOTH VEHICLES HIT MORE OR LESS HEAD ON (V1 NO AIRBAGS DEPLOYED / V2 AIRBAGS DEPLOYED)

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: NW to E Journey: Other
Age of Driver : 51 Breath test: Negative

Contributory Factors : 405 703 701 405

Casualty Reference: 1 Age: 51 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead left hand bend
First point of impact: Front
Vehicle direction: E to NW Journey: Other
Age of Driver : 61 Breath test: Negative

Contributory Factors : 405 703 701 405

Casualty Reference: 2 Age: 61 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **17/03/2020 and 17/03/2025 (60) months**
Selection: **Notes:**
Selected using Manual Selection

221215997 05/09/2022 Monday Time: 1510 Vehicles 1 Casualties 1 Slight
Easting: 435,340 Northing: 403,996
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: THOMAS STREET NEAR JUNCTION WITH PARK ROAD (A61), WORSBROUGH, BARNSLEY
Description: PEDESTRIAN CROSSING THOMAS STREET HEADING IN THE DIRECTION OF THE ASDA. VEHICLE 1 TRAVELLING ALONG PARK ROAD, TURNS LEFT ONTO THOMAS STREET, COLLIDING WITH WITH PEDESTRIAN CAUSING MINOR INJURIES. THE DRIVER OF V1 MADE NO ATTEMPT TO STOP BUT AFTER PEDES TRIAN WAITED FOR V1, THE DRIVER RELUCTANTLY PROVIDED SOME DETAILS.

Vehicle Reference: 1 Car Turning left
First point of impact: Front
Vehicle direction: S to NW Journey: Not known
Age of Driver : Breath test: Not requested

Contributory Factors : 405

Casualty Reference: 1 Age: 61 Male Pedestrian Severity: Slight

Ped Dir: Pedestrian Ped Movement : Driver's offside
Ped Location: In carr elsewhere

Accidents between dates **17/03/2020 and 17/03/2025 (60) months**

Selection: **Notes:**

Selected using Manual Selection

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	0	2	5	7
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	2	5	7

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	1	5	6
Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	1	2	3
Other	0	0	0	0
Total	0	2	7	9