

SK TRANSPORT PLANNING

TRAFFIC TRANSPORT HIGHWAYS



Barnsley Activity Park

Transport Statement

DOCUMENT CONTROL

Project Title:		Barnsley Activity Park	
Client:		Barnsley Council	
Project Manager:		Michael Kitching	
Project Number:		SK22214	
Document Reference:		SK22214_TS01	
Document Type:		Transport Statement	
Primary Author:		Michael Kitching	
Directory & File Name:		P:\SK22214\Technical\Reports\SK22214_TS01	
Issue	Date	Distribution	Comments
01	13/04/22	Project Team	Final Report

CONTENTS

	Page
1.0	INTRODUCTION
2.0	EXISTING SITUATION
3.0	DEVELOPMENT PROPOSALS
4.0	TRAFFIC & ROAD SAFETY IMPACT
5.0	CONCLUSIONS

PLANS

Plan 1:	Site Location
Plan 2:	Public Transport Provision and Sustainable Access Routes
Plan 3:	Walking & Cycling Isochrones

APPENDICES

Appendix A:	Personal Injury Collision Data
Appendix B:	Development Proposals

1.0 INTRODUCTION

- 1.1 SK Transport Planning Ltd (SKTP) has been commissioned by Barnsley Council to provide traffic and highways advice in support of a new activity park on land to the east of Schwabisch Gmund Way and to the west of the A61 Harborough Hill Road, in Barnsley. The site is located immediately to the east of the town's transport interchange and is a circa 500m crow-fly travel distance from a central point within the town centre.
- 1.2 The development site currently forms part of a cleared Brownfield site, that formerly accommodated industrial uses. The proposals look to redevelop the western part of the site for a new Youth Zone facility, with the remainder of the site delivered as an activity park. The principle of delivering the Youth Zone scheme is a joint promotion with Barnsley Council, who are also the Local Planning Authority (the LPA). The park scheme is being promoted independently by the Council, albeit with the proposals seamlessly interfacing with the Youth Zone proposals.
- 1.3 The purpose of this Transport Statement (TS) is to provide information on the highways and transportation aspects of the activity park development proposals and to consider the traffic impact likely to arise from the proposals.
- 1.4 The development proposals stemmed from the separate, but linked Youth Zone development proposal. The opportunity for an activity park started with the opportunity to expand upon the typical Youth Zone offering of a small skate area with some ramps and grow this into a wider activity park, offering a range of facilities and play areas to encourage outdoor activity within a park setting.
- 1.5 The proposals have then been developed from ideas from other activity parks from across the country which contain some of the following facilities:
 - a BMX and skate bowl
 - pump track and jump section for skateboard, bikes and scooters
 - park ore area
 - walking routes
 - active play areas and playground
- 1.6 As part of the development proposals a key feature was to include an active travel route from the A61 Harborough Hill Road and connect it closer to the town centre. Commentary is provided later in this document as to how this will be delivered and the multi-functional aspect that this corridor will take.
- 1.7 Based on the scale of the activity park development a TS has been prepared as supporting information. A separate TS and TPF has been prepared for the Youth Zone proposals.
- 1.8 The content of this TS demonstrates that this level of detail is the most appropriate level of technical assessment, based on the expected travel characteristics of users to the activity park and the sustainable location of the site.
- 1.9 A site visit was undertaken in January 2021 to assess the sustainable credentials and the access strategy for the site. A desktop review of the accessibility of the development site by public transport has also been undertaken. These reviews have allowed the development team to consider all traffic and transport matters associated with the park proposals, and develop the pedestrian, cycle and vehicular access strategy for the site.

- 1.10 This report also includes an evaluation of the existing public transport, walking and cycling provision, consideration of Personal Injury Collision (PIC) statistics on the surrounding highway network.
- 1.11 The report concludes that the activity park will not have any material impact on the traffic, transport or highway network in the TS study area, and that the scheme's impact will not be 'severe', the test taken from the National Planning Policy Framework (NPPF).

2.0 EXISTING SITUATION

Site Location & Local Highway Network

- 2.1 The site is located on a cleared site, which historically accommodated a number of industrial uses. The historic pedestrian and vehicular access to the site is from the east, via the A61 Harborough Hill Road. There is currently no formal pedestrian or vehicular access to the site from Schwäbisch Gmünd Way, to the west. The site location is shown on **plan 1**.
- 2.2 The western side of the site abuts Schwäbisch Gmünd Way, which forms part of the adopted highway network. This route benefits from standard street lighting, a 30mph speed limit and standard width footways on both sides of the carriageway. The corridor also benefits from double yellow line 'no waiting or loading' restrictions on both sides of the carriageway. These restrictions are shown in **figure 2.1**.



Figure 2.1: Looking North on Schwabisch Gmund Way

- 2.3 In the southern corner of the site are the remnants of the former bus drop-off/pick-up area, as well as parking for service vehicles for the nearby transport interchange. There is also an existing formal drop-off/pick-up parallel bay on the eastern (site side) of the carriageway that is used for drop-off/pick-up for the

interchange. This bay can accommodate three private cars dropping off/picking up at any one time.

- 2.4 The site visit also confirmed that there are no formal crossing facilities on Schwäbisch Gmünd Way to allow pedestrians to cross from the eastern and western footways, or from the drop-off/pick up bay to the interchange entrance.
- 2.5 To the north the site connects into Mottram Street via a bollarded pedestrian route linking to this residential street. The Council has advised that there is evidence of motorists driving on the verge adjacent to the bollards to access the A61/Mottram Street corridors.
- 2.6 Further commentary on sustainable access opportunities to and from the activity park is provided later in this TS. The next section of this TS provides a summary of the Personal Injury Collision data on the highway network surrounding the site.

Historic Collision Patterns

- 2.7 A review of the Personal Injury Collision (PIC) data for the highway network surrounding the development site going back to 2016 has been obtained. This is provided overleaf and confirms that whilst there have been no recorded collisions on the section of Schwäbisch Gmünd Way immediately to the west of the site, there is a cluster of collisions to the south, immediately opposite the entrance/exit point to the town's transport interchange.
- 2.8 The Accident Report Summaries (ARS) for this corridor are provided in **appendix a** and a summary of the four PICs within the above-mentioned study area is provided in **table 2.1** and an extract from the Crashmap website provided in **figure 2.2**.

No	Location	Reference	Date & Time	Weather and Road Surface Conditions	Description	Severity	Vehicle Type
1	Schwäbisch Gmünd Way	201614004 8940	20/02/ 2016 @ 1247	Weather – Fine without High Winds Road Surface – Dry	Passenger injury as vehicle is slowing down or stopping	Slight	1 x Bus Passenger
2		201614010 3933	20/08/ 2016 @ 1130	Weather – Fine without High Winds Road Surface – Wet or Damp	Collision between private care and pedestrian crossing the road	Serious	1 x Private Car 1 x Pedestrian
3		201614003 8958	07/01/ 2016 @ 1745	Weather – Fine without High Winds Road Surface – Wet or Damp	Rear end shunt involving 2 x private cars which were slowing down/stopping	Slight	2 x Private Car
4		201814030 3989	15/06/ 2018 @ 1650	Weather – Fine without High Winds Road Surface – Wet or Damp	Collision between private car and pedestrian crossing the road	Serious	1 x Private Car 1 x Pedestrian

Table 2.1: Schwäbisch Gmünd Way Personal Injury Collision Data Review (2016 to 2021 Data)

- 2.9 The PIC data confirms that whilst the collision rates are low along this section of adopted highway, there is an existing pattern of collisions in the vicinity of the entrance to the transport interchange, with 50% of these relating to pedestrians crossing in this location. This existing pattern of collisions has been given careful consideration as part of the conceptual design of the scheme.
- 2.10 Whilst all accidents are regrettable the analysis of the PIC data for Schwäbisch Gmünd Way confirms that the number of reported collisions within the study area is not of a level that would materially change with the proposed activity park proposals coming forward in this location.
- 2.11 To the east of the activity park site the A61 Harborough Hill Road runs north/south along the park boundary. A review of the Crashmap site has confirmed that a single 'slight' collision has been recorded at the existing vehicular access to the development site from the A61 corridor. A summary of this collision is provided in **table 2.2**, with the collision location shown in **figure 2.2**.

	Location	Reference	Date & Time	Weather and Road Surface Conditions	Description	Severity	Vehicle Type
1	A61 Harborough Hill Road	201614008 1665	26/06/2016 @ 1300	Weather – Fine without High Winds Road Surface – Dry	Collision between two private cars, both proceeding normally on the carriageway	Slight	2 x Private Cars

Table 2.2: A61 Harborough Hill Road Personal Injury Collision Data Review (2016 to 2021 Data)

- 2.12 As summarised in **table 2.2** there has just been a single vehicle collision in the vicinity of the existing vehicular access to the site. The collision data indicates there is no pattern or causation of collisions on this section of the adopted highway.

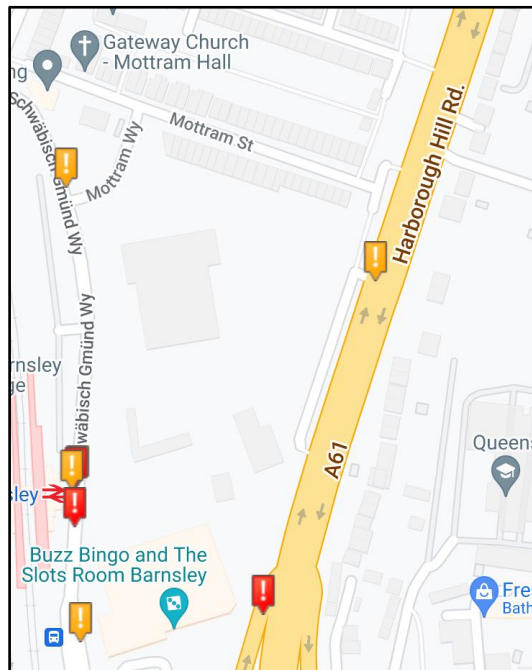


Figure 2.2: 2016 to 2021 Personal Injury Collision Data

- 2.13 The next section of this report considers the sustainable credentials of the site, including access to and from the site on foot, cycle and by public transport.

Existing Public Transport Corridors

- 2.14 An assessment of the existing public transport provision near the site has been undertaken, to determine the accessibility of the site by public transport. The Institution of Highways and Transportation document *Planning for Public Transport in Developments*, states that 400m is an acceptable walking distance to bus stops.
- 2.15 The development site benefits from being located circa 100m from the town's transport interchange, located with the west of the site. As such the site is considered to be exceptionally well served by local bus services. A summary of the bus services which route via the transport interchange is provided below and overleaf.

Service	Operator	First Weekday Bus	Average Weekday Daytime Frequency	Last Weekday Bus	Route
1	Stagecoach Yorkshire	0705	Every 20 minutes	2300	Barnsley Interchange – Staincross Circular
2		0637	Hourly	2255	Barnsley Interchange – Worsborough Village – Hoyland – Chapletown – Ecclesfield – Sheffield Moor
6		0545	Every 20 minutes	2315	Barnsley Interchange – Kendray Circular
7	Globe Coaches	1015	Hourly	1730	Barnsley Interchange – Stairfoot – Hoyland
11		0520	Every 20 minutes	2315	Barnsley Interchange – Athersley North Circular
12		0647	Every 20 minutes	2305	Barnsley Interchange – Athersley South Circular
20		0555	Hourly	1720	Barnsley Interchange – Hoylandswaine – Penistone
21/21A		0625	Hourly	2204	Barnsley Interchange – Silkstone Common – Oxspring – Penistone – Millhouse
22		0657	Every 30 minutes	1735	Barnsley Interchange – Gilroyd Shops
23A		1725	1 bus daily	n/a	Barnsley Interchange – Roper Lane – Wortley Church – Deepcar
24		0830	Every 2 hours	1830	Barnsley Interchange – Crane Moor – Roper Lane – Green Moor Lane – Penistone – Ingbirchworth
27/27A 27B		0610	Every 30 minutes	2243	Barnsley Interchange – Cudworth – Shafon – Brierley – Grimethorpe – Interchange – Wombwell
28/28C		0510	Hourly	2303	Barnsley Interchange – Lundwood – Grimethorpe Interchange – Hemsworth Bus Station – Pontefract Bus Station
32		0640	Every 20 minutes	1830	Barnsley Interchange – Lundwood – Cudworth

Service	Operator	First Weekday Bus	Average Weekday Daytime Frequency	Last Weekday Bus	Route
36	R & S Waterson	0830	Approx. every hour	154Z	Barnsley Interchange – Harborough Hill – Cudworth – Shafton – Brierley – South Hiendley – Hemsworth Bus Station – South Kirkby – South Elmsall Bus Station
37		0943	Hourly	1550	Barnsley Interchange – Harborough Hill – Monk Bretton – Cudworth – Shafton – Grimethorpe Interchange
38		0858	Hourly	1555	Barnsley Interchange – Lundwood – Cudworth – Shafton – Grimethorpe
43/44	Stagecoach Yorkshire	0620	Every 15 minutes	2240	Barnsley Interchange – Kingstone – Barnsley Interchange Circular
57		0712	Every 30 minutes	1840	Barnsley Interchange – Cross Street – Carlton College – Royston
59/59A		0520	Every 30 minutes	2340	Barnsley Interchange – Cross Street – Carlton College – Royston – Notton Green – Wakefield Bus Station
66		0530	Every 15 minutes	2340	Barnsley Interchange – Elsecar Circular
67 & 67A,C		0525	Every 30 minutes	2217	Barnsley Interchange – Worsbrough Village – Hoyland – Cortonwood – Wombwell Station
67B		0510	3 buses per day	2130	Barnsley Interchange – Worsbrough Village – Tankersley
93		0635	Approx. every 40-50 minutes	2215	Barnsley Interchange – Barnsley Hospital – Barugh Green – Darton – Oakwood Square – Wooley Grange
94/94A	Globe Coaches	0910	Approx. hourly	1740	Barnsley Interchange – Gawber – Wilthorpe – Barugh Green – Cawthorne –
94A	Stagecoach Yorkshire	1755	3 buses per day	2030	Barnsley Interchange – Barugh Green – Cawthorne
95	Stagecoach Yorkshire	0608	Approx. every 20 minutes	2145	Barnsley Interchange – Barnsley Hospital – Rowland Road – Barugh Green – Oakwood Square
96	Globe Coaches	0723	Approx. hourly	1620	Barnsley Interchange – Redbrook – Barugh Green – Kexborough – West Bretton – Crigglestone – Sandal – Wakefield Bus Station
218/ 218A	Stagecoach Yorkshire	0705	Every 30 minutes	1830	Barnsley Interchange – Stairfoot – Ardsley – Darfield – Goldthorpe – Bolton – Manvers – Mexborough – Swinton – Kilnhurst – Rawmarsh Depot – Rotherham Interchange
219/ 219A	Stagecoach Yorkshire	0610	Every 30 minutes	2250	Barnsley Interchange – Stairfott – Ardsley – Darfield – Great Houghton – Thurnscoe – Goldthorpe – Barnburgh – Sprotborough – Doncaster Interchange

Service	Operator	First Weekday Bus	Average Weekday Daytime Frequency	Last Weekday Bus	Route
222	Stagecoach Yorkshire	0555	Hourly	2230	Barnsley Interchange – Stairfoot – Wombwell – Cortonwood
226	Stagecoach Yorkshire	0615	Every 30 minutes	2315	Barnsley Interchange – Stairfoot – Wombwell – Wath – Manvers – Goldthorpe – Thurnscoe
X10	Stagecoach Yorkshire	0650	2 buses per day	1610	Barnsley Interchange – New Lodge – Four Lane Ends – Darton – Kexborough – Leeds Coach Station
X17	Stagecoach Yorkshire	0650	Hourly	2048	Barnsley Interchange – Birdwell – Meadowhall – Carbrook – Sheffield Interchange
X19	Stagecoach Yorkshire	0515	Hourly	1850	Barnsley Interchange – Stairfoot – Ardsley – Darfield – Goldthorpe – Hickleton Village – Marr – Doncaster Interchange
X20	Powells Bus	0705	Hourly	2045	Barnsley Interchange – Wombwell – Old Moor – Mexborough Interchange – Conisbrough – Warmsworth – Doncaster Interchange
22X	Stagecoach Yorkshire	0505	Every 15 minutes	2250	Barnsley Interchange – Stairfoot – Wombwell – Wath – Manvers – Rawmarsh – Rotherham Interchange

Table 2.2: Barnsley Interchange Bus Services

- 2.16 As shown in **table 2.2** the site is exceptionally well located to encourage travel to and from the activity park by bus. A range of bus services route close to the site via the nearby transport interchange. These bus service destinations are also presented on **plan 4**.
- 2.17 With regard to access to the site via rail **table 2.3** provides a summary of the existing services, time and destinations from the nearby transport interchange.

Service Destination	First Weekday Service	Average Weekday Daytime Frequency	Last Weekday Service	Route
Sheffield	0523	4 direct trains per hour	2338	Barnsley – Wombwell – Elsecar – Chapeltown – Meadowhall – Sheffield
Huddersfield	0605	1 direct train per hour	2037	Barnsley – Dodworth – Silkstone Common – Penistone – Denby Dale – Shepley – Stocks Moor – Brockholes – Honley – Berry Brow – Lockwood – Huddersfield
Leeds	0558	3 direct trains per hour	2312	Barnsley – Darton – Wakefield Kirkgate – Normanton – Castlefield – Woodlesford – Leeds

Table 2.3: Barnsley Interchange Rail Services

- 2.18 **Table 2.3** confirms the site is exceptionally well located for train travel to and from the site. The combination of these rail and bus services will ensure that visitors to the activity park will have excellent opportunities to travel sustainably to and from the site.
- 2.19 This section of the TS demonstrates that the site is exceptionally well located for access by bus and mainline rail services.

Accessibility by Walking

- 2.20 Provision for pedestrians between the site and the surrounding area is of good quality, with Schwäbisch Gmünd Way having continuous, lit footways connecting to surrounding streets. The site also benefits from direct connections to Mottram Street to the north, along with a continuous footway on the western (site side) of the A61.
- 2.21 The majority of these local routes also benefit from being overlooked by adjacent development, ensuring an element of passive surveillance at all times of the day and night.
- 2.22 Although now superseded by the National Planning Policy Framework, PPG13 stated that walking offers the greatest potential for replacing short car trips, particularly for journeys under 2km.
- 2.23 The IHT document, *Guidelines for Providing for Journeys on Foot*, and DfT document, *PPG13 – Best Practice Guidance*, provides further details of accepted walking distances. These are presented in **table 2.4**.

	Town Centre (m)	Commuting/School (m)
Preferred Maximum	800 – 1250	2000

Table 2.4: IHT & DfT Acceptable Walking Distances

- 2.24 A pedestrian isochrone plan has been produced to demonstrate the accessibility of the development site on foot. The isochrone is based on an average walk speed of 1.33 m/s up to a maximum journey time of 25 minutes (2km). The isochrone is shown in **plan 3** and shows that the town centre and surrounding residential areas fall within this 2km catchment and well within an easy walk distance of the park.

'Walkability' Assessment

- 2.25 With regard to direct connectivity to local transport nodes (such as the nearby transport interchange) the development site performs well in terms of 'walkability'. With all key public transport nodes falling within accepted walk distances and linked by continuous, lit footways, the 'walkability' characteristics of sustainable links to the proposed park are considered to be good.
- 2.26 As with the TS prepared for the adjacent YZ scheme there is an identified gap in the pedestrian network in terms of a formal crossing point on Schwäbisch Gmünd Way, which is discussed later in this report.
- 2.27 This section of the TS and the isochrone plan shown on **Plan 3** demonstrates that the proposed activity park on the development site is well located in relation to existing residential areas and visitors to the park will have excellent opportunities to travel sustainably on foot to and from the site.

Accessibility by Cycle

- 2.28 The location of the development site, by virtue of it being located adjacent to the town centre, will make the proposed park attractive to be accessed by cycle. The Council's own cycle map, an extract of which is provided in **figure 2.3** shows the existing cycle routes in the vicinity of the site in blue. The map also shows the residential areas surrounding the site and the town centre, which can be accessed by cycle.
- 2.29 Whilst the Council's cycle map confirms that there are limited segregated cycle routes in the vicinity of the site, it is clear that the town centre highway network is conducive for local cycling trips from residential areas to the proposed park.

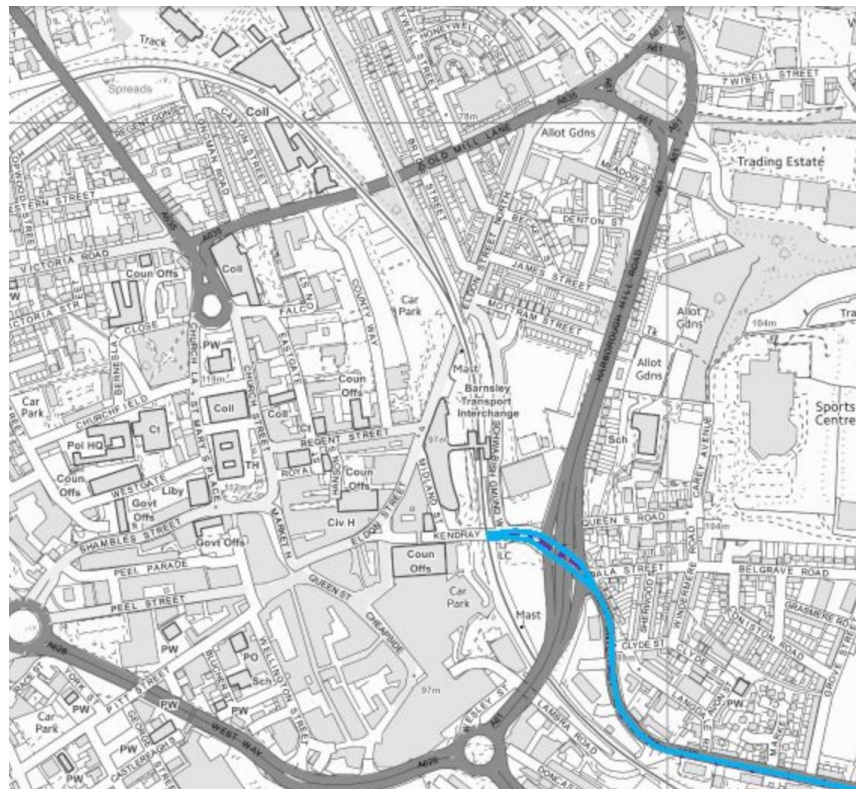


Figure 2.3: Extract from Council's Cycle Map for Barnsley

- 2.30 Whilst now rescinded, the guidance regarding cycling laid out in PPG13 is often used to assess the accessibility of a location by cycle. The document stated that cycling has the potential to substitute for car trips under 5km and to form part of a wider public transport trip. **Plan 3** shows a cycling isochrone based on an average cycling speed of 12kph.
- 2.31 **Plan 3** demonstrates that virtually all of the residential areas around the town fall within this 5km catchment, which will give visitors to the proposed park appropriate access to the site by this sustainable mode of transport.
- 2.32 Alongside the site being well located to access the surrounding cycle network, appropriate levels of cycle parking are also proposed within the park. There is a commitment to increase cycle parking if there is the demand from visitors.
- 2.33 With regard to the overall sustainable credentials of the site, the development site has been shown to be located in a highly sustainable development. The site also has excellent links to the town's transport interchange will ensure visitors to the park have appropriate opportunities to travel sustainably to and from the park.

- 2.34 The next section of this TS provides a summary of the activity park proposals and the access arrangements for all modes of travel.

3.0 DEVELOPMENT PROPOSALS

Proposed Site Uses and Access Arrangements

- 3.1 The development proposals will look to provide an activity park on this brownfield site for the residents of Barnsley, and also visitors to the area. The park will be available to everyone to access 24/7 and will provide everyone with a top quality, safe and attractive place to spend their leisure time. The development proposals are presented in **appendix b**.
- 3.2 The facility aims to be a fantastic addition to the local area, with a range of facilities to cater for young people of all ages and make it attractive place to visit. The activity park has been prepared to provide:
- a BMX and skate bowl
 - activity play area
 - young persons play areas
 - a jump and 'park ore' area
 - attractive internal pedestrian and cycle routes
 - a café and club house
 - connections into the public plaza linking to the nearby interchange
 - pedestrian and cycle connections to the A61, Mottram Way and Schwäbisch Gmünd Way
- 3.3 Not only will the activity park be an attractive destination in its own right, but it will also be an attractive area to pass through to access the nearby transport interchange and town centre.
- 3.4 In terms of vehicular access arrangements, the development proposals will be serviced via an enhanced access from the A61 Harborough Hill Road, as shown in **figure 2.4**.



Figure 2.4: Vehicular Access Proposals to Activity Park

- 3.5 In line with technical discussions held with the Council's Highways Officers the access has been designed to allow service vehicle access that will be required on a regular basis, but also provide access for an articulated maintenance vehicle that may be required on rare occasions to access the electricity distribution site on the southern boundary of the site.
- 3.6 Dealing with the articulated maintenance vehicle access first, the access from the A61 Harborough Hill Road has been designed to accommodate this size of vehicle and it has been shown to be able to route through the site via the shared pedestrian/cycle path that runs north/south through the site.
- 3.7 The HGV tracking on the plan confirms this size of vehicle can enter and leave the site in a forward gear and can safely manoeuvre to and from the site onto the A61 without restriction.
- 3.8 For the more regular maintenance vehicle visits to maintain the landscaped areas, play space and facilities the access been designed to allow a transit type vehicle and trailer to pull off the A61 Harborough Hill Road and wait clear of the highway whilst the maintenance team remove/drop the accessible bollards and the moveable planter to allow their vehicles to access the park.
- 3.9 The access has been carefully designed to allow this service vehicle to wait clear of the carriageway of the A61, but also to minimise the space to ensure visitors to the park arriving by car are not tempted to park within the access area. If the Council deem it a requirement appropriate signage can be provided to remind motorists that no parking is permitted at any time within the access area.
- 3.10 All servicing relating to the club house/café will also take place from the A61 Harborough Hill Road access. As this route already operates as a strategic route it already accommodates service vehicle traffic and as such any traffic associated with the proposed development will be minimal when compared to the volume and type of service vehicle movements on this strategic corridor.

Car Parking Provision

- 3.11 As demonstrated earlier in this report, the development site is located in a highly accessible location, within easy walking distance of local residential areas, the town centre and the nearby transport interchange. The transport interchange will offer visitors to the proposed park excellent opportunities to travel without reliance on the private car.
- 3.12 Turning to the development proposals there are no proposals to provide dedicated parking spaces for the scheme, because it is located in an area where it will be easy to access on foot, by cycle or public transport. As already mentioned in this document, it has been noted from the site visit that there are robust parking and waiting restrictions in place on both Schwäbisch Gmünd Way and the A61 Harborough Hill Road in the vicinity of the development site.
- 3.13 These restrictions already effectively control parking, waiting, loading and unloading on these sections of adopted highway, and will control any attempts by visitors to the park arriving by car to park on the surrounding highway network.
- 3.14 Dealing with the provision of any vehicular drop-off/pick-up requirements for the park, as part of the separate planning application for the Youth Zone scheme the proposals show the existing three vehicle bay interchange drop-off area on Schwäbisch Gmünd Way retained and extended. This drop-off area will be available for rail users, visitors to the activity park as well as parents/guardians dropping off as part of the Youth Zone proposals.

Proposed Sustainable Access Arrangements and Cycle Parking

- 3.15 It is expected that the majority of people visiting the park will walk, cycle or use public transport to travel to the facility. With this in mind the scheme design has been prepared to ensure there are attractive, safe and easily accessible access points to the park in the form of:
- access from the A61 Harborough Hill Road
 - a pedestrian/cycle access from Mottram Way
 - a pedestrian/cycle access from Schwäbisch Gmünd Way via a new pedestrian plaza and stepped access past the proposed Youth Zone facility
- 3.16 All the routes have been prepared to deliver sustainable access routes on recognised desire lines. This will ensure that the greatest opportunities exist for visitors to travel sustainably to and from the site.
- 3.17 In line with good practice guidance cycle parking for visitors will be provided in two locations within the park. Adjacent to the club house/café eight Sheffield stands will provide cycle parking for 16 bicycles. This cycle parking will be overlooked from the adjacent building.
- 3.18 In addition to this cycle parking visitors to the park will be able to access the eight Sheffield stands that will be provided close to the main entrance to the Youth Zone building, providing easily accessible and overlooked cycle parking that avoids the need to negotiate the stepped access from the public plaza up to the park area. If cyclists do want to wheel their bicycles from the park to this area, then a cycle 'channel' will be provided on these steps to deliver easy access from top to bottom of the steps.
- 3.19 Space has been left in both cycle parking location to increase the parking provision in the future if demand exceeds supply. The Sheffield stand cycle parking will be

delivered to recommended specifications, i.e., with 1m separation distances between stands and located a minimum of 550mm from the building.

4.0 TRAFFIC & ROAD SAFETY IMPACT

Traffic Impact

- 4.1 As confirmed earlier in this report with the sit being sustainably located, and within easy walking and cycling distance from the town centre and surrounding residential areas, along with being easily accessible from the town's transport interchange the traffic impact, with reference to private cars will be minimal.
- 4.2 With no dedicated car parking provided, and an enhanced drop-off/pick up bay on Schwabisch Gmund Way provided for the interchange, park and Youth Zone there will be no material impacts that could be classed as 'severe', the test taken from the NPPF. The impact of the activity park (in traffic and transport terms) will be minimal on the surrounding highway network.

Servicing/Maintenance Arrangements

- 4.3 A summary of the expected weekly servicing/maintenance requirements for the park are summarised below:
- Café Food deliveries – twice weekly
 - Bin collections – weekly
 - Landscaping maintenance – weekly
 - Electricity distribution site – very rare (estimated at once a year)
- 4.4 The timing of deliveries to the café are unlikely to be controlled, although they will be expected to take place on weekdays and normally in standard working hours (0900 to 1700 hours). Based on the number of expected deliveries in a typical week it is highly unlikely that there will be any conflict or likelihood of duplicate deliveries occurring to the building at the same time.
- 4.5 The typical size and type of vehicle delivering to the facility are expected to be transit type and 7.5t vehicles, which will already access the surrounding streets for deliveries to local businesses and residential properties. Refuse collection will also take place using existing commercial waste vehicles, and will be expected to visit the site on a weekly basis.
- 4.6 Based on this review of servicing and delivery arrangements, it is confirmed that there will be no material or adverse impact generated by service or maintenance vehicles visiting the activity park.

Road Safety Impact

- 4.7 The accident analysis outlined in **section 2.0** has provided a comprehensive review of the PICs since 2016 in the vicinity of the site.
- 4.8 By its very nature visitors accessing the proposed development will travel by sustainable modes using the continuous, well-lit footways on the surrounding routes. Cycle parking will be provided for those who ride to and from the facility, and this assessment has confirmed that the site is easily accessible by public transport.

- 4.9 With the proposed activity park being located in an established urban area, these sustainable modes of travel have the potential to be attractive to visitors to the development.
- 4.10 Based on this position and the minimal reliance on vehicular access by visitors to the site there is no indication that the development proposals will materially affect the existing limited collision rates in the vicinity of the site.

Infrastructure Measures

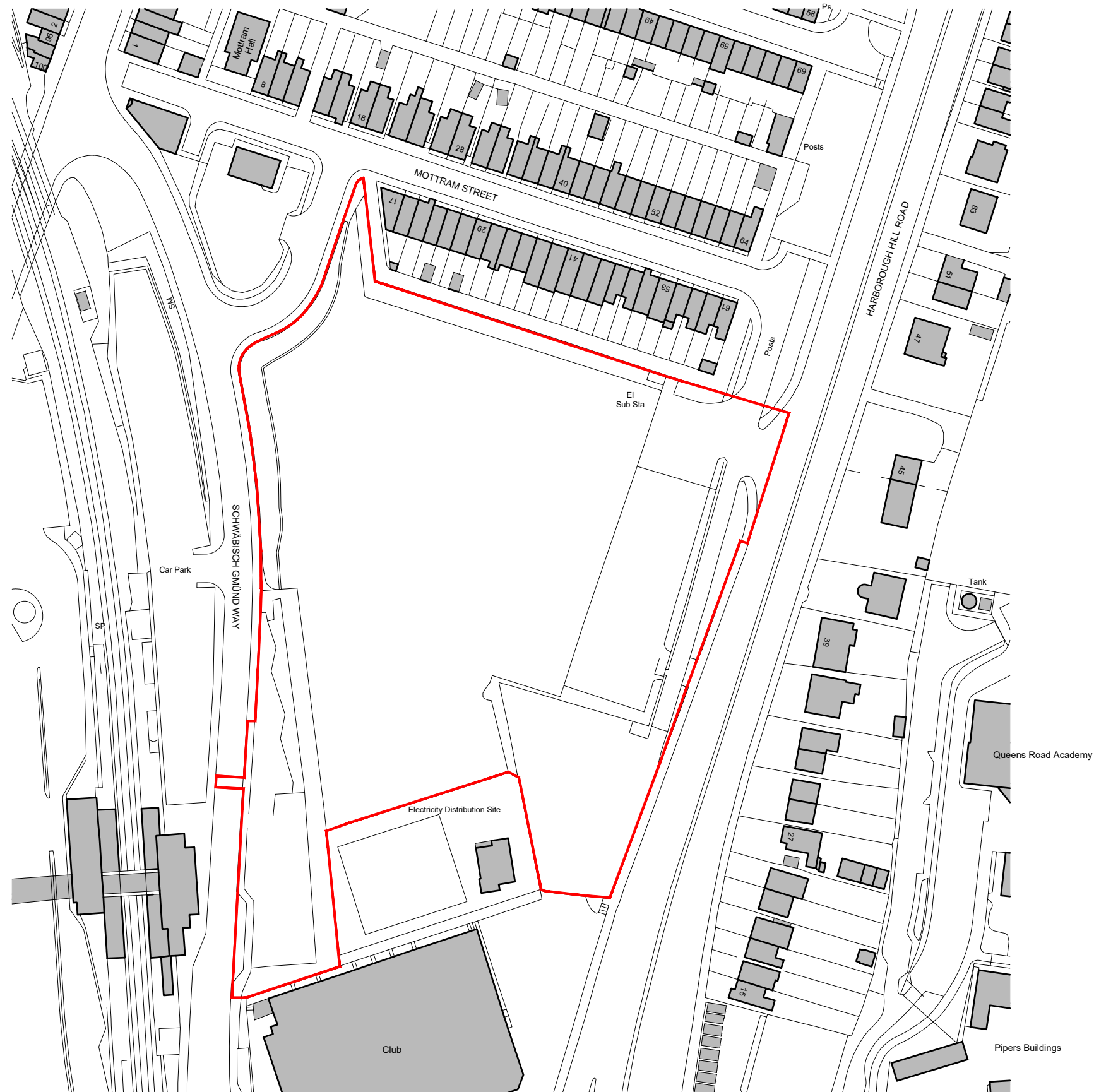
- 4.11 The activity park proposals includes a number of infrastructure measures (known as *hard* measures) to improve and facilitate future travel by sustainable modes. This section summarises the sustainable transport measures that have been included as part of the proposals that will be delivered when the scheme is implemented.
- 4.12 The development proposes the inclusion of 16 cycle parking spaces for visitors. The Council will deliver the 16 cycle spaces as shown on the plan, to encourage travel by this mode. This cycle parking provision will be reviewed and increased should there be a higher take-up of cycling to/from the site.
- 4.13 Perhaps the most significant infrastructure measure to encourage sustainable travel is the lack of on-site parking provision for visitors to the park. The control of parking supply is accepted as one of the most effective methods of encouraging sustainable trip making and reducing car trips.

5.0 CONCLUSIONS

- 5.1 SK Transport Planning Ltd (SKTP) has been commissioned by Barnsley Council to provide traffic and highways advice in support of a new activity park on land to the east of Schwabisch Gmund Way and to the west of the A61 Harborough Hill Road, in Barnsley. The site is located immediately to the east of the town's transport interchange and is a circa 500m crow-fly travel distance from a central point within the town centre.
- 5.2 The development site currently forms part of a cleared Brownfield site, that formerly accommodated industrial uses. The proposals look to redevelop the western part of the site for a new Youth Zone facility, with the remainder of the site delivered as an activity park. The principle of delivering the Youth Zone scheme is a joint promotion with Barnsley Council, who are also the Local Planning Authority (the LPA). The park scheme is being promoted independently by the Council, albeit with the proposals seamlessly interfacing with the Youth Zone proposals.
- 5.3 This Transport Statement provides a comprehensive review of the site location, accessibility by all modes of transport and the impact of the proposed development. The statement confirms that the proposed development is sustainably located, being close to the town's transport interchange as well as adjacent to good quality pedestrian and cycle routes. The town, the transport interchange and surrounding residential areas are well within appropriate walk distances to the proposed development.
- 5.4 A site visit has also been undertaken, to consider all traffic and transport matters associated with the proposals, and also shape the design of the development. This report includes an evaluation of the existing public transport, walking and cycling provision, consideration of Personal Injury Collision (PIC) statistics in the local area.

- 5.5 With regard to the PIC statistics it has been shown that there is no pattern or causation of collisions within the study area that would be exacerbated with the proposed activity park coming forward.
- 5.6 Based on the findings in this Transport Statement there are no traffic or transport reasons why the proposed activity park should not proceed in this location. The report concludes that the development will be sustainably located and will not have any material impact on the surrounding highway network.
- 5.7 The provision of a new, high quality activity park for the town will not have a 'severe' impact in this location, the test taken from the National Planning Policy Framework (NPPF).

PLANS



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Application Boundary (Hybrid Application)
Volume 0 (V0)

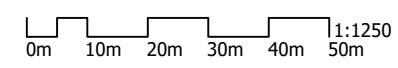
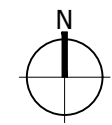
Revision	DC
Project	Barnsley Youth Zone & Activity Park
Date	04.04.2022
Scale(s) @ A3	1:1250
Status	Planning Issue
Project No.	83-18
Rev	
Dwg No.	BAR-HBA-V0-00-DR-A-P50

Client
OnSide & Barnsley Metropolitan Borough Council

Site Location Plan

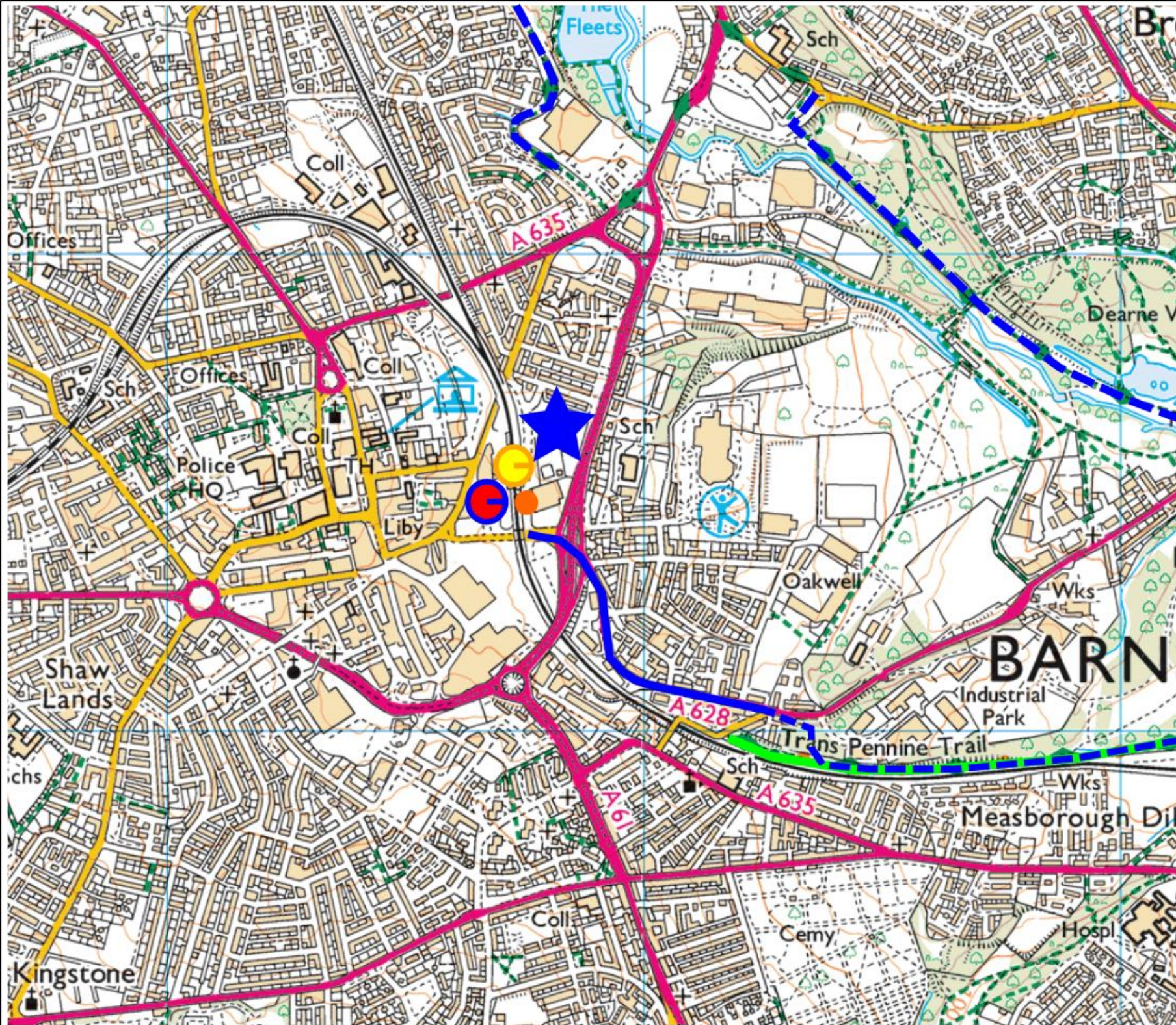
hb architects

The Old Telephone Exchange, Albert Street, Rugby, Warks, CV21 2SA
|info@hb-architects.co.uk | www.hb-architects.co.uk | 01788 576137



Key

- Development Site
- Rail Station
- Bus Station
- Bus Stop
- Trans Pennine Trail
- Off Road Cycle Route
- On Road Cycle Route
- PROW



Plan 2: Sustainable Access Plan

Key



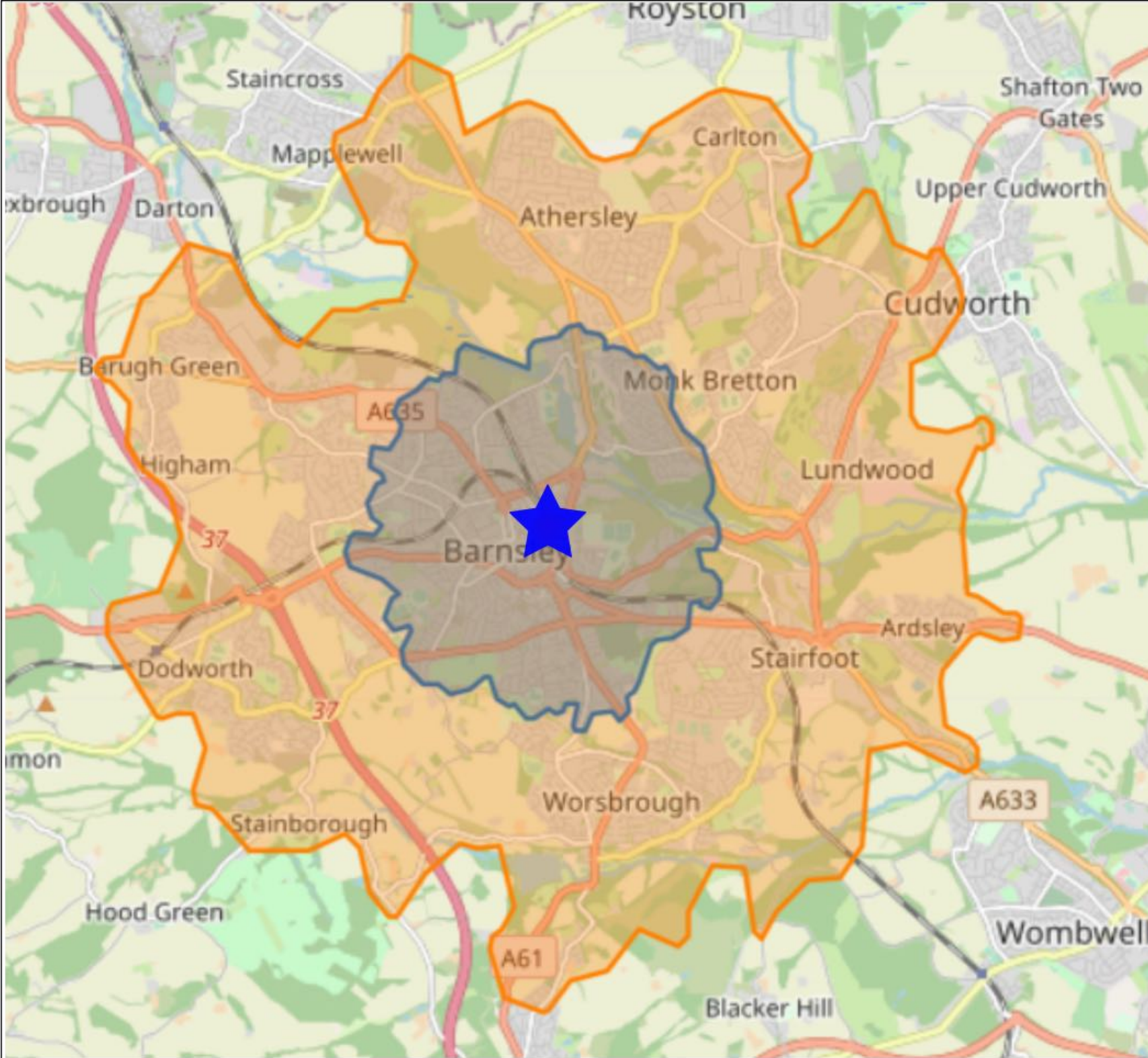
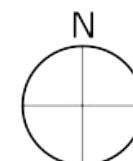
Development Site



2km walking catchment



5km cycling catchment



Plan 3: Accessibility

2km Walking and 5km Cycling Catchments

Drawn by: KAT

Revision: -

Checked by: MAK

Date: 21/01/2021

APPENDIX A

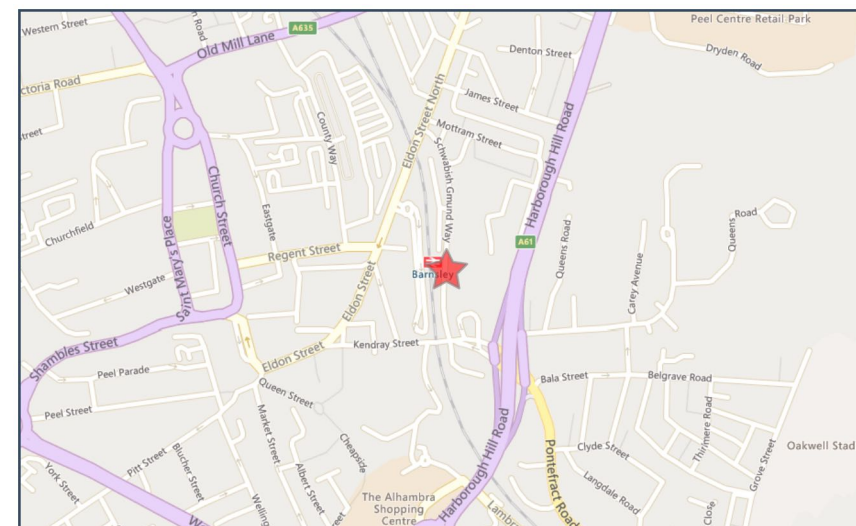


crashmap.co.uk

Validated Data

Crash Date: Friday, June 15, 2018 **Time of Crash:** 4:50:00 PM **Crash Reference:** 2018140303989

Highest Injury Severity:	Serious	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Barnsley	Number of Vehicles:	1	OS Grid Reference:	434753 406520
Local Authority:	Barnsley Metropolitan Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	2	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	16 - 20	In carriageway, crossing elsewhere	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date: Thursday, January 07, 2016 **Time of Crash:** 5:45:00 PM **Crash Reference:** 2016140038958

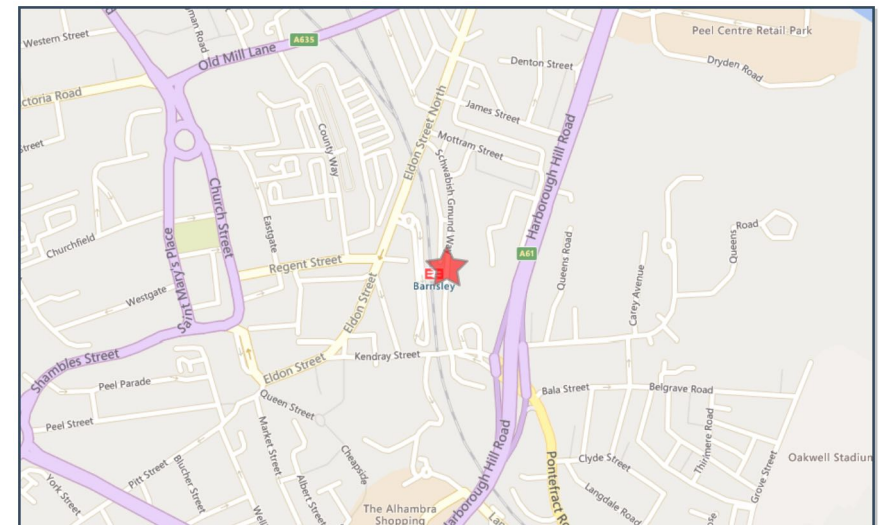
Highest Injury Severity: Slight
Highway Authority: Barnsley
Local Authority: Barnsley Metropolitan Borough
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: U0

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 434751 406541



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	8	Male	36 - 45	Vehicle is slowing down or stopping	Back	Commuting to/from work	None	None
2	Car (excluding private hire)	13	Male	16 - 20	Vehicle is slowing down or stopping	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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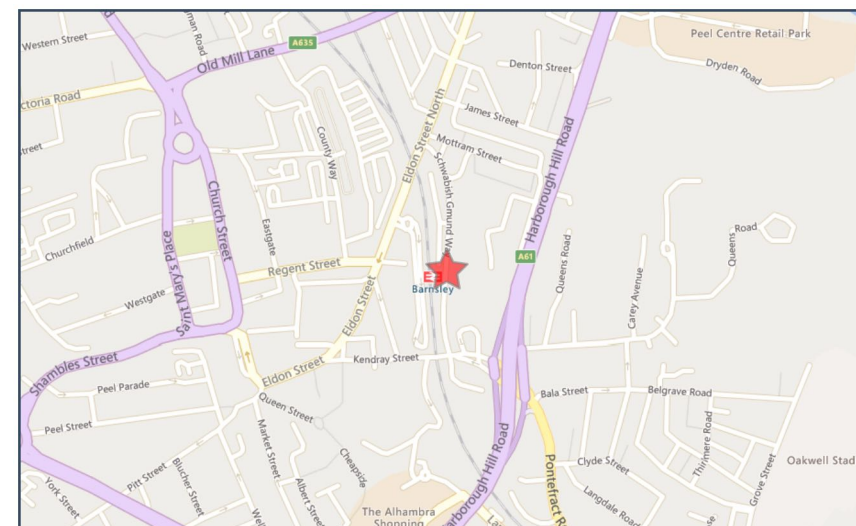


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Validated Data

Crash Date: Saturday, August 20, 2016 **Time of Crash:** 11:30:00 AM **Crash Reference:** 2016140103933

Highest Injury Severity:	Serious	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Barnsley	Number of Vehicles:	1	OS Grid Reference:	434753 406542
Local Authority:	Barnsley Metropolitan Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	5	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	6 - 10	In carriageway, crossing elsewhere	Crossing from driver's offside

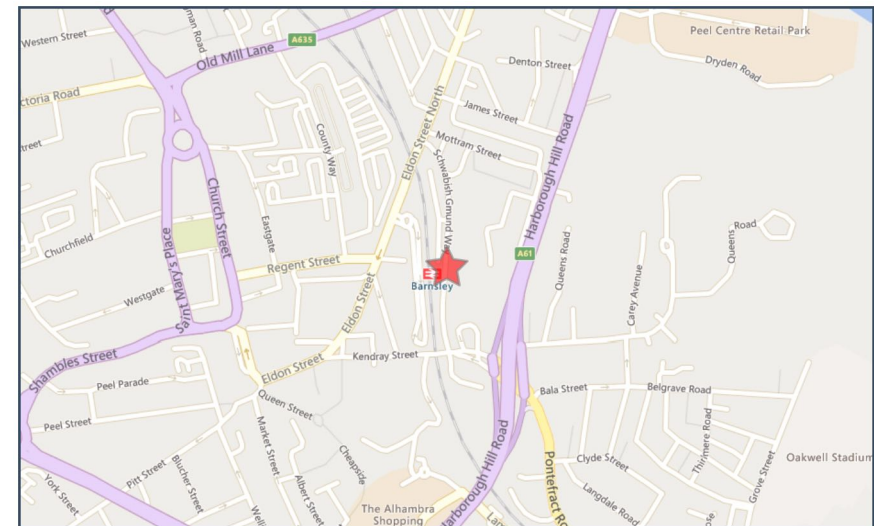
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Crash Date:	Saturday, February 20, 2016	Time of Crash:	12:47:00 PM	Crash Reference:	2016140048940
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Road Number:	U0	Number of Casualties:	1	
		Number of Vehicles:	1	
		OS Grid Reference:	434754	406543



Page 1 of 2 24/03/2021 12:08 PM



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Bus or coach (17+ passenger seats)	-1	Male	36 - 45	Vehicle is slowing down or stopping	Did not impact	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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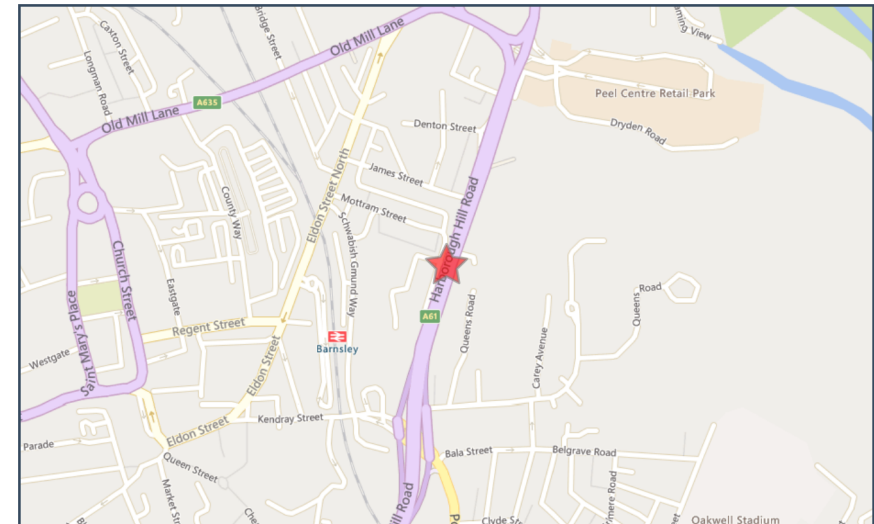


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Validated Data

Crash Date: Sunday, June 26, 2016 **Time of Crash:** 1:00:00 PM **Crash Reference:** 2016140081665

Highest Injury Severity:	Slight	Road Number:	A61	Number of Casualties:	1
Highway Authority:	Barnsley	Number of Vehicles:	2	OS Grid Reference:	434900 406645
Local Authority:	Barnsley Metropolitan Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
2	Car (excluding private hire)	8	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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APPENDIX B



- Existing footpath widened for new cycle way, work by others not part of this application
- Tarmac (vehicular loadings)
On sub-base to Engineers details, generally half battered PC concrete kerbs, coloured tarmac to cyleway
- Tarmac (vehicular loadings to Activity Park)
On sub-base to Engineers details, generally half battered PC concrete kerbs to roads and 50mm flat top kerbs to edges
- Tarmac cycle path (vehicular loadings)
On sub-base to Engineers details, generally half battered PC concrete kerbs to roads and 50mm flat top kerbs to edges
- Paving
Block laying pattern and unit sizes to Landscape Architects details on sub-base to engineers details
- Play Area
Specialist play surface on sub-base to Engineers details
- Self Binding Gravel (pedestrian loadings)
On sub-base to Engineers details, generally timber boards to edges
- Specialist Skate Surface (varied heights)
On sub-base to Engineers details
- Existing Landscaping / Banking
Enhance and extend existing soft landscaping with native species in accordance with Ecologist / Landscape Architects details
- Soft Landscaping
Subject to detail design by Landscape Architects, indicates low level species rich grassland, such as wild flowers
- Soft Landscaping
Subject to detail design by Landscape Architects, shrub and herbaceous planting which is native wildlife friendly
- Gravel Perimeter to Buildings
300mm maintenance strip to Landscape Architects details on weed suppressant membrane adjacent to building and soft landscaping
- Existing object to be demolished / removed
- Existing Tree - Retained
- Proposed new trees

