



TRANSPORT STATEMENT

FORMER WORSBROUGH YOUTH
CENTRE, BARNSELEY, S70 4RG

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1. EXECUTIVE SUMMARY

- 1.1.1 Development Planning Limited have been commissioned to produce this Transport Statement by Nexus Multi Academy Trust. The Trust are acting on behalf of Barnsley Council Special Educational Needs and/ or Disabilities (SEND) to bring forward Phase 2 of the redevelopment proposals of the existing Worsbrough Youth Centre Site to provide education places for children with complex needs.
- 1.1.2 The site has recently been granted approval for:
- Change of use to Class F1 (a) – Provision of Education as a Special Educational Needs and/ or Disabilities (SEND) school with external alterations to the building and to the external areas of the site including the car park and footpath layouts.*
- 1.1.3 The approved scheme would cater for 24 Key Stage 3/ 4 Children with SEND Autism, Communication and Interaction needs, to be open Monday to Friday (excluding Bank Holidays) from 08:30am to 15:30pm.
- 1.1.4 The proposed development would form a second phase to the teaching provision at the school, increasing the capacity to a total of 50 Key Stage 3/4 children with the same SEND needs.
- 1.1.5 The site benefits from an extant planning approval for educational purposes, with the current application forming an expansion to the services provided at the site. As such, the site has already been deemed as appropriate for these purposes.
- 1.1.6 Even so, planning policy requires consideration of the accessibility of development. A detailed review of the options for sustainable access has been undertaken. The site is well located for access to the existing footway networks and, also, the bus routes which serve the key local destinations.
- 1.1.7 The development proposals would increase the number of pupils at the site from 24 to 50, with a resultant increase in staff numbers from 13 to 18.
- 1.1.8 The increase in the number of pupils would be accommodated within funded school travel, utilising available space within existing minibuses and the provision of one additional minibus.
- 1.1.9 The increase in staff numbers could be accommodated within the previously approved car parking layout.
- 1.1.10 The proposals to provide extended educational provision at the site provides the opportunity to enhance the access to the site, subject to agreement with the highway authority and the council (as land owner), including:
- Improved footway and new tactile-paved crossing;
 - New gates with increased offset from the public highway;
 - Widened vehicle lanes and improved junction radius to improve swept path of vehicles entering the site; and
 - Increased visibility splay, in excess of the 2.4mx43m currently available.
- 1.1.11 The improvements could benefit access to the school as well as the adjacent residential property and the sports pitches, providing a wider benefit to the overall site.
- 1.1.12 The development proposals are considered to be accord with relevant transport-related planning policy, are appropriate for accommodating the proposed development and could result in an overall improvement to the access to the site.
- 1.1.13 There are considered to be no severe residual cumulative impacts of development and no reasonable highway grounds for refusal of the planning application.

2. INTRODUCTION

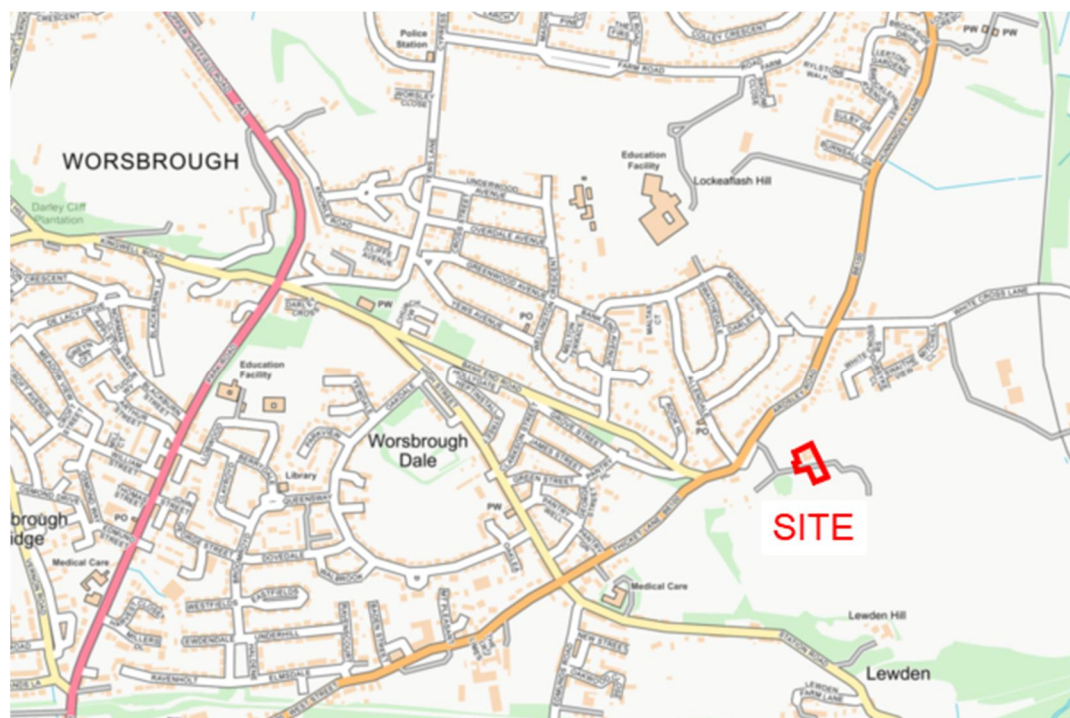
2.1 BACKGROUND

- 2.1.1 Development Planning Limited have been commissioned to produce this Transport Statement by Nexus Multi Academy Trust. The Trust are acting on behalf of Barnsley Council Special Educational Needs and/ or Disabilities (SEND) to bring forward Phase 2 of the redevelopment proposals of the existing Worsbrough Youth Centre Site to provide education places for children with complex needs.
- 2.1.2 This Transport Statement provides a detailed assessment of access to the development site by appropriate modes of transport and considers the implications on the wider transport network in relation to appropriate planning policies.
- 2.1.3 It is intended that this Transport Statement should be read in conjunction with the documents and plans which have been submitted as part of that package.
- 2.1.4 This Transport Statement has been prepared in accordance with the principles set out within the Government's Revised National Planning Policy Framework (the Framework).

2.2 SITE LOCATION

- 2.2.1 The formal site location plan forms part of the planning application package. With regard to the site in relation to the wider transport networks, the site location is shown below/ overleaf.

Figure 2.1 Site Location Plan



- 2.2.2 The site sits within the grounds of a former school, accessed via a driveway of approximately 130m in length. The driveway serves the site, a residential property, parking and sports pitches.
- 2.2.3 The driveway provides access to Ardsley Road (B6100) which provides onward connections in to Worsbrough and the local area.

- 2.2.4 The site is bound on all sides by open fields and is dissected by the driveway to a large car parking area adjacent to the sports pitches.

2.3 EXISTING LAND USE

- 2.3.1 The existing land use is that of the former Worsbrough Youth Centre.

2.4 EXTANT PLANNING APPROVAL

- 2.4.1 The site has recently been granted approval for:

Change of use to Class F1 (a) – Provision of Education as a Special Educational Needs and/ or Disabilities (SEND) school with external alterations to the building and to the external areas of the site including the car park and footpath layouts.

- 2.4.2 The application reference number was 2022/1296, approved with Conditions on the 13th February 2023.

- 2.4.3 The officer's report for the approved change of use included comments from the highway officer which can be summarised as follows:

The proposed development is considered to be in compliance with Local Plan Policy T4 and SPD: Parking and is acceptable in terms of highways safety.

- 2.4.4 The approved scheme would cater for 24 Key Stage 3/ 4 Children with SEND Autism, Communication and Interaction needs, to be open Monday to Friday (excluding Bank Holidays) from 08:30am to 15:30pm.

- 2.4.5 The approval was based upon the school's forecast requirements for 12 full-time members of staff.

2.5 DEVELOPMENT PROPOSAL

- 2.5.1 The proposed development would form a second phase to the teaching provision at the school, increasing the capacity to a total of 50 Key Stage 3/4 children with SEND needs.

3. PLANNING POLICY

3.1 INTRODUCTION

- 3.1.1 A review of pertinent current local and national planning policy has been undertaken to provide the context within which the proposals should be assessed. The review is summarised below.

3.2 LOCAL POLICY

- 3.2.1 In considering the extant planning approval for Phase 1 of the school, the highway authority assessed the proposals against Local Plan Policy T4 and SPD: Parking.
- 3.2.2 The Barnsley Local Plan was adopted in January 2019 and provides the local planning policy for future development of Barnsley up to the year 2033. Local Plan Policy T4 states that:

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.

If a development is not suitably served by the existing highway, or would create or add to problems of safety or the efficiency of the highway or any adjoining rail infrastructure for users, we will expect developers to take mitigating action or to make a financial contribution to make sure the necessary improvements go ahead. Any contributions will be secured through a planning obligation or planning condition.

- 3.2.3 Adopted in November 2019, Barnsley's Supplementary Planning Document (SPD) in relation to Parking provides guidance to development, supplementing Policy T3 of the Local Plan. The SPD sets out that:

It has been generally accepted that the availability of car parking has a major influence on a person's choice of transport.

- 3.2.4 It should be noted that the car parking on the site already exists as part of its former use and so does not form a proposal for this site and no car park extension are proposed.

- 3.2.5 Use Class F1 (a) relates to Learning and Non-Residential Institutions for the provision of education. For the proposed use and the SEND needs of the pupils, the site could reasonably be considered against the parking standards relating to the 'Day Nurseries' classification in the SPD, which is for 1 space per full time member of staff.

- 3.2.6 In addition to the car parking requirements set out within the SPD, there are specific requirements for commercial vehicles (such as deliveries and refuse) set out in Section 6, as follows:

Requirements for vehicles delivering to or removing goods from premises may be unique to a particular site. Commercial traffic varies with the type of activity within a given use class. An analysis of requirements in terms of the numbers and types of commercial vehicles visiting their premises is sufficient to meet usual needs, such as for loading, unloading and turning...

- 3.2.7 For the school there will be minibuses, which are discussed in Section 7 of the SPD, as follows:

The appropriate level of provision for developments with coaches should demonstrate suitable off-street facilities for parking, setting down and boarding of passengers as well as turning.

3.3 NATIONAL PLANNING POLICY FRAMEWORK

- 3.3.1 The Revised National Planning Policy Framework was published in July 2021 and sets out the Government's purpose of the planning system in Paragraph 7 as:

The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs...

- 3.3.2 In Paragraph 10 it goes on to state that:

So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.

- 3.3.3 It is clear that the Government's aims are to encourage economic growth and, indeed, state that there is a presumption in favour of sustainable development.

- 3.3.4 There are three dimensions to sustainable development, economic, social and environmental.

a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

- 3.3.5 With regard to transport, Chapter 9 of the Framework sets out the Government's aims of "Promoting Sustainable Transport". In relation to development proposals, the Framework requires that:

110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

111 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 would be severe.

- 3.3.6 In reviewing planning applications, the Framework sets out the hierarchy for consideration of transport issues, which prioritise sustainable travel modes over the private fossil fuel powered car.

112. Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

- 3.3.7 When considering access by sustainable travel modes, Paragraph 105 of the Framework requires that the nature and location of development is taken in to account:

...However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

- 3.3.8 In defining how larger developments should protect and exploit opportunities for the use of sustainable transport modes it considers that:

113. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

- 3.3.9 The planning application for this site is below a reasonable threshold for the submission of a separate Travel Plan, even so measures are proposed to help encourage the use of sustainable transport modes as set out in Chapter 5.

- 3.3.10 When considering the potential for mitigation measures, the Framework sets out in Paragraph 57 that:

Planning obligations must only be sought where they meet all of the following tests:

a) necessary to make the development acceptable in planning terms;

b) directly related to the development; and

c) fairly and reasonably related in scale and kind to the development.

- 3.3.11 These are the tests that must be applied to the residual impacts of development.

3.4 PLANNING PRACTICE GUIDANCE

3.4.1 The theme of sustainable development runs throughout Planning Practice Guidance, with the detailed elements regarding transport being focussed in the following sections:

- Transport evidence bases in plan making and decision taking; and
- Travel plans, transport assessments and statements in decision-taking.

3.4.2 Both sections of the Guidance provide significant amounts of detail on the information types and sources that are appropriate for helping Local Planning Authorities to take forward their Local Plan with an appropriate evidence base. The Guidance is also a useful reference for assessing schemes such as the Development.

3.4.3 The core components of the requirements for assessment, as set out in the Guidance, can be summarised as:

The key issues, which should be considered in developing a transport evidence base, include the need to:

- *assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms*
- *assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport*
- *highlight and promote opportunities to reduce the need for travel where appropriate*
- *identify opportunities to prioritise the use of alternative modes in both existing and new development locations if appropriate*
- *consider the cumulative impacts of existing and proposed development on transport networks*
- *assess the quality and capacity of transport infrastructure and its ability to meet forecast demands*
- *identify the short, medium and long-term transport proposals across all modes*

4. EXISTING ACCESSIBILITY

4.1 INTRODUCTION

4.1.1 The site benefits from an extant planning approval for educational purposes, with the current application simply forming an expansion to the services already approved for the site. As such, the site has already been deemed as appropriate for these purposes.

4.1.2 Even so, planning policy requires consideration of the accessibility of development. This chapter sets out the accessibility by sustainable modes of travel.

4.2 ACCESS BY ULTRA LOW AND ZERO EMISSION VEHICLE

4.2.1 Anyone who can drive a car can drive an ultra-low or zero emission vehicle. Within the lifetime of the development these vehicle types will become increasingly utilised, until the Government phase out the sales of all polluting vehicles by 2030, or before.

4.2.2 The range of an electric car is typically in the region of 150 to 300 miles. As such, charging at the school itself should not be a requirement for staff or visitors, with many being able to charge overnight at home.

4.2.3 For the highly infrequent occasions where the school is being visited from outside the reasonable range of an electric vehicle Barnsley (and surrounding areas) benefit from a number of high speed (50kw plus) chargers, including on the A6195, A633, A628 and adjacent to the M1. A range of sources are available for locating the nearest high speed chargers, including <https://www.zap-map.com/live/> and similar resources that provide continual updates on the location and status of chargers across the country.

4.3 ACCESS ON FOOT

4.3.1 Walking and cycling are affordable and safe transportation options that do not generate emissions, traffic noise or traffic congestion, and instead boost mental and physical health.

4.3.2 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled Providing for Journeys on Foot (2000) suggests walking distances which are relevant to this application. These distances are shown in Table 4.1.

Table 4.1 Suggested Acceptable Walking Distances

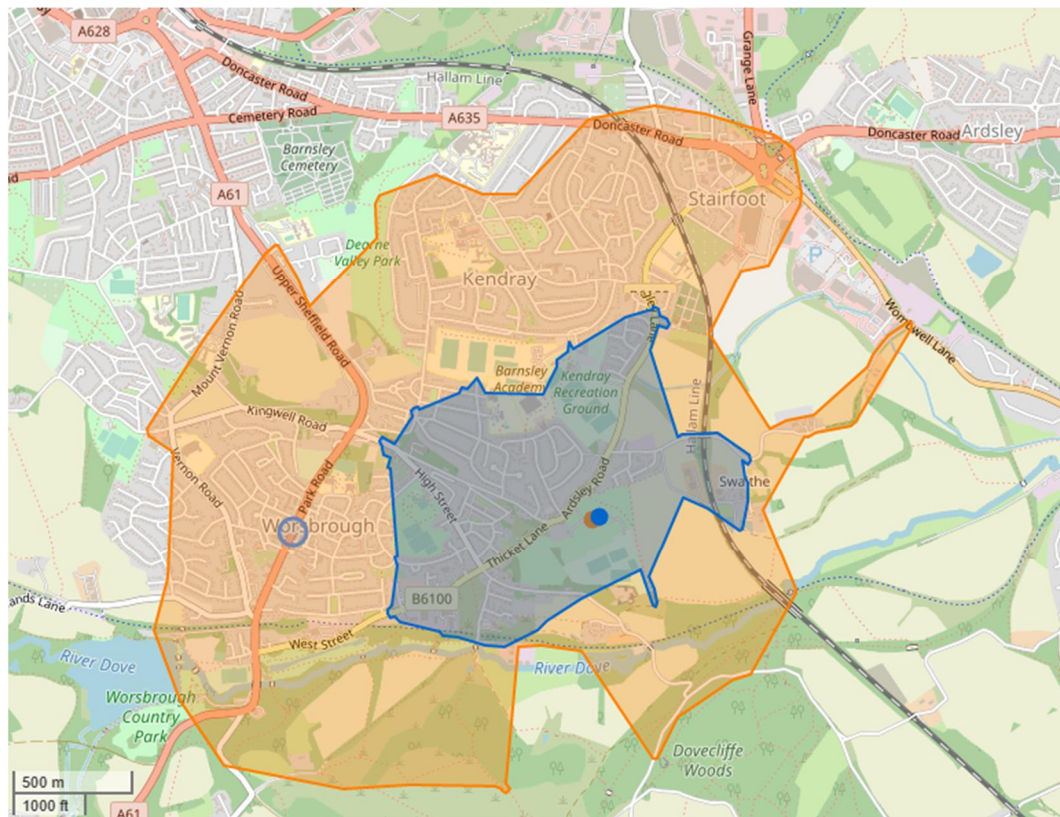
Criteria	Town Centres (m)	Commuting/ School/ Sightseeing (m)	Elsewhere/ Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

4.3.3 Whilst Table 4.1 provides useful guidance on walking distances, Manual for Streets provides a context for interpreting them. Manual for Streets states that:

The propensity to walk is influenced not only by distance, but also by the quality of the walking experience. A 20-minute walk alongside a busy highway can seem endless, yet in a rich and stimulating street, such as in a town centre, it can pass without noticing. Residential areas can offer a pleasant walking experience if good quality landscaping, gardens or interesting architecture are present.

- 4.3.4 The SEND requirements of the pupils attending the school generally require funded school transport to be provided. As such, the majority of pupils would arrive by funded transport or private car.
- 4.3.5 Teaching staff may be required to carry bulky and heavy materials to and from the school as part of their lesson planning.
- 4.3.6 Even so, there remains the opportunity for some staff and potentially some pupils to walk to the site. For an education site, it is reasonable to consider the 1km and 2km isochrones, however this is not the absolute limit which people are prepared to commute on foot and should be taken as a guide only. Figure 4.1 shows the 1km and 2km walking isochrones

Figure 4.1 Walking Isochrones – 1km (Blue) and 2km (Orange)



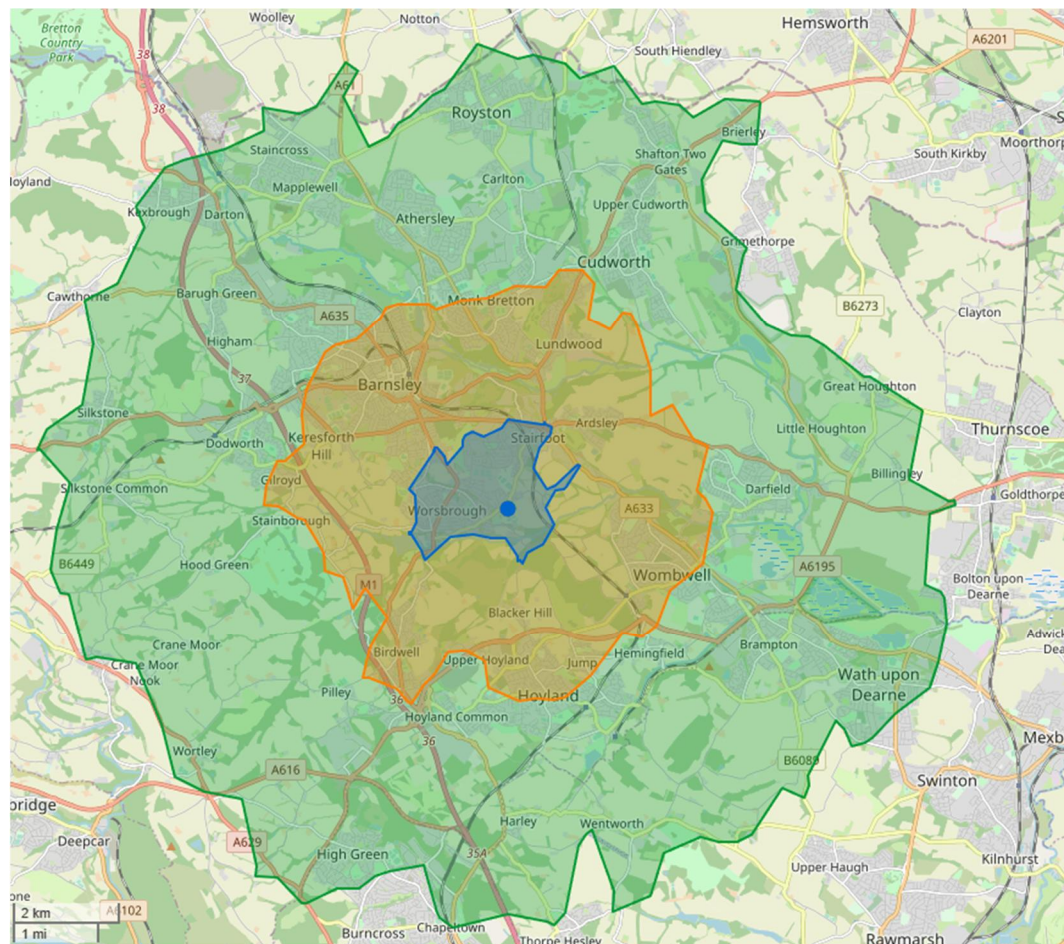
- 4.3.7 It can be seen that a significant local urban area is accessible within a reasonable walking distance of the site, Worsbrough, Kendray and Stairfoot.
- 4.3.8 The pedestrian access route to Ardsley Road is via a shared access route for the first, circa, 50m between the building and the main driveway and then via a circa 100m segregated footpath, leading to Ardsley Road.
- 4.3.9 The layout of the footways immediately at the site access with Ardsley Road are unusual and require pedestrians to walk across the entrance to the former bus layby on the site frontage to cross between the northern and southern footways.

- 4.3.10 Whilst the layout is unusual in that the northbound footway terminates at the gated access to the site, the crossing distance is limited to around 12m, which could be crossed in around 10 seconds (at a walking speed of 1.2m/s).
- 4.3.11 It is reasonable to conclude that there is appropriate provision for pedestrians within the local area.

4.4 ACCESS BY CYCLE

- 4.4.1 Cycling is commonly accepted as accommodating longer-distance travel than walking, including longer distance commuting trips. The commonly quoted typical cycling distance is around 5 km, however for some this distances is frequently exceeded, with daily cycle round trips of 20km or more being quite common.
- 4.4.2 In order to consider the immediate accessibility of the site, the 2km (Blue) and 5km (Orange) and 10km (Green)isodistances have been assessed. These are shown in Figure 4.2, below/ overleaf.
- 4.4.3 It can be seen from Figure 4.2 that the 5km cycle distance includes areas of Barnsley (including the town centre), Wombwell and Hoyland. The 10km cycle distance includes a significantly wider area, including more rural villages on the outskirts of the district.

Figure 4.2 Cycle Isochrones 2km, 5km and 10km



- 4.4.4 Cycling is an increasingly popular mode of transport, particularly for commuting and leisure pursuits. The Covid-19 pandemic saw a significant rise in the use of cycles by all age groups and the popularity of cycling continues to increase.

- 4.4.5 One of the contributing factors to the current popularity is the increase in availability and reduction in price of e-bikes. E-bikes provide opportunity for people of a much broader physical range to access cycling and utilise it for commuting, leisure, health and sightseeing purposes.
- 4.4.6 The range of electric bikes can be considerable, with power-assistance for a typical rider on a typical e-bike being in the region of up to 100km of range (for a circa 500w battery). That will be lower for some city and folding electric bikes, which often have smaller batteries to save weight.
- 4.4.7 Whilst not currently benefitting from type-approval on the UK roads, privately operated e-scooters are currently being assessed by UK Government and are likely to receive approval in the near future. Alongside e-bikes, e-scooters provide an innovative and unique opportunity for people of varying physical abilities to travel without the need for a car. Whilst this section has focused on cycles and e-bikes due to their legal status, the same opportunities could shortly apply to e-scooters.
- 4.4.8 Cycle access would be along the driveway to the site and on to Ardsley Road.
- 4.4.9 It is reasonable to conclude that cycling is a viable and attractive mode of transport for some future residents of the site.

4.5 ACCESS BY BUS

- 4.5.1 The nearest bus stops to the site are immediately to the east of the site entrance on to Ardsley Road, around 150m from the building. The walk route to the bus stops is the same as pedestrians accessing Ardsley Road, with around 100m within the site formed by a segregated footway.
- 4.5.2 The most frequent route which serves the bus stops is Route 7, which provides linkages to Hoyland, Blacker Hill, Stairfoot and Barnsley Town Centre. The route operates from Hoyland towards Barnsley from around 07:06/ 07:16 to 18:00 Monday to Saturday and from Barnsley to Hoyland from around 10:15 to 17:30, with an additional service operating from Worsbrough Dale to Hoyland at 09:29 Monday to Saturday.
- 4.5.3 Route 7 operates once prior to 9am and then approximately hourly between 10am and 6pm.
- 4.5.4 Route 479 operates between Shaw Lane, Kingstone and Kenday on school days only, providing access to Shaw Lane at school opening and closing times.
- 4.5.5 Route 482 operates from Birdwell to Barnsley Academy in a similar manner to Route 479.
- 4.5.6 Around 500m from the school building (less than 400m from the site entrance) is an additional bus stop, on bank End Avenue. That bus stop provides access to Route 6. Route 6 is the Barnsley town centre circular route and operates from 05:45am weekdays, and 06:48 on Saturdays, until 23:15. The service operates twice before 8am and then operates around 3 buses per hour until 6pm and 2 buses per hour until 11pm.
- 4.5.7 The service also operates on a Sunday on an hourly basis from 09:20am to 23:15pm. The service connects Barnsley, Kendray and Worsbrough Dale.
- 4.5.8 Additional bus routes are accessible on the West Street (which is the B6100 and connects to Ardsley Road), to the west of High Street. Routes 67/ 67C are accessible at this location. The overall walk distance from the school building is around 600m (less than 500m from the site entrance).
- 4.5.9 Route 67/67C connects Wombwell with Hemingfield, Hoyland, Worsbrough, Worsborough Common and Barnsley town centre. The service operates from 04:52 to 21:16 (from Wombwell) Monday to Saturday, three times before 8am and approximately hourly until 1pm, then every 2 hours.

- 4.5.10 Route 67/67C operates in the evening on a Sunday.
- 4.5.11 The full bus timetables are attached at Appendix B, however the most up to date information can be accessed at www.traveline.info.
- 4.5.12 It is reasonable to conclude that bus travel is a viable and attractive mode of transport for some future residents of the site.

4.6 SUMMARY

- 4.6.1 The site benefits from an extant planning approval for educational purposes, with the current application forming an expansion to the services provided at the site. As such, the site has already been deemed as appropriate for these purposes.
- 4.6.2 Even so, planning policy requires consideration of the accessibility of development. A detailed review of the options for sustainable access has been undertaken. The site is well located for access to the existing footway networks and, also, the bus routes which serve the key local destinations.

5. DEVELOPMENT PROPOSAL

5.1 INTRODUCTION

- 5.1.1 This chapter sets out the development proposal and incorporates the forecast person movements associated with the site and the proposed access improvements which would be implemented as part of the development proposals.
- 5.1.2 The proposal for extending the teaching services at the site would apply from September 2023, to align with the new school year.

5.2 STAFFING NUMBERS

- 5.2.1 The following information has been provided by the Trust, on behalf of Barnsley Council Special Educational Needs and/ or Disabilities (SEND).
- 5.2.2 The current staff numbers consist of the following:
- 1 Headteacher;
 - 1 Assistant Head;
 - 4 Full Time Teachers;
 - 6 Teaching Assistants; and
 - 1 Office Manager.
- 5.2.3 The total number of full-time staff at present is 13, which is one more than set out within the Planning, Design and Access Statement for the extant planning approval. The additional member of staff is a teacher who is currently on maternity leave until September 2023.
- 5.2.4 The proposed number of staff from September 2023 would be:
- 1 Headteacher;
 - 1 Assistant Head;
 - 5 Full Time Teachers;
 - 8 Teaching Assistances; and
 - 1 Office Manager.
- 5.2.5 The increase in staffing provision would rise from 13 to 18, an increase of 5 full-time staff.
- 5.2.6 The proposed number of parking spaces is 28 plus a mini-bus only parking space within the main car park and two disabled bays plus a drop-off only bay adjacent to the level access path.
- 5.2.7 The car park is an existing car park, however the Phase 1 planning application included measures to reline the car park to increase the size of spaces, vehicle circulation and accommodate a minibus only space.
- 5.2.8 The proposed number of parking spaces was approved as part of the Phase 1 planning permission and has not been increased to accommodate the increase in full-time teaching staff.
- 5.2.9 Cars relating to all full-time staff could be accommodated within the car park, with additional opportunity for visitors. Consequently, the car parking proposals are considered to be appropriate for the proposed use.

5.3 PUPIL NUMBERS

- 5.3.1 The school currently provides for 24 pupils. Of these, 4 children are transported to school by parents, arriving staggered from 08:30 to 09:00.
- 5.3.2 The residual 20 pupils utilise local authority school transport, divided into three minibuses which also arrive at staggered time of 08:30, 08:45 and 09:00.
- 5.3.3 The reverse staggering occurs in the afternoon pick up.
- 5.3.4 The staggering of the school transport means that pupils can be handed over from the care of the transport provider to the school, and vice versa in the afternoon.
- 5.3.5 Staggering of the school transport results in a maximum of one minibus and two cars dropping off or picking up at the site at peak times. The vehicles associated with these movements can all be accommodated within the drop-off and disabled parking area.
- 5.3.6 One of the 16 seater minibuses currently carries six pupils, therefore travels with ten empty seats. This is due to the number of pupils not currently filling all of the minibus spaces.
- 5.3.7 The proposals from September 2023 would be for a total of 50 pupils to be educated at the site, an approximate 100% increase.
- 5.3.8 From September 2023 there will be a total of four minibuses transporting pupils to and from the school. One of the minibuses would be entirely new, providing 16 seats and the partially full minibus would become full, adding a further 10 seats.
- 5.3.9 From the baseline of 24 pupils, the additional 26 seats on minibuses would be suitable for meeting the travel needs of all 50 pupils.
- 5.3.10 In order to accommodate the additional minibus, the arrival and departure time staggering would be reviewed (based upon pupil travel distances) so that pupils relating to a single mini-bus board or alight at any one time.
- 5.3.11 The provision of the dedicated drop-off/ pick-up bay adjacent to the level access footpath to the building provides for the needs of all mobilities, should it be required.
- 5.3.12 A minor change has been proposed to the layout of the disabled car parking and drop-off/ pick-up bay since the Phase 1 approval, without altering the overall quantum of provision. The changes incorporate a 2m wide pedestrian route around the mini-bus and, also, incorporate a total length of 3.2m to the rear of the mini-bus, should it be required to utilise a rear ramp (which typically required 3m of clear space).
- 5.3.13 Swept path analysis has been undertaken for the disabled parking spaces and the drop-off/ pick-up bay to confirm that they are suitable for the proposed use. A 7.5t van (or equivalent) can be shown to sit within the bay, without blocking the access route.
- 5.3.14 The disabled parking spaces would be available for the use of parents dropping off their children, subject to the prior agreement and approval of the school and the allocation of a drop-off and pick-up time. The disabled spaces benefit from the 2m wide pedestrian route which is shown around the drop-off/ pick-up only bay.
- 5.3.15 Minibuses would be required to enter and circulate the car park to turn. Swept path analysis has been undertaken to confirm this manoeuvre.
- 5.3.16 A dedicated minibus parking space is proposed within the car park to accommodate the school's own minibus.
- 5.3.17 The swept path analysis is attached at Appendix A.

5.4 ACCESS TO ARDSLEY ROAD

- 5.4.1 Access to the school was approved as part of the Phase 1 planning permission for all modes of transport.
- 5.4.2 The proposals to provide extended educational provision at the site provides the opportunity to enhance the access to the site, subject to agreement with the highway authority and the council (as land owner). The potential layout is shown in Appendix C.
- 5.4.3 The layout works could include the following measures:
- Widening of the site access (adjacent to Ardsley Road) to 6m to improve the accommodation of two-way traffic;
 - Provision of a 6m corner radius on the northeastern junction corner to improve the vehicle sweep in to the site from the east;
 - Provision of a 2m wide footway around the northeastern corner of the junction to improve pedestrian intervisibility and provide a new tactile-paved crossing point across the site access;
 - Removal of the boundary wall on the southern corner of the junction to allow the implementation of a continuous footway to tie in to the new crossing point;
 - Realignment of boundary wall to accommodate the above works and increase the available visibility splay, to in excess of existing 2.4mx43m;
 - Replacement pedestrian and vehicle gates, with widths of 2.0m and 5.5m, respectively. The vehicle gate is proposed to be set back from the edge of the carriageway to prevent queuing back to the highway whilst the gate is opened/ closed; and
 - White lining to improve the legibility of the junction and the access to the adjacent layby.
- 5.4.4 The overall works could improve the junction for all modes of transport, including improving the turning movements of 7.5t vans/ minibuses in to and out of the access.
- 5.4.5 The works could also improve pedestrian movements across the frontage of the site for all pedestrians on the eastern/ southern footway along Ardsley Road, including bus patrons to the adjacent bus stops.
- 5.4.6 The improvements could benefit access to the school as well as the adjacent residential property and the sports pitches, providing a wider benefit to the overall site.
- 5.4.7 Discussions will also be held with the highway authority to explore options for relocating/ revising the access to the former bus lay-by as part of the works.
- 5.4.8 Overall, the access works could be considered to result in an improvement over the existing, historic, layout, subject to the appropriate approvals.

SERVICE VEHICLES

- 5.4.9 There is proposed to be no change to the provision for service, delivery and refuse vehicles to the site.
- 5.4.10 Deliveries would typically be undertaken utilising a maximum of a 7.5t van, which is the same size as the minibus shown in the swept path analysis, appended at Appendix A. Delivery vehicles can appropriately be accommodated within the site.
- 5.4.11 Refuse vehicles have historically served the site and would continue to do so with the proposed scheme. The bin collection location would be adjacent to the level access path.

5.5 ENCOURAGING SUSTANABLE TRAVEL

5.5.1 Staff and pupils would be encouraged to travel to the site by sustainable travel modes, where reasonable and feasible to do so. The use of walking, cycling and public transport will be promoted at the site.

5.5.2 The key messages with regard to encouraging sustainable travel to and from the site would include :

- Cost savings associated with travelling on foot, cycling, using public transport or car sharing (as compared with single occupancy car use);
- Health benefits through increased levels of walking and cycling and a healthier environment due to fewer vehicle emissions in the immediate vicinity of the site; and
- A pedestrian/ cycle/ bus user friendly environment.

5.5.3 The office manager will keep a record of the website locations for obtaining up to date bus timetable information (www.traveline.info) and help any members of staff or visitors who wish to plan a sustainable journey to/ from the site to obtain the relevant information.

5.6 SUMMARY

5.6.1 The development proposals would increase the number of pupils at the site from 24 to 50, with a resultant increase in staff numbers from 13 to 18.

5.6.2 The increase in the number of pupils would be accommodated within funded school travel, utilising available space within existing minibuses and the provision of one additional minibus.

5.6.3 The increase in staff numbers could be accommodated within the previously approved car parking layout.

5.6.4 The proposals to provide extended educational provision at the site provides the opportunity to enhance the access to the site, subject to agreement with the highway authority and the council (as land owner), including:

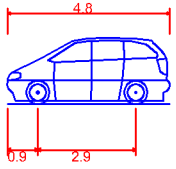
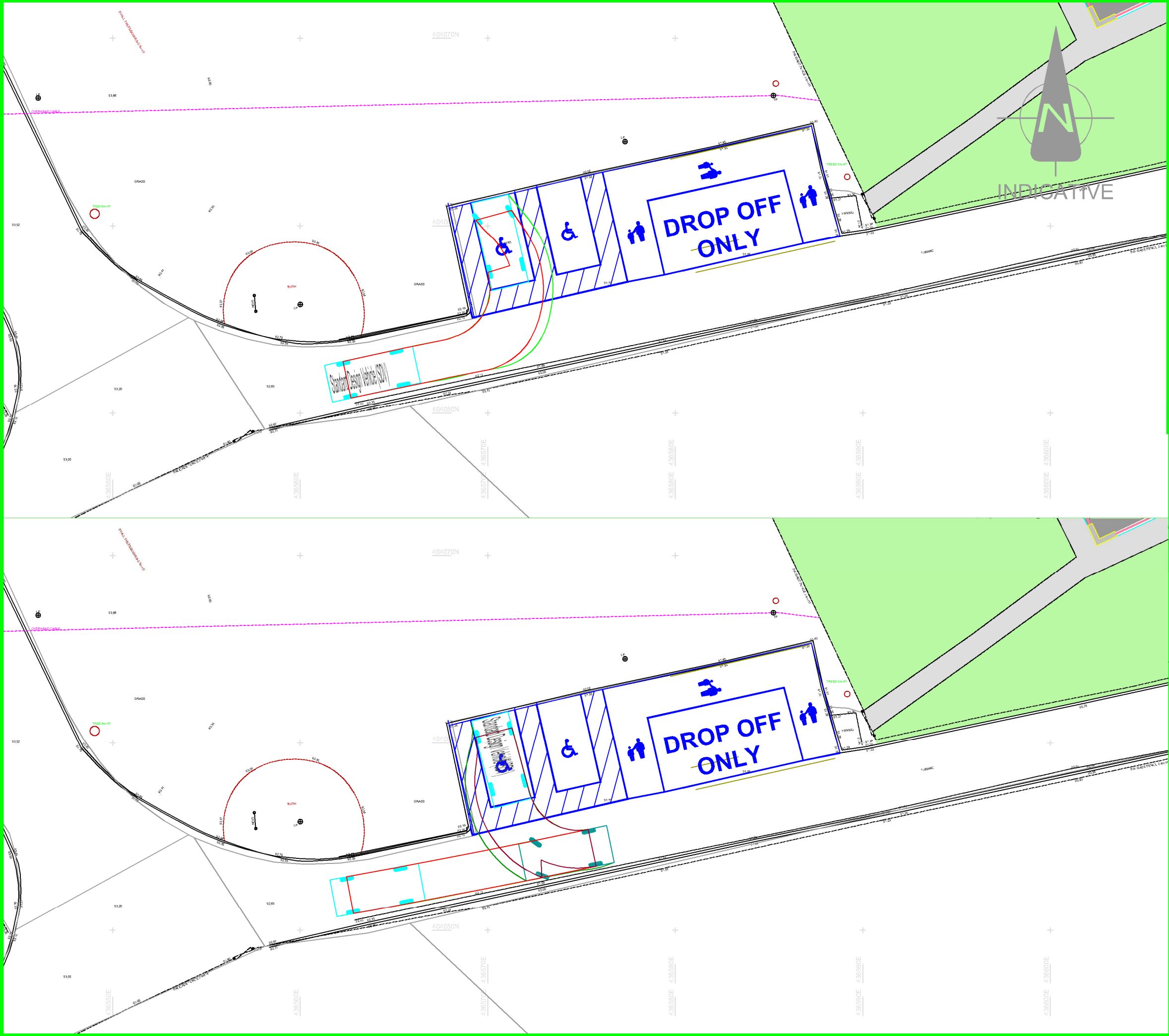
- Improved footway and new tactile-paved crossing;
- New gates with increased offset from the public highway;
- Widened vehicle lanes and improved junction radius to improve swept path of vehicles entering the site; and
- Increased visibility splay, in excess of the 2.4mx43m currently available.

5.6.5 The improvements could benefit access to the school as well as the adjacent residential property and the sports pitches, providing a wider benefit to the overall site.

5.6.6 The development proposals are considered to be accord with relevant transport-related planning policy, are appropriate for accommodating the proposed development and could result in an overall improvement to the access to the site.

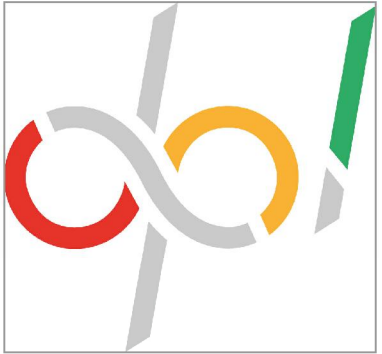
5.6.7 There are considered to be no severe residual cumulative impacts of development and no reasonable highway grounds for refusal of the planning application.

APPENDIX A



Standard Design Vehicle (SDV)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Wall to Wall Turning Radius

4.800m
2.000m
1.950m
0.100m
2.000m
4.00s
6.000m



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PROJECT:

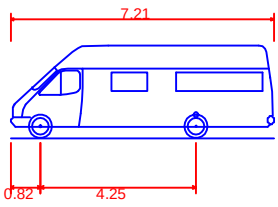
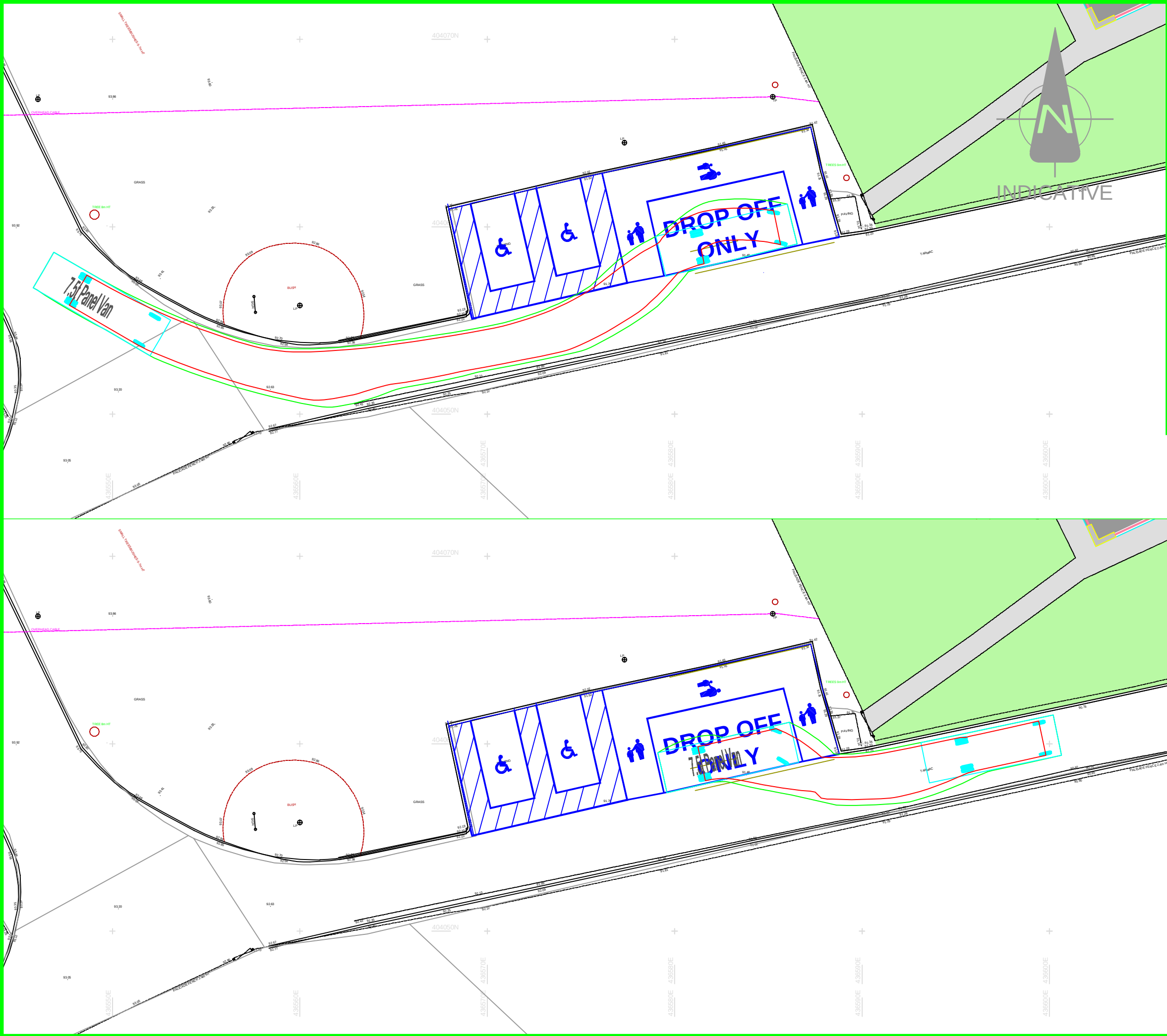
FORMER WORSBROUGH YOUTH CENTRE

TITLE:

SWEPT PATH ANALYSIS
DISABLED PARKING BAYS

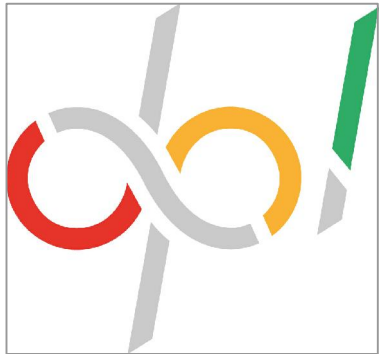
SCALE @ A3:	APPROVED:	DATE:
NTS	DRS	30/03/2023
PROJECT No:	DRAWING No:	REV:
2023293	DPL SK003	-

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7.5t Panel Van
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

7.210m
2.192m
2.544m
0.316m
1.865m
4.00s
7.400m



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PROJECT:

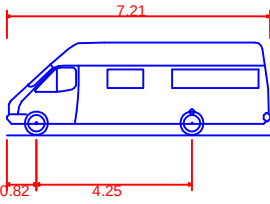
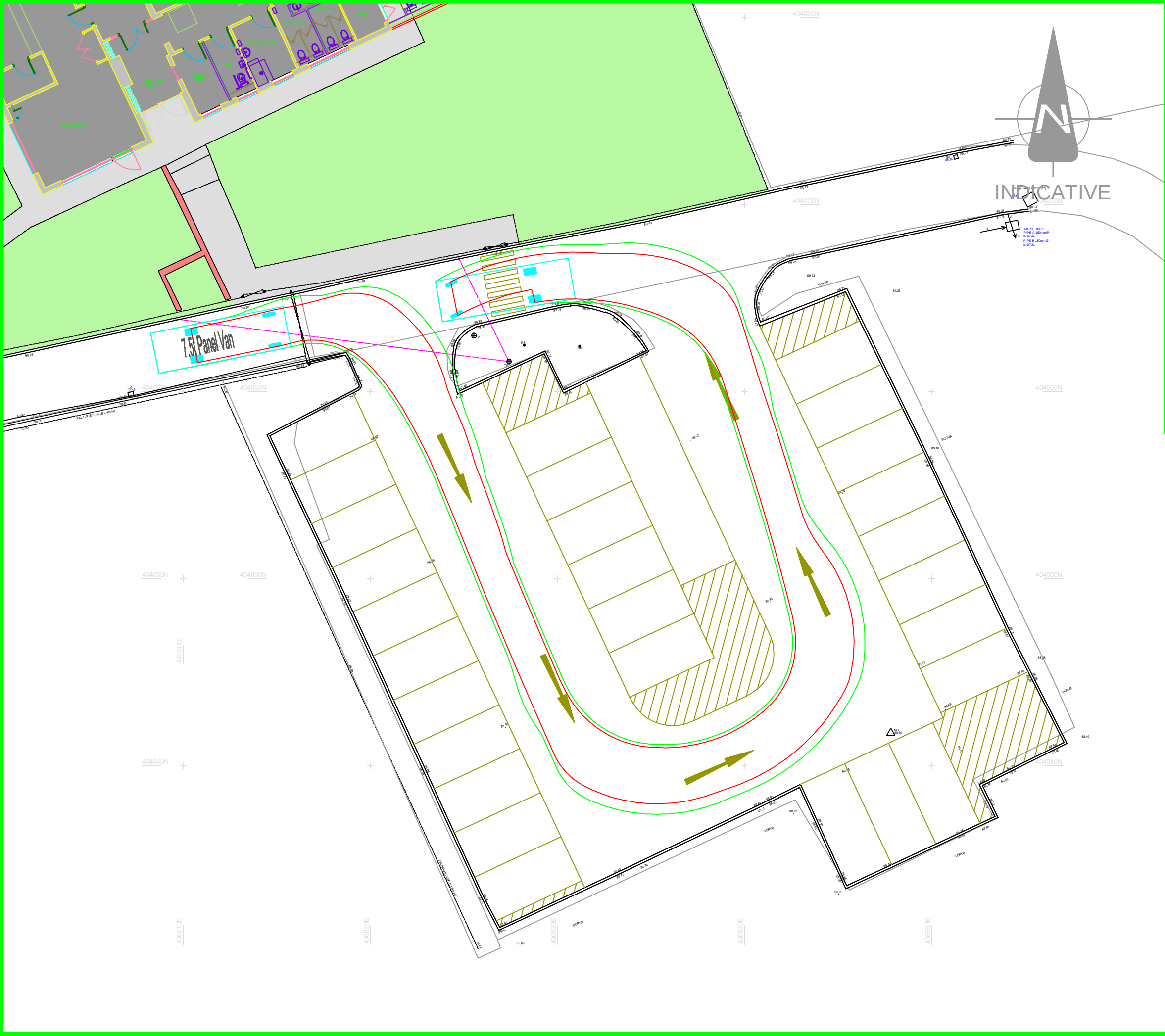
FORMER WORSBROUGH YOUTH CENTRE

TITLE:

SWEPT PATH ANALYSIS
DROP-OFF/ PICK-UP BAY

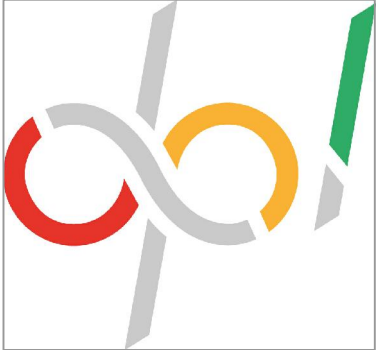
SCALE @ A3:	APPROVED:	DATE:
NTS	DRS	30/03/2023
PROJECT No:	DRAWING No:	REV:
2023293	DPL SK004	-

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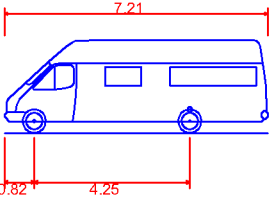
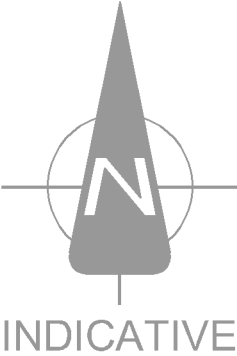
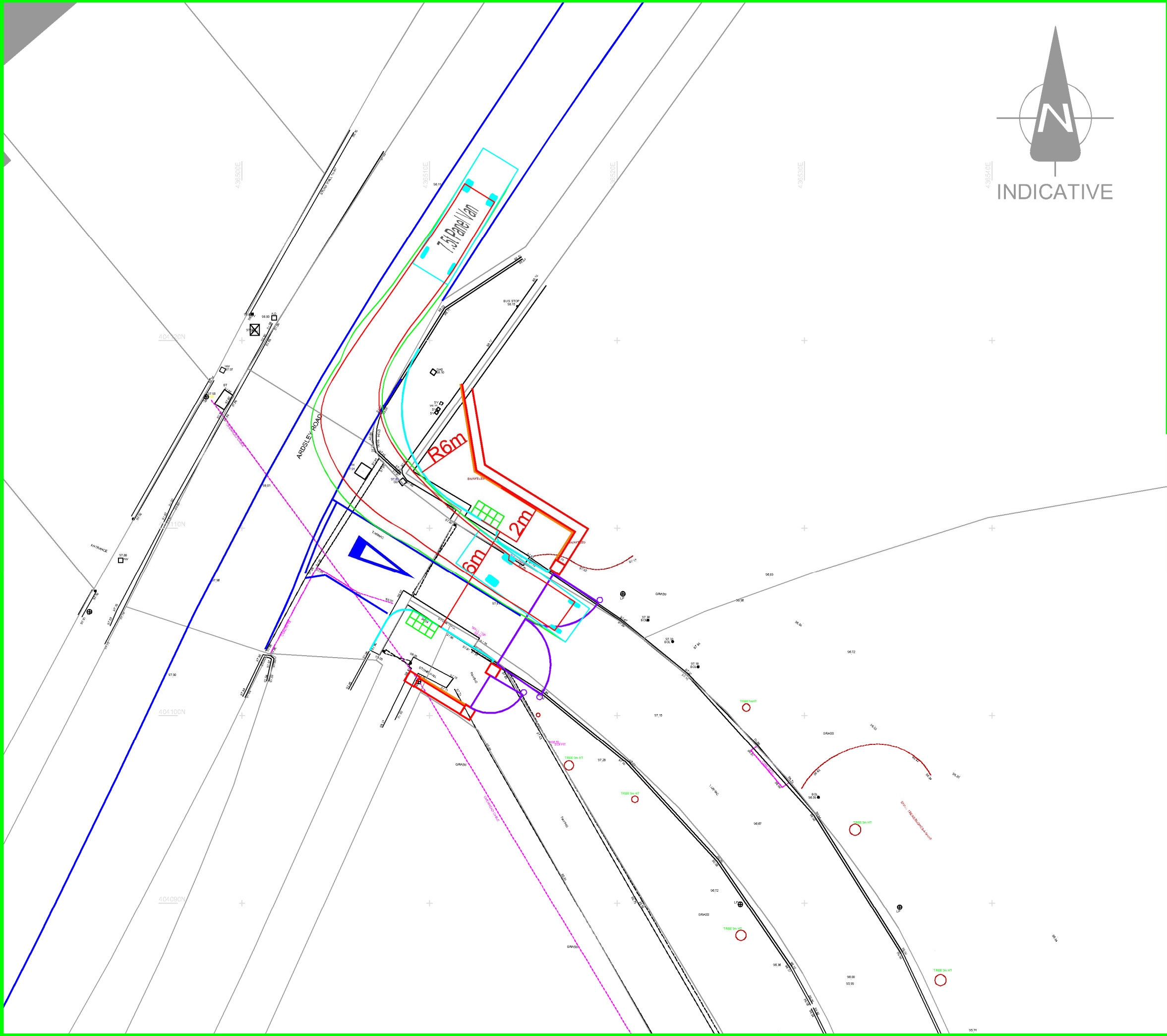
7.5t Panel Van
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

7.210m
2.192m
2.544m
0.316m
1.865m
4.00s
7.400m

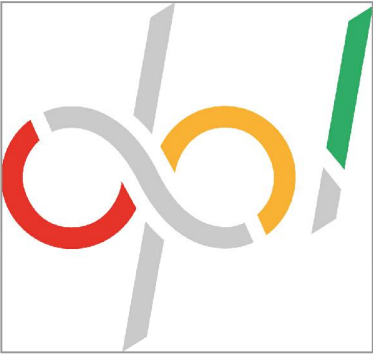


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CLIENT:			NEXUS MULTI ACADEMY TRUST		
PROJECT:			FORMER WORSBROUGH YOUTH CENTRE		
TITLE:			SWEPT PATH ANALYSIS 7.5T CIRCULATING CAR PARK		
SCALE @ A3:		APPROVED:		DATE:	
NTS		DRS		30/03/2023	
PROJECT No:		DRAWING No:			REV:
2023293		DPL SK005			-
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7.5t Panel Van	
Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	2.544m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m



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CLIENT:	NEXUS MULTI ACADEMY TRUST		
PROJECT:	FORMER WORSBROUGH YOUTH CENTRE		
TITLE:	SWEEP PATH ANALYSIS 7.5T ACCESSING SITE		
SCALE @ A3:	NTS	APPROVED: DRS	DATE: 30/03/2023
PROJECT No:	2023293	DRAWING No:	DPL SK006
		REV:	-
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APPENDIX B

Mondays to Fridays

Barnsley Town Centre, Barnsley Interchange/A17 (A17)	dep	05:45	06:25	06:50	07:15	07:35	08:00	08:20	08:45	09:05	09:25	09:45	10:05	10:25	10:45	11:05	11:25	11:45	12:05
Kendray, adj Neville Avenue/Reginald Road		05:52	06:32	06:57	07:22	07:43	08:09	08:29	08:53	09:13	09:33	09:53	10:13	10:33	10:53	11:13	11:33	11:53	12:13
Kendray, opp Birk Terrace/Thornton Road		05:55	06:36	07:01	07:26	07:48	08:12	08:32	08:57	09:17	09:37	09:57	10:17	10:37	10:57	11:17	11:37	11:57	12:17
Worsbrough Dale, adj Bank End Avenue/Wellington Crescent		06:00	06:42	07:07	07:32	07:54	08:18	08:38	09:05	09:25	09:45	10:05	10:25	10:45	11:05	11:25	11:45	12:05	12:25
Kendray, adj Birk Terrace/Birk Avenue		06:05	06:48	07:13	07:38	08:02	08:26	08:46	09:12	09:32	09:52	10:12	10:32	10:52	11:12	11:32	11:52	12:12	12:32
Kendray, adj Neville Avenue/Gerald Walk		06:07	06:51	07:16	07:42	08:06	08:31	08:51	09:15	09:35	09:55	10:15	10:35	10:55	11:15	11:35	11:55	12:15	12:35
Barnsley Town Centre, Barnsley Interchange/A17 (A17)	arr	06:18	07:03	07:28	07:53	08:20	08:45	09:05	09:28	09:48	10:08	10:28	10:48	11:08	11:28	11:48	12:08	12:28	12:48
Barnsley Town Centre, Barnsley Interchange/A17 (A17)	dep	12:25	12:45	13:05	13:25	13:45	14:05	14:25	14:42	15:03	15:25	15:45	16:05	16:25	16:45	17:05	17:25	17:45	18:05
Kendray, adj Neville Avenue/Reginald Road		12:33	12:53	13:13	13:33	13:53	14:13	14:33	14:50	15:15	15:35	15:55	16:16	16:35	16:55	17:15	17:35	17:53	18:13
Kendray, opp Birk Terrace/Thornton Road		12:37	12:57	13:17	13:37	13:57	14:17	14:37	14:54	15:19	15:38	15:59	16:20	16:38	16:58	17:18	17:38	17:57	18:17
Worsbrough Dale, adj Bank End Avenue/Wellington Crescent		12:45	13:05	13:25	13:45	14:05	14:25	14:45	15:02	15:25	15:45	16:05	16:27	16:45	17:05	17:25	17:45	18:02	18:22
Kendray, adj Birk Terrace/Birk Avenue		12:52	13:12	13:32	13:52	14:12	14:32	14:52	15:09	15:31	15:52	16:12	16:33	16:52	17:12	17:32	17:52	18:07	18:27
Kendray, adj Neville Avenue/Gerald Walk		12:55	13:15	13:35	13:55	14:15	14:35	14:55	15:12	15:35	15:55	16:15	16:36	16:55	17:15	17:35	17:55	18:09	18:29
Barnsley Town Centre, Barnsley Interchange/A17 (A17)	arr	13:08	13:28	13:48	14:08	14:28	14:48	15:08	15:25	15:48	16:08	16:28	16:49	17:08	17:28	17:48	18:08	18:20	18:40
Barnsley Town Centre, Barnsley Interchange/A17 (A17)	dep	18:25	18:45	19:15	19:45	20:15	21:15	22:15	23:15										
Kendray, adj Neville Avenue/Reginald Road		18:33	18:53	19:23	19:53	20:23	21:21	22:21	23:21										
Kendray, opp Birk Terrace/Thornton Road		18:37	18:57	19:26	19:56	20:26	21:23	22:23	23:23										
Worsbrough Dale, adj Bank End Avenue/Wellington Crescent		18:42	19:02	19:32	20:02	20:31	21:28	22:28	23:28										
Kendray, adj Birk Terrace/Birk Avenue		18:47	19:07	19:37	20:07	20:36	21:32	22:32	23:32										
Kendray, adj Neville Avenue/Gerald Walk		18:49	19:09	19:39	20:09	20:38	21:34	22:34	23:34										
Barnsley Town Centre, Barnsley Interchange/A17 (A17)	arr	19:00	19:20	19:49	20:19	20:48	21:44	22:44	23:44										

Compiled from data for the period Thu 30-Mar-2023 to Wed 05-Apr-2023.

Saturdays

Barnsley Town Centre, Barnsley Interchange/A17 (A17, dep	06:48	07:35	08:05	08:25	08:45	09:05	09:25	09:45	10:05	10:25	10:45	11:05	11:25	11:45	12:05	12:25	12:45	13:05
Kendray, adj Neville Avenue/Reginald Road	06:54	07:41	08:11	08:31	08:51	09:12	09:32	09:52	10:12	10:32	10:52	11:12	11:32	11:52	12:12	12:32	12:52	13:12
Kendray, opp Birk Terrace/Thornton Road	06:57	07:44	08:14	08:34	08:54	09:16	09:36	09:56	10:16	10:36	10:56	11:16	11:36	11:56	12:16	12:36	12:56	13:16
Worsbrough Dale, adj Bank End Avenue/Wellington Crescen	07:03	07:50	08:20	08:40	09:00	09:24	09:44	10:04	10:24	10:44	11:04	11:24	11:44	12:04	12:24	12:44	13:04	13:24
Kendray, adj Birk Terrace/Birk Avenue	07:09	07:56	08:26	08:46	09:06	09:31	09:51	10:11	10:31	10:51	11:11	11:31	11:51	12:11	12:31	12:51	13:11	13:31
Kendray, adj Neville Avenue/Gerald Walk	07:11	07:58	08:28	08:48	09:08	09:35	09:55	10:15	10:35	10:55	11:15	11:35	11:55	12:15	12:35	12:55	13:15	13:35
Barnsley Town Centre, Barnsley Interchange/A17 (A17, arr	07:21	08:08	08:38	08:58	09:18	09:48	10:08	10:28	10:48	11:08	11:28	11:48	12:08	12:28	12:48	13:08	13:28	13:48
Barnsley Town Centre, Barnsley Interchange/A17 (A17, dep	13:25	13:45	14:05	14:25	14:45	15:05	15:25	15:45	16:05	16:25	16:45	17:05	17:25	17:45	18:15	18:45	19:15	19:45
Kendray, adj Neville Avenue/Reginald Road	13:32	13:52	14:12	14:32	14:54	15:14	15:34	15:54	16:12	16:34	16:54	17:14	17:34	17:53	18:23	18:52	19:21	19:51
Kendray, opp Birk Terrace/Thornton Road	13:36	13:56	14:16	14:36	14:58	15:18	15:38	15:58	16:18	16:38	16:58	17:18	17:38	17:57	18:27	18:55	19:23	19:53
Worsbrough Dale, adj Bank End Avenue/Wellington Crescen	13:44	14:04	14:24	14:44	15:05	15:25	15:45	16:05	16:25	16:45	17:05	17:25	17:45	18:02	18:32	19:00	19:28	19:58
Kendray, adj Birk Terrace/Birk Avenue	13:51	14:11	14:31	14:51	15:12	15:32	15:52	16:12	16:32	16:52	17:12	17:32	17:52	18:07	18:37	19:05	19:32	20:02
Kendray, adj Neville Avenue/Gerald Walk	13:55	14:15	14:35	14:55	15:15	15:35	15:55	16:15	16:35	16:55	17:15	17:35	17:55	18:09	18:39	19:07	19:34	20:04
Barnsley Town Centre, Barnsley Interchange/A17 (A17, arr	14:08	14:28	14:48	15:08	15:28	15:48	16:08	16:28	16:48	17:08	17:28	17:48	18:08	18:20	18:50	19:17	19:44	20:14
Barnsley Town Centre, Barnsley Interchange/A17 (A17, dep	20:15	21:15	22:15	23:15														
Kendray, adj Neville Avenue/Reginald Road	20:21	21:21	22:21	23:21														
Kendray, opp Birk Terrace/Thornton Road	20:23	21:23	22:23	23:23														
Worsbrough Dale, adj Bank End Avenue/Wellington Crescen	20:28	21:28	22:28	23:28														
Kendray, adj Birk Terrace/Birk Avenue	20:32	21:32	22:32	23:32														
Kendray, adj Neville Avenue/Gerald Walk	20:34	21:34	22:34	23:34														
Barnsley Town Centre, Barnsley Interchange/A17 (A17, arr	20:44	21:44	22:44	23:44														

Compiled from data for the period Thu 30-Mar-2023 to Wed 05-Apr-2023.

Sundays

Barnsley Town Centre, Barnsley Interchange/A17 (A17, dep	09:20	10:20	11:20	12:20	13:20	14:20	15:20	16:15	17:15	18:15	19:15	20:15	21:15	22:15	23:15
Kendray, adj Neville Avenue/Reginald Road	09:28	10:28	11:28	12:28	13:28	14:28	15:28	16:23	17:21	18:21	19:21	20:21	21:21	22:21	23:21
Kendray, opp Birk Terrace/Thornton Road	09:31	10:31	11:31	12:31	13:31	14:31	15:31	16:26	17:23	18:23	19:23	20:23	21:23	22:23	23:23
Worsbrough Dale, adj Bank End Avenue/Wellington Crescen	09:37	10:37	11:37	12:37	13:37	14:37	15:37	16:32	17:28	18:28	19:28	20:28	21:28	22:28	23:28
Kendray, adj Birk Terrace/Birk Avenue	09:43	10:43	11:43	12:43	13:43	14:43	15:43	16:38	17:32	18:32	19:32	20:32	21:32	22:32	23:32
Kendray, adj Neville Avenue/Gerald Walk	09:45	10:45	11:45	12:45	13:45	14:45	15:45	16:40	17:34	18:34	19:34	20:34	21:34	22:34	23:34
Barnsley Town Centre, Barnsley Interchange/A17 (A17, arr	09:54	10:54	11:54	12:54	13:54	14:54	15:54	16:49	17:44	18:44	19:44	20:44	21:44	22:44	23:44

Compiled from data for the period Thu 30-Mar-2023 to Wed 05-Apr-2023.

Mondays to Fridays

Hoyland, adj Southgate/High Croft	dep	07:06	09:44	10:44	11:44	12:44	13:44	14:44	15:44	16:50	18:00
Hoyland, nr Kirk Balk/Hawshaw Lane		07:09	09:47	10:47	11:47	12:47	13:47	14:47	15:47	16:53	18:03
Blacker Hill, opp Wentworth Road/Woodhead Drive		07:13	09:52	10:51	11:51	12:51	13:51	14:51	15:51	16:57	18:07
Worsbrough Dale, adj Station Road/Edmunds Road		07:18	09:57	10:57	11:56	12:56	13:56	14:57	15:57	17:02	18:12
Stairfoot, adj Doncaster Road/Hunningley Close		07:24	10:02	11:02	12:02	13:02	14:02	15:02	16:02	17:07	18:17
Eldon Street at Barnsley Interchange, Barnsley Town Centre	arr	07:33	10:11	11:11	12:11	13:11	14:11	15:11	16:11	17:16	18:26

Compiled from data for the period Thu 30-Mar-2023 to Wed 05-Apr-2023.

Saturdays

Hoyland, adj Southgate/High Croft	dep	07:16	09:44	10:44	11:44	12:44	13:44	14:44	15:44	16:50	18:00
Hoyland, nr Kirk Balk/Hawshaw Lane		07:19	09:47	10:47	11:47	12:47	13:47	14:47	15:47	16:53	18:03
Blacker Hill, opp Wentworth Road/Woodhead Drive		07:23	09:51	10:51	11:51	12:51	13:51	14:51	15:51	16:57	18:07
Worsbrough Dale, adj Station Road/Edmunds Road		07:29	09:56	10:56	11:57	12:57	13:57	14:57	15:57	17:02	18:12
Stairfoot, adj Doncaster Road/Hunningley Close		07:33	10:02	11:02	12:02	13:02	14:02	15:02	16:02	17:07	18:17
Eldon Street at Barnsley Interchange, Barnsley Town Centre	arr	07:42	10:11	11:11	12:11	13:11	14:11	15:11	16:11	17:16	18:26

Compiled from data for the period Thu 30-Mar-2023 to Wed 05-Apr-2023.

Mondays to Fridays

Barnsley Town Centre, Barnsley Interchange/A3 (A3)	<i>dep</i>	10:15	11:15	12:15	13:15	14:15	15:15	16:20	17:30
Stairfoot, adj Doncaster Road/Gordon Street		10:23	11:23	12:23	13:23	14:23	15:23	16:28	17:38
Worsbrough Dale, opp Station Road/Edmunds Road	09:29	10:29	11:29	12:29	13:29	14:29	15:29	16:35	17:44
Blacker Hill, adj Wentworth Road/Woodhead Drive	09:34	10:34	11:34	12:34	13:34	14:34	15:35	16:40	17:50
Hoyland, nr West Street/Longfields Crescent	09:39	10:39	11:39	12:39	13:39	14:40	15:39	16:46	17:55
Hoyland, adj Southgate/High Croft	<i>arr</i> 09:43	10:41	11:41	12:41	13:42	14:43	15:42	16:49	17:58

Compiled from data for the period Thu 30-Mar-2023 to Wed 05-Apr-2023.

Saturdays

Barnsley Town Centre, Barnsley Interchange/A3 (A3)	<i>dep</i>	10:15	11:15	12:15	13:15	14:15	15:15	16:20	17:30
Stairfoot, adj Doncaster Road/Gordon Street		10:23	11:23	12:23	13:23	14:23	15:23	16:28	17:38
Worsbrough Dale, opp Station Road/Edmunds Road	09:29	10:29	11:29	12:29	13:29	14:29	15:29	16:34	17:44
Blacker Hill, adj Wentworth Road/Woodhead Drive	09:34	10:34	11:34	12:34	13:34	14:33	15:34	16:40	17:50
Hoyland, nr West Street/Longfields Crescent	09:38	10:39	11:39	12:39	13:39	14:39	15:39	16:44	17:54
Hoyland, adj Southgate/High Croft	<i>arr</i> 09:42	10:42	11:42	12:42	13:42	14:42	15:42	16:48	17:57

Compiled from data for the period Thu 30-Mar-2023 to Wed 05-Apr-2023.

Mondays to Fridays

Wombwell, adj Station Road/Smith Street	dep	04:52	05:57	06:30	08:46	09:41	10:41	11:41	12:41	15:41	17:50	18:30	20:16	21:16
Wombwell, nr Hemingfield Road/Wood Walk		05:02	06:07	06:40	08:56	09:51	10:51	11:51	12:51	15:51	18:00	18:39	20:25	21:25
Hemingfield, adj Cemetery Road/Lady Croft Lane		05:10	06:15	06:48	09:04	09:59	10:59	11:59	12:59	15:59	18:08	18:47	20:33	21:28
Hoyland, adj Southgate/High Croft		05:20	06:24	06:58	09:14	10:09	11:09	12:09	13:09	16:09	18:18	18:57	20:43	21:38
Hoyland Common, opp Sheffield Road/Hoyland Road		05:24	06:29	07:02	09:23	10:18	11:18	12:18	13:18	16:18	18:27	19:05	20:51	21:46
Worsbrough, adj Worsbrough Road/Priory Close		05:34	06:39	07:10	09:31	10:26	11:26	12:26	13:26	16:26	18:35	19:12	20:58	21:53
Worsbrough Common, adj Mount Vernon Road/Coach House Lane		05:45	06:51	07:22	09:43	10:38	11:38	12:38	13:38	16:38	18:47	19:22	21:08	22:03
Barnsley Town Centre, Barnsley Interchange/A3 (A3)	arr	05:53	06:59	07:30	09:51	10:46	11:46	12:46	13:46	16:46	18:55	19:29	21:15	22:10

Compiled from data for the period Thu 30-Mar-2023 to Wed 05-Apr-2023

Saturdays

Wombwell, adj Station Road/Smith Street	<i>dep</i>	04:52	05:57	06:30	08:45	09:40	10:40	11:40	12:40	13:40	14:40	15:40	17:50	18:30	20:15	21:15
Wombwell, nr Hemingfield Road/Wood Walk		05:02	06:07	06:40	08:55	09:50	10:50	11:50	12:50	13:50	14:50	15:50	18:00	18:39	20:24	21:24
Hemingfield, adj Cemetery Road/Lady Croft Lane		05:10	06:15	06:48	09:03	09:58	10:58	11:58	12:58	13:58	14:58	15:58	18:08	18:47	20:32	21:27
Hoyland, adj Southgate/High Croft		05:20	06:24	06:58	09:13	10:08	11:08	12:08	13:08	14:08	15:08	16:08	18:18	18:57	20:42	21:37
Hoyland Common, opp Sheffield Road/Hoyland Road		05:24	06:29	07:02	09:22	10:17	11:17	12:17	13:17	14:17	15:17	16:17	18:27	19:05	20:50	21:45
Worsbrough, adj Worsbrough Road/Priory Close		05:34	06:39	07:10	09:30	10:25	11:25	12:25	13:25	14:25	15:25	16:25	18:35	19:12	20:57	21:52
Worsbrough Common, adj Mount Vernon Road/Coach House Lane		05:45	06:51	07:22	09:42	10:37	11:37	12:37	13:37	14:37	15:37	16:37	18:47	19:22	21:07	22:02
Barnsley Town Centre, Barnsley Interchange/A3 (A3)	<i>arr</i>	05:53	06:59	07:30	09:50	10:45	11:45	12:45	13:45	14:45	15:45	16:45	18:55	19:29	21:14	22:09

Compiled from data for the period Thu 30-Mar-2023 to Wed 05-Apr-2023

Sundays

Wombwell, adj Station Road/Smith Street	<i>dep</i>	18:32	20:32	22:32	23:32
Wombwell, nr Hemingfield Road/Wood Walk		18:41	20:41	22:41	23:41
Hemingfield, adj Cemetery Road/Lady Croft Lane		18:44	20:44	22:44	23:44
Hoyland, adj Southgate/High Croft		18:54	20:54	22:54	23:54
Hoyland Common, opp Sheffield Road/Hoyland Road		19:02	21:02	23:02	00:02 (ND)
Worsbrough, adj Worsbrough Road/Priory Close		19:09	21:09	23:09	
Worsbrough Common, adj Mount Vernon Road/Coach House Lane		19:19	21:19	23:19	
Barnsley Town Centre, Barnsley Interchange/A3 (A3)	<i>arr</i>	19:26	21:26	23:26	

Compiled from data for the period Thu 30-Mar-2023 to Wed 05-Apr-2023

Mondays to Fridays

Barnsley Town Centre, Barnsley Interchange/A3 (A3)	dep	05:25	05:55	08:47	09:37	10:37	11:37	12:37	13:37	15:42	17:22	18:10	20:17	22:17
Worsbrough Common, opp Mount Vernon Road/Pinfold Hill		05:31	06:01	08:54	09:44	10:44	11:44	12:44	13:44	15:49	17:29	18:16	20:23	22:23
Worsbrough, adj Worsbrough Road/Church Lane		05:42	06:12	09:07	09:57	10:57	11:57	12:57	13:57	16:02	17:42	18:28	20:35	22:35
Hoyland Common, adj Sheffield Road/Beaumont Street		05:49	06:19	09:15	10:05	11:05	12:05	13:05	14:05	16:10	17:50	18:35	20:42	22:42
Hoyland, adj High Street/Market Street		05:58	06:28	09:24	10:14	11:14	12:14	13:14	14:14	16:19	17:59	18:43	20:50	22:50
Cemetery Road at Cemetery Road/Hemingfield Road, Hemingfield		06:08	06:38	09:34	10:24	11:24	12:24	13:24	14:24	16:29	18:10	18:53	21:00	23:00
Wombwell, adj Wood Walk/Dovecliffe Roac		06:16	06:46	09:42	10:32	11:32	12:32	13:32	14:32	16:37	18:17	19:00	21:03	23:03
Wombwell, opp Station Road/High Street	arr	06:24	06:54	09:54	10:44	11:44	12:44	13:44	14:44	16:49	18:29	19:09	21:12	23:12

Compiled from data for the period Thu 30-Mar-2023 to Wed 05-Apr-2023

Saturdays

Barnsley Town Centre, Barnsley Interchange/A3 (A3)	dep	05:25	05:55	08:37	09:37	10:37	11:37	12:37	13:37	14:37	15:37	17:37	18:10	20:17	22:17
Worsbrough Common, opp Mount Vernon Road/Pinfold Hill		05:31	06:01	08:44	09:44	10:44	11:44	12:44	13:44	14:44	15:44	17:44	18:16	20:23	22:23
Worsbrough, adj Worsbrough Road/Church Lane		05:42	06:12	08:57	09:57	10:57	11:57	12:57	13:57	14:57	15:57	17:57	18:28	20:35	22:35
Hoyland Common, adj Sheffield Road/Beaumont Street		05:49	06:19	09:05	10:05	11:05	12:05	13:05	14:05	15:05	16:05	18:05	18:35	20:42	22:42
Hoyland, adj High Street/Market Street		05:58	06:28	09:14	10:14	11:14	12:14	13:14	14:14	15:14	16:14	18:14	18:43	20:50	22:50
Cemetery Road at Cemetery Road/Hemingfield Road, Hemingfield		06:08	06:38	09:24	10:24	11:24	12:24	13:24	14:24	15:24	16:24	18:25	18:53	21:00	23:00
Wombwell, adj Wood Walk/Dovecliffe Road		06:16	06:46	09:32	10:32	11:32	12:32	13:32	14:32	15:32	16:32	18:32	19:00	21:03	23:03
Wombwell, opp Station Road/High Street	arr	06:24	06:54	09:44	10:44	11:44	12:44	13:44	14:44	15:44	16:44	18:44	19:09	21:12	23:12

Compiled from data for the period Thu 30-Mar-2023 to Wed 05-Apr-2023

Sundays

Barnsley Town Centre, Barnsley Interchange/A3 (A3)	<i>dep</i>	18:34	20:34	22:34
Worsbrough Common, opp Mount Vernon Road/Pinfold Hill		18:40	20:40	22:40
Worsbrough, adj Worsbrough Road/Church Lane		18:50	20:50	22:50
Hoyland Common, adj Sheffield Road/Beaumont Street		18:57	20:57	22:57
Hoyland, adj High Street/Market Street		19:05	21:05	23:05
Cemetery Road at Cemetery Road/Hemingfield Road, Hemingfield		19:15	21:15	23:15
Wombwell, adj Wood Walk/Dovecliffe Roac		19:18	21:18	23:18
Wombwell, opp Station Road/High Street	<i>arr</i>	19:27	21:27	23:27

Compiled from data for the period Thu 30-Mar-2023 to Wed 05-Apr-2023

67c

Wombwell - Barnsley Town Centre

Stagecoach Yorkshire

Mondays to Fridays

Wombwell, adj Station Road/Smith Street	<i>dep</i>	16:51
Wombwell, nr Hemingfield Road/Wood Wall		17:01
Hemingfield, adj Cemetery Road/Lady Croft Lane		17:09
Hoyland, adj Southgate/High Croft		17:19
Hoyland Common, opp Sheffield Road/Hoyland Road		17:28
Maple Road at Maple Road/Westwood New Road, Tankersley		17:37
Worsbrough, adj Worsbrough Road/Priory Close		17:50
Worsbrough Common, adj Mount Vernon Road/Coach House Lane		18:02
Barnsley Town Centre, Barnsley Interchange/A3 (A3)	<i>arr</i>	18:10

Compiled from data for the period Thu 30-Mar-2023 to Wed 05-Apr-2023.

67c

Wombwell - Barnsley Town Centre

Stagecoach Yorkshire

Saturdays

Wombwell, adj Station Road/Smith Street	<i>dep</i>	16:50
Wombwell, nr Hemingfield Road/Wood Wall		17:00
Hemingfield, adj Cemetery Road/Lady Croft Lane		17:08
Hoyland, adj Southgate/High Croft		17:18
Hoyland Common, opp Sheffield Road/Hoyland Road		17:27
Maple Road at Maple Road/Westwood New Road, Tankersley		17:36
Worsbrough, adj Worsbrough Road/Priory Close		17:49
Worsbrough Common, adj Mount Vernon Road/Coach House Lane		18:01
Barnsley Town Centre, Barnsley Interchange/A3 (A3)	<i>arr</i>	18:09

Compiled from data for the period Thu 30-Mar-2023 to Wed 05-Apr-2023.

67c

Wombwell - Barnsley Town Centre

Stagecoach Yorkshire

Sundays

Wombwell, adj Station Road/Smith Street	dep	08:35	10:35	12:35	14:35	16:35
Wombwell, nr Hemingfield Road/Wood Wall		08:44	10:44	12:44	14:44	16:44
Hemingfield, adj Cemetery Road/Lady Croft Lane		08:52	10:52	12:52	14:52	16:52
Hoyland, adj Southgate/High Croft		09:02	11:02	13:02	15:02	17:02
Hoyland Common, opp Sheffield Road/Hoyland Road		09:10	11:10	13:10	15:10	17:10
Maple Road at Maple Road/Westwood New Road, Tankersley		09:17	11:17	13:17	15:17	17:17
Worsbrough, adj Worsbrough Road/Priory Close		09:25	11:25	13:25	15:25	17:25
Worsbrough Common, adj Mount Vernon Road/Coach House Lane		09:35	11:35	13:35	15:35	17:35
Barnsley Town Centre, Barnsley Interchange/A3 (A3)	arr	09:42	11:42	13:42	15:42	17:42

Compiled from data for the period Thu 30-Mar-2023 to Wed 05-Apr-2023.

Mondays to Fridays

Barnsley Town Centre, Barnsley Interchange/A3 (A3)	dep	06:35	16:37
Worsbrough Common, opp Mount Vernon Road/Pinfold Hill		06:42	16:44
Worsbrough, adj Worsbrough Road/Church Lane		06:55	16:57
Maple Road at Maple Road/Westwood New Road, Tankersley		07:08	17:10
Hoyland Common, adj Sheffield Road/Beaumont Street		07:18	17:19
Hoyland, adj High Street/Market Street		07:27	17:28
Cemetery Road at Cemetery Road/Hemingfield Road, Hemingfield		07:37	17:39
Wombwell, adj Wood Walk/Dovecliffe Road		07:45	17:46
Wombwell, opp Station Road/High Street	arr	07:57	17:58

Compiled from data for the period Thu 30-Mar-2023 to Wed 05-Apr-2023.

Saturdays

Barnsley Town Centre, Barnsley Interchange/A3 (A3)	dep	06:40	16:37
Worsbrough Common, opp Mount Vernon Road/Pinfold Hill		06:47	16:44
Worsbrough, adj Worsbrough Road/Church Lane		07:00	16:57
Maple Road at Maple Road/Westwood New Road, Tankersley		07:13	17:10
Hoyland Common, adj Sheffield Road/Beaumont Street		07:24	17:18
Hoyland, adj High Street/Market Street		07:34	17:28
Cemetery Road at Cemetery Road/Hemingfield Road, Hemingfield		07:44	17:39
Wombwell, adj Wood Walk/Dovecliffe Road		07:52	17:46
Wombwell, opp Station Road/High Street	arr	08:04	17:58

Compiled from data for the period Thu 30-Mar-2023 to Wed 05-Apr-2023.

Sundays

Barnsley Town Centre, Barnsley Interchange/A3 (A3)	dep	08:17	10:17	12:17	14:17	16:17
Worsbrough Common, opp Mount Vernon Road/Pinfold Hill		08:23	10:23	12:23	14:23	16:23
Worsbrough, adj Worsbrough Road/Church Lane		08:35	10:35	12:35	14:35	16:35
Maple Road at Maple Road/Westwood New Road, Tankersley		08:45	10:45	12:45	14:45	16:45
Hoyland Common, adj Sheffield Road/Beaumont Street		08:52	10:52	12:52	14:52	16:52
Hoyland, adj High Street/Market Street		09:00	11:00	13:00	15:00	17:00
Cemetery Road at Cemetery Road/Hemingfield Road, Hemingfield		09:10	11:10	13:10	15:10	17:10
Wombwell, adj Wood Walk/Dovecliffe Road		09:18	11:18	13:18	15:18	17:18
Wombwell, opp Station Road/High Street	arr	09:27	11:27	13:27	15:27	17:27

Compiled from data for the period Thu 30-Mar-2023 to Wed 05-Apr-2023.

Mondays to Fridays

Shaw Lane at Shaw Lane/Lancaster Street, Kingston	<i>dep</i>	15:10	15:40
Worsbrough Common, opp Park Road/California Gardens		15:15	15:45
Worsbrough Common, opp Warren Quarry Lane/Surrey Close		15:20	15:50
Ward Green, adj Vernon Road/Kingwell Road		15:25	15:55
Worsbrough Dale, opp Bank End Road/High Street		15:30	16:00
Rendray, adj Hunningley Lane/Burnsall Grove		15:33	16:03
Rendray, adj Birk Avenue/Birk Road		15:36	16:06
Rendray, opp Doncaster Road/Portland Street	<i>arr</i>	15:40	16:10
Notes		[SCHD]	[SCHD]

[SCHD] School Days Only

Compiled from data for the period Thu 30-Mar-2023 to Wed 05-Apr-2023

Mondays to Fridays

Kendray, adj Doncaster Road/Portland Street	<i>dep</i>	07:45	08:15
Kendray, adj Birk Avenue/Neville Avenue		07:49	08:19
Worsbrough, adj Ardsley Road/Allendale		07:55	08:25
Worsbrough Dale, adj High Street/Oakdale		07:59	08:27
Worsbrough Bridge, adj Park Road/John Street		08:01	08:28
Worsbrough Bridge, adj Vernon Road/Tenters Green		08:02	08:29
Worsbrough Common, adj Highstone Road/Warren Quarry Lane		08:06	08:36
Worsbrough Common, nr Park Road/Highstone Avenue		08:07	08:37
Shaw Lane at Shaw Lane/Lancaster Street, Kingston	<i>arr</i>	08:15	08:45
Notes		[SCHD]	[SCHD]

[SCHD] School Days Only

Compiled from data for the period Thu 30-Mar-2023 to Wed 05-Apr-2023

Mondays to Fridays

Kendray, adj Access Road/Barnsley Academy	<i>dep</i>	14:40
Worsbrough Dale, adj High Street/Oakdale		14:45
Worsbrough Bridge, nr Park Road/West Street		14:47
Birdwell, adj Sheffield Road/Wood View		14:50
Birdwell, opp Sheffield Road/Worsbrough Road		14:55
Worsbrough Bridge, opp Park Road/West Street		14:57
Ward Green, adj Vernon Road/Genn Lane		15:00
Barnsley Town Centre, nr Sheffield Road/Taylor Row		15:05
Kendray, adj Access Road/Barnsley Academy	<i>arr</i>	15:10
Notes		[SCHD]

[SCHD] School Days Only

Compiled from data for the period Thu 30-Mar-2023 to Wed 05-Apr-2023

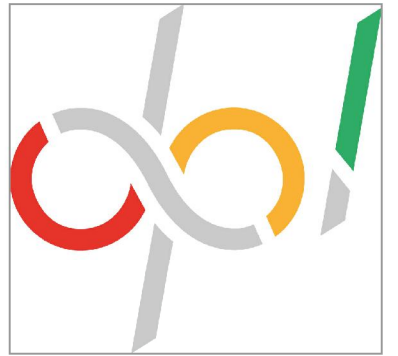
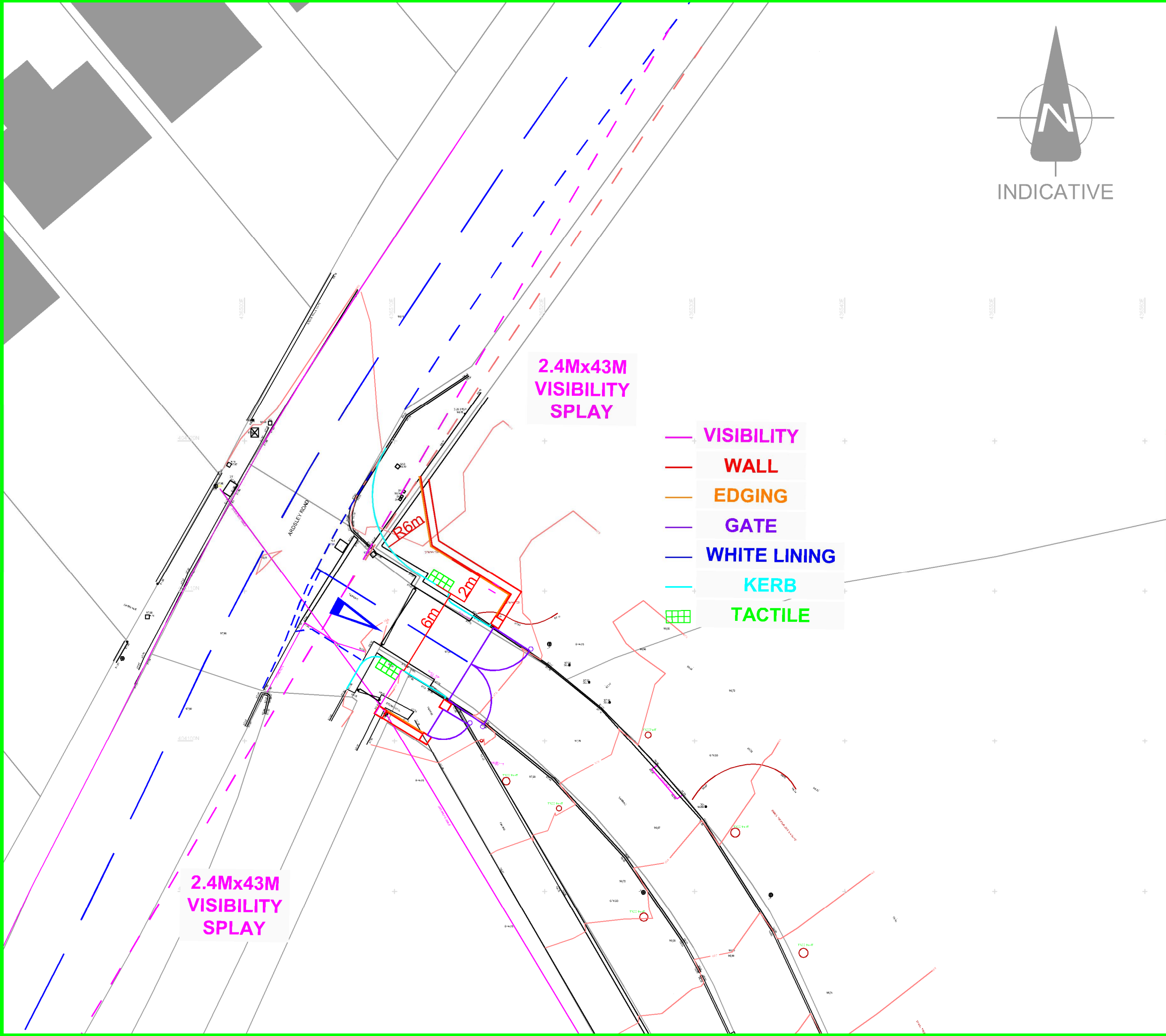
Mondays to Fridays

Sheffield Road at Sheffield Road/Wood View, Birdwel	<i>dep</i>	07:30
Birdwell, opp Sheffield Road/Worsbrough Road		07:32
Worsbrough Bridge, opp Park Road/West Street		07:35
Worsbrough Bridge, adj Vernon Road/Tenters Green		07:40
Ward Green, adj Vernon Road/Genn Lane		07:45
Worsbrough Common, adj Sheffield Road/Mount Vernon Road		07:48
Barnsley Town Centre, nr Sheffield Road/Taylor Row		07:50
Stairfoot, adj Doncaster Road/Gordon Street		07:55
Ardsley, adj Cumberland Drive/Hawkwell Bank		08:05
Stairfoot, adj Hunningley Lane/Field Lane		08:06
Kendray, adj Access Road/Barnsley Academy	<i>arr</i>	08:10
Notes		[SCHD]

[SCHD] School Days Only

Compiled from data for the period Thu 30-Mar-2023 to Wed 05-Apr-2023.

APPENDIX C



Tel : 01924 684 000 Email : info@devplanning.co.uk
<http://www.devplanning.co.uk>

CLIENT:	NEXUS MULTI ACADEMY TRUST		
PROJECT:	FORMER WORSBROUGH YOUTH CENTRE		
TITLE:	SITE ACCESS HIGHWAY IMPROVEMENT PLAN		
SCALE @ A3:	NTS	APPROVED: DRS	DATE: 30/03/2023
PROJECT No:	2023293	DRAWING No:	DPL SK007
		REV:	-
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FOR THE PLANET AND FOR THE FUTURE