

SK TRANSPORT PLANNING

TRAFFIC TRANSPORT HIGHWAYS



Barnsley Youth Zone

Transport Statement

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1.0 INTRODUCTION

- 1.1 SK Transport Planning Ltd (SKTP) has been commissioned by OnSide Youth Zones to provide traffic and highways advice in support of a prospective Youth Zone facility on land to the east of Schwäbisch Gmünd Way, in Barnsley. The site is located immediately to the east of the town's transport interchange and is a circa 400m 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 formally accommodated industrial uses. The proposals look to redevelop part of the site for a new Youth Zone facility. The principle of delivering the Youth Zone scheme is a joint promotion with Barnsley Council, who are also the Local Planning Authority (the LPA).
- 1.3 The purpose of this Transport Statement (TS) is to provide information on the highways and transportation aspects of the Youth Zone development proposals and to consider the traffic impact likely to arise from the proposals.
- 1.4 As with other Youth Zone projects across the UK that SKTP has worked on, a TS and Travel Plan Framework have been prepared as supporting information for the RIBA Stage 2 Feasibility Study. Copies of previously submitted technical information for other Youth Zone facilities have also been referenced in this document for the Council to review.
- 1.5 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 visitors and staff, the sustainable location of the site, as well as the operational requirements of the Youth Zone facility.
- 1.6 Comparable evidence from other operational Youth Zones is also provided in this TS to demonstrate the sustainable trip-making behaviour to and from the site. A site visit was undertaken in January 2021 to assess the sustainable credentials of the site and the access strategy, along with a desktop review of the accessibility of the site by public transport. These reviews have allowed the development team to consider all traffic and transport matters associated with the proposals.
- 1.7 This report also includes an evaluation of the existing public transport, walking and cycling provision, consideration of Personal Injury Collision (PIC) statistics in the local area and assesses the expected traffic flows resulting from the proposed development.
- 1.8 The report concludes that the Youth Zone 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 2019 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. 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 Schwäbisch Gmünd 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 Further commentary on sustainable access opportunities to and from the site 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

- 2.6 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.

2.7 The Accident Report Summaries (ARS) 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: Personal Injury Collision Data Review (2016 to 2021 Data)

- 2.8 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.
- 2.9 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 Youth Zone scheme coming forward in this location.
- 2.10 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.

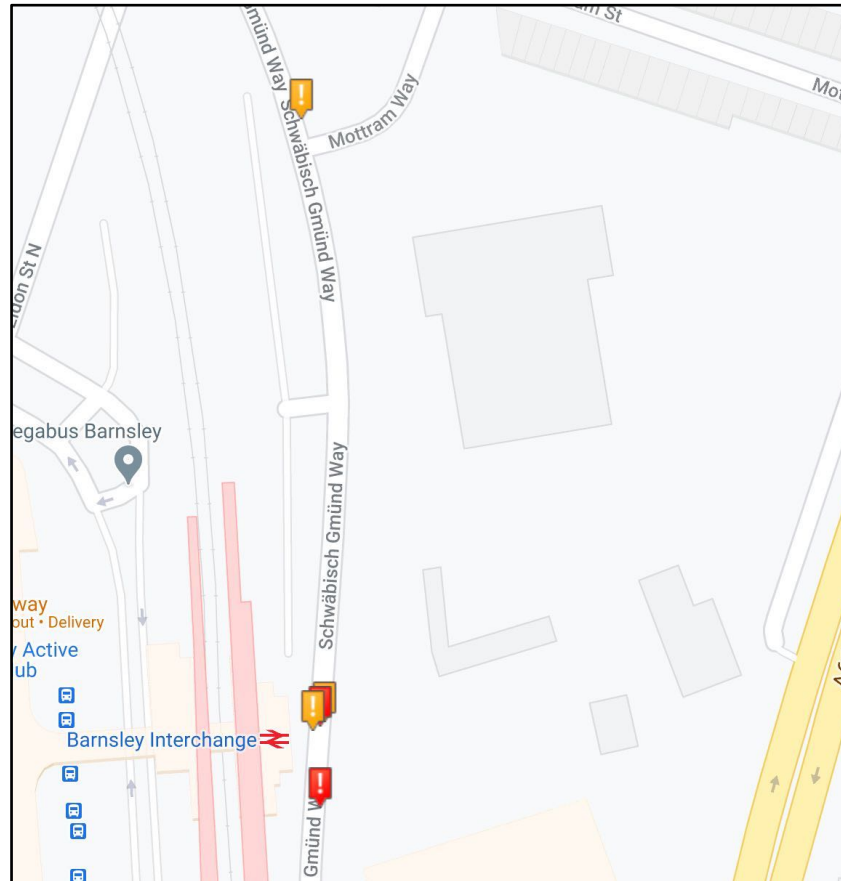


Figure 2.2: 2016 to 2021 Personal Injury Collision Data

Existing Public Transport Corridors

- 2.11 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.
- 2.12 The site benefits from being located less than 100m from the town's transport interchange, and as such 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

Service	Operator	First Weekday Bus	Average Weekday Daytime Frequency	Last Weekday Bus	Route
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
36	R & S Waterson	0830	Approx. every hour	1547	Barnsley Interchange – Harborough Hill – Cudworth – Shafon – Brierley – South Hiendley – Hemsworth Bus Station – South Kirkby – South Elmsall Bus Station
37		0943	Hourly	1550	Barnsley Interchange – Harborough Hill – Monk Bretton – Cudworth – Shafon – Grimethorpe Interchange
38		0858	Hourly	1555	Barnsley Interchange – Lundwood – Cudworth – Shafon – 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

Service	Operator	First Weekday Bus	Average Weekday Daytime Frequency	Last Weekday Bus	Route
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 – Stairfoot – Ardsley – Darfield – Great Houghton – Thurnscoe – Goldthorpe – Barnburgh – Sprotborough – Doncaster Interchange
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

2.13 As shown in **table 2.2** the site is exceptionally well located to encourage travel to and from the Youth Zone 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**.

- 2.14 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

- 2.15 **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 both visitors and staff will have excellent opportunities to travel sustainably to and from the site during the facility's opening hours.
- 2.16 This section of the TS demonstrates that the site is exceptionally well located for access by bus and mainline rail services.

Accessibility by Walking

- 2.17 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 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.
- 2.18 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.
- 2.19 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

- 2.20 A pedestrian isochrone plan has been produced to demonstrate the accessibility of the site by 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.

'Walkability' Assessment

- 2.21 With regard to direct connectivity to local transport nodes (such as the nearby transport interchange) the 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 site are considered to be good. There is an identified gap in the pedestrian network in terms of a formal controlled crossing point on Schwäbisch Gmünd Way, which is discussed later in this report.
- 2.22 This section of the TS and the isochrone plan shown on **Plan 3** demonstrates that the site is well located in relation to existing residential areas and visitors and staff working at the site will have excellent opportunities to travel sustainably on foot to and from the site.

Accessibility by Cycle

- 2.23 The location of the proposed development, by virtue of it being located adjacent to the town centre, makes the site attractive for access 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.
- 2.24 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 Youth Zone.

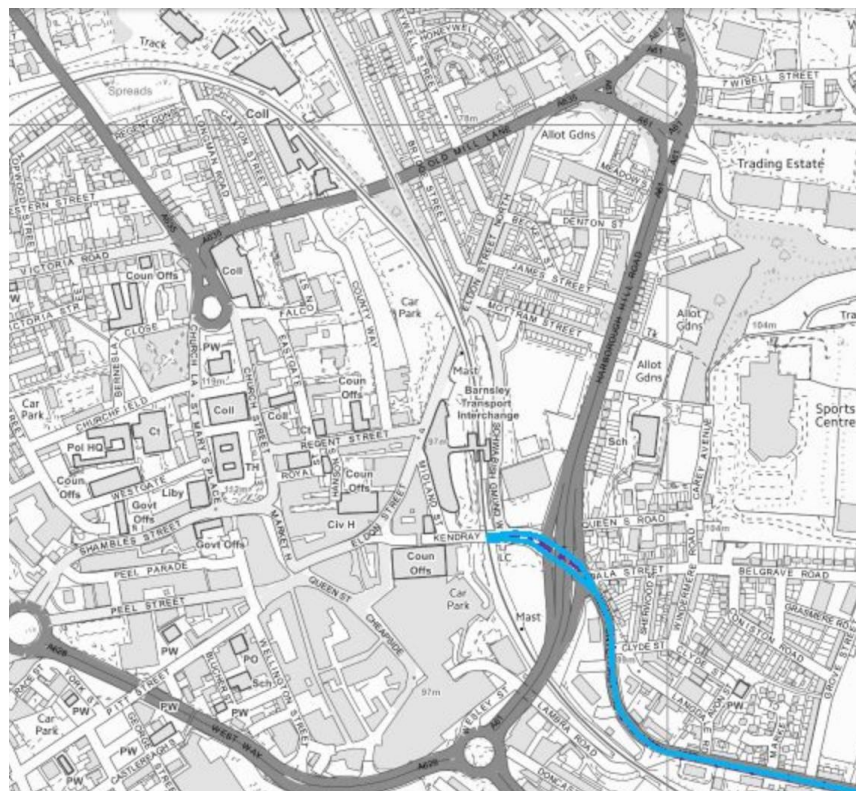


Figure 2.3: Extract from Council's Cycle Map for Barnsley

- 2.25 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.
- 2.26 **Plan 3** demonstrates that virtually all of the residential areas around the town fall within this 5km catchment, which will give visitors and staff to the proposed Youth Zone appropriate access to the site by this sustainable mode of transport.
- 2.27 Alongside the site being well located to access the surrounding cycle network, appropriate levels of cycle parking will also be provided at the facility, with the commitment to increase cycle parking if there is the demand from visitors and staff. This is commonplace at all Youth Zone facilities, and the same approach will be taken at the Barnsley scheme.
- 2.28 With regard to the overall sustainable credentials of the site, the combination of the Youth Zone scheme being a highly sustainable development, in a location that has been chosen with its excellent links to the town's transport interchange will ensure staff and visitors to the site have appropriate opportunities to travel sustainably to and from the facility.
- 2.29 The next section of this TS provides a summary of the development 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 a state-of-the-art Youth facility in an easily accessible location for the young people of Barnsley. The building will be available to every young person in the area and surrounding conurbations, and will provide them with a top quality, safe and affordable place to spend their leisure time. The development proposals are presented in **appendix b**.
- 3.2 The OnSide vision is to help young people keep healthy and active, whilst also encouraging them to be positive and aspirational. The facility offers both sporting and creative facilities to young people between the ages of 8 and 19 years, and up to 25 years for those with additional needs.
- 3.3 The facility aims to be a fantastic addition to the local area, with enthusiastic staff and volunteers who are there to guide and assist young people in their time at the facility, with the expectation that they will go on to become happy, caring and active citizens.
- 3.4 There are now thirteen OnSide Youth Zones in its Network (Bolton, Carlisle, Blackburn, Oldham, Manchester, Wigan, Wolverhampton, Wirral, Chorley, Barking & Dagenham, Barnet, Croydon and Manchester East) with several more in various stages of development. OnSide is committed to extending its vision and network of Youth Zones throughout the country.
- 3.5 Whilst each Youth Zone is a bespoke scheme, the principles and facilities provided are similar. At the Barnsley Youth Zone the following facilities will be available to young people:
- Sporting activities – including football, badminton, netball, basketball, cricket, climbing, boxing and fitness training

- Creative activities – arts and media opportunities, such as use of the dance studio, media suite (for the production of film, music etc) as well as arts and crafts workshops
- Health and well-being support – support available for young people around personal health and well-being issues including stress, drugs and alcohol, which will link in with existing services in the area to ensure support is given and the correct information, advice and guidance is given
- Experience of the outdoors – allowing young people to experience and explore different environments, experience new things and reconnect with nature, through activities such as exploration walks, kayaking, climbing etc

3.6 To provide these facilities and opportunities, a bespoke building is required. The scheme is based on a proven OnSide model, refined and designed to be able to be accommodated on a relatively small parcel of land. The scheme design includes:

- Café/coffee shop and kitchen
- Multi-use sports hall (incorporating climbing wall, badminton courts, basketball court etc)
- Arts, crafts and fashion studio
- Dance studio, music studio, radio booth and meeting rooms/activity areas
- Mentoring rooms/faith room and staff rooms
- Toilets, changing and showering facilities
- Fitness suite
- Store rooms

3.7 The proposed scheme is provided in **appendix b**. The gross internal floor area for the preferred scheme is summarised in **table 3.1**.

	GIA Floor Area (sq.m)
Total Floor Area	2,250

Table 3.1: Summary of Building Floor Area

3.8 In terms of vehicular access arrangements, the Youth Zone will be serviced from Schwäbisch Gmünd Way, with a service yard providing appropriate space for refuse and recycling facilities, disabled parking provision and a minibuss parking space. This service yard will be accessed via the existing dropped kerb on the eastern side of Schwäbisch Gmünd Way.

3.9 To ensure the disabled and minibuss parking facilities are permanently available they will be provided within the secure perimeter fencing for the site, with gated access onto the adjacent public highway. This is shown on plan in **appendix b**.

3.10 All servicing to and from the building will take place from Schwäbisch Gmünd Way. As this route already operates as a strategic route on the eastern side of the town's transport interchange it already accommodates service vehicle traffic from surrounding businesses. Later in this TS the number of expected weekly service vehicle movements associated with the Youth Zone is confirmed.

Car Parking Provision

- 3.11 As demonstrated in this report, the 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 staff and visitors the facility excellent opportunities to travel without reliance on the private car.
- 3.12 Turning to the proposed development, as has been found with other Youth Zone schemes there is often no direct comparator within Local Authority parking standards to reflect this unique scheme. The closest use would typically be a D2 Assembly and Leisure use in the form of a sports or leisure facility.
- 3.13 These standards invariably recommend a significant over-provision when compared to the Youth Zone's actual operational requirements, and as such D2 Assembly and Leisure parking standards are not considered appropriate for Youth Zone schemes. Commentary on the development's operational parking requirements, based on other operational Youth Zone schemes, are provided below.
- 3.14 As already mentioned in this document, it has been noted from the site visit that there are robust restrictions in place on Schwäbisch Gmünd Way in the vicinity of the site. These restrictions already effectively control parking, waiting, loading and unloading on this section of adopted highway.
- 3.15 Dealing with the provision of any vehicular drop-off/pick-up requirements, the proposals show the existing three vehicle bay interchange drop-off area on Schwäbisch Gmünd Way retained and extended for rail users, as well as parents/guardians dropping off at the Youth Zone.
- 3.16 The retention and enhancement of this drop-off facility effectively mirrors implemented drop-off bays at other consented and implemented Youth Zones, and is a key component of the scheme. The positioning of the drop-off bay does not interfere with the free-flow of traffic on Schwäbisch Gmünd Way, as it is effectively "off-line" and is conveniently positioned for access to the main entrance of the proposed building.
- 3.17 In terms of the Youth Zone operation, due to the scheme's very nature, young people visiting the facility are unlikely to be either eligible by age to drive to the facility or have access to a car to do so. In addition, many of the volunteers who will work at the facility will be of a young age and therefore have limited access to a car to travel to the facility. The introduction of a robust Travel Plan will encourage both visitors and staff working at the facility to travel by sustainable modes of transport.
- 3.18 In addition to the sustainable approach to travel to and from the facility, there are good planning and technical reasons why the proposed Youth Zone should not provide on-site parking on the curtilage of the development. The development proposals have been carefully designed to utilise the site as efficiently as possible for activities for visitors to the facility. Allocating space on the site for staff/visitor car parking will materially reduce the space available for activities, diluting the effectiveness of the facility for young people visiting the facility.
- 3.19 If staff and visitors do choose to use the car to travel to and from the facility they would need to park off-site in one of the nearby town centre car parks. The combination of a robust Travel Plan and no dedicated on-site parking will deter staff and visitors from travelling to the site by private car. As mentioned earlier in this report this approach does not affect disabled parking for the scheme as two spaces will be provided on the curtilage of the property.
- 3.20 The drop off/pick up strategy is considered to be entirely compatible with the end use on the site. As discussed later in this Statement the actual parking demand generated by young people using the proposed Youth Zone will be exceptionally

low. In addition, staff working at the facility will be encouraged to travel sustainably through the introduction of a Travel Plan.

- 3.21 Further commentary on the measures that could be included in the final Travel Plan is provided in **section 4** of this Statement. Limiting the parking supply is a proven and effective method of restraining car use and encouraging sustainable trip making.

Proposed Pedestrian Measures and Cycle Parking

- 3.22 As with other Youth Zone facilities, it is expected that the majority of young people will walk or use public transport to travel to the facility. A smaller proportion of young people will be dropped off by car at the facility.
- 3.23 The only pedestrian entrance to the building will be on the southern elevation, fronting the new public plaza onto Schwäbisch Gmünd Way. The decision to locate the pedestrian access in this position is twofold; it maximises the exposure of the facility onto Schwäbisch Gmünd Way and also respects the pedestrian desire lines to the nearby transport interchange and onwards towards the town centre.
- 3.24 In line with the Council's requirements, cycle parking for staff and visitors will be provided close to the main entrance to the building. A total of 16 cycle spaces have been shown Schwäbisch Gmünd Way adjacent to the main entrance to the building. This will be provided by delivering eight Sheffield cycle stands adjacent to the reception area. Locating the cycle parking adjacent to the main thoroughfare into/out of the building will ensure there is passive surveillance of the scheme's cycle parking area.
- 3.25 Space has been left at this location to increase the parking provision in the future if required. 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.
- 3.26 In addition four Sheffield stands will be provided in the service yard, providing secure cycle parking for staff working at the facility. Space is also provided in this location to expand the staff cycle parking if demand exceeds supply.

4.0 TRAFFIC & ROAD SAFETY IMPACT

Youth Zone Person Trips

- 4.1 To provide an accurate 'first principles' approach to the expected person trips to the proposed development a range of simple one-to-one travel surveys at operational Youth Zones have been undertaken. These have been undertaken by OnSide Youth Zone and SK Transport Planning staff on typical afternoon/evening use (1530 to 2200 hours).
- 4.2 The surveys were undertaken by asking visitors to the site, when they signed in to visit the facility, how they travelled to the site on that particular day. The recorded trips are shown in **table 4.1** and the survey results are presented in **appendix c**.
- 4.3 Note that during the school holidays Youth Zone's also open between 0800 to 2200 hours during the week and at the weekends.

	Blackburn Youth Zone		Wigan Youth Zone		Wolverhampton Youth Zone		Wirral Youth Zone		Combined YZ Site Trips	
Mode of Travel	Number of Two Way Trips	%age	Number of Two Way Trips	%age	Number of Two Way Trips	%age	Number of Two Way Trips	%age	Total Trips	%age
Walk	56	62%	53	38%	19	24%	42	23%	170	36%
Cycle	2	2%	3	3%	5	6%	9	5%	19	4%
Bus	17	19%	24	24%	36	46%	64	35%	141	30%
Car Passenger	14	16%	36	26%	4	5%	64	35%	118	25%
Train	1	1%	7	5%	12	15%	0	0%	20	4%
Other	-	-	-	-	2	3%	3	2%	5	1%
Total	90	100%	123	100%	78	100%	182	100%	473	100%

Table 4.1: Operational Youth Zone Person Trips (by mode)

- 4.4 **Table 4.1** confirms that 70% of visitor trips to Youth Zone facilities are undertaken either on foot or by public transport. As the facility is predominantly catering for an age of visitor who is too young to be able to have a driving licence or afford to run (or own) a car, the travel mode splits are as would be expected.
- 4.5 With the surveys confirming that an average of 25% of visitors are dropped off by car, this low mode split reflects that many of the visitors may come from households with lower household incomes, where access to the private car as a mode of travel is more limited.
- 4.6 The Youth Zone model also encourages young people to be independent, which is reflected in their choice of mode of travel to and from the facilities.
- 4.7 Based on the survey data provided in **table 4.1** it is concluded that visitor travel to the operational Youth Zones is predominantly on foot or by public transport, with limited reliance on the private car. In a location where public transport accessibility is exceptionally good, it is expected that the mode split percentages will be improved further towards sustainable modes of travel, when compared to the operational Youth Zone facilities.

Traffic Impact

- 4.8 The data presented in **table 4.1** confirms that the proposed development will generate a very low number of vehicle movements when the facility is open. As an example, using the same mode splits as the established Blackburn Youth Zone facility, there will be circa 28 vehicle movements (14 two-way movements) over the whole afternoon/evening opening period.
- 4.9 Using these 'first principles' trip rates from a comparable Youth Zone facility, coupled with the site providing no off-street parking and also delivering a Travel Plan, the impact (in traffic and transport terms) will be minimal on the surrounding highway network.

Servicing Arrangements

- 4.10 A summary of the weekly servicing requirements at the Mahdlo (Oldham) Youth Zone is provided in this TS. The information provided is summarised below.
- Food deliveries – twice weekly
 - Post and parcels – daily
 - Bin collections – weekly
 - Event hire servicing – only when required and generally infrequent
- 4.11 The timing of deliveries to the Youth Zone facility is not controlled, although they always take place on weekdays (no Saturday or Sunday deliveries) normally between standard working hours (0900 to 1700 hours). The facility usually requests morning deliveries to coincide with the Facilities Manager's general working hours.
- 4.12 When the deliveries arrive the driver is instructed to report to the reception and the facilities manager then manages the delivery when it arrives. On the rare occasion that a large delivery arrives (which is normally for a special event), the facilities manager will identify a suitable, safe location for the delivery to be located.
- 4.13 Based on the number of deliveries in a typical week there is never any conflict or likelihood of duplicate deliveries occurring to the building at the same time. The typical size and type of vehicle delivering to the facility are transit type and 7.5t vehicles, which will already access the surrounding streets for deliveries to local businesses and residential properties.
- 4.14 The actual time spent at the facility delivering is usually less than five minutes, unless the delivery is related to a planned event or function, which may take longer, but is always within a one-hour period.
- 4.15 This review of servicing and delivery requirements to the Mahdlo Youth Zone in Oldham confirms that the number of servicing/delivery vehicle movements is low and are carefully managed as part of the overall Youth Zone operation. The size and type of delivery vehicle is comparable to general courier/small business deliveries already on the surrounding highway network, and all deliveries are managed by the Facilities Manager when arriving at the site.
- 4.16 Based on this review of servicing and delivery arrangements, it is confirmed that the Barnsley Youth Zone scheme will operate in the same manner as the operational Youth Zone in Oldham.

Road Safety Impact

- 4.17 The accident analysis outlined in **section 2.0** has provided a comprehensive review of the PICs for the last five years in the vicinity of the site.
- 4.18 The scheme looks to use the existing vehicular crossover on the eastern side of Schwäbisch Gmünd Way to access the disabled/minibus parking spaces, as well as the refuse and recycling area. The existing drop-off bay for the transport interchange is also retained to provide appropriate drop-off/pick-up facilities for the Youth Zone. In addition, the proposed development is predicted to generate a very low number of vehicle movements with the majority of young people visiting the site by sustainable modes of transport.
- 4.19 By its very nature visitors accessing the proposed development will travel by sustainable modes; continuous, well-lit footways are provided on Schwäbisch Gmünd Way. 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.

- 4.20 With the development site being located in an established urban area, these sustainable modes of travel have the potential to be attractive to both staff and visitors to the development.
- 4.21 Based on this position there is no indication that the development will materially affect collision rates in the vicinity of the site.

Travel Plan Framework

- 4.22 As with all their Youth Zone facilities OnSide are fully supportive of Travel Plans for their schemes, to encourage sustainable travel and reduce the reliance on the private car.
- 4.23 This section of the TS outlines the future measures that would be suitable for introduction by the Youth Zone to encourage sustainable travel to Barnsley Youth Zone. Similar measures have been promoted and implemented at other operational facilities. Suggested monitoring and management methods for the final Travel Plan, and a suggested interim target is also included.
- 4.24 As part of any future planning application it would be expected that the delivery of a full Travel Plan would be secured by planning condition.

Benefits and Objectives

- 4.25 This suggested Travel Plan Framework will look to minimise the impact of the development on the local environment. This Travel Plan Framework outlines measures that will enable future staff and visitors to the Youth Zone to make informed, realistic choices regarding their trip.
- 4.26 The aim is to reduce the reliance on the private car, particularly relating to staff single occupancy car trips.
- 4.27 The adoption of Travel Plan practices has financial, environmental, health, safety and community benefits that should not be overlooked. These benefits include:
- reducing vehicular traffic movements to the site
 - improved health and well-being of staff and users
 - reduced impact on local communities
 - reduced impact on local air quality and noise pollution
 - contribution to national environmental targets
- 4.28 The Travel Plan Framework will have the following initial objectives:
- to allow staff and visitors easy access to the site by a range of transport modes
 - to eliminate any need for single occupancy car trips
 - to promote sustainable working practices, where possible, that reduce the need to travel
 - to sustain and improve sustainable patterns of travel over time, whilst minimising the impact on the site operation
- 4.29 In summary, the Youth Zone's aim in adopting the Travel Plan will be:

- as a business, to operate efficiently and effectively
- as an organisation, to promote sustainable travel to staff and visitors and improve the environment
- as a responsible employer, to reduce car use, promote choice and ensure personal safety

Travel Plan Co-ordinator

- 4.30 In line with implemented Travel Plans at other Youth Zones a member of staff from the Youth Zone will be identified as the Travel Plan Co-ordinator (TPC). This should be undertaken as soon as the Youth Zone occupies the building.
- 4.31 The TPC will be responsible for the day-to-day running of the Travel Plan. The TPC will also be the first point of contact for staff, visitors and other third-party organisations. The primary tasks of the TPC are outlined below:
- Day to day management of the Travel Plan
 - Promotion and marketing of the Travel Plan to staff and visitors
 - Point of contact for the local authority
 - To provide an annual review of the Travel Plan
- 4.32 In addition to being the first point of contact for the Travel Plan, the TPC will also be in charge of travel surveys required to monitor staff and visitor travel behaviour associated with the Youth Zone.

Infrastructure Measures

- 4.33 The development scheme 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 development proposals and could be delivered when the scheme is implemented.
- 4.34 The development proposes the inclusion of 16 cycle parking spaces for visitors, and a further eight cycle parking spaces for staff. With an expected 35 FTE staff working at the Youth Zone and a GIFA of 2,250 sqm this provision is considered appropriate for the proposed end use.
- 4.35 It is advised, that based on current travel mode splits from other Youth Zone facilities, travel to and from the facility by cycle by visitors is exceptionally low, and as such 16 cycle spaces for visitors could be a significant over-provision. OnSide is prepared to 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. The scheme also includes the provision of secure cycle parking for staff, along with shower, changing, locker and clothes drying facilities for staff.
- 4.36 Perhaps the most significant infrastructure measure to encourage sustainable travel is the lack of on-site parking provision. The control of parking supply is accepted as one of the most effective methods of encouraging sustainable trip making and reducing single occupancy car trips. The lack of on-site staff parking and the use of a controlled drop-off area will reinforce the final Travel Plan.
- 4.37 Further measures that could be adopted to encourage sustainable travel are detailed in the *soft* measures section below.

Possible Soft Travel Plan Measures

- 4.38 Following the analysis of the baseline travel survey results once the Youth Zone opens, a package of *soft* measures will be developed to further promote the objectives of the Travel Plan. This section outlines measures that will be considered for inclusion in the final Travel Plan.
- 4.39 The following measures should be considered:
- Staff recruitment
 - Travel awareness
 - Cycling information/facilities
 - Public transport
 - Bicycle finance scheme
 - Car sharing scheme
 - Taxi sharing

Staff Recruitment

- 4.40 In line with its operational facilities OnSide and the Youth Zone will look to recruit staff locally to the scheme. This will ensure that staff have the maximum opportunity to travel to and from the scheme by sustainable modes and have the maximum opportunity to benefit from the travel plan measures.

Travel Awareness

- 4.41 To increase travel awareness, staff and visitors to the facility will be made aware of the existence of the Travel Plan and its objectives. They will also be advised by their TPC of the benefits to themselves and the local community of using more sustainable means of travelling to and from the new Youth Zone.
- 4.42 A hard or digital copy of the Travel Plan will be provided to all staff at commencement of employment. A hard copy of the Travel Plan will also be made available at the main reception and strategic communal areas in the building for visitors to the Youth Zone to read. Information will also be provided on display boards around the facility and also circulated via emails, leaflets, flyers, posters and on the internet. All Travel Plan information circulated to staff and visitors will be kept up to date by the TPC.
- 4.43 With respect to visitors to the site, written or electronic information on how to travel to and from the site using public transport will be provided. Visitors will be advised that there is no visitor parking available at the site, to further encourage them to travel by sustainable modes.

Cycling Information/Facilities

- 4.44 To encourage staff and visitors to the Youth Zone to cycle to the facility, maps showing safe cycling routes in the vicinity of the site will be produced. The cycle maps will include safe routes to popular destinations, public transport nodes and local neighbourhoods. The maps will be displayed in prominent locations around the site. Cycling to work will be encouraged through the participation of national events such as *Bike Week*.
- 4.45 The TPC will investigate the possibility of providing free or subsidised cycle training for Youth Zone staff through the established *Bikeability* scheme. This will greatly benefit staff who are interested in cycling to work but who lack the confidence and skills and further encourage them to cycle to work.

- 4.46 In line with other implemented Youth Zone Travel Plans the TPC will also consider setting up a Bicycle User Group (BUG). The aim of a BUG will be to inform and support staff and visitors who cycle to the Youth Zone, to encourage others to cycle and to investigate ideas to make the building more cycle friendly. The BUG could hold meetings and discussion groups to discuss cycling issues both on and off-site. The successful operation of the BUG requires close co-operation with the TPC.
- 4.47 The following tasks should be included:
- Producing a regular newsletter
 - Setting up a BUG website or intranet site
 - Organising a Doctor Bike event
 - Organising cycling events such as Bike Week
 - Operating a 'bike buddy' scheme; novice cyclists are paired with a more experienced rider who will cycle to work with them, and
 - Conducting a quarterly 'cycle census' to count the number of bikes on-site and record any changes and progress

Public Transport

- 4.48 Timetables and bus route maps will be made available from the TPC and will also be displayed on notice boards in communal areas in the building. A real-time passenger information screen will also be provided in the main atrium.
- 4.49 In addition, the potential of in-house *travel buddy* schemes will be explored. This could benefit those using public transport to travel to and from work either late at night or early morning, and visitors to the Youth Zone travelling home in the evening.
- 4.50 Not only would the scheme look to address any personal safety concerns on public transport but would also address any concerns walking to/from and waiting at the nearby transport interchange.

Bicycle Finance Scheme

- 4.51 The TPC will investigate opportunities and schemes to enable staff to purchase bikes. One such scheme is the operated by *Cyclescheme* (www.cyclescheme.co.uk), which offers employees the opportunity to purchase bikes on a salary sacrifice and tax-free basis. The TPC will also advise on suitable insurance companies that could offer discounts on cycle insurance for staff.

Car Sharing

- 4.52 The TPC will consider setting up a car-sharing scheme for Youth Zone staff, such as *Mylift* or *liftshare.com*. To encourage staff to sign up to this scheme, the TPC will need to ensure that promotional materials such as leaflets and posters are displayed and provided in appropriate locations around the site.

Taxi Sharing

- 4.53 The TPC will investigate implementing a taxi sharing scheme for staff travel. For example members of staff living in the same area, wanting to travel home late in the evening can share a taxi. *TaxiBUDI* is a scheme operated by *Liftshare*, which is used to match potential taxi sharers and can be set up for private businesses.

- 4.54 *TaxiBUDI* can also be used to minimise the environmental impact of business travel. The adoption of this scheme would negate the need for staff having to drive to work for the purpose of using their cars for business travel during the working day.

Monitoring & Target Mechanisms

- 4.55 The establishment of a clear hierarchy of responsibility and monitoring methods to be considered are critical to the success of the final Travel Plan for the Youth Zone. This section details mechanisms which will be used to monitor the effectiveness and efficiency of this document. These mechanisms have been included in other implemented Travel Plans.
- 4.56 It is always recommended that staff travel surveys are undertaken on first occupation of the building. This will then enable site-specific measures to be adopted and targets to be agreed with the Council.
- 4.57 Continuous monitoring and review of the final Travel Plan is important to ensure that the chosen measures are meeting staff and visitor needs. It is recommended that following the initial survey these additional surveys are undertaken annually.

Travel Plan Targets & Summary

- 4.58 To ensure that the travel plan will meet the defined objectives, appropriate targets should be set. The targets need to be *SMART (specific, measurable, attainable, realistic and time-bound)*. The targets will be set and agreed with the Council after the first staff surveys have been undertaken.
- 4.59 Based on the sustainable travel patterns at other operational Youth Zones, an expected target would be to increase the number of sustainable staff and visitor trips to the facility by an agreed percentage (potentially between 5% and 10%) within the first two years of site occupation.
- 4.60 In summary the Youth Zone will demonstrate its commitment to sustainable travel as part of the development proposals through this framework Travel Plan. Whilst the potential hard and soft travel plan measures set out in this document will need to be refined and agreed with the Council when the development proceeds, the suggested measures in this document are replicated from implemented Youth Zone Travel Plans and are considered suitable for the Barnsley scheme.

5.0 CONCLUSIONS

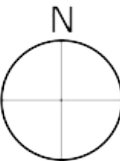
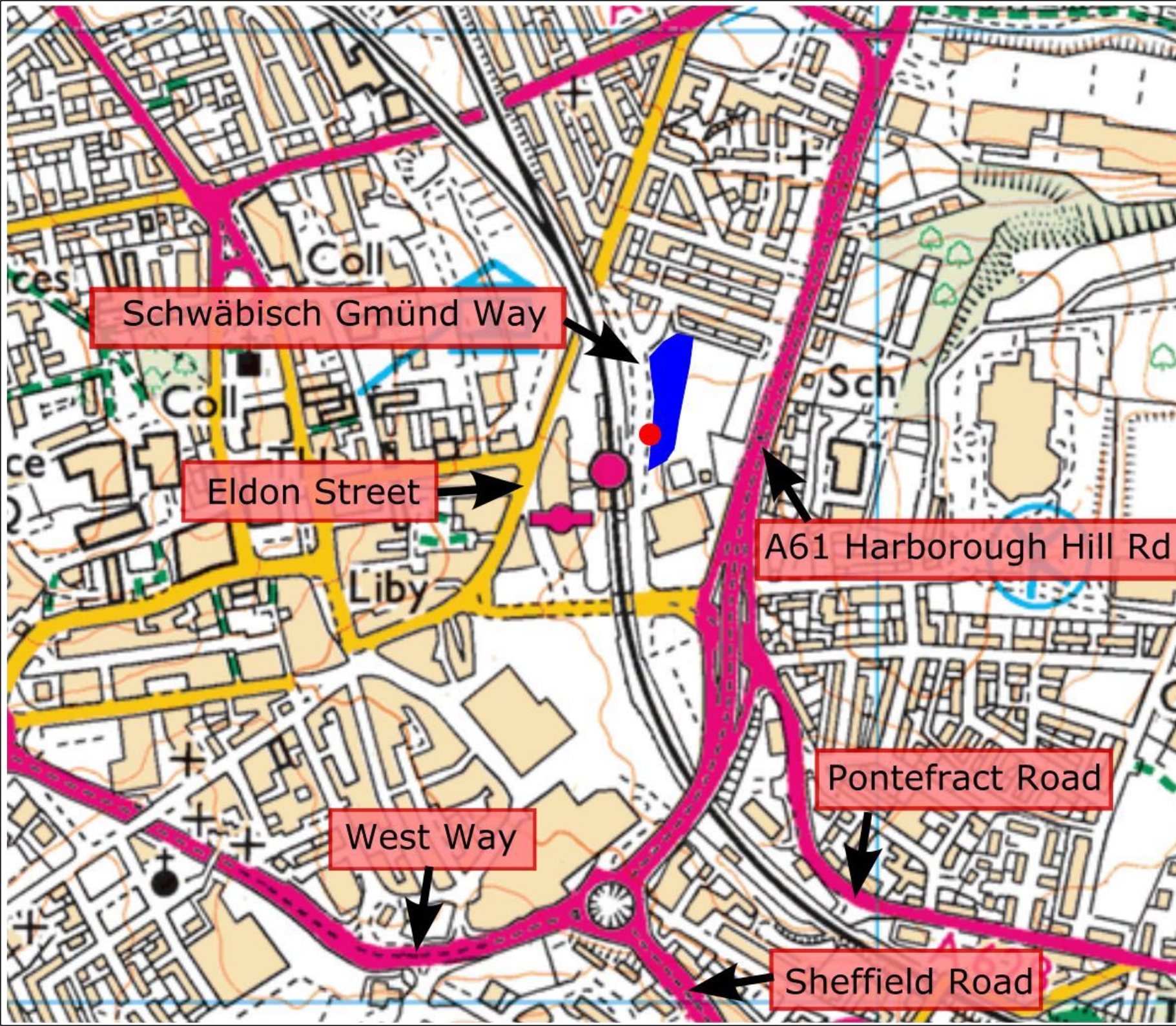
- 5.1 SK Transport Planning Ltd (SKTP) has been commissioned by OnSide Youth Zones to provide traffic and highways advice in support of a prospective Youth Zone facility on land to the east of Schwabisch Gmund Way, in Barnsley.
- 5.2 This Transport Statement provides a comprehensive review of the site 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.
- 5.3 Comparable evidence from other operational Youth Zones is also provided in this TS to demonstrate the sustainable trip-making behaviour to and from the site. 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.

- 5.4 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 and assesses the expected traffic flows resulting from the proposed development.
- 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 Youth Zone scheme coming forward.
- 5.6 In terms of the Youth Zone vehicular trip generation, comparable Youth Zone facilities have been surveyed. As an example the travel survey data from the Blackburn facility confirms that only 16% of visitors to the Youth Zone facility are driven to the facility; 84% walk, cycle or use public transport to travel to the facility.
- 5.7 There is no evidence to suggest that the Barnsley Youth Zone facility would deviate from these trip making patterns. In line with other implemented Youth Zones as part of the progression of the scheme a commitment to implement a Travel Plan on occupation of the development is made, to encourage sustainable travel.
- 5.8 Based on the findings in this Transport Statement there are no traffic or transport reasons why the development 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. The provision of a Youth Zone for the town will not have a 'severe' impact in this location, the test taken from the National Planning Policy Framework (NPPF).

PLANS

Key

-  Development Site
-  Access



SK22091 BARNSELY YOUTH ZONE

Plan 1: Site Location

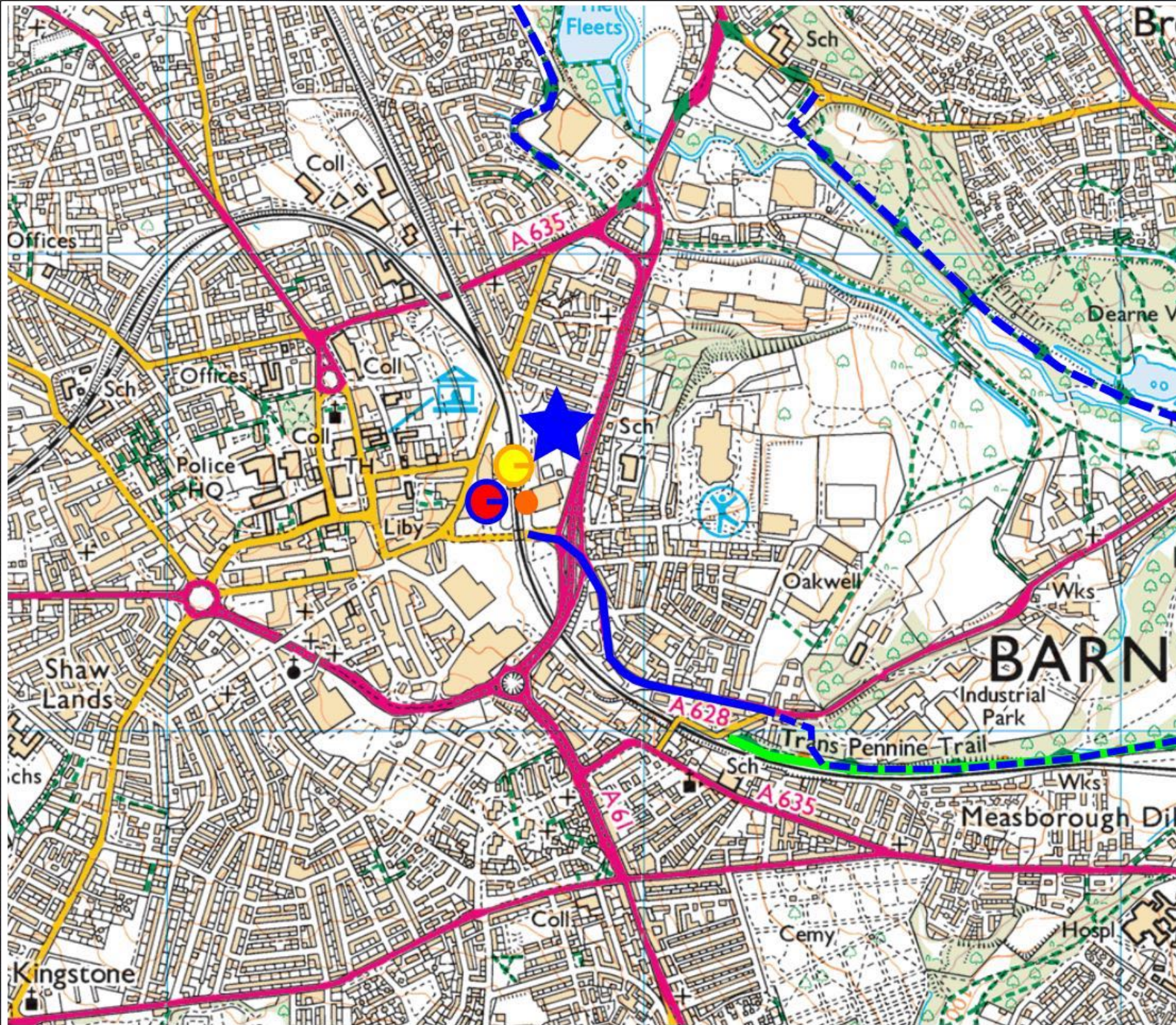
Location Plan & Local Highway Network

Drawn by: KAT
Revision: -

Checked by: MAK
Date: 25/01/2021

Key

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



SK22091 BARNSELY YOUTH ZONE

Plan 2: Sustainable Access Plan

Drawn by: KAT
Revision: -

Checked by: MAK
Date: 28/01/2021

Key



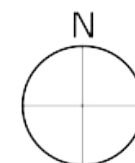
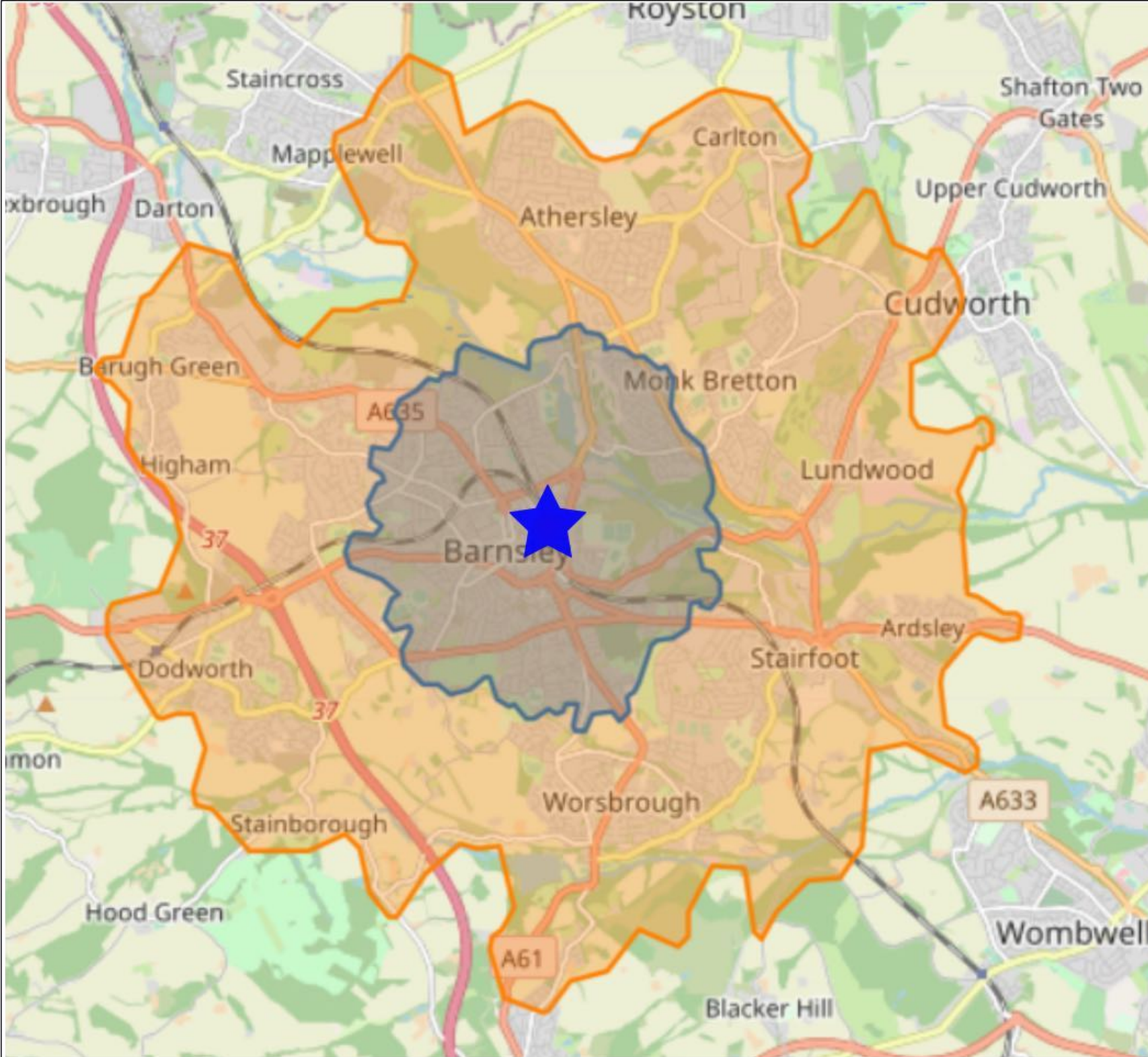
Development Site



2km walking catchment



5km cycling catchment

**SK22091 BARNSELY YOUTH ZONE**

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

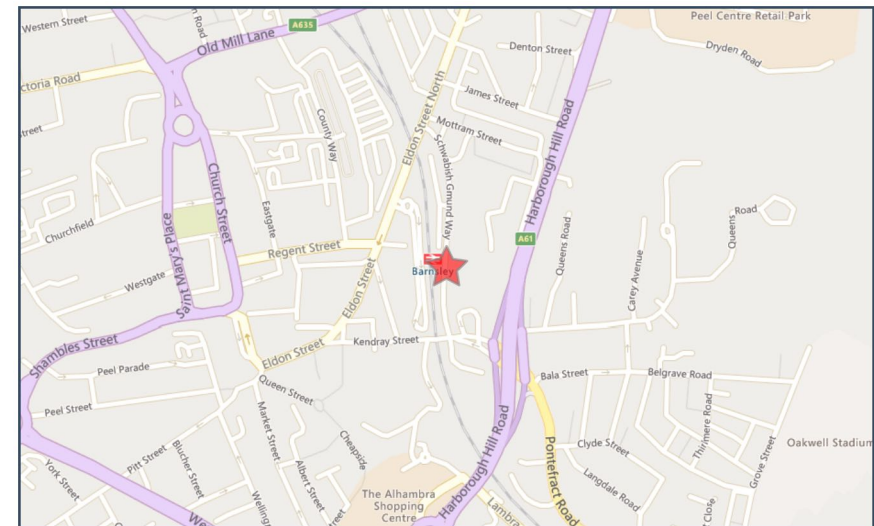
Highest Injury Severity: Serious
Highway Authority: Barnsley
Local Authority: Barnsley Metropolitan Borough
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction 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

Road Number: U0

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 434753 406520



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

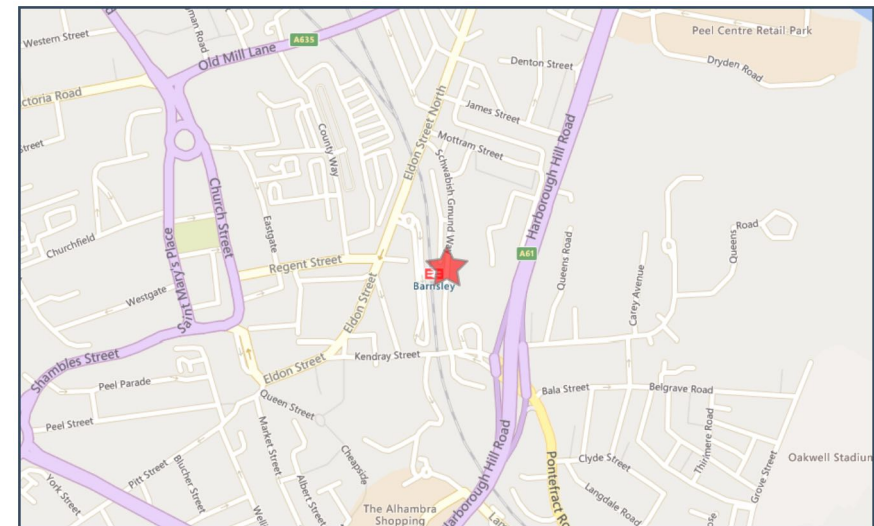
Highest Injury Severity: Slight
Highway Authority: Barnsley
Local Authority: Barnsley Metropolitan Borough
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: 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



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)	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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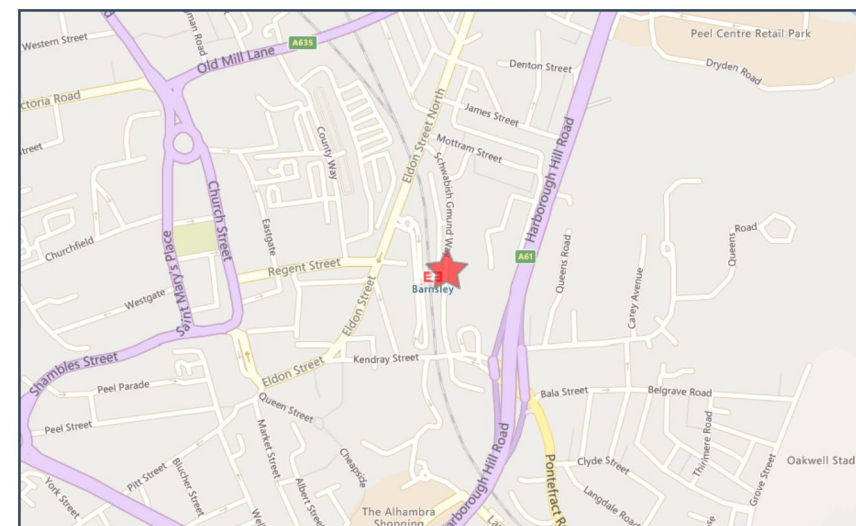


crashmap.co.uk

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 Maneuvre	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

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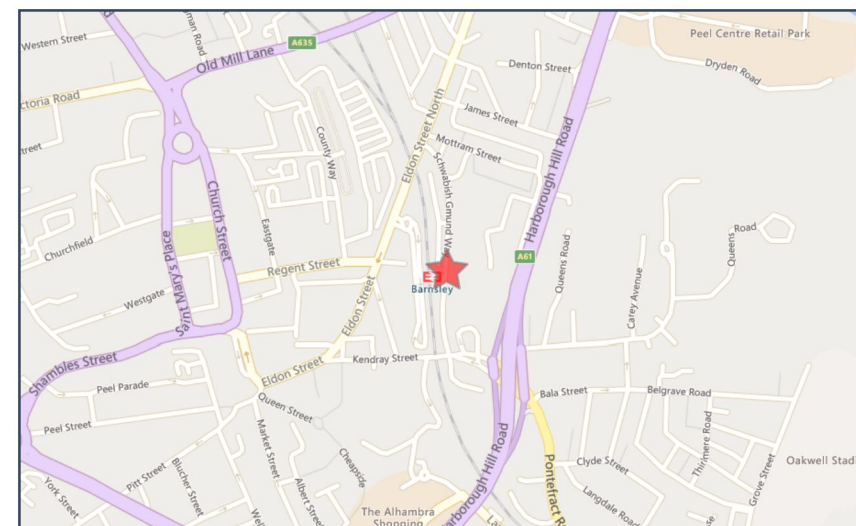


crashmap.co.uk

Validated Data

Crash Date: Saturday, February 20, 2016 **Time of Crash:** 12:47:00 PM **Crash Reference:** 2016140048940

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Barnsley	Number of Vehicles:	1	OS Grid Reference:	434754 406543
Local Authority:	Barnsley Metropolitan Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
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	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

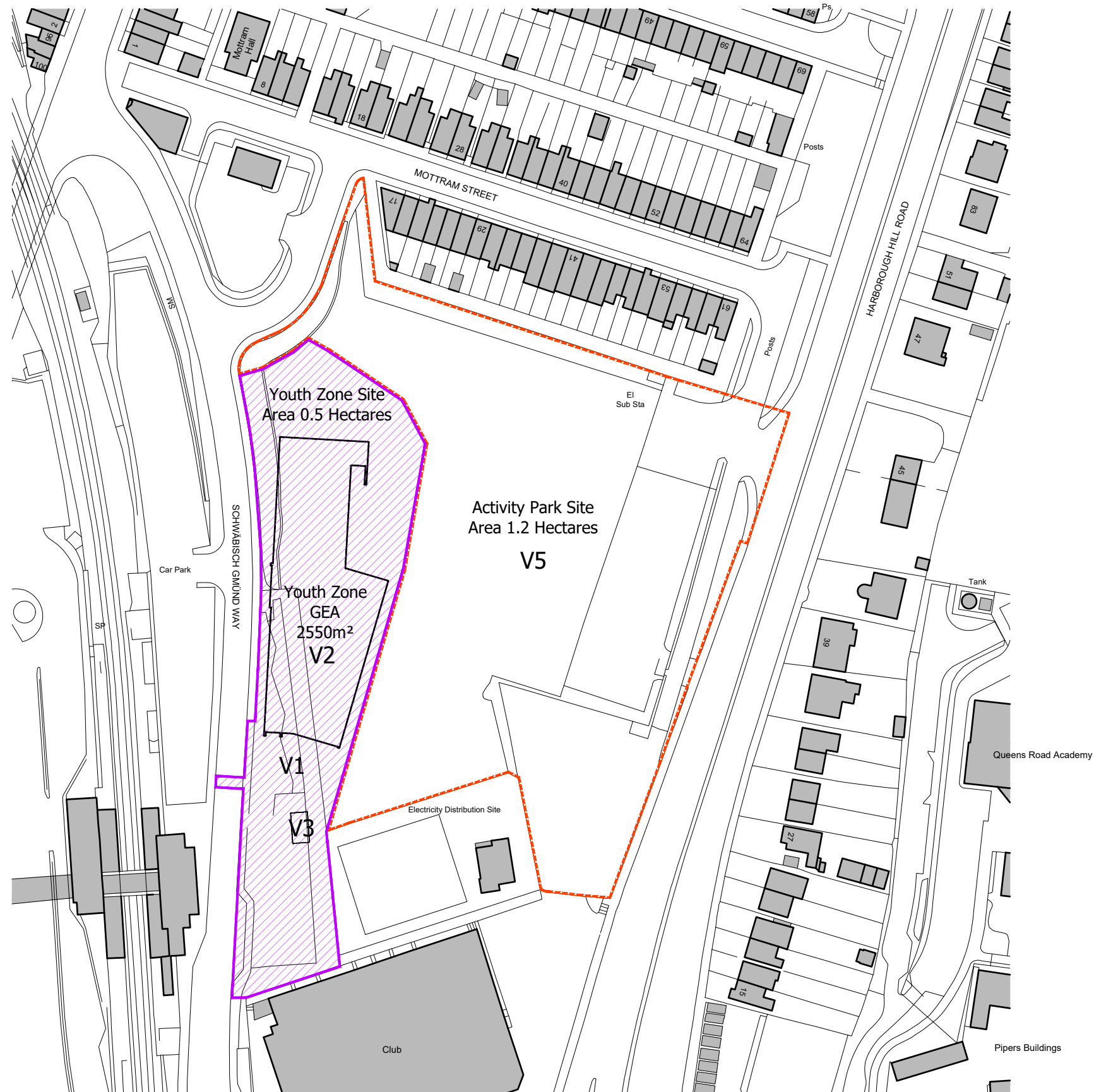
Casualties

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

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

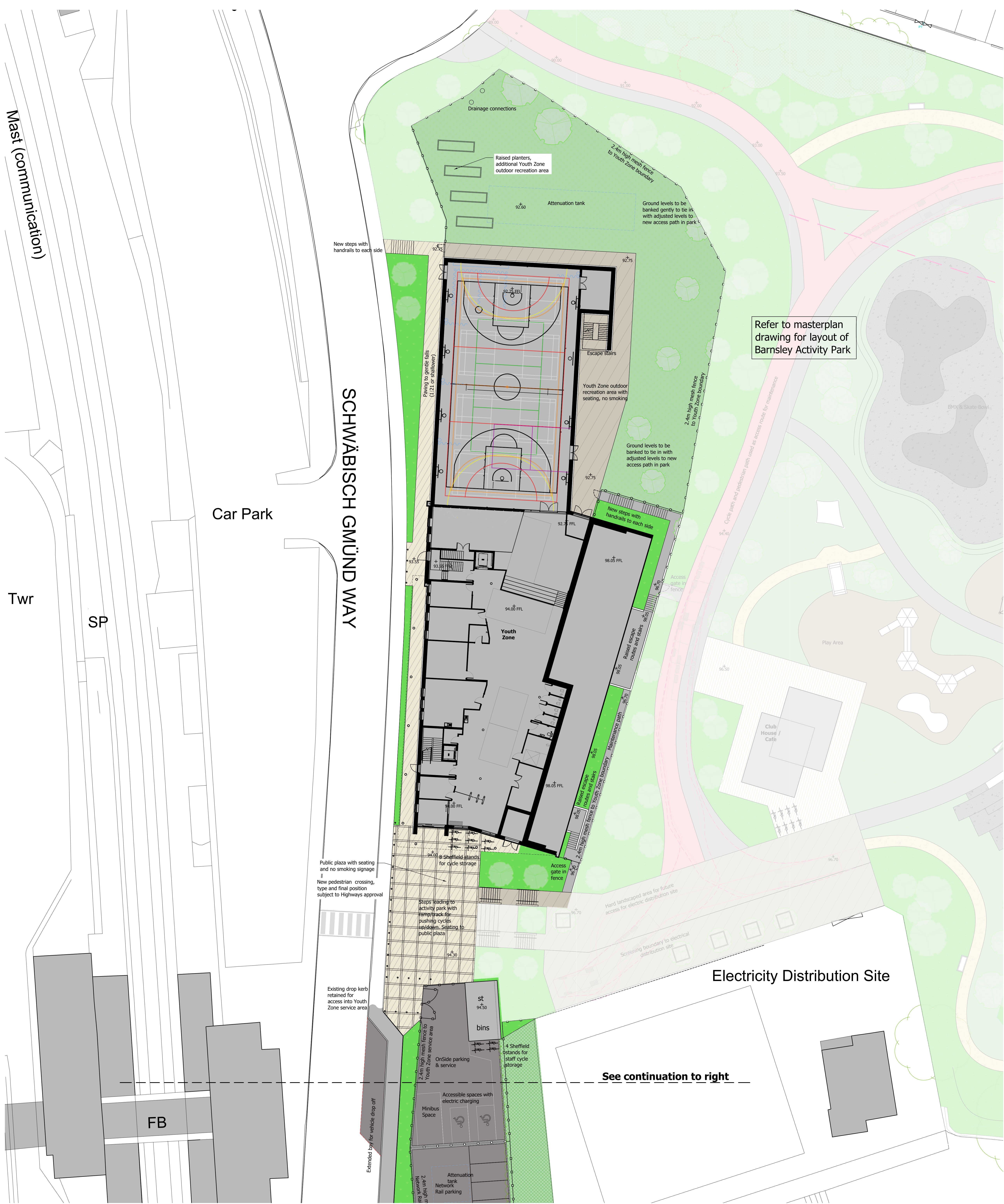
APPENDIX B



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- OnSide Youth Zone Boundary (Full Application)
- Volume 1 (V1)
- Youth Zone footprint
- Volume 2 (V2)
- Youth Zone external store footprint
- Volume 3 (V3)
- Barnsley Activity Park Boundary (Outline Application)
- Volume 5 (V5)

Revision	DC
Project	Barnsley Youth Zone & Activity Park
Date	04.04.2022
Scale(s) @ A3	1:1250
Status	Planning Issue
Client	OnSide & Barnsley Metropolitan Borough Council
Sheet Title	83-18
Dwg No.	BAR-HBA-V0-00-DR-A-P51



- Tarmac (vehicular loadings)
On sub-base to Engineers details, generally half battered PC concrete kerbs, coloured tarmac to cycleway

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

Paving
Block laying pattern and unit sizes to Landscape Architects details 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 Building
300mm maintenance strip to Landscape Architects details on weed suppressant membrane adjacent to building and soft landscaping

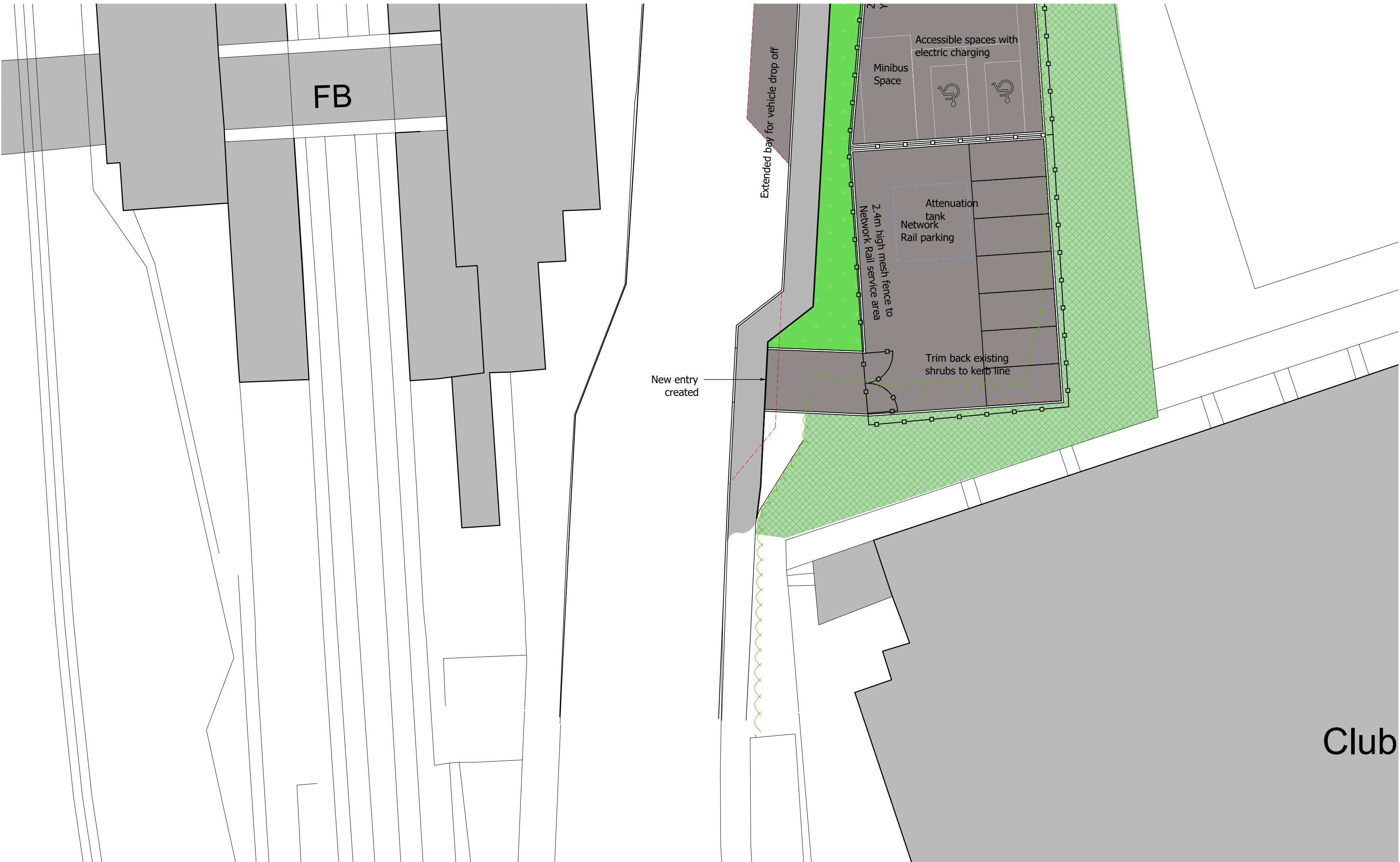
Existing object to be demolished / removed

Existing Tree - Retained

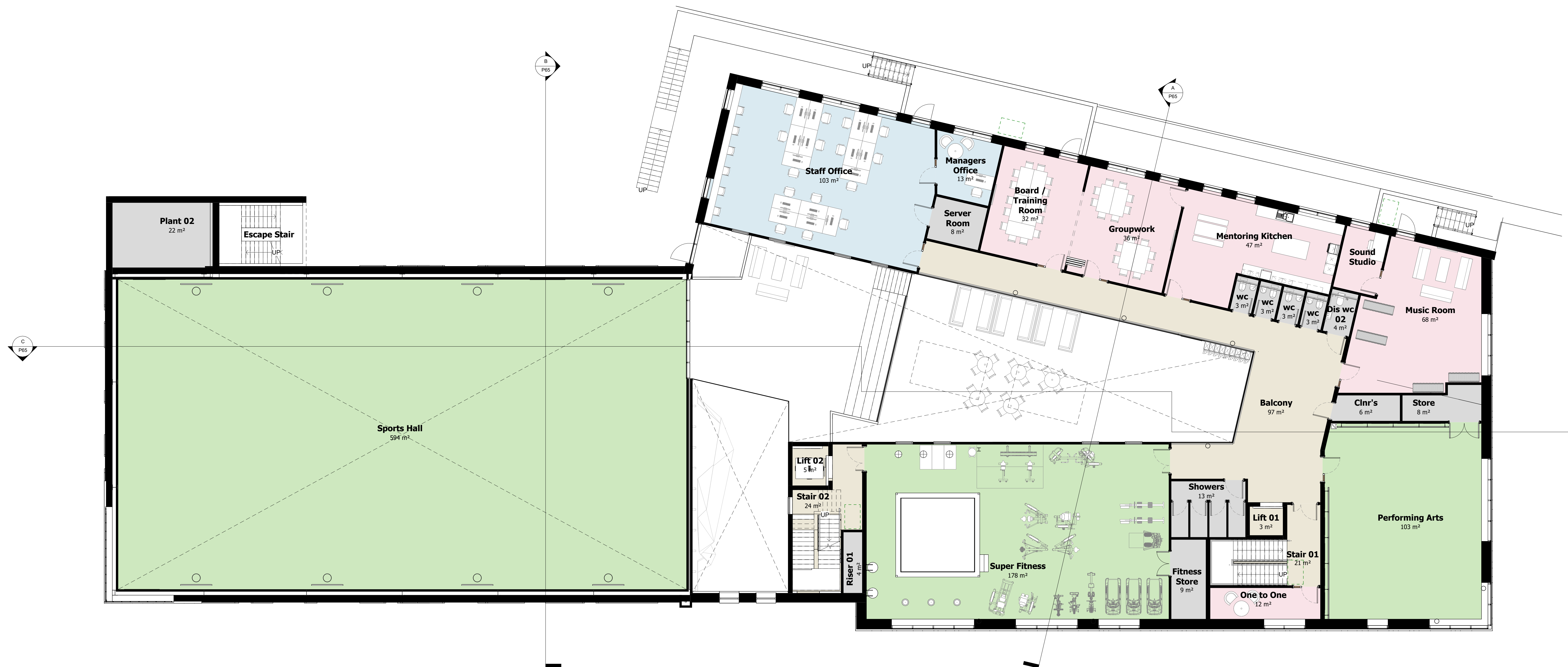
Proposed new trees

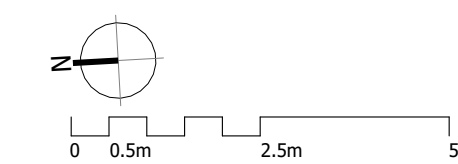
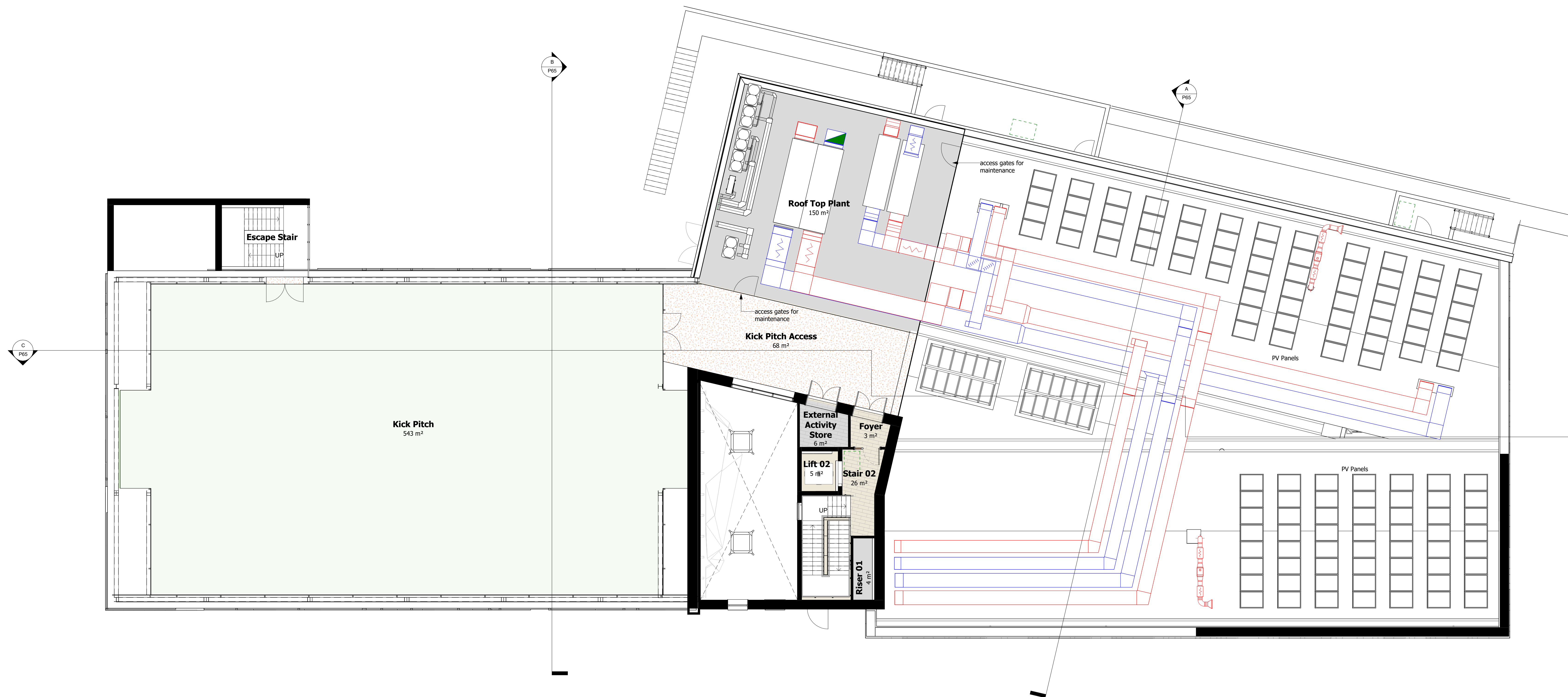
92.50
92.75 FFL
Proposed levels, FFL indicates internal floor level

Bollards
• • 1.2m high bollards to provided vehicular and pedestrian separation



Continued Site Plan





Revision	Drawn
Project	DC
Barnsley Youth Zone	Date
Land off Schwäbisch Gmünd Way, Barnsley	04.04.2022
Client	Scale(s) 1 : 100
OnSide	Status
Sheet Title	Planning Issue
	Project No.
	83-18
	Rev
	84R-HBA-V1-02-DR-A-P62

Proposed Kick Pitch Level Plan

harchitects

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APPENDIX C

Respondent Number	Walk	Cycle	Bus	Car	Train
1	1				
2	1				
3	1				
4		1			
5	1				
6	1				
7				1	
8				1	
9	1				
10			1		
11			1		
12			1		
13			1		
14	1				
15	1				
16	1				
17			1		
18			1		
19			1		
20			1		
21				1	
22	1				
23	1				
24	1				
25	1				
26	1				
27				1	
28				1	
29				1	
30	1				
31			1		
32			1		
33			1		
34			1		
35	1				
36	1				
37	1				
38	1				
39	1				
40	1				
41	1				
42	1				

43	1				
44			1		
45	1				
46	1				
47	1				
48	1				
49				1	
50				1	
51	1				
52	1				
53	1				
54	1				
55		1			
56	1				
57				1	
58				1	
59	1				
60	1				
61	1				
62	1				
63	1				
64			1		
65	1				
66	1				
67			1		
68	1				
69	1				
70	1				
71			1		
72			1		
73	1				
74	1				
75	1				
76	1				
77	1				
78	1				
79				1	
80				1	
81				1	
82				1	
83	1				
84	1				
85	1				

86	1				
87	1				
88	1				
89					1
90	1				
	56	2	17	14	1

SK Transport Planning assists Onside Youth Zones with securing new facilities across the whole of the UK. As part of our work to secure planning permission for new schemes we have to prepare assessments of how visitors travel to the facilities. This survey will assist the development team in understanding how people currently travel to the Wigan Youth Zone. By helping us with this travel survey you are helping us provide more facilities across the UK. Thanks for helping us!

	How did you travel to the Youth Zone today? (Please tick one box only)								
Number	Walk	Cycle	Bus	Train	Lift in Car	Motorcycle or Scooter	YZ Minibus	Drive a Car	Other
<i>Example</i>			✓						
1					1				
2			1						
3			1						
4		1							
5					1				
6					1				
7	1								
8				1					
9				1					
10				1					
11				1					
12					1				
13				1					
14					1				
15		1							
16					1				
17	1								
18					1				
19	1								
20	1								
21			1						
22	1								
23	1								
24			1						
25	1								
26	1								
27	1								
28			1						
29	1								
30			1						
31					1				
32			1						
33	1								
34	1								
35			1						
36	1								
37			1						
38	1								

SK Transport Planning assists Onside Youth Zones with securing new facilities across the whole of the UK. As part of our work to secure planning permission for new schemes we have to prepare assessments of how visitors travel to the facilities. This survey will assist the development team in understanding how people currently travel to the Wigan Youth Zone. By helping us with this travel survey you are helping us provide more facilities across the UK. Thanks for helping us!

	How did you travel to the Youth Zone today? (Please tick one box only)								
Number	Walk	Cycle	Bus	Train	Lift in Car	Motorcycle or Scooter	YZ Minibus	Drive a Car	Other
<i>Example</i>			✓						
39					1				
40	1								
41	1								
42	1								
43					1				
44			1						
45			1						
46			1						
47	1								
48					1				
49	1								
50	1								
51	1								
52					1				
53	1								
54	1								
55	1								
56	1								
57					1				
58			1						
59	1								
60					1				
61					1				
62							1		
63							1		
64							1		
65							1		
66					1				
67					1				
68	1								
69				1					
70				1					
71	1								
72	1								
73	1								
74					1				
75					1				
76			1						

SK Transport Planning assists Onside Youth Zones with securing new facilities across the whole of the UK. As part of our work to secure planning permission for new schemes we have to prepare assessments of how visitors travel to the facilities. This survey will assist the development team in understanding how people currently travel to the Wigan Youth Zone. By helping us with this travel survey you are helping us provide more facilities across the UK. Thanks for helping us!

	How did you travel to the Youth Zone today? (Please tick one box only)								
Number	Walk	Cycle	Bus	Train	Lift in Car	Motorcycle or Scooter	YZ Minibus	Drive a Car	Other
<i>Example</i>			✓						
77	1								
78	1								
79	1								
80					1				
81	1								
82			1						
83			1						
84			1						
85			1						
86					1				
87					1				
88			1						
89	1								
90	1								
91	1								
92			1						
93			1						
94					1				
95					1				
96					1				
97	1								
98	1								
99	1								
100			1						
101	1								
102	1								
103					1				
104	1								
105		1							
106			1						
107	1								
108	1								
109					1				
110					1				
111								1	
112	1								
113			1						
114					1				

SK Transport Planning assists Onside Youth Zones with securing new facilities across the whole of the UK. As part of our work to secure planning permission for new schemes we have to prepare assessments of how visitors travel to the facilities. This survey will assist the development team in understanding how people currently travel to the Wigan Youth Zone. By helping us with this travel survey you are helping us provide more facilities across the UK. Thanks for helping us!

	How did you travel to the Youth Zone today? (Please tick one box only)									
Number	Walk	Cycle	Bus	Train	Lift in Car	Motorcycle or Scooter	YZ Minibus	Drive a Car	Other	
Example			✓							
115					1					
116			1							
117			1							
118			1							
119			1							
120					1					
121					1					
122					1					
123					1					
124					1					
125			1							
126	1									
127	1									
128			1							
129			1							
130			1							
131			1							
132	1									
133	1									
134	1									
135	1									
136					1					
137		1								
138			1							
139	1									
Total	53	4	34	7	36	0	4	1	0	139
Percentage	38%	3%	24%	5%	26%	0%	3%	1%	0%	

Wolverhampton Youth Zone Survey - 5th June 2017

Number	Walk	Cycle	Bus	Train	Lift in Car	Motorcycle or Scooter	YZ Minibus	Drive in Car	Other	
1	1									
2	1			1	1					
3	1			1	1					
4	1		1							
5	1		1							
6	1		1							
7	1		1							
8			1		1					
9	1		1							
10	1		1							
11			1	1						
12	1									
13	1									
14			1							
15			1							
16			1							
17			1							
18			1							
19			1							
20			1							
21			1							
22					1					
23	1		1							
24	1		1							
25			1							
26			1							
27			1							
28			1							
29	1		1							
30	1									
31	1	1								
32			1		1					
33					1					
34					1					
35	1				1					
36			1							
37			1							
38			1							
39					1					
40			1							
41			1	1						
42			1							
43									1	
44									1	
45	1		1							
46	1									
47					1					
48					1					
49					1					
50										
51			1							
52		1	1							
53		1	1							
54		1	1							
55		1								
56			1							
Total	19	5	36	4	12	0	0	0	2	78
	24%	6%	46%	5%	15%	0%	0%	0%	3%	100%

Wirral Youth Zone Survey - 30th June 2017

Number	Walk	Cycle	Bus	Train	Lift in Car	Motorcycle or Scooter	YZ Minibus	Drive in Car	Other
1	1								
2			1						
3			1						
4	1								
5			1						
6	1								
7	1								
8	1								
9			1						
10			1						
11			1						
12					1				
13			1						
14	1								
15	1								
16					1				
17			1						
18			1						
19			1						
20	1								
21					1				
22			1						
23	1								
24					1				
25			1						
26	1								
27					1				
28			1						
29	1								
30			1						
31	1								
32			1						
33	1								
34			1						
35					1				
36			1						
37	1								
38	1								
39			1						
40	1								
41					1				
42			1						
43					1				
44			1						
45			1						
46					1				
47	1								
48					1				
49			1						
50	1								
51					1				
52			1						
53					1				
54	1								
55			1						
56			1						
57	1								
58	1								
59			1						
60			1						
61	1								
62	1								
63	1								
64			1						
65			1						
66		1							
67			1						
68					1				

69	1								
70			1						
71	1								
72	1								
73		1							
74	1								
75			1						
76			1						
77					1				
78					1				
79	1								
80			1						
81	1								
82			1						
83					1				
84					1				
85					1				
86			1						
87					1				
88					1				
89	1								
90			1						
91					1				
92					1				
93					1				
94			1						
95					1				
96					1				
97					1				
98					1				
99					1				
100					1				
101	1								
102			1						
103					1				
104		1							
105					1				
106					1				
107			1						
108					1				
109					1				
110			1						
111					1				
112					1				
113			1						
114					1				
115			1						
116		1							
117					1				
118					1				
119					1				
120					1				
121					1				
122					1				
123					1				
124			1						
125					1				
126		1							
127			1						
128					1				
129					1				
130					1				
131					1				
132			1						
133		1							
134			1						
135					1				
136					1				
137			1						
138					1				
139					1				

140	1									
141			1							
142					1					
143					1					
144					1					
145	1									
146					1					
147					1					
148			1							
149			1							
150		1								
151					1					
152					1					
153					1					
154			1							
155					1					
156					1					
157			1							
158			1							
159	1									
160			1							
161	1									
162			1							
163	1									
164			1							
165			1							
166	1									
167									1	
168			1							
169	1									
170					1					
171									1	
172			1							
173			1							
174	1									
175			1							
176									1	
177			1							
178			1							
179	1									
180	1									
181		1								
182		1								
Total	42	9	64	0	64	0	0	0	3	182
	23%	5%	35%	0%	35%	0%	0%	0%	2%	100%