Transport Planning • Development Engineering

For and on behalf of
EMPIRE PROPERTY CONCEPTS

TRANSPORT STATEMENT

Springfield House, Springfield Street, Barnsley

April 2018

Empire Property Concepts

Prepared by:		Daniel Moran BA (Hons) Dip TP MCIHT MRTPI Associate Director
Approved by:		David Baber MSc CMILT MCIHT Director
Date:	April 2018	Final V3 (66 units)

Matrix Transport and Infrastructure Consultants Limited
Ground Floor
V1 Velocity
Tenter Street
Sheffield
S1 4BY

Tel: 01142 289190
Fax: 01142 721947

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1 INTRODUCTION

Introduction

1.1 This report has been prepared by Matrix Transport and Infrastructure Consultants Ltd (Matrix) on behalf of Empire Property Concepts and is submitted in support of a Prior Approval application to Barnsley Metropolitan Borough Council (BMBC) for the change of use of Springfield House on Springfield Street in Barnsley, which currently has consent for B1 use, to 66 apartments (54 one bedroom and 12 two bedroom).

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

Background

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

1.4 A further Prior Approval application **(Ref 2018/0237)** for the conversion to 115 apartments was submitted, which was supported by an earlier version of this Transport Statement. The application was refused by BMBC in March 2018.

1.5 One of the reasons for refusal was as follows:

> *3. In the opinion of the Local Planning Authority the scale of the development would be to the detriment of the free and safe flow of other traffic on the highway due to the potential generation of significant amount of deliveries and a lack of off street servicing parking/manoeuvring facilities, resulting in all deliveries/collections taking place on the highway which is restricted at this point or would result in reversing manoeuvres to/from the highway. The development is therefore contrary to Core Strategy Policy CSP26 New Development and Highway Improvement.*

1.6 Although Matrix does not consider the need for off-street servicing to be necessary, particularly as the number and frequency of deliveries for the consented office use of the Springfield House would most likely have been more significant, this revised report shows how a large delivery van can access the site to avoid any loading / unloading on Springfield Street.

1.7 It should also be noted that the likely frequency of deliveries (particularly for a larger vehicle as shown) will be further reduced with the reduction in the number of apartments by 43% from 115 to 66.

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

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

2 EXISTING CONDITIONS

Site location

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

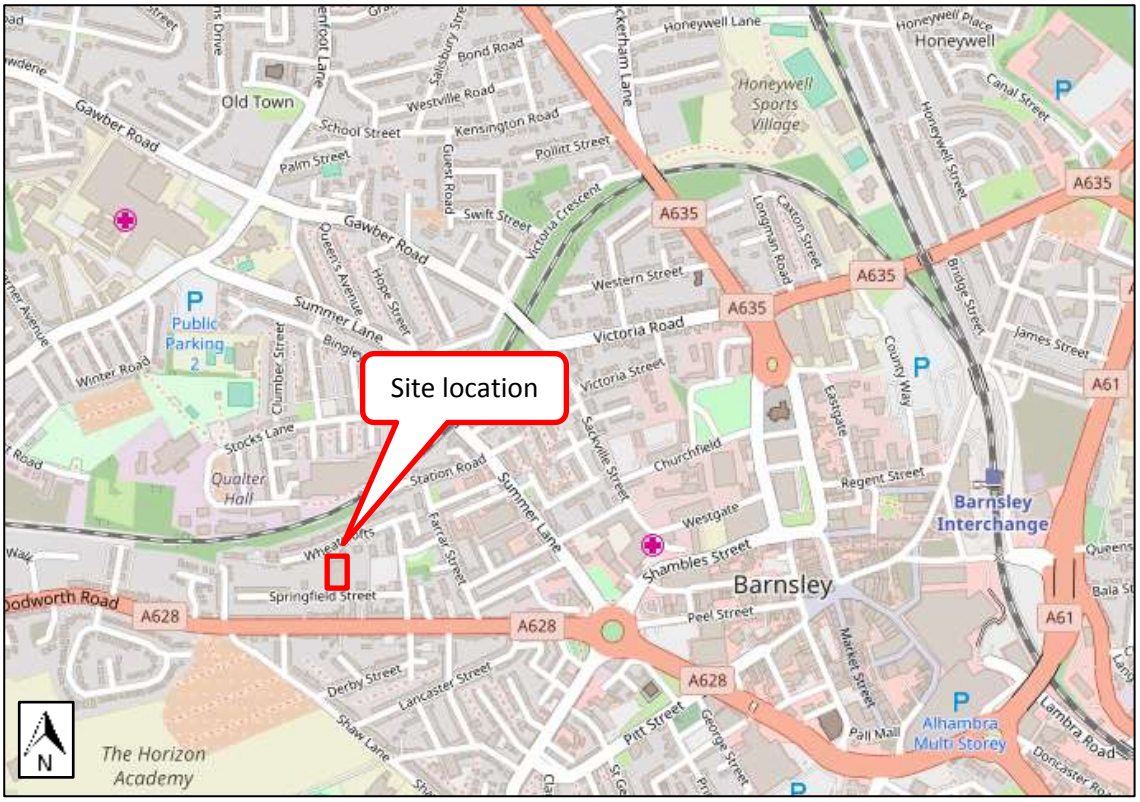


Figure 2.1 – Site Location Plan *Source: OpenStreetMap.org*

Access to local amenities

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

2.3 Amenities within 800m of the site include:

- Holy Rood Roman Catholic Primary School;

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

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

Access to public transport

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

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

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

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

Walking and cycling

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

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

Local highway network / parking

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

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

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

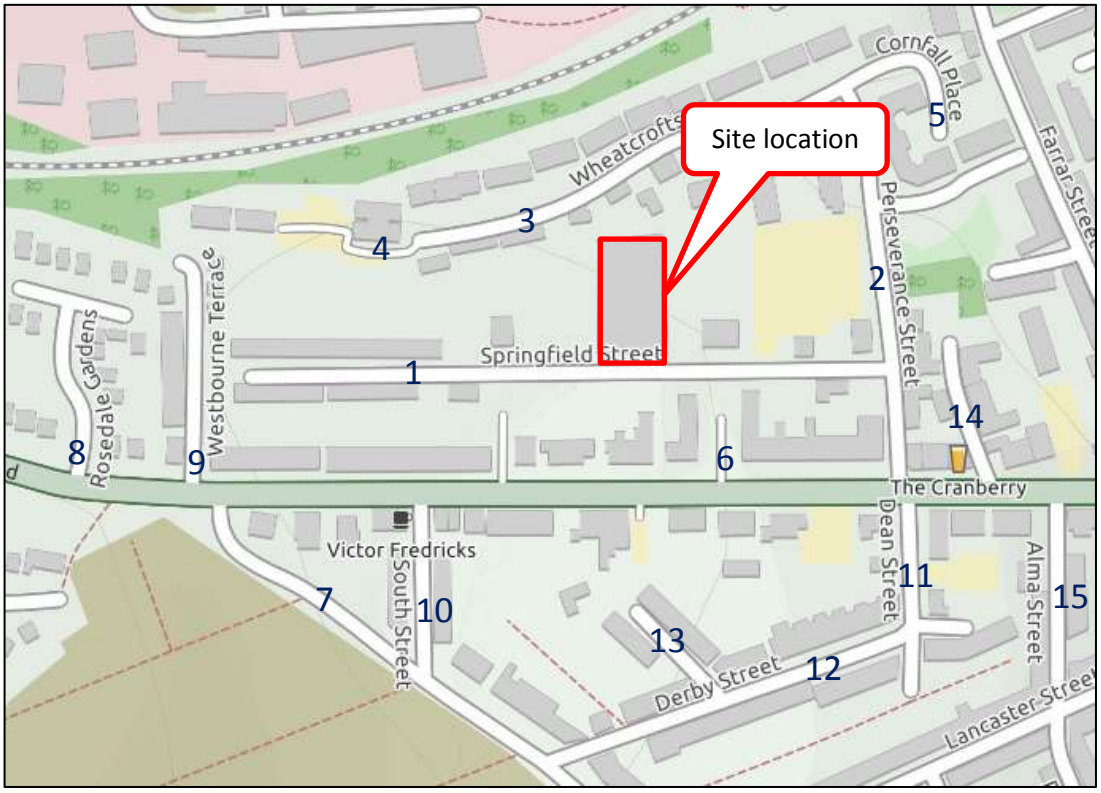


Figure 2.2 – parking observations *Source: OpenStreetMap.org*

Parking restrictions

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

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

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

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

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

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

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

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

<u>Parking availability</u>

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

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

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

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

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

3 TRIP GENERATION

Consented use

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

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

Proposed use

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

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

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

Deliveries

3.4 **Figure 3.1** below shows a 10m rigid delivery vehicle reversing into the site access to the east of Springfield House, to enable deliveries or collections to be undertaken off Springfield Street and the vehicle to exit the site in a forward gear.

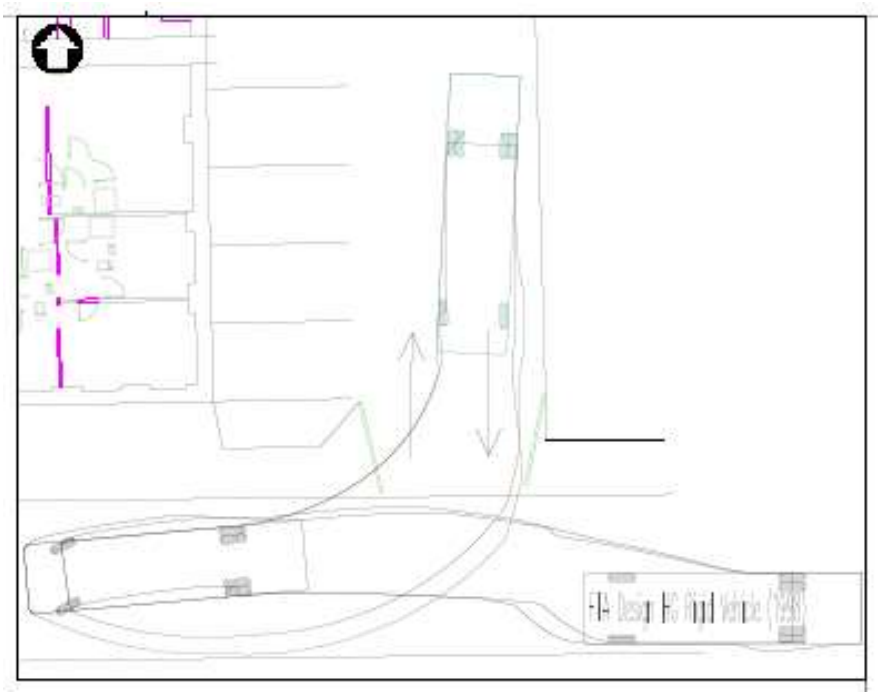


Figure 3.1 – Swept path analysis of a 10m rigid delivery vehicle

3.5 A smaller (and more typical) delivery vehicle such as those used by supermarkets to for home delivery services, would be able to access the main car park via the access to the west of Springfield House and turn around adjacent to the entrance to the building.

4 PARKING IMPACT ANALYSIS

Introduction

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

Parking Standards

4.2 The BMBC parking standards are set out in a Supplementary Planning Document, which was adopted in 2012. For housing (including flats) in Urban Barnsley, the maximum number of spaces is 1 space per dwelling for dwellings with 1 or 2 bedrooms. Therefore, a maximum of 66 spaces should be provided. Given the location, with excellent access to sustainable travel modes, the size of the apartments and the travel to work and car ownership analysis provided below, Matrix considers the 23 spaces provided to be sufficient.

Car Parking Requirement Analysis

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

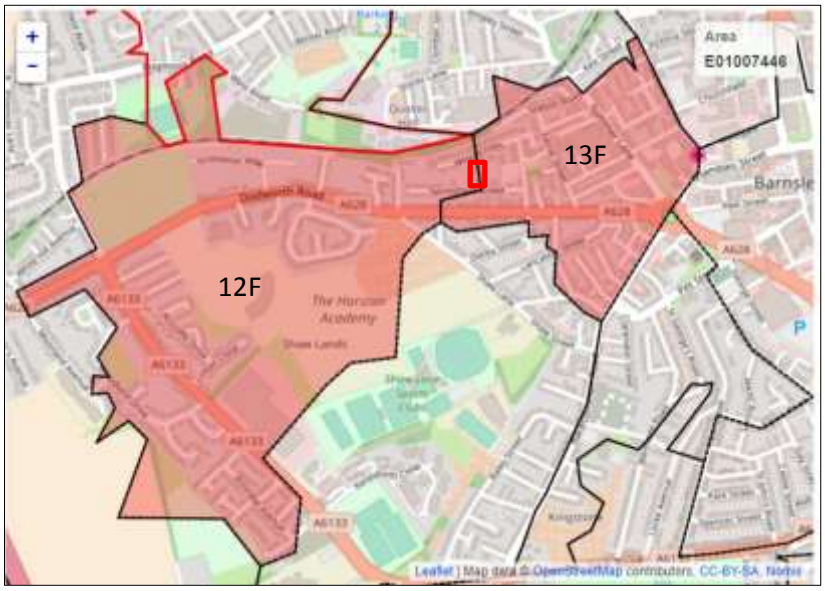


Figure 4.1 - Barnsley 012F and 13F

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

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

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

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

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

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

Table 4.2 Number of cars or vans in household – all types (Barnsley 013F)		
Number of cars or vans in household	**Proportion of total (%)**	**Number of cars (66 apartments)**
None	46.2	24
1	39.4	26
2	12.5	17
3	1.3	3
4 or more	0.6	2
Total	**100.0**	**47**

4.8 Based on the data in **Table 4.2,** a total of 47 vehicles might be expected for 66 dwellings in this location; however this is based on all accommodation types.

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

4.10 The data in **Appendix B1** shows that for all household types (Barnsley district), 68 vehicles might be expected for 66 dwellings, compared to 34 vehicles for 66 flats, maisonettes or apartments. Therefore based on the above, it can be surmised that 50.4% of the vehicles forecast to be associated with 66 dwellings (all accommodation types) would be expected if all of the dwellings were apartments.

4.11 Applying the 50.4% to the 47 vehicles identified in **Table 4.2** for all accommodation types in Barnsley 013F equates to **24** vehicles. Given there are 23 off-street parking spaces, this would result in **one** vehicle being displaced onto on-street parking on the local highway network and therefore a negligible impact on the local highway network.

5 SUMMARY AND CONCLUSION

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

5.2 The proposals comprise of 66 apartments with 23 car parking spaces (including two disabled spaces) and 44 secure cycle spaces.

5.3 The report has also shown that, due to the site location and type of accommodation (82% one-bedroom), based on local Census data, 24 future residents of the 66 apartments (around 36%) are forecast to have access to a car, which equates to an on-street parking displacement of **one** car, which is a negligible impact.

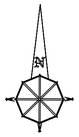
5.4 In response to comments made by BMBC, off-street provision for deliveries has been shown, allowing for a 10m rigid vehicle reversing into the site and existing in a forward gear, to minimise any vehicular conflicts on Springfield Street.

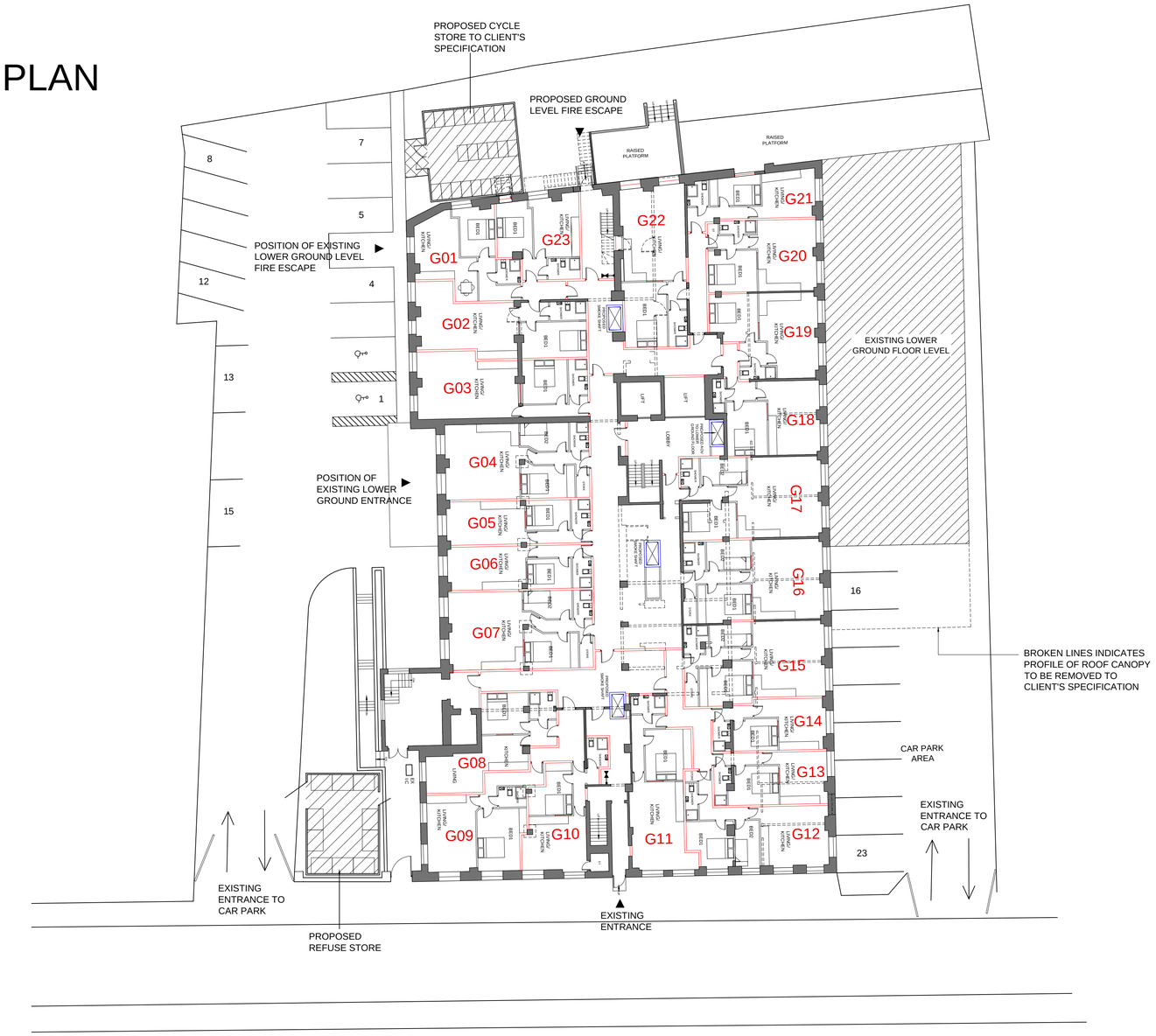
5.5 In conclusion, Matrix can see no transport or highways reasons why this application should not be approved.

APPENDIX A

Site Plan

SITE PLAN





REV	DESCRIPTION
A	VENTILATED LOBBIES, SMOKE SHAFTS, CORRIDOR WALL ADDED AND APARTMENT LAYOUT REVISED REVISED TO FIRE OFFICER'S COMMENTS 11.04.18 D.D.

PROPOSED SITE PLAN

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

CLIENT:	EMPIRE PROPERTY CONCEPTS
DWG NO:	K838/01
SCALE:	1/200 @ A1
DRAWN BY:	D.D.
DATE:	08/01/18
REV:	A

neil pike architects
MICHIGAN HOUSE,17-19 CHORLEY NEW ROAD, BOLTON, BL1 4QR
TEL: 01204 392233 FAX: 01204 528505
WWW.NEILPIKEARCHITECTURE.CO.UK EMAIL: INFO@NEILPIKEARCHITECTURE.CO.UK

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APPENDIX B1

Census data calculations (all apartments)

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

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

accomodation type **All categories: Accommodation type**

Units **115**

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

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

accomodation type **Whole house or bungalow**

Units **115**

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

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

accomodation type **Flat, maisonette or apartment**

Units **115**

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

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

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

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

accomodation type **All categories: Accommodation type**

Units **115**

No of Usual Residents in Households	**All categories: Car or van availability**	**No cars or vans in household**	**1 car or van in household**	**2 or more cars or vans in household**	**No cars or vans in household**	**1 car or van in household**	**2 or more cars or vans in household**			
All categories: Number of usual residents aged 17 or over in household	100,734	27,108	43,197	30,429	26.9%	42.9%	30.2%	49	69	**119**
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In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

accomodation type **Whole house or bungalow**

Units **115**

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

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

accomodation type **Flat, maisonette or apartment**

Units **115**

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

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

BEDFORD

4 Abbey Court
Fraser Road
Priory Business Park
Bedford
MK44 3WH

Tel: 01234 832 740
Fax: 01234 831 266

BRISTOL

1 Blenheim Court
Beaufort Office Park
Woodlands
Bradley Stoke
Bristol
BS32 4NE

Tel: 0845 600 6668
Fax: 01454 410 389

CARDIFF

Sophia House
28 Cathedral Road
Cardiff
CF11 9LJ

Tel: 029 2064 6810
Fax: 01454 410 389

LEEDS

Princes Exchange
Princes Square
Leeds
LS1 4HY

Tel: 0113 280 5808

LONDON

The Green House
41-42 Clerkenwell Green
London
EC1R 0DU

Tel: 020 3761 5390

NOTTINGHAM

1 East Circus Street
Nottingham
NG1 6AF

Tel: 0115 896 6620

MILTON KEYNES

Midsummer Court

314 Midsummer Boulevard
Milton Keynes

Tel: 01908 440 015
Fax: 01908 357 750

SHEFFIELD

Ground Floor
V1 Velocity Village
Tenter Street
Sheffield
S1 4BY

Tel: 0114 228 9190
Fax: 0114 272 1947

WILBRAHAM ASSOCIATES
RUGBY

18a Regent Place
Rugby
CV21 2PN

Tel: 01788 562233