

williamsaunders

architecture : engineering : building consultancy



PROPOSED LIGHT INDUSTRIAL DEVELOPMENT,
CAPITOL PARK, BARNESLEY
CARNELL MANAGEMENT SERVICES LTD
TRANSPORT STATEMENT

11548

JUNE 2017

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1.0 INTRODUCTION

1.1 William Saunders has been appointed by Carnell Management Services Ltd to prepare a Transport Statement to support a light industrial development at Capitol Park, Barnsley.

1.2 The development will consist of 15 units of between 186m² and 976m² with a total floor area of 7000m².

1.3 The Transport Statement examines, and provides further detail on the following:

- The existing conditions;
- the proposed development;
- the access arrangements;
- opportunities to travel to and from the site by sustainable modes of transport;
- vehicle trip generation of the proposed development;

1.4 The Government's sustainability objectives were embodied in updated Planning Policy Guidance. The National Planning Policy Framework (NPPF) confirms that "*developments should be located and designed where practical to:*

- *accommodate the efficient delivery of goods and supplies;*
- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *consider the needs of people with disabilities by all modes of transport".*

1.5 It goes onto say "*All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

1.6 The publication *Guidance for Transport Assessment* states that a Transport Statement or Assessment is required for all developments that generate significant amounts of movement. This Transport Statement has been written to provide information on transport planning topics at this location and discusses the following issues:

- Consideration of the precedent of existing traffic generation on the site,
- An estimate of the proposed traffic generation from the development,
- Commentary on the proposed infrastructure and parking,
- Commentary on the access arrangements and the junctions onto Capitol Court and Capitol Close,
- The capacity of the existing junctions onto Capitol Close and Whinby Road,
- Highway safety in the vicinity of the development site,
- Sustainability credentials of the area.

2.0 BACKGROUND INFORMATION

Site Location

- 2.1 The proposed site is located off junction 37 of the M1 and consists of much of the eastern half of Capitol Park, Barnsley. It is approx. 300m north of Dodworth and 2.4km west of Barnsley centre. The grid reference for the site is 431806E, 406143N or SE 318 061, the postcode is S75 3TZ. The site is approximately 2.82 hectares or 28200m², see Appendix A.
- 2.2 The site is accessed from junction 37 of the M1, its south-western cutting borders the north-east of the site. Existing business units border the north-west and the south of the site as well as Capitol Close to the south-west. There is a rail line running roughly SW-NE immediately south of the entrance to the business park.
- 2.3 The site is currently accessed from a roundabout off the A628 Whinby Road, there is an existing junction into Capitol Court.
- 2.4 Existing business units border the site to the north-west and south-west. There is a proposed industrial development to the west of Capitol Close.

Development Proposals

- 2.5 The proposed development comprises approximately 7000m² of floor space falling within use classes B1 (offices and light industry), B2 (general industry) and B8 (storage or distribution).
- 2.6 Service yards will be provided to each unit in the southern section, the northern units will share large service yards.
- 2.7 There will be 120no. parking spaces in total, these will be designated to specific units, 8 of these will be disabled bays and 4 will be for powered two wheeled vehicles. A plan is in Appendix B.
- 2.8 Many units will have dedicated sheltered cycle parking, other units will have access to shared covered cycle parking.
- 2.9 The proposed development will include the construction of a new junction on to Capitol Close serving the northern section of the development. The spacing between this

junction and a proposed junction on an adjacent site across Capitol Close has been measured at 37m.

- 2.10 Alteration of the existing highway network is not proposed.

Site Access

- 2.11 The northerly section of the development (Units 1 - 3) will be accessed from the proposed junction to Capitol Close. Units 4 and 7 will be access from connections off the roundabout on Capitol Court. Units 5 and 6 will be accessed from a junction off Capitol Court.

- 2.12 Pedestrian access to the development will be via the existing footways along Capitol Close and Capitol Court, New footways will be constructed along the fronts of the buildings but pedestrians will have to cross service yards in places.

Local Highway Network

- 2.13 The site lies on junction 37 of the M1, the embankment to the M1 forms the eastern border of the site. Capitol Close joins the A628 to the south of the site, this connects to the centre of Barnsley. To the south of the site Whinby Road connects to Barnsley Road which is a main road through the residential area of Dodworth.
- 2.14 The proposed junction to Capitol Close is approx. 170m from the roundabout to the A628, the junction to Capitol Court is approx. 100m from the roundabout, these roads are all lit and have wide footways.
- 2.15 Capitol Park and Capitol Court are private, two-way single carriageway roads, there was mention from Barnsley Metropolitan Borough Council that Capitol Close may be upgraded in the future to accommodate several developments. The A628 Whinby road runs east-west to the south of the site is a two-way single carriageway road with a 40mph speed limit to the west of the roundabout changing to dual carriageway to the south of the roundabout.

3.0 SUSTAINABLE TRAVEL

Pedestrian Travel

- 3.1 Lit footpaths are present to both sides of Capitol Close and Capitol Court which provide access to the comprehensive and coherent network of road side footpaths within the vicinity of the site.
- 3.2 There is a footway to the north of Whinby Road to the south-west of the site, this is separated from the road by some soft landscaping, this leads to an underpass footway to Higham Lane in Dodworth.
- 3.3 To the south-east of the site there are footways on both sides of Whinby Road with designated crossings. Footways are present around the M1 roundabout to the residential areas in the west of Barnsley.
- 3.4 The Guidelines for Providing for Journeys on Foot (Chartered Institute of Highways and Transportation) document suggests that, for commuting trips, up to 500 metres is the desirable walking distance, up to 1,000 metres is an acceptable walking distance and 2,000 metres is the preferred maximum walking distance.
- 3.5 A 1km catchment from the site is shown on Figure 1, this is the acceptable walking distance. This catchment includes northern Dodworth and the Pogmoor area of Western Barnsley. A 2km catchment from the site is shown on Figure 2, this is the preferred maximum walking distance. It demonstrates that much of western Barnsley and Higham as well as all of Dodworth falls within the preferred maximum walking distance to the site.
- 3.6 Although Higham falls within this catchment, the pedestrian infrastructure to the site is poor. Footways from Barnsley and Dodworth are much more suitable. Given the areas contained within the pedestrian catchment zone, and the existing pedestrian infrastructure it is considered that the site is accessible to pedestrians, and there are good opportunities for pedestrians to walk between the site, public transport services, and residential areas.

Cycle Travel

- 3.7 There are no traffic free cycle routes in the immediate vicinity of the site, although there are designated traffic-free routes within a 5km radius. Figure 3 has been extracted from the Barnsley Metropolitan Borough Council website and shows the extent of the cycle routes in the vicinity of the site. The Trans Pennine Trail is situated approx. 2km south of the site and trends west-east, towards the east of Barnsley there are stretches of dedicated cycle trails.
- 3.8 The location of the site means these routes cannot be used for an entire cycle journey but may encourage cycling by providing traffic-free sections. Cycling along roads to some degree is unavoidable to get to the site. The access points to the Trans Pennine Trail are from Smithywood Lane (southern Dodworth), Gilroyd Lane (southern Dodworth), Hound Hill Lane (SW of Barnsley), Haverlands Lane (SW of Barnsley) and Pontefract Road (eastern Barnsley).

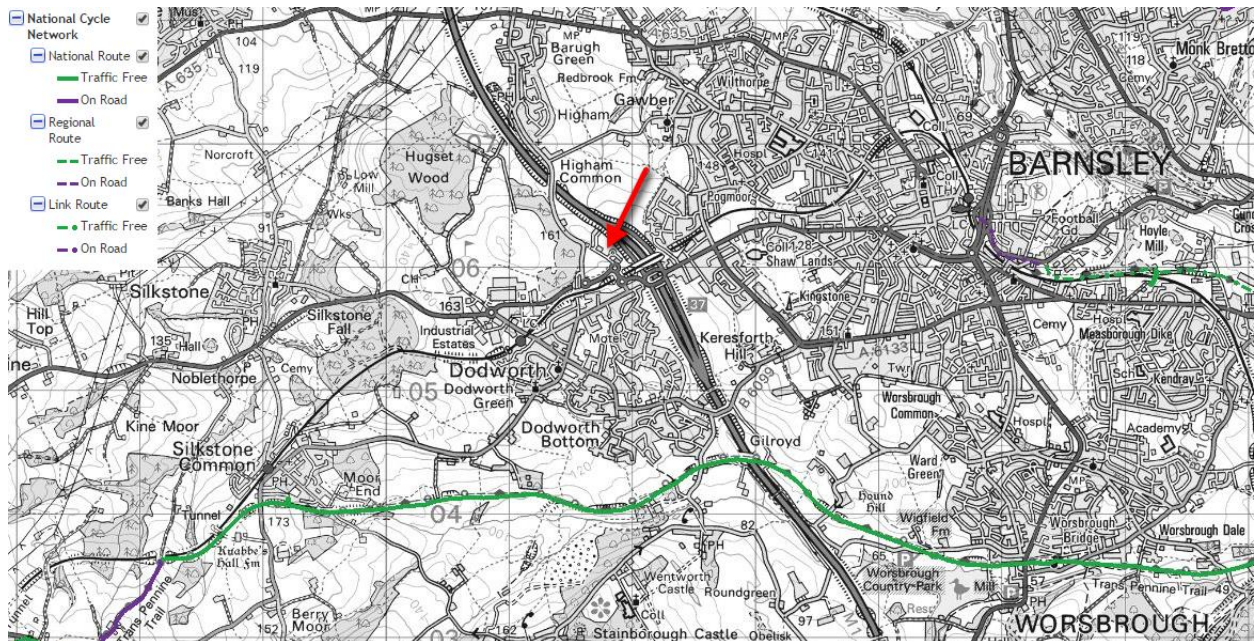


Figure 3 – Local Cycle Routes

- 3.9 Local Transport Note 1/04(3.10.3) states that there are limits to the distances generally considered acceptable for cycling. The average length for cycling is 4km (2.4 miles), although journeys of up to three times this distance are not uncommon for regular commuters. It is widely considered that cycling has the potential to substitute for short car trips, particularly those under 5km, and form part of a longer journey by public transport. Cycling is therefore an important journey to work mode that has the potential to perform a more significant role.

3.10 Figure 4 shows that a 5km distance centred at the site would encompass a large area of Barnsley, areas to the north up to Mapplewell, Athersley to the north-east as well as Silkstone and Cawthorne to the west.

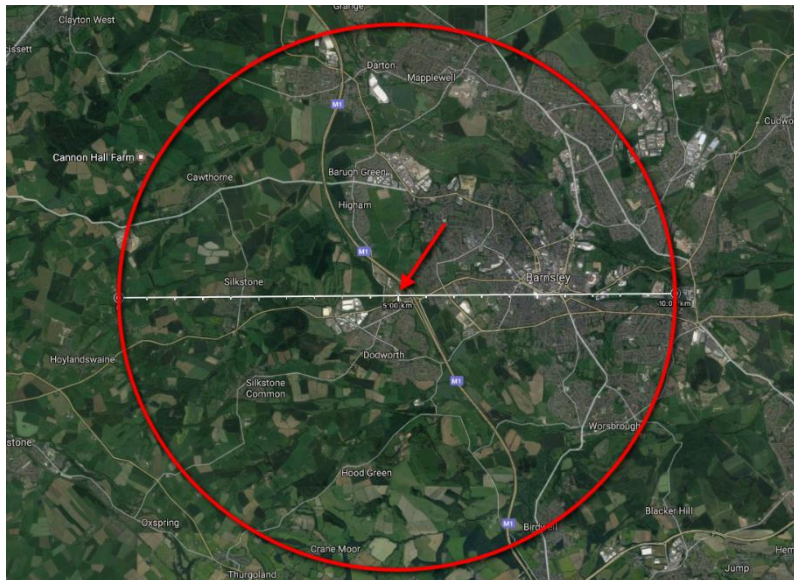


Figure 4 – Cycling Catchment Area

3.11 The cycle routes within the 5km radius of the site offer traffic free and with traffic sections of routes although from many areas would require cycling in the road. The topography of the local area, although hilly in places, would not be a limiting factor in residents choosing to cycle between residential areas and the site. As such it is concluded that there are good opportunities, for cycle travel between the site and the surrounding areas.

Public Transport

3.12 The Guidelines for Planning for Public Transport in Developments, states that “*generally walking distances to bus stops in urban areas should be a maximum of 400m and preferably no more than 300m*”.

3.13 Capitol Park is served by the 20, 21, 21a and 22 busses, see figure 5, the closest stop is approx. 350m south-east of the site in Barnsley Road. These bus routes provide access to the site from Silkstone Common, Silkstone, Dodworth, Gilroyd and Barnsley, further information on bus routes can be seen in Appendix C.

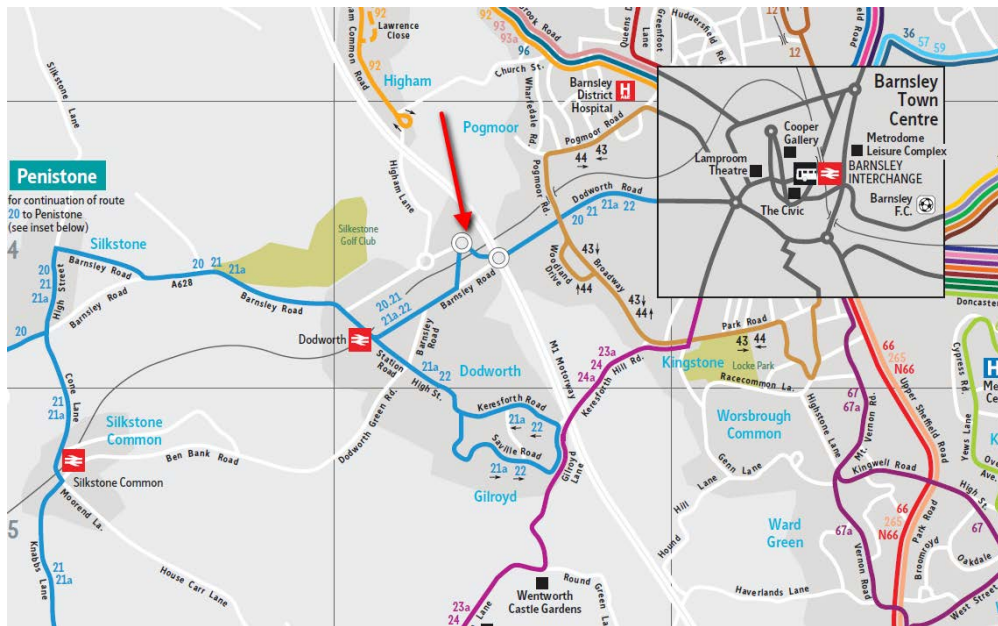


Figure 5 – Local Bus Network

3.14 Dodworth railway station is a 1.2km walk from the site, see figure 6, this is indicated to take between 15 and 20 minutes. Trains run hourly on this service and arrive at Dodworth at 8:07am from Barnsley and 7:50am or 8:50am from Silkstone Common. Trains depart Dodworth to Barnsley at 4:53pm, 5:53pm and 6:40pm and to Silkstone Common at 4:07pm, 5:06pm and 6:10pm. These mentioned journeys all take less than 10 minutes.

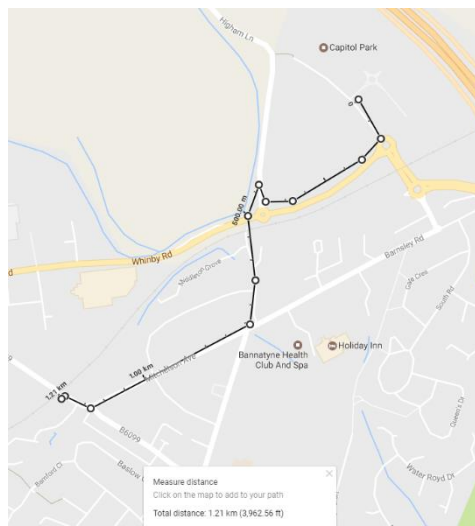


Figure 6 – Walking distance to Dodworth station

Sustainable Trip Impact

- 3.15 The site benefits from good pedestrian/cycle linkage to the existing residential areas and public transport services within the vicinity of the site.
- 3.16 The benefits of good accessibility to the existing bus and rail network providing frequent, reliable services to the City Centre and adjacent residential areas of the proposed location would provide residents the opportunity for using an alternative mode of transport.
- 3.17 Based upon an examination of the demand and available options for sustainable travel, it is concluded that the existing infrastructure would be sufficient to accommodate the anticipated demand and hence no mitigation measures are required.

4.0 VEHICLE TRIP GENERATION

Journey Numbers

4.1 The developments are expected to create many new jobs, however the figure is difficult to estimate as the units are not designed for a specific industrial purpose.

4.2 Based on the Homes and Communities Agency Employment Density Guide 2015 the land use has been provisionally split as follows in table 1.

Land Use Class	Sub-sector	Density (m ² /person)	Unit Space Included	Estimated floor area (m ²)	Estimated Employees
B1	Professional Services	12	Office areas of all units	994	83
B2	Industrial and manufacturing	36	1A, 1B, 2A-F, 3A-C	3037	84
B8	Storage and distribution	70	4, 5, 6, 7	2974	42
Total		33.5 (weighted average)		7005	209

Table 1. Estimation of employee numbers.

4.3 The average employee to floor space density is consistent with Arup Economics and Planning's 'Employment Densities: A Full Guide, July 2001' which classifies General Industrial use as having an average of 34m² per employee.

4.4 The estimation of employees through density using land use classification and floor area is fairly consistent with the parking space allocation of 120. It can be assumed with the ample cycle storage that some employees will cycle or walk to the site and some will use public transport.

4.5 A modal split for journeys based on the 2011 census data has been estimated as follows:

- 80% - Motor vehicle
- 3% - Passenger in motor vehicle
- 5% - On foot
- 4% - Bus
- 4% - Train
- 4% - Bicycle

4.6 TRICS output, see Appendix D, indicates there will be 35 journeys in the am peak and 31 journeys in the pm peak.

4.7 All of these journeys would use the roundabout to Whinby Road, however as this is a speculative development it cannot be fully understood at this stage where the majority of journeys will be to. TRICS output utilising 2011 census data produced estimated trip distributions as follows in table 2.

Location	% of Trips	AM Peak Journeys	PM Peak Journeys
Dodworth Road (Pogmoor)	27	9	8
M1 (S)	24	9	8
M1 (N)	14	5	4
Barnsley Road	14	5	4
Higham Lane	12	4	4
Whinby Road	9	3	3
Total	100	35	31

Table 2. Trip distribution and numbers as produced by Aecom using TRICS 7.4.1.

4.8 This analysis using TRICS indicates that there will be 17 journeys per day which use the Dodworth Road / Pogmoor Road junction, this junction was highlighted by BMBC as requiring improvement. This number of journeys per day is considered a negligible increase.

4.19 It is assumed from the design of the units that some businesses will be using HGVs, many of the units will not be large enough for this type of distribution. It has been initially estimated that there will be 10 HGV movements per weekday, these are highly unlikely to be in peak times. It is highly likely that these journeys will be to the M1.

Journey Times

4.10 The majority of employees at the proposed development are expected to arrive at peak time between 8am and 9am, these would likely leave between 4:30pm and 6pm. The nature of the businesses that will rent the units will determine the hours worked by the employees and therefore their journey times. B2 and B8 land use types indicate that there may be staff employed to work in distribution, these may therefore be expected to arrive and depart before peak journey times.

Road Safety/Personnel Injury Accident (PIA) Data

4.11 A review of the accidents that have occurred within the vicinity of the site has been undertaken using www.crashmap.co.uk.

- 4.12 A review of the accident data for the most recent five-year period has indicated that there has been 1 slight severity recorded incident on the southern roundabout of Whinby Road and 3 slight severity incidents on Barnsley Road, (refer to Figure 7).
- 4.13 This would indicate that there are no specific highway safety concerns in close proximity to the site entrance that would warrant mitigation as part of the proposals.

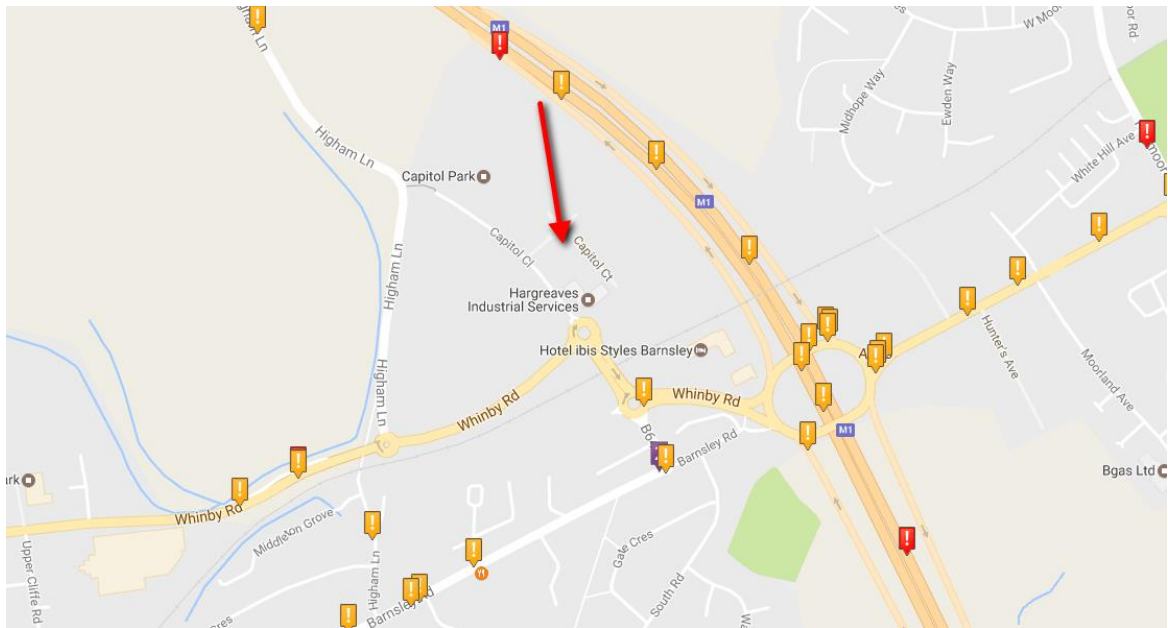
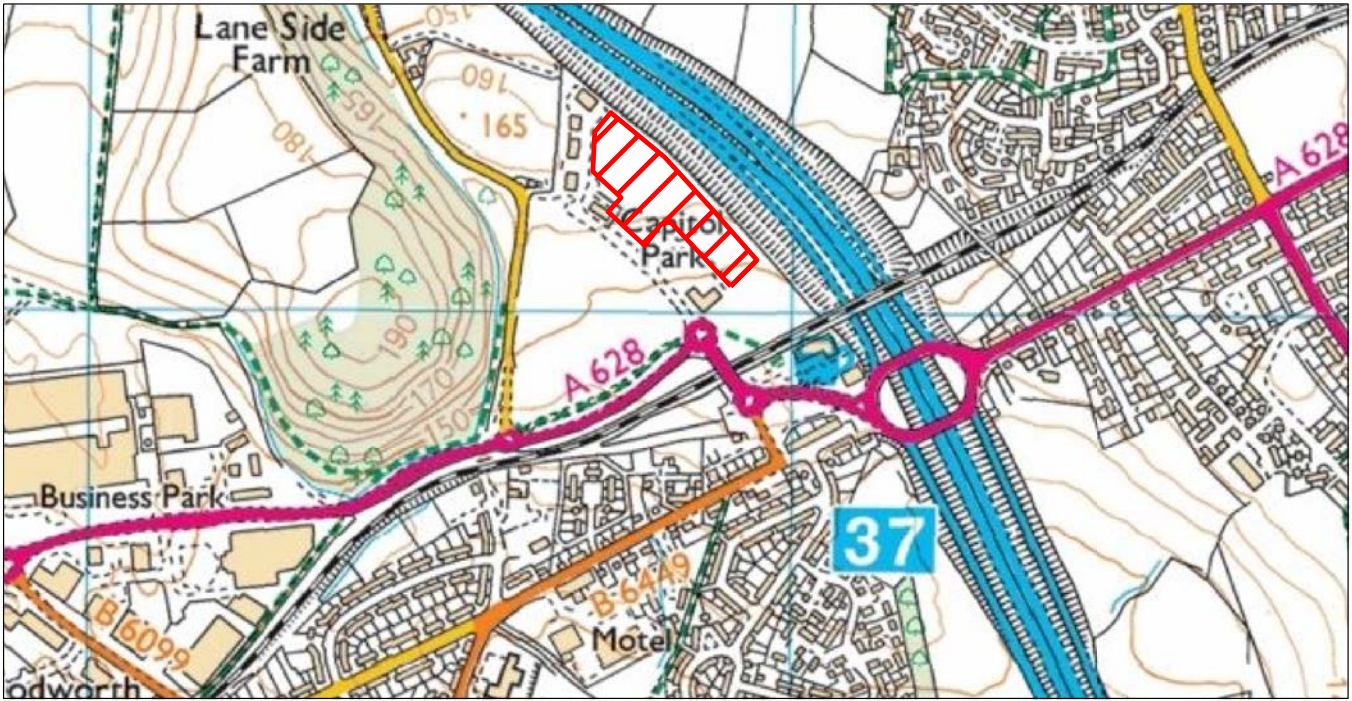


Figure 7 – Locations of Road Accidents (2012-2016)

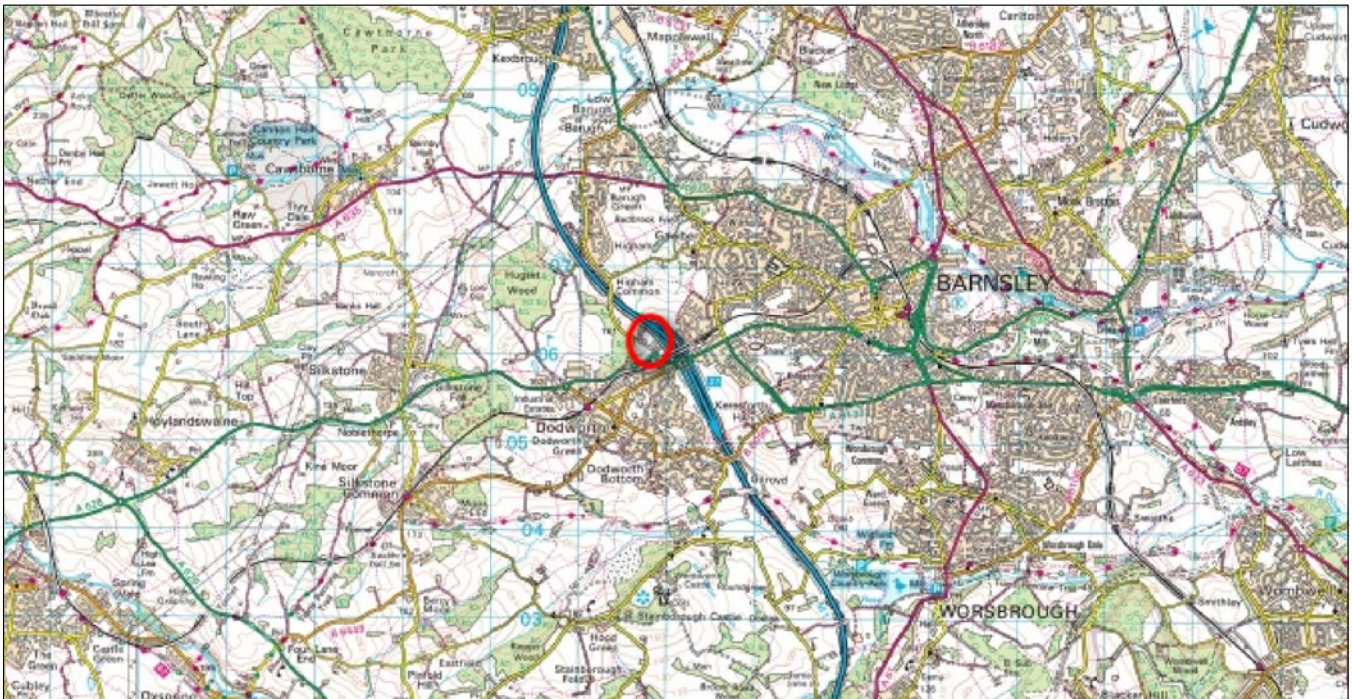
5.0 SUMMARY AND CONCLUSIONS

- 5.1 This Transport Statement has been prepared to support a proposed light-industrial development located on Capitol Park, Barnsley and is in accordance with the requirements of the NPPF.
- 5.2 The site is located within acceptable walking and cycling distances of residential areas, and benefits from good pedestrian links. Further to this the site is located within walking distance of regular bus and rail services which provide a link between the site and residential areas further afield.
- 5.3 Based upon an examination of the demand and available options for sustainable travel, it is concluded that the existing infrastructure would be sufficient to accommodate the anticipated demand.
- 5.4 Vehicle access to the site would be from Whinby Road, Capitol Close and Capitol Court. Pedestrian access to the site would be on existing footpaths which connect the site to Dodworth and western Barnsley. TRICS analysis indicates there will be 17 journeys per day using the Dodworth Road / Pogmoor Road crossroads, Appendix D.
- 5.5 120 parking spaces will be provided on the site which is deemed adequate and appropriate. This includes appropriate numbers of disabled spaces and spaces for powered two wheeled vehicles.
- 5.6 Analysis of TRICS data indicates there will be 66 journeys during peak hours per day, Appendix D, some warehouse staff will likely travel during off-peak hours. This will be determined by the nature of the businesses that occupy the site.

APPENDIX A
Site Location Plan





SCALE 1:25000




SCALE 1:50000

NGR: 431806, 406143

In accordance with CDM Regulations 7, 11 and 18, any significant risks (as defined in the Approved Code of Practice paragraph 133) relating to the design features shown on this drawing have been identified and are annotated thus: 

 No significant risks have been identified.

 Significant risks have been identified - refer to notes on drawing for information on residual risks and any control measures to be employed.

Refer to the current Designer's Risk Assessment sheets for further details.

Designer's Signature		Date	
Rev.	Description	Vfd	Date
1	- Initial Issue	WD	03/17
2			
3			

Project Capitol Park, Barnsley			
Client Carnell Management Services Ltd			
Title Site Location			
Drawing Status Information			
Drawn WD	Date March 2017	Scale As shown	@ A4
Discipline Civil	Project Number 11548	Drawing Number (LP) 01	Revision -

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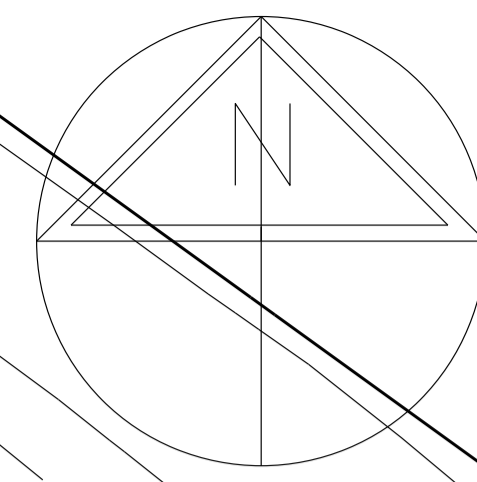
APPENDIX B

Proposed Site Layout

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This drawing is subject to Building Regulations Approval.

Car parking bays to be generally 5.0m long x 2.5m wide.
Disabled bays to incl. 1.2m aisle as shown and pictogram/signage.

DK indicates dropped kerbing. Exact extent of all kerbing to be agreed with the Employer.

indicates below ground water point, with flip top lid.

indicates lighting column, with light direction.

2.4m high green paladin fencing, and gates where indicated.

2.4m high galv. steel palisade fencing.

Note. Fencing and gates are not to be fixed directly to the new buildings. Post to be installed adj. the building.

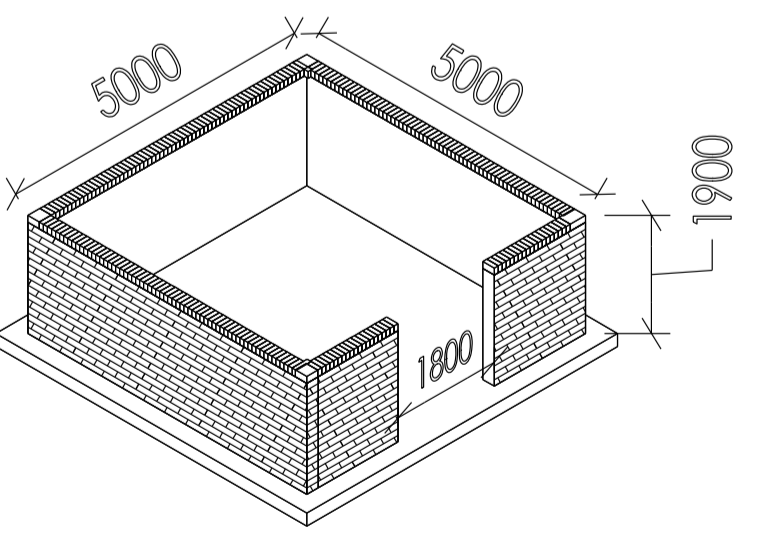
Note. Contours and associated features taken from topographical survey by Ramouski Clarke Ltd, dwg. no. 2701-01-a.

Unit	Gross Internal Area.		Office Area (sq.m)	
	Area Sq.m	Area Sq.Ft	Ground Floor	First Floor
1A	326	3,500	35.75	-
1B	326	3,500	35.75	-
2A	279	3,000	36.93	-
2B	279	3,000	36.93	-
2C	279	3,000	36.93	-
2D	279	3,000	36.93	-
2E	279	3,000	36.93	-
2F	279	3,000	36.93	-
3A	583	6,275	67.56	124.43
3B	372	4,000	40.87	-
3C	186	2,000	28.99	-
4	792	8,500	59.90	96.96
5	976	10,500	76.50	121.06
6	931	10,000	73.18	115.76
7	558	6,000	72.93	109.60
Total	6,716	72,275	713.01	567.81

Total Floor Area - 6,716 + 567.81 = 7,283.81sq.m (78,402.28 sq.ft)

Note. Office area excludes Reception, stairs, lift and toilet areas.

185 Parking bays incl. 8 disabled.



Typical Bin Store 3D View.
Size varies - see plan.

Rev	Description	Drm	Vfd	Date
G	Entrance to top plot and fencing amended.	IR	SW	07/17
F	Floor Plans, Fencing and paving updated, signage added.	IR	SW	06/17
E	Bin Store 3D View added.	IR	SW	06/17
D	Top plot entrance amended.	SW	NAC	05/17
C	Lighting columns and waterpoints added.	IR	SW	05/17
B	Floor plans updated, parking, bin stores and cycles amended.	IR	SW	05/17
A	Floor plans added.	IR	SW	04/17
-	Issued for information	IR	NAC	04/17

As outlined in section 2.3 of the CIB Industry Guidance to Designers, insignificant risks can usually be ignored, as can risks arising from routine construction activities, unless the design compounds or significantly alters these risks. In accordance with CDM Regulations 8, 9 and 11, any significant risks relating to the design features shown on this drawing have been identified and are annotated thus:

- No significant risks have been identified.
- Significant risks have been identified - refer to notes on drawing for information on residual risks and any control measures to be employed.

Refer to the current Designer's Risk Assessment sheets for further details.
Designer's Signature: SW Date: 04/17

Drawing Status: **PLANNING.**

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Project
Proposed Development, Capitol Park, Barnsley.

Client
Carnell Management Services Ltd.

Title
Proposed Site Plan.

Drawn	Date	Scale	@ A1
IR	April 2017	1:500	
Discipline	Project Number	Drawing Number	Revision
Arch	11548	(D)01	G

APPENDIX C

Bus Route Data

BARNSLEY BUS MAP

From 29 April 2017



New routes and new connections - Buses are changing in Barnsley.

From 29 January your bus services in Barnsley are changing as the new Barnsley Bus Partnership is introduced. The result is a simpler and more coordinated service. You'll be able to travel around more easily, with new tickets that you can use on any bus in Barnsley.

How will you benefit?

- An easier to understand and simpler bus network
- Coordinated timetables
- Great value ticket range for travel on any bus in Barnsley
- More frequent services on a number of routes

Who is in the Barnsley Bus Partnership?

- Barnsley Metropolitan Borough Council
- Stagecoach Yorkshire
- South Yorkshire Passenger Transport Executive
- Watersons Coaches
- Globe Coaches

BBP

**Barnsley
Bus Partnership**

**New, one easy ticket...
For all buses in Barnsley**

BConnect tickets can be used all day, on any bus in Barnsley*. That means more travel options and better value for money.

What are the BConnect ticket prices?

BConnect Day	£4.50
BConnect 7 Day	£16.00
BConnect 28 Day	£60.00

Terms and conditions apply. Ticket prices correct at time of print. Prices subject to change. *BConnect is not valid on dedicated school buses or night service N66.

Where can you buy BConnect tickets?

BConnect Day and Week tickets can be bought on most buses in Barnsley.

7 and 28 Day tickets are also available from ticket machines located in Travel South Yorkshire Interchanges such as the one in Barnsley.

You can also buy tickets for individual operators as well as single fares.

FREQUENCY GUIDE

Service	Operator	Route	FREQUENCY (MINUTES)			
			Monday-Friday daytime	Saturday daytime	Sunday daytime	Evening daily
1	Stagecoach	Barnsley – Mapplewell – Staincross	10	12	30	30/60
6	Stagecoach	Barnsley – Kendray – Worsbrough Bank End	10	12	30	60
7	Yorkshire Tiger	Barnsley – Blacker Hill – Hoyland	60	60	No service	No service
11	Stagecoach	Barnsley – Athersley North	10	12	30	30/60
12	Stagecoach	Barnsley – Honeywell – Athersley South	15	15	30	60
20	Stagecoach	Barnsley – Penistone – Cubley	60	60	No service (see 21a)	No service (see 21a)
21	Stagecoach	Barnsley – Penistone – Millhouse Green	60	60	No service (see 21a)	No service (see 21a)
21a	Stagecoach	Barnsley – Gilroyd – Cubley – Penistone – Millhouse Green	No service (see 20, 21, 22)	No service (see 20, 21, 22)	60	120
22	Stagecoach	Barnsley – Gilroyd	30	30	No service (see 21a)	No service (see 21a)
			Combined 15 min frequency Mon-Sat daytime between Barnsley – Dodworth			
22x	Stagecoach	Barnsley – Wath upon Dearne – Rotherham	15	15	60	60
222	Stagecoach	Barnsley – Wath upon Dearne – Mexborough	30	30	60	60
226	Stagecoach	Barnsley – Wath upon Dearne – Thurnscoe	30	30	60	60
			Combined 7/8 min frequency Mon-Sat daytime between Barnsley – Wombwell – Wath upon Dearne			
23	Yorkshire Tiger	Millhouse Green – Penistone – Thurgoland – Stocksbridge	120	120	No service	No service
23a	Yorkshire Tiger	Barnsley – Thurgoland – Stocksbridge	2 journeys	2 journeys	No service	No service
24	Yorkshire Tiger	Barnsley – Penistone – Ingbirchworth	120	120	No service	No service
24a	TM Travel	Penistone – Thurgoland – Barnsley	No service	No service	120	120
29	TM Travel	Sheffield – Chapeltown – Thurgoland – Penistone – Holmfirth	4 journeys	4 journeys	5 journeys	2 journeys
257	South Pennine Community Transport	Stocksbridge – Holmfirth	Wed only	No service	No service	No service
26	Stagecoach	Barnsley – Grimethorpe – Gt Houghton – Darfield – Wombwell	60	60	No service	No service
27	Stagecoach	Barnsley – Grimethorpe – Darfield – Wombwell	2 journeys/hour	2 journeys/hour	60	60
28	Stagecoach	Barnsley – Grimethorpe – Pontefract	60	60	No service (see 28c)	No service (see 28c)
28c	Stagecoach	Barnsley – Cudworth Crown Avenue – Grimethorpe – Pontefract	No service (see 28)	No service (see 28)	60	60
29	Stagecoach	Barnsley – Grimethorpe – Michaels Estate – Hemsworth	60	60	No service (see 28c/29a)	No service (see 28c/29a)
30	Stagecoach	Barnsley – Grimethorpe – Brierley Park Avenue	60	60	No service	No service
30a	Stagecoach	Barnsley – Grimethorpe – Brierley	1 journey MF morning	No service	60	60
32	Stagecoach	Barnsley – Cudworth Crown Avenue	10	10	No service (see 28c)	No service (see 28c)
			Combined frequencies of: Barnsley – Lundwood/Cudworth every 5 mins Mon-Sat daytime Barnsley – Cudworth Crown Avenue every 10 mins Mon-Sat daytime			
36	Waterson Coaches	Barnsley – Monk Bretton – Shafton – South Hiendley – Hemsworth – South Elmsall	60	60	No service	No service
37	Waterson Coaches	Barnsley – Grimethorpe	60	No service	No service	No service
38	Waterson Coaches	Barnsley – Grimethorpe	60	No service	No service	No service
43	Stagecoach	Barnsley – Pogmoor – Kingstone – Barnsley	30	30	60	60
44	Stagecoach	Barnsley – Pogmoor – Kingstone – Barnsley	30	30	60	No service (see 43)

FREQUENCY GUIDE

Service	Operator	Route	FREQUENCY (MINUTES)			
			Monday-Friday daytime	Saturday daytime	Sunday daytime	Evening daily
57	Stagecoach	Barnsley – Royston	4 buses per hour	4 buses per hour	No service (see 59)	No service (see 59)
59	Stagecoach	Barnsley – Royston – Wakefield	30 (60 Royston to Wakefield)	30 (60 Royston to Wakefield)	30 (60 Royston to Wakefield)	60 Barnsley to Wakefield
			Combined 10 mins frequency Mon-Sat Barnsley – Royston			
66	Stagecoach	Barnsley – Hoyland – Elsecar	10	12	30	60
N66	Stagecoach	Barnsley – Hoyland – Elsecar	No service (see 66)	No service (see 66)	60 early morning only	No service (see 66)
67	Stagecoach	Barnsley – Worsborough Dale – Hoyland – Cortonwood – Wombwell	60	60	120	120
67a	Stagecoach	Barnsley – Pilley – Hoyland – Cortonwood – Wombwell	60	60	120	120
			Every 30 mins combined			
72/72a	Yorkshire Tiger	Chapelton – Hoyland – Manvers	60	60	No service	No service
92/92a	Yorkshire Tiger	Barnsley – Higham – Cawthorne	60	60	120	120
93	Stagecoach	Barnsley – Darton – Wooley Grange	2 buses per hour	60	60	60 not Sunday eves
93a	Stagecoach	Barnsley – Mapplewell	60	60	No service	No service
95	Stagecoach	Barnsley – Kexborough	20	30	60	60 not Sunday eves
95a	Stagecoach	Barnsley – Kexborough – Darton	No service (see 93, 95)	Few buses	No service (see 93, 95)	60 Sunday eve late eve Mon-Sat
96	Globe Coaches	Barnsley – Higham – Kexborough – Wakefield	60	60	No service	No service
97	Globe Coaches	Darton – Wakefield	1 journey	No service	No service	No service
193	Watersons	Barnsley – Monk Bretton – Royston – Wakefield	60	60	No service	No service
200	Yorkshire Tiger	Wath – Wombwell – Cortonwood	60	60	60	60
201	Stagecoach	Chapelton – Wentworth Industrial Park – Stocksbridge	60	60	No service	No service
203	Yorkshire Tiger	Wombwell – Thurnscoe – Doncaster	5 journeys	5 journeys	No service	No service
208	Stagecoach	Rotherham – Swinton – Mexborough – Goldthorpe – Grimethorpe	3 journeys	3 journeys	3 journeys	1 journey
216	Stagecoach	Grimethorpe – Park Springs – Goldthorpe	1 journey	1 journey	2 journeys	no service
217	Stagecoach	Rotherham – Kilnhurst – Mexborough – Goldthorpe	60 (30 Rotherham to Mexborough)	60 (30 Rotherham to Mexborough)	No service	No service
218	Stagecoach	Barnsley – Mexborough – Kilnhurst – Rotherham	30	30	60 Rotherham to Mexborough	60 Rotherham to Mexborough
219	Stagecoach	Barnsley – Thurnscoe – Doncaster	60	60	60	60
219a	Stagecoach	Barnsley – Thurnscoe – Doncaster	60	60	No service (see 219)	No service (see 219)
220	Stagecoach	Doncaster – Mexborough – Wath	30	30	60	60
226	Stagecoach	Barnsley – Wombwell – Wath upon Dearne - Bolton upon Dearne - Goldthorpe - Thurnscoe	30	30	60	60
227	TM Travel	Rotherham – Hoyland	60	60	60	No service
265	Stagecoach	Sheffield – Chapelton – Barnsley	30	30	60	60
X19	Stagecoach	Barnsley – Goldthorpe – Doncaster	30	30	60	No service
X20	Stagecoach	Barnsley – Mexborough – Doncaster	60	60	No service	60 early eve. Not Sunday eve



Bus service(s)






20 21 21a 22

Valid from: 29 April 2017

Areas served

Barnsley
Gilroyd (21a, 22)
Silkstone (20, 21, 21a)
Hoylandswaine (20)
Silkstone Common (21, 21a)
Oxspring (21, 21a)
Cubley (20, 21a)
Penistone (20, 21, 21a)
Millhouse Green (21, 21a)

Places on the route

   Barnsley Interchange
  Silkstone Common Station

What's changed

Changes will be made to the timetable to aid reliability.

Operator(s)



Some journeys operated
with financial support from
South Yorkshire Passenger
Transport Executive



How can I get more information?



TravelSouthYorkshire



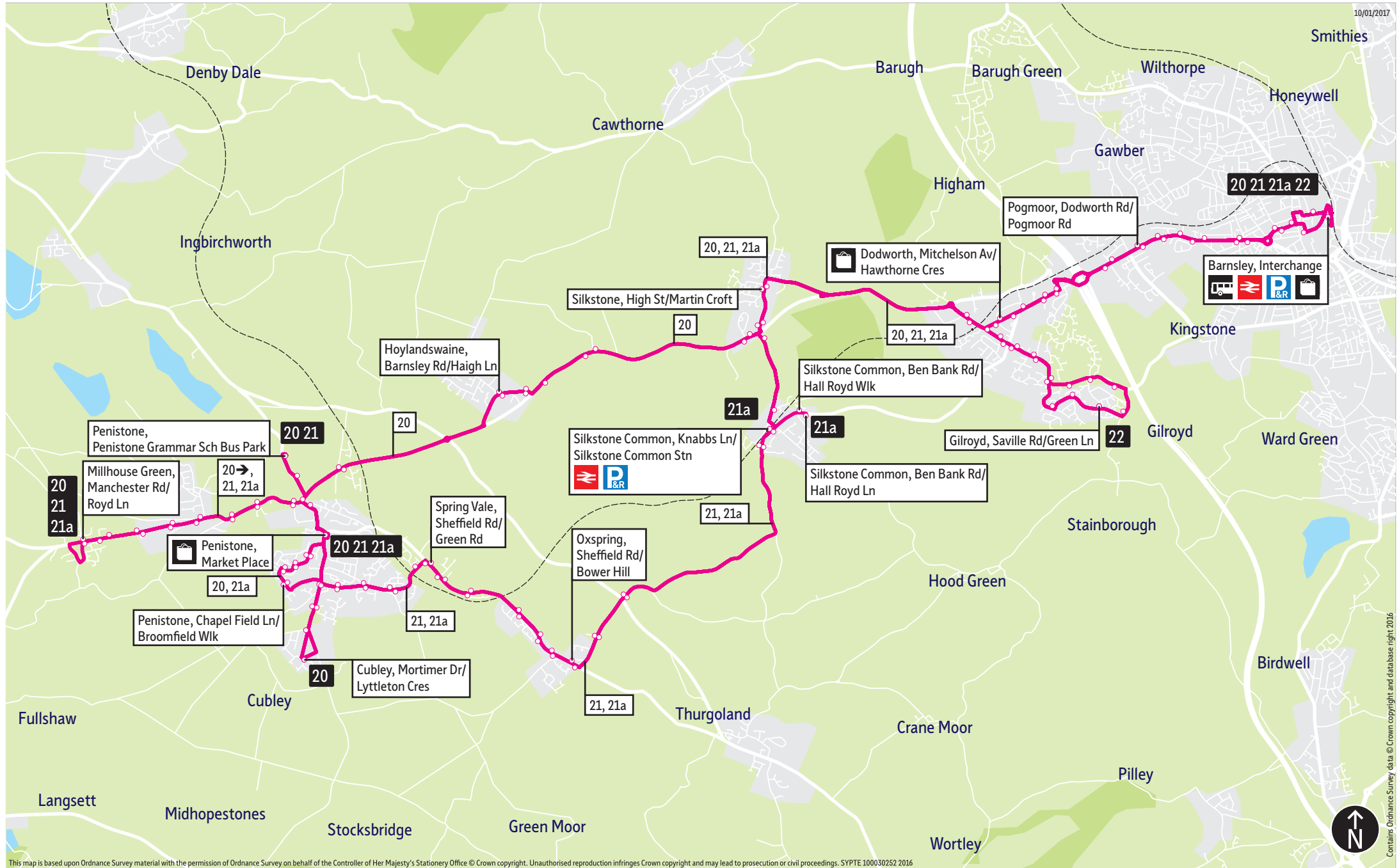
@TSYalerts



01709 51 51 51

Bus route map for services 20, 21, 21a and 22

10/01/2017



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= Terminus point
 = Public transport
 = Shopping area
 = Bus route & stops
 = Rail line & station
 = Tram route & stop

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Stopping points for service 20

Barnsley, Interchange ▶ Eldon Street ▶ Shambles Street ▶ Dodworth Road ▶ **Pogmoor** ▶ **Dodworth** ▶ Barnsley Road ▶ Mitchelson Avenue ▶ Station Road ▶ **Silkstone** ▶ Barnsley Road ▶ High Street ▶ Noblethorpe Lane ▶ **Hoylandswaine** ▶ Barnsley Road ▶ **Penistone** ▶ Penistone Grammar School Bus Park ▶ Huddersfield Road ▶ Bridge Street ▶ Market Place ▶ Huddersfield Road ▶ The Green ▶ Mortimer Road ▶ **Cubley, Mortimer Drive**

Cubley, Mortimer Drive ▶ Hackings Avenue ▶ **Penistone** ▶ Mortimer Road ▶ The Green ▶ Chapel Field Lane ▶ Bluebell Avenue ▶ Park Avenue ▶ Market Place ▶ Barnsley Road ▶ **Hoylandswaine** ▶ **Silkstone** ▶ Noblethorpe Lane ▶ High Street ▶ Barnsley Road ▶ **Dodworth** ▶ Mitchelson Avenue ▶ Barnsley Road ▶ **Pogmoor** ▶ Dodworth Road ▶ Shambles Street ▶ Regent Street ▶ **Barnsley, Interchange**

20 ▶ Monday to Friday

Barnsley Centre ▶ **Cubley**

See notes:

	SD	SH								SH	SD		
Barnsley, Interchange	0555	0710	0710	0815	0915	1015	1115	1215	1315	1415	1415	1520	1630
Dodworth, Mitchelson Av/Hawthorne Cres	0607	0724	0722	0829	0927	1027	1127	1227	1327	1429	1429	1536	1646
Silkstone, High St/Martin Croft	0613	0730	0728	0835	0933	1033	1133	1233	1333	1433	1433	1542	1652
Hoylandswaine, Barnsley Rd/Haigh Ln	0619	0737	0734	0842	0940	1040	1140	1240	1340	1440	1440	1549	1659
Penistone, Penistone Grammar Sch Bus Park	-	0745	-	-	-	-	-	-	-	-	-	-	-
Penistone, Market Place	a. 0628	0749	0743	0852	0949	1049	1149	1249	1349	1449	1449	1559	1708
Penistone, Market Place	d. -	0750	0745	0852	0950	1050	1150	1250	1350	1450	-	1600	1708
Penistone, Chapel Field Ln/Chapel Field Wlk	-	-	-	0856	0953	1053	1153	1253	1353	1453	-	1603	1711
Cubley, Mortimer Dr/Lyttleton Cres	-	0754	0749	0902	0957	1057	1157	1257	1357	1457	-	1607	1715

Barnsley, Interchange	1725
Dodworth, Mitchelson Av/Hawthorne Cres	1741
Silkstone, High St/Martin Croft	1747
Hoylandswaine, Barnsley Rd/Haigh Ln	1754
Penistone, Penistone Grammar Sch Bus Park	-
Penistone, Market Place	a. 1803
Penistone, Market Place	d. 1803
Penistone, Chapel Field Ln/Chapel Field Wlk	1806
Cubley, Mortimer Dr/Lyttleton Cres	1810

20 ▶ Monday to Friday

Penistone ▶ **Barnsley Centre**

See notes:

	SD	SH											
Penistone, Penistone Grammar Sch Bus Park	-	-	-	-	-	-	-	1458	-	-	-	-	-
Cubley, Mortimer Dr/Lyttleton Cres	0757	0913	1013	1113	1213	1313	1413	-	1513	1613	1718	1812	-
Penistone, Chapel Field Ln/Broomfield Wlk	-	0916	1016	1116	1216	1316	1416	-	1516	1616	-	-	-
Penistone, Market Place	a. 0803	0920	1020	1120	1220	1320	1420	-	1520	1620	1723	1817	-
Penistone, Market Place	d. 0803	0923	1023	1123	1223	1323	1423	-	1523	1623	1723	1817	1830
Hoylandswaine, Barnsley Rd/Haigh Ln	0810	0928	1028	1128	1228	1328	1428	1507	1528	1628	1728	1822	1835
Silkstone, High St/Martin Croft	0817	0935	1035	1135	1235	1335	1435	1514	1535	1635	1735	1829	1843
Dodworth, Mitchelson Av/Hawthorne Cres	0822	0940	1040	1140	1240	1340	1440	1519	1540	1640	1740	1834	1848
Barnsley, Interchange	0840	0954	1054	1154	1254	1354	1454	1534	1554	1654	1754	1848	1902

20 ▶ Saturday

Barnsley Centre ▶ **Cubley**

Barnsley, Interchange	0815	0915	1015	1115	1215	1315	1415	1520	1625	1725
Dodworth, Mitchelson Av/Hawthorne Cres	0828	0928	1028	1128	1228	1328	1428	1533	1638	1738
Silkstone, High St/Martin Croft	0834	0934	1034	1134	1234	1334	1434	1539	1644	1744
Hoylandswaine, Barnsley Rd/Haigh Ln	0840	0940	1040	1140	1240	1340	1440	1545	1650	1750
Penistone, Market Place	a. 0849	0949	1049	1149	1249	1349	1449	1554	1659	1759
Penistone, Market Place	d. 0850	0950	1050	1150	1250	1350	1450	1555	1700	1800
Penistone, Chapel Field Ln/Chapel Field Wlk	0853	0953	1053	1153	1253	1353	1453	1558	1703	1803
Cubley, Mortimer Dr/Lyttleton Cres	0857	0957	1057	1157	1257	1357	1457	1602	1707	1807

Cubley, Mortimer Dr/Lyttleton Cres	0913	1013	1113	1213	1313	1413	1513	1613	1708
Penistone, Chapel Field Ln/Broomfield Wlk	0916	1016	1116	1216	1316	1416	1516	1616	-
Penistone, Market Place	a. 0920	1020	1120	1220	1320	1420	1520	1620	1712
Penistone, Market Place	d. 0923	1023	1123	1223	1323	1423	1523	1623	1712
Hoylandswaine, Barnsley Rd/Haigh Ln	0928	1028	1128	1228	1328	1428	1528	1628	1717
Silkstone, High St/Martin Croft	0935	1035	1135	1235	1335	1435	1535	1635	1725
Dodworth, Mitchelson Av/Hawthorne Cres	0940	1040	1140	1240	1340	1440	1540	1640	1730
Barnsley, Interchange	0954	1054	1154	1254	1354	1454	1554	1654	1744

No Service Sunday

Notes: a. - Arrival time, d. - Departure time, SD - Schooldays only, SH - School holidays only

The information shown is correct at the time of production and is subject to change.

24 hour clock

24 hour clock

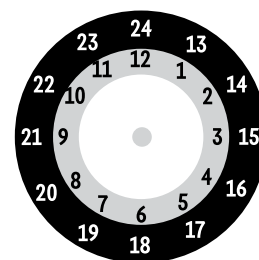
Throughout South Yorkshire our timetables use the 24 hour clock to avoid confusion between am and pm times.

For example:

9.00am is shown as 0900

2.15pm is shown as 1415

10.25pm is shown as 2225



24 hour times

12 hour times

Stopping points for service 21

Barnsley, Interchange ▶ Eldon Street ▶ Shambles Street ▶ Dodworth Road ▶ **Pogmoor** ▶ **Dodworth** ▶ Barnsley Road ▶ Mitchelson Avenue ▶ Station Road ▶ **Silkstone** ▶ Barnsley Road ▶ High Street ▶ Cone Lane ▶ **Silkstone Common** ▶ Knabbs Lane ▶ **Oxspring** ▶ Coates Lane ▶ Bower Hill ▶ Sheffield Road ▶ **Spring Vale** ▶ Green Road ▶ **Penistone** ▶ Market Place ▶ Barnsley Road ▶ Penistone Grammar School Bus Park ▶ Huddersfield Road ▶ Thurlstone Road ▶ **Thurlstone** ▶ Manchester Road ▶ **Millhouse Green, Manchester Road**

Millhouse Green, Manchester Road ▶ **Thurlstone** ▶ Thurlstone Road ▶ **Penistone** ▶ Bridge Street ▶ Market Place ▶ Green Road ▶ **Spring Vale** ▶ Sheffield Road ▶ **Oxspring** ▶ Bower Hill ▶ Coates Lane ▶ **Silkstone Common** ▶ Knabbs Lane ▶ Cone Lane ▶ **Silkstone** ▶ High Street ▶ Barnsley Road ▶ **Dodworth** ▶ Mitchelson Avenue ▶ Barnsley Road ▶ **Pogmoor** ▶ Dodworth Road ▶ Shambles Street ▶ Regent Street ▶ **Barnsley, Interchange**

21, 21a ▶ Monday to Friday

Millhouse Green ▶ Barnsley Centre

Service number:	21a	21	21	21	21	21	21	21	21	21	21	21	21
See notes:											SD	SH	SD
Millhouse Green, Manchester Rd/Royd Ln	-	-	0730	0800	0935	1035	1135	1235	1335	1435	1435	-	1538
Penistone, Penistone Grammar Sch Bus Park	-	-	-	-	-	-	-	-	-	-	-	-	1458
Penistone, Market Place	a.	-	0739	0809	0944	1044	1144	1244	1344	1444	1444	1505	1547
Penistone, Market Place	d.	-	0630	0739	0810	0947	1047	1147	1247	1347	-	1447	1505
Penistone, Chapel Field Ln/Chapel Field Wlk	-	-	-	-	-	-	-	-	-	-	-	-	-
Cubley, Mortimer Dr/Lyttleton Cres	-	-	-	-	-	-	-	-	-	-	-	-	-
Spring Vale, Sheffield Rd/Green Rd	-	0636	0746	0815	0952	1052	1152	1252	1352	-	1452	1511	1552
Oxspring, Sheffield Rd/Bower Hill	-	0640	0749	0819	0955	1055	1155	1255	1355	-	1455	1515	1555
Silkstone Common, Silkstone Common Stn	-	0648	0755	0825	1001	1101	1201	1301	1401	-	1501	1521	1601
Silkstone Common, Ben Bank Rd/Hall Royd Ln	0626	-	-	-	-	-	-	-	-	-	-	-	-
Silkstone, High St/Martin Croft	0630	0652	0800	0829	1005	1105	1205	1305	1405	-	1505	1525	1605
Gilroyd, Saville Rd/Green Ln	0638	-	-	-	-	-	-	-	-	-	-	-	-
Dodworth, Mitchelson Av/Hawthorne Cres	0644	0657	0807	0836	1010	1110	1210	1310	1410	-	1510	1530	1610
Barnsley, Interchange	0657	0710	0825	0855	1024	1124	1224	1324	1424	-	1524	1545	1624

Service number:	21	21a	21a	21a	21a
Millhouse Green, Manchester Rd/Royd Ln	1655	1805	1905	2005	2205
Penistone, Penistone Grammar Sch Bus Park	-	-	-	-	-
Penistone, Market Place	a.	1703	1813	1913	2013
Penistone, Market Place	d.	1706	1813	1913	2013
Penistone, Chapel Field Ln/Chapel Field Wlk	-	1816	1916	2016	2216
Cubley, Mortimer Dr/Lyttleton Cres	-	1819	1919	2019	2219
Spring Vale, Sheffield Rd/Green Rd	1711	1822	1922	2022	2222
Oxspring, Sheffield Rd/Bower Hill	1714	1825	1925	2025	2225
Silkstone Common, Silkstone Common Stn	1720	1831	1931	2031	2231
Silkstone Common, Ben Bank Rd/Hall Royd Ln	-	-	-	-	-
Silkstone, High St/Martin Croft	1723	1835	1935	2035	2235
Gilroyd, Saville Rd/Green Ln	-	1843	1943	2043	2243
Dodworth, Mitchelson Av/Hawthorne Cres	1728	1849	1949	2049	2249
Barnsley, Interchange	1743	1901	2001	2102	2302

21, 21a ▶ Saturday

Barnsley Centre ▶ Millhouse Green

Service number:	21	21	21	21	21	21	21	21	21	21a	21a	21a	21a
Barnsley, Interchange	0745	0845	0945	1045	1145	1245	1345	1450	1555	1705	1810	1910	2110
Dodworth, Mitchelson Av/Hawthorne Cres	0758	0858	0958	1058	1158	1258	1358	1503	1608	1718	1822	1922	2122
Gilroyd, Saville Rd/Green Ln	-	-	-	-	-	-	-	-	-	1723	1825	1925	2125
Silkstone, High St/Martin Croft	0804	0904	1004	1104	1204	1304	1404	1509	1614	1731	1833	1933	2133
Silkstone Common, Ben Bank Rd/Hall Royd Wlk	-	-	-	-	-	-	-	-	-	-	-	-	-
Silkstone Common, Silkstone Common Stn	0808	0908	1008	1108	1208	1308	1408	1513	1618	1735	1837	1937	2137
Oxspring, Sheffield Rd/Bower Hill	0813	0913	1013	1113	1213	1313	1413	1518	1623	1740	1842	1942	2142
Spring Vale, Sheffield Rd/Green Rd	0816	0916	1016	1116	1216	1316	1416	1521	1626	1743	1845	1945	2145
Cubley, Mortimer Dr/Lyttleton Cres	-	-	-	-	-	-	-	-	-	1746	1848	1948	2148
Penistone, Chapel Field Ln/Broomfield Wlk	-	-	-	-	-	-	-	-	-	1749	1851	1951	2151
Penistone, Market Place	0821	0921	1021	1121	1221	1321	1421	1526	1631	1753	1854	1954	2154
Millhouse Green, Manchester Rd/Royd Ln	0830	0930	1030	1130	1230	1330	1430	1535	1640	1801	1902	2002	2202

21a ▶ Sunday	Barnsley Centre ▶ Millhouse Green											
Service number:	21a	21a	21a	21a	21a	21a	21a	21a	21a	21a	21a	21a
Barnsley, Interchange	0910	1010	1110	1210	1310	1410	1510	1610	1710	1910	2110	2310
Dodworth, Mitchelson Av/Hawthorne Cres	0922	1022	1122	1222	1322	1422	1522	1622	1722	1922	2122	2322
Gilroyd, Saville Rd/Green Ln	0925	1025	1125	1225	1325	1425	1525	1625	1725	1925	2125	2325
Silkstone, High St/Martin Croft	0933	1033	1133	1233	1333	1433	1533	1633	1733	1933	2133	2333
Silkstone Common, Ben Bank Rd/Hall Royd Wlk	-	-	-	-	-	-	-	-	-	-	-	2337
Silkstone Common, Silkstone Common Stn	0937	1037	1137	1237	1337	1437	1537	1637	1737	1937	2137	-
Oxspring, Sheffield Rd/Bower Hill	0942	1042	1142	1242	1342	1442	1542	1642	1742	1942	2142	-
Spring Vale, Sheffield Rd/Green Rd	0945	1045	1145	1245	1345	1445	1545	1645	1745	1945	2145	-
Cubley, Mortimer Dr/Lyttleton Cres	0948	1048	1148	1248	1348	1448	1548	1648	1748	1948	2148	-
Penistone, Chapel Field Ln/Broomfield Wlk	0951	1051	1151	1251	1351	1451	1551	1651	1751	1951	2151	-
Penistone, Market Place	0954	1054	1154	1254	1354	1454	1554	1654	1754	1954	2154	-
Millhouse Green, Manchester Rd/Royd Ln	1002	1102	1202	1302	1402	1502	1602	1702	1802	2002	2202	-

21a ▶ Sunday	Millhouse Green ▶ Barnsley Centre											
Service number:	21a	21a	21a	21a	21a	21a	21a	21a	21a	21a	21a	21a
Millhouse Green, Manchester Rd/Royd Ln	-	1005	1105	1205	1305	1405	1505	1605	1705	1805	2005	2205
Penistone, Market Place	-	1013	1113	1213	1313	1413	1513	1613	1713	1813	2013	2213
Penistone, Chapel Field Ln/Chapel Field Wlk	-	1016	1116	1216	1316	1416	1516	1616	1716	1816	2016	2216
Cubley, Mortimer Dr/Lyttleton Cres	-	1019	1119	1219	1319	1419	1519	1619	1719	1819	2019	2219
Spring Vale, Sheffield Rd/Green Rd	-	1022	1122	1222	1322	1422	1522	1622	1722	1822	2022	2222
Oxspring, Sheffield Rd/Bower Hill	-	1025	1125	1225	1325	1425	1525	1625	1725	1825	2025	2225
Silkstone Common, Silkstone Common Stn	-	1031	1131	1231	1331	1431	1531	1631	1731	1831	2031	2231
Silkstone Common, Ben Bank Rd/Hall Royd Ln	0931	-	-	-	-	-	-	-	-	-	-	-
Silkstone, High St/Martin Croft	0935	1035	1135	1235	1335	1435	1535	1635	1735	1835	2035	2235
Gilroyd, Saville Rd/Green Ln	0943	1043	1143	1243	1343	1443	1543	1643	1743	1843	2043	2243
Dodworth, Mitchelson Av/Hawthorne Cres	0949	1049	1149	1249	1349	1449	1549	1649	1749	1849	2049	2249
Barnsley, Interchange	1001	1101	1201	1301	1401	1501	1601	1701	1801	1901	2101	2301

Notes: a. - Arrival time, d. - Departure time, SD - Schooldays only, SH - School holidays only

The information shown is correct at the time of production and is subject to change.

Stopping points for service 22

Barnsley, Interchange ▶ Eldon Street ▶ Shambles Street ▶ Dodworth Road ▶ **Pogmoor** ▶ **Dodworth** ▶ Barnsley Road ▶ Mitchelson Avenue ▶ Station Road ▶ High Street ▶ Smithy Wood Lane ▶ **Gilroyd, Saville Road**

Gilroyd, Saville Road ▶ Gilroyd Lane ▶ Keresforth Road ▶ **Dodworth** ▶ High Street ▶ Station Road ▶ Mitchelson Avenue ▶ Barnsley Road ▶ **Pogmoor** ▶ Dodworth Road ▶ Shambles Street ▶ Regent Street ▶ **Barnsley, Interchange**

22 ▶ Monday to Friday

Barnsley Centre ▶ Gilroyd

Barnsley, Interchange	0657	0715	0745	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300
Dodworth, Mitchelson Av/Hawthorne Cres	0709	0729	0759	0844	0912	0942	1012	1042	1112	1142	1212	1242	1312
Gilroyd, Saville Rd/Green Ln	0715	0735	0805	0850	0918	0948	1018	1048	1118	1148	1218	1248	1318
Barnsley, Interchange	1330	1400	1430	1505	1540	1610	1645	1735					
Dodworth, Mitchelson Av/Hawthorne Cres	1342	1412	1444	1521	1556	1626	1701	1751					
Gilroyd, Saville Rd/Green Ln	1348	1418	1450	1527	1602	1632	1707	1757					

22 ▶ Monday to Friday

Gilroyd ▶ Barnsley Centre

Gilroyd, Saville Rd/Green Ln	0715	0735	0806	0850	0918	0948	1018	1048	1118	1148	1218	1248	1318
Dodworth, Mitchelson Av/Hawthorne Cres	0724	0744	0817	0900	0926	0955	1025	1055	1125	1155	1225	1255	1325
Barnsley, Interchange	0740	0810	0835	0918	0940	1009	1039	1109	1139	1209	1239	1309	1339
Gilroyd, Saville Rd/Green Ln	1348	1418	1450	1527	1602	1632	1707	1757					
Dodworth, Mitchelson Av/Hawthorne Cres	1355	1425	1457	1531	1609	1639	1714	1804					
Barnsley, Interchange	1409	1439	1511	1553	1623	1653	1731	1818					

22 ▶ Saturday

Barnsley Centre ▶ Gilroyd

Barnsley, Interchange	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400
Dodworth, Mitchelson Av/Hawthorne Cres	0813	0843	0913	0943	1013	1043	1113	1143	1213	1243	1313	1343	1413
Gilroyd, Saville Rd/Green Ln	0818	0848	0918	0948	1018	1048	1118	1148	1218	1248	1318	1348	1418
Barnsley, Interchange	1430	1510	1540	1610	1645	1735							
Dodworth, Mitchelson Av/Hawthorne Cres	1443	1523	1553	1623	1658	1748							
Gilroyd, Saville Rd/Green Ln	1448	1528	1558	1628	1703	1753							

22 ▶ Saturday

Gilroyd ▶ Barnsley Centre

Gilroyd, Saville Rd/Green Ln	0818	0848	0918	0948	1018	1048	1118	1148	1218	1248	1318	1348	1418
Dodworth, Mitchelson Av/Hawthorne Cres	0825	0855	0925	0955	1025	1055	1125	1155	1225	1255	1325	1355	1425
Barnsley, Interchange	0839	0909	0939	1009	1039	1109	1139	1209	1239	1309	1339	1409	1439
Gilroyd, Saville Rd/Green Ln	1448	1528	1558	1628	1703	1753							
Dodworth, Mitchelson Av/Hawthorne Cres	1455	1535	1605	1635	1710	1800							
Barnsley, Interchange	1509	1549	1619	1649	1724	1814							

No Service Sunday

The information shown is correct at the time of production and is subject to change.

APPENDIX D

Transport Statement Review

Transport Statement Review

Client name
Highways England

Discipline
Development Planning

Date
June 2017

Project number
60542897

Prepared by
Monica Kousoulou

Checked by
Steve Moss

Approved by
Steve Moss

Revision History

Revision	Revision date	Details	Authorised	Name	Position
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Introduction

This review has been undertaken on the following document as submitted in support of a planning application for a light industrial development of 15 units:

- 11548 Capitol Park Transport Statement dated June 2017 and prepared by William Saunders.

Our review on the Transport Statement document can be given as follows.

Transport Statement Review

Proposals

The development is given as comprising 15 units for light industrial use and will take access from the J37 of the M1. The location and the proposed site layout as taken from the William Saunders (williamsaunders) report is shown below for ease of reference.

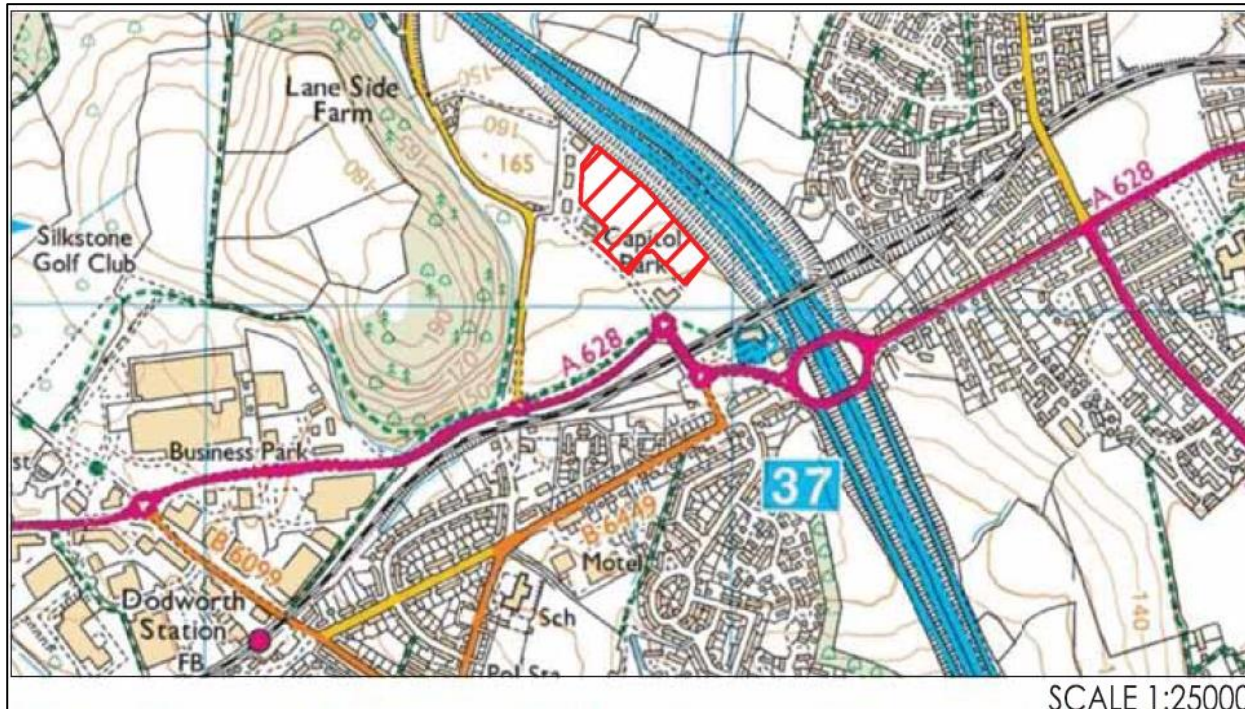


Figure 1: Site Location



Figure 2: Proposed Site Layout

The proposed development comprises approximately 7000m² of floor space falling within use classes B1 (offices and light industry), B2 (general industry) and B8 (storage or distribution). This is then within the “committed development” GFA previously assumed.

It is noted that the access for the parking is proposed to be via a new junction with Capitol Close. This will then give a stagger of around 30m with the new adjacent access into the consented CDP site. Therefore, an access in that position would conflict with any future right turn ghost island into the site.

Parking proposals include provision of 184 parking spaces, including 8 disabled bays and a cycle shelter.

Table 1. Maximum Vehicular Parking Standards

Column heading	Parking Standards	Total Permitted Parking Spaces	Proposed Floor Area (m ²)	Total Proposed
B1 Business Vehicular Parking (Maximum)	1 space per 30-60 m ²	33 Parking Spaces (maximum) and a minimum of 4% additional disabled bays.	994	Total 184 parking spaces, including 8 disabled bays
B2 General Industrial Vehicular Parking (Maximum)	1 space per 50-75 m ²	61 Parking Spaces (maximum) and a minimum of 4% additional disabled bays.	3037	
B8 Storage and Distribution Vehicular Parking (Maximum)	1 space per 3 staff or 1 space per 60 m ² gross floor area up to 300 m ² , then 1 space per 100 m ² up to 1000m ² and 1 space per 150 m ² thereafter.	26 Parking Spaces (maximum) and a minimum of 4% additional disabled bays.	2974	
Powered Two Wheeled Vehicles (Minimum)	Should be provided on a scale of 1 space per 20 car parking spaces with an absolute minimum provision of 1 space	A minimum of 1 space	-	None

Table 2. Minimum Cycle Parking Standards

Column heading	Parking Standards	Total Permitted Parking Spaces	Total Proposed
B1 Business Cycle Parking (Maximum)	1 long stay space per 300m ² for staff	4 cycle stands (minimum)	
B2 General Industrial Cycle Parking (Maximum)	1 long stay space per 400m ² gross floor area 1 short stay space per 1000m ² gross floor area	11 cycle stands (minimum)	30 cycle stands
B8 Storage and Distribution Cycle Parking (Maximum)	1 long stay space per 40 staff 1 short stay space per 1000 m ² gross floor area for visitors	4 cycle stands (minimum)	

As shown from the above, based upon Barnsley parking standards the proposed number of car parking spaces exceeds the maximum designated number with 64 additional car spaces and therefore a reduction in parking spaces would be required. The proposed cycle parking is in line with parking standards and therefore considered acceptable. However, proposals do not include provision for powered two wheeled vehicles, which should be included as a minimum of one space.

Accessibility

The proposed site is located off junction 37 of the M1 and is approximately 300m north of Dodworth and 2.4km west of Barnsley centre.

The closest bus stop to the site is located approximately 350m south-east of the site on Barnsley Road and the available bus routes provide access to the site from the surrounding regions. Information also provided on the accessibility by train. The nearest station is Dodworth railway station and is situated 1.2km away from the site. Both distances are acceptable for walking.

Pedestrian access to the development will be via the existing footways along Capitol Close and Capitol Court.

It is stated that there are no traffic free routes within the immediate vicinity of the site but there are cycle routes within the acceptable 5km cycling distance. Although it is mentioned in the Transport Statement the availability of cycle routes it does not give any details about the access points close to the site.

Trip Generation

The proposed trip generation has been estimated based upon Homes and Communities Agency Employment Density Guide 2015. It is split into three categories – Professional Services, Industrial and Manufacturing, and Storage and Distribution and those three categories are reasonable.

Furthermore, it is stated that the estimated number of employees based upon HCAEDG 2015 is 209. However, when it refers to the total number of journeys for both peaks this number is being reduced to 140 to make an allowance of peak hour trips. It is assumed that a percentage of the total trips is allocated to each available mode, however no information about modal split is provided within the Transport Statement.

We have therefore undertaken an independent review based upon TRICS 7.4.1. The vehicle trip rates and the resultant trip generation are presented in the **Table 3** below.

Table 3. TRICS Vehicle Trip Rates and Vehicle Trip Generation

Land Use Category	Trips	AM Peak (08:00-09:00)		PM Peak (17.00-18.00)	
		Arrivals	Departures	Arrivals	Departures
Employment – Industrial Estate (7005 sqm)	Vehicle Trip Rate (per 100m ²)	0.325	0.157	0.107	0.330
	Vehicle Trip Generation	23	11	8	23
Transport Statement (William Saunders)		70		70	
Difference		36		39	

It can be seen from **Table 3** that the derived two way trips from TRICS are around 38 less than the estimated trips within the Transport Statement during AM and PM.

We would therefore seek to control this via the trip generation formula as shown below to assure consistency.

Table 4. Trip Generation Formula

A = Warehouse / Distribution sq.m.	Trip Rate Formula				2-Way Trips
	AM	(A / 100)	X	0.482	≤
PM	(A / 100)	X	0.437	≤	31

Trip Distribution

As stated in the Transport Statement all the estimated trips will use Whinby Road roundabout. Further information about trip distribution is not provided within the Transport Statement as it states that the proposed development is considered as speculative and the prediction of journey distribution is not possible. This claim is not acceptable as distribution data can be obtain from 2011 Census database.

Therefore, we have undertaken an independent review based upon 2011 Census data. The resultant trip distribution is presented below:

- Dodworth Road – 27%;
- M1 (S) – 24%;
- M1 (N) – 14%;
- Barnsley Road – 14%;
- Higham Lane – 12%; and
- Whinby Road – 9%.

Table 5. Trip Distribution

Based on the above, the number of trips on the local network shown in **Table 2**.

Location	AM Peak (08:00-09:00)		PM Peak (17.00-18.00)	
	Arrivals	Departures	Arrivals	Departures
Dodworth Road	6	3	2	6
M1 (S)	6	3	2	6
M1 (N)	3	2	1	3
Barnsley Road	3	2	1	3
Higham Road	3	1	1	3
Whinby Road	2	1	1	2

It can be seen from **Table 5** that the total number of additional trips at Dodworth Road / Pogmoor Road junction is 9 and 8 during AM and PM peak respectively.

Transport Assessment Summary

Having reviewed the Transport Statement submitted, the key issues can be identified as follows.

- The development GFA is within the “committed development” GFA previously assumed.
- The trip generation and methodology followed cannot be accepted and a trip generation based on TRICS database is required; and
- No trip distribution is provided within the Transport Statement and therefore should be included based on census journey to work data as shown in trip distribution chapter.
- The access position should be reviewed.

Although in order to be proactive we have assessed the above requirements and the impact can be seen as follow.

- The proposals would result in less than 10 trips at Dodworth Road / Pogmoor Road junction.

- Based upon Barnsley parking standards the proposed number of car parking spaces exceeds the maximum designated number with 64 additional car spaces and therefore a reduction in parking spaces would be required.
- The proposals do not include provision for powered two wheeled vehicles, which should be included as a minimum of one space.

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