
Transport Statement

Land off Lairds Way, Penistone



For Yorkshire Land Ltd

By Curtins Ltd
June 2013

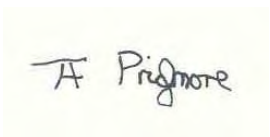
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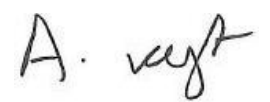
Transport Statement

Land off Lairds Way, Penistone



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For and on behalf of **Curtins Ltd**

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1.0 Introduction

Introduction

- 1.1 Curtins has been appointed on behalf of Yorkshire Land Ltd to provide traffic and transportation advice in relation to an outline application for a proposed residential development off Lairds Way in Penistone.
- 1.2 The indicative development proposals are for 14 residential dwellings.

Purpose of this Report

- 1.3 This Transport Statement (TS) has been prepared to inform Highways Officers at Barnsley Metropolitan Borough Council (BMBC) on all traffic and transportation matters associated with the development proposals.

Scope of the Report

- 1.4 This document has been produced after consultation with BMBC regarding the adjacent site owned by the Co-operative. BMBC wish to consider both sites together therefore this TS follows the scope agreed for the adjacent site. This TS contains:
 - A review of the existing situation on the highway network in the vicinity of the site;
 - A review of the development proposal, including access arrangements, parking and internal layout;
 - An appraisal of the public transport connectivity to the site, i.e. by bus, walk and cycle;
 - Determination of the traffic generation of the proposed development; and
 - Consideration of the highway impact associated with the proposals.
- 1.5 Following this introduction, Section 2 of the report will describe the existing site and its location followed by Section 3 which will present the development proposals. Section 4 considers the site's accessibility by sustainable modes of travel and Section 5 will outline the likely traffic generation associated with the development proposals and any potential highway impact. Finally, Section 6 will present a summary of the findings of this report along with a set of conclusions.

2.0 Site Location and Existing Situation

Site Location

- 2.1 The development site is located in Penistone, which is located approximately 10km to the west of Barnsley town centre. The site is situated off Lairds Way which is located off Sheffield Road (B6462), which provides a key linkage between Penistone and Sheffield.
- 2.2 The site is bound by the Co-operative site to the north; an existing residential development to the east and the Sheffield to Huddersfield railway line to the south and west.
- 2.3 Directly opposite the end of Lairds Way and across Sheffield Road are the Penistone Ambulance and Fire Stations. Emergency vehicles access Sheffield Road by a dedicated site access which is staggered with Lairds Way. Warning lights for the ambulance and fire stations are positioned to the east of the Lairds Way junction and therefore the proposed residential development is not considered to impinge or conflict with the operation of these services.
- 2.4 Penistone town centre is approximately 750m to the west from the site and is accessible by foot or by local bus services. The town centre has all local shops and services including a supermarket.
- 2.5 The site is shown from a regional perspective in Plan 1 and from a local perspective in Plan 2.

Existing Use

- 2.6 The site is currently an unoccupied brownfield site.

Access

- 2.7 The site's primary access for both vehicles and pedestrians is proposed via Lairds Way which runs in a south easterly direction away from Sheffield Road. The junction of Sheffield Road and Lairds Way takes the form of a priority junction.
- 2.8 Lairds Way has footways on both sides of the carriageway with street lighting present throughout. There is also a footway on the northern side of Sheffield Road that allows a direct pedestrian link to bus stops and Penistone rail station.

2.0 Site Location and Existing Situation

Local Highway Network

- 2.9 Lairds Way links in to the B6462, Sheffield Road which connects Penistone town centre to the A629 and Sheffield. It also links Penistone to the M1 south via the A629 and A616. Sheffield Road links in to the A628 which is the major route through Penistone linking Barnsley to Manchester and known as the “Woodhead route”. The A628 also offers a connection for northbound traffic wanting to use the M1 at junction 37.

3.0 Development Proposals

Introduction

- 3.1 The indicative proposed development proposals are for 14 residential dwellings on an existing brownfield site.
- 3.2 The development will be accessed from Lairds Way on to Sheffield Road.

Parking Provision

- 3.3 BMBC has produced a Local Development Framework (LDF) which sets out the expected standards for any new development in the BMBC area. It also sets out the land use distribution for new development.
- 3.4 As part of the LDF, BMBC have produced some Supplementary Guidance Documents (SPD) to aid new development. The SPD for parking was officially adopted in March 2012.
- 3.5 The level of parking provision for the proposed development will be as set out in the SPD. Penistone is categorised under the Borough Wide classification for parking standards which are as follows:
- 1/2 bedroom dwelling: 1 space maximum; and
 - 3+ bedroom dwelling: 2 spaces maximum.
- 3.6 Cycle parking is not prescriptive within the SPD for dwellings so it is proposed to undertake discussions with BMBC as a reserved matter to ensure that there is an appropriate level of provision.

Servicing Arrangements

- 3.7 It is proposed that servicing would be undertaken from the internal site highway network. Swept path analysis will be undertaken on the internal site layout to ensure that all expected service vehicles will be able to access and move freely around the site. Appropriate and required swept path analysis would be provided as part of the reserved matters at detailed planning stage.

4.0 Accessibility

Introduction

- 4.1 A key element of national, regional and local policy is to ensure new developments are located in areas where alternative modes of travel to the car are available.
- 4.2 It is important to ensure that developments are not isolated but are located close to complementary land uses. In this instance, that includes retail, leisure and employment opportunities for residents. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

Pedestrian Accessibility

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

Table 4.1 Suggested Acceptable Walking Distances

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

Source: '*Providing for Journeys on Foot*', CIHT

- 4.4 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. Plan 3 shows distances of 500m, 1,000m and 2,000m which are termed '*Desirable*', '*Acceptable*' and the '*Preferred Maximum*' by the CIHT for travelling to employment or school.
- 4.5 The 500m catchment includes Penistone railway station and the nearby works offering possible employment opportunities. The 500m catchment also includes a large number of residential properties on the roads surrounding the site.
- 4.6 The 1,000m catchment includes access to the key shops and services in Penistone town centre and the key bus stop on Market Place from where most services in the town depart. It also includes the local Spring Vale school making walking an attractive alternative to the school run by car.

4.0 Accessibility

- 4.7 Further afield, within a 2,000m catchment, there are more employment opportunities, all local schools, a new Tesco store and almost the entirety of Penistone as a settlement.
- 4.8 The site is located close to a developed residential area which ensures that there is a well-connected network of wide footways in proximity of the development connecting to the wider area.
- 4.9 As a result of the site's proximity to key services, local facilities and local residential areas it is considered that walking is a realistic and attractive mode of travel for residents to access local services.

Accessibility by Cycle

- 4.10 To assist in assessing accessibility by cycle, Plan 4 presents a 5km cycle catchment for the site. This distance equates to a journey time of around 25 minutes, while cycling at a leisurely speed of 12 kilometres per hour.
- 4.11 The 5km catchment encompasses all of the facilities mentioned above in the walking section. In addition, the 5km catchment also includes the steelworks at Stocksbridge and the outlying villages of Inbircworth, Upper Denby, Millhouse Green, Silkstone, Silkstone Common, Hoylandswaine and Thurgoland.
- 4.12 National Cycle Route 62, the Trans Pennine Trail runs through Penistone and follows the former Woodhead rail line from Sheffield to Manchester, the route is accessed at Penistone rail station.
- 4.13 In conclusion, cycling is considered to be a realistic and attractive mode of travel for both residents and visitors to the site.

Public Transport

- 4.14 The Chartered Institution of Highways and Transportation document, *Planning for Public Transport in Developments* recommends that developments should ideally be located within 400m of a bus stop.
- 4.15 The nearest bus stops to the site are located on Sheffield Road, approximately 400m from the site. These stops are served by routes 24 and 29.
- 4.16 Table 4.2 shows a summary of these services.

4.0 Accessibility

Table 4.2 – Bus Services from the local bus stops on Sheffield Road

Service	Route	Frequency (Minutes)	
		Mon – Sat	Sun
24	Barnsley – Thurgoland – Penistone – Ingbirchworth – Denby Dale	120	-
29	Sheffield – Chapeltown – Thurgoland - Penistone	120	120

4.17 A number of additional services are also accessible from bus stops located on Market Place, approximately 800m walk from the site. This is the busiest bus stop in Penistone with the widest variety of services and destinations.

4.18 The services calling at the bus stop on Market Place are summarised in Table 4.3.

Table 4.3 – Bus Services from the bus stops at Market Place

Service	Route	Frequency (Minutes)	
		Mon – Sat	Sun
20/21/21A	Barnsley – Dodworth – Silkstone – Penistone - Cubley	30	60
23/23A	Barnsley – Deepcar – Stocksbridge - Penistone	120	120
24	Barnsley – Thurgoland – Penistone – Ingbirchworth – Denby Dale	120	-
25	Penistone – Thongsbridge - Holmfirth	120	120
29	Sheffield – Chapeltown – Thurgoland - Penistone	120	120
92/92A	Barnsley – Silkstone – Penistone – Crow Edge	60	120
300	Penistone – Milhouse Green - Thurlstone	60	-

4.19 Tables 4.2 and 4.3 show that there are good links to the surrounding villages and towns, which make bus travel an attractive option. It is therefore concluded that the site is well served by bus services.

4.0 Accessibility

Rail Station

- 4.20 Penistone rail station is located adjacent to the site. The station entrance is approximately 600m from the centre of the site and is an attractive travel option for commuting to Barnsley, Huddersfield and Sheffield.
- 4.21 The journey time to Huddersfield is just over 30 minutes with the journey to Sheffield taking approximately 50 minutes and the journey to Barnsley taking 16 minutes. There is a service every hour in each direction Monday to Saturday with a two hourly service on Sundays.
- 4.22 Table 4.4 shows the frequency of trains to direct destinations from Penistone.

Table 4.4 – Train services to direct destinations.

Destination	Frequency (Minutes)		
	Mon – Fri	Saturday	Sunday
Huddersfield	60	60	120
Barnsley	60	60	120
Sheffield	60	60	120

- 4.23 Rail passengers can change at Barnsley or Huddersfield for Leeds and at Huddersfield for Manchester and Liverpool. Sheffield also offers cross Pennine links and services to London and the Midlands.

Conclusion

- 4.24 It can be concluded that the proposed development is in a sustainable location with good public transport links and that walking and cycling are attractive options.

5.0 Highway Impact

Introduction

- 5.1 Based on a scoping discussion with BMBC regarding the adjacent Co-operative site and due to the size of the proposed development, no traffic surveys or capacity assessments are considered to be required.
- 5.2 This section will describe the expected highway impacts occurring as result of the proposed new development.

Traffic Generation

- 5.3 The indicative proposed development layout comprises 14 residential dwellings.
- 5.4 As the co-operative site is to be considered along with this development, the same trip rates have been used for completeness. For a robust assessment of the proposed development, 85th percentile rates have been adopted.
- 5.5 The TRICS datasheets are shown in Appendix A.
- 5.6 The TRICS database has also been used to identify the likely traffic generation of the development. The trip rate is per unit with the impact of the site in terms of trip generation being based on 14 units. The results are shown in Table 5.1 below.

Table 5.1 – Residential Traffic Peak Period Traffic Generation

Land Use	AM Peak Period (08.00-09.00)			PM Peak Period (17.00-18.00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Houses Privately Owned Trip Rates (Per Dwelling)	0.225	0.450	0.675	0.478	0.261	0.739
Houses Privately Owned Vehicle Trips	3	6	9	7	4	11

- 5.7 The results indicate that the development will generate approximately 9 two-way vehicle movements in the AM peak period (3 arrivals and 6 departures) while during the PM peak 11 two-way vehicle movements are predicted (7 arrivals and 4 departures).

5.0 Highway Impact

- 5.8 This volume of traffic, spread evenly throughout the peak periods would result in approximately one vehicle accessing or egressing the development every six minutes.

Cumulative Impact

- 5.9 As discussed above, the scheme is to be assessed for determination of planning with the adjacent site owned by the Co-operative. The Transport Statement for the Co-operative site shows the traffic generation shown in Table 5.2 below.

Table 5.2 – Residential Traffic Peak Period Traffic Generation for the Adjacent Site

Land Use	AM Peak Period (08.00-09.00)			PM Peak Period (17.00-18.00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Houses Privately Owned Trip Rates (Per Dwelling)	0.225	0.450	0.675	0.478	0.261	0.739
Houses Privately Owned Vehicle Trips	10	20	30	21	11	32

- 5.10 When the two sites are added together, the trip generation for both sites is shown in Table 5.3 which shows the cumulative impact for both developments together.

Table 5.3 – Residential Traffic Peak Period Traffic Generation for the Two Sites

Land Use	AM Peak Period (08.00-09.00)			PM Peak Period (17.00-18.00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Houses Privately Owned Trip Rates (Per Dwelling)	0.225	0.450	0.675	0.478	0.261	0.739
Houses Privately Owned Vehicle Trips	13	26	39	28	15	43

- 5.11 The traffic levels outlined in Table 5.3 show that even with both developments in place less than one vehicle a minute would access or egress from the site.
- 5.12 The low level of traffic generation is therefore considered to have a negligible impact on the local highway network.

6.0 Summary and Conclusions

Summary

- 6.1 Curtins has been appointed on behalf of Yorkshire Land Ltd to provide traffic and transportation advice in relation to a proposed residential development off Lairds Way in Penistone.
- 6.2 The site proposals comprise the construction of 14 residential dwellings.
- 6.3 The site is considered to be highly accessible by public transport, having excellent linkages to local key destinations by bus and rail with good connectivity to key destinations for employment and leisure.
- 6.4 Walking and cycling represent realistic modes of travel with key employment, education and retail facilities located close by. Penistone is also located on the major trans-Pennine cycle route.
- 6.5 Total peak hour vehicle trips based on 85th percentile rates for the development are expected to be in the region of 9 two-way vehicle movements during the traditional AM peak period and 11 two-way vehicle movements in the PM peak. This would equate to approximately one vehicle accessing or egressing the development every six minutes.
- 6.6 With the site added to the adjacent Co-operative site, the figures increase to 39 two-way vehicle movements during the traditional AM peak period and 43 two-way vehicle movements in the PM peak. This is still less than one vehicle accessing or egressing either site per minute.
- 6.7 The proposed development would not impinge on the operation of the newly built Fire and Ambulance stations located across Sheffield Road.
- 6.8 Such low levels of traffic generation are therefore considered to have a negligible impact on the local highway network.

Conclusion

- 6.9 This Transport Statement has given due consideration to the development proposals and concludes that there is no reason why planning permission should be refused on the grounds of traffic or transportation issues.

Drg No:

TPMA1078 / 001

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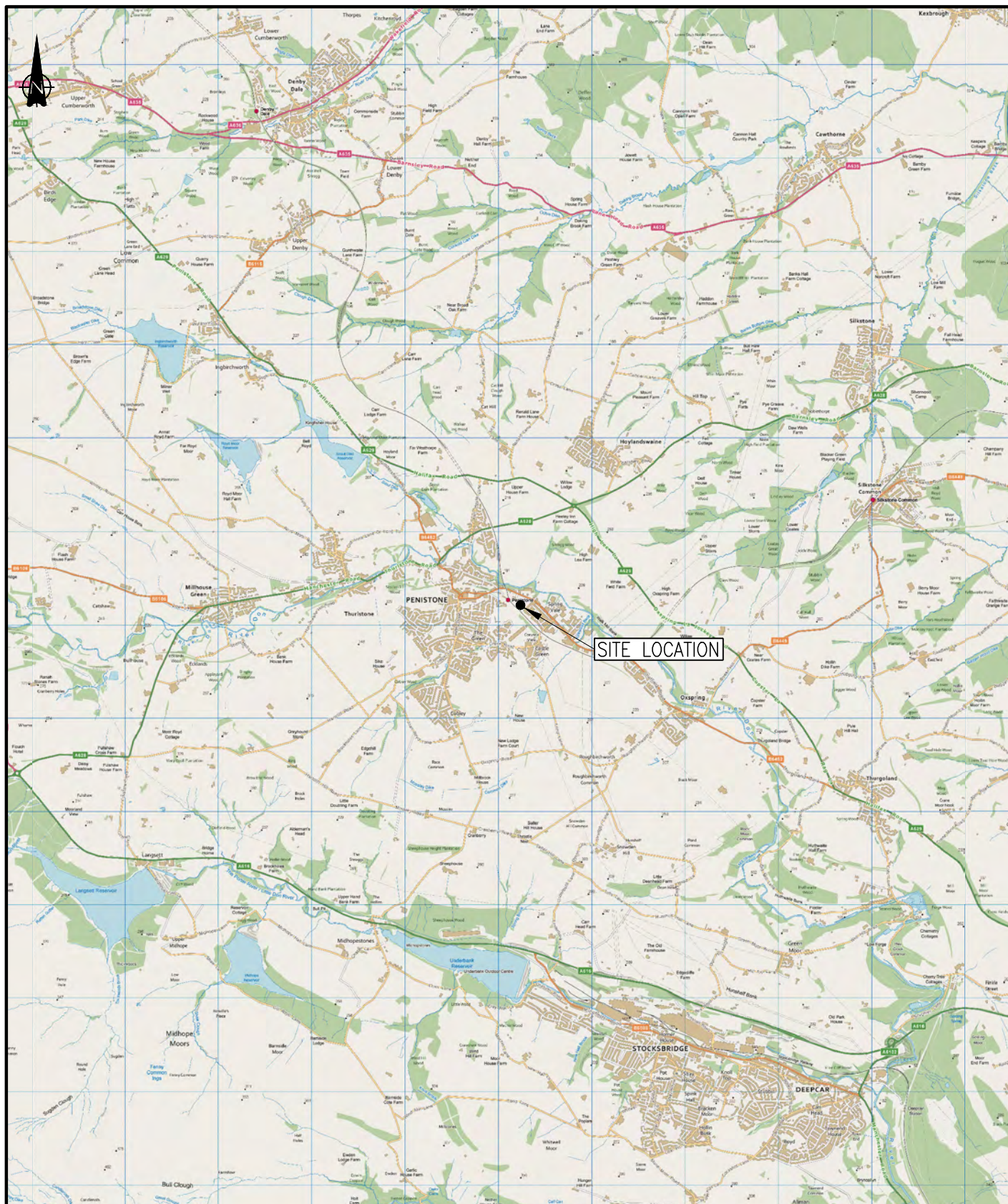
Project: SHEFFIELD ROAD HOUSING, PENISTONE

Drg Title: REGIONAL SITE LOCATION PLAN

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Checked: TP

Scale: NTS



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Project: SHEFFIELD ROAD HOUSING, PENISTONE

Drg Title: LOCAL SITE LOCATION PLAN

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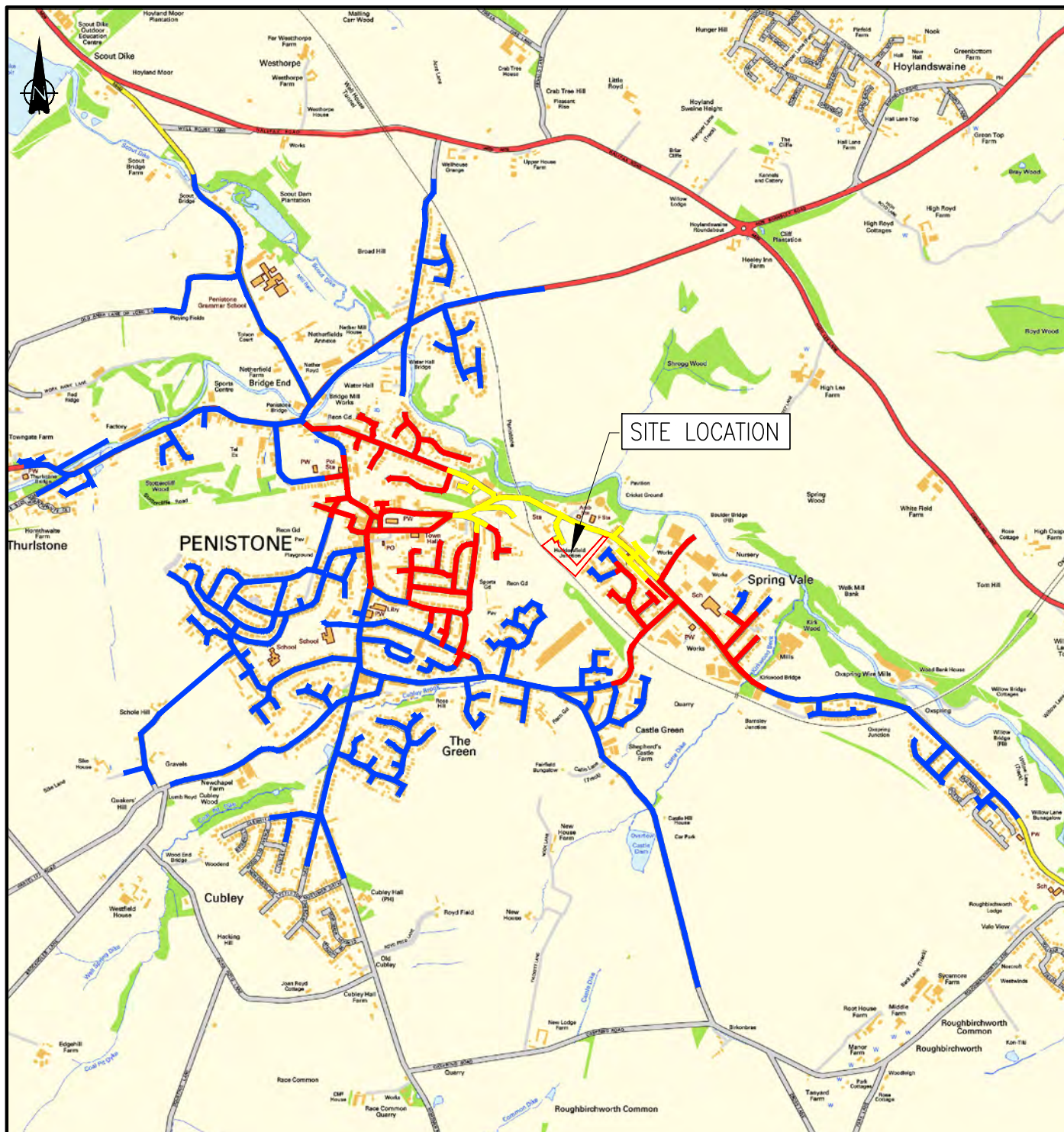
Project: SHEFFIELD ROAD HOUSING, PENISTONE

Drg Title: PEDESTRIAN CATCHMENT PLAN

Drawn: MF

Checked: TP

Scale: NTS



KEY:

0m-500m CATCHMENT 1000m-2000m CATCHMENT
500m-1000m CATCHMENT

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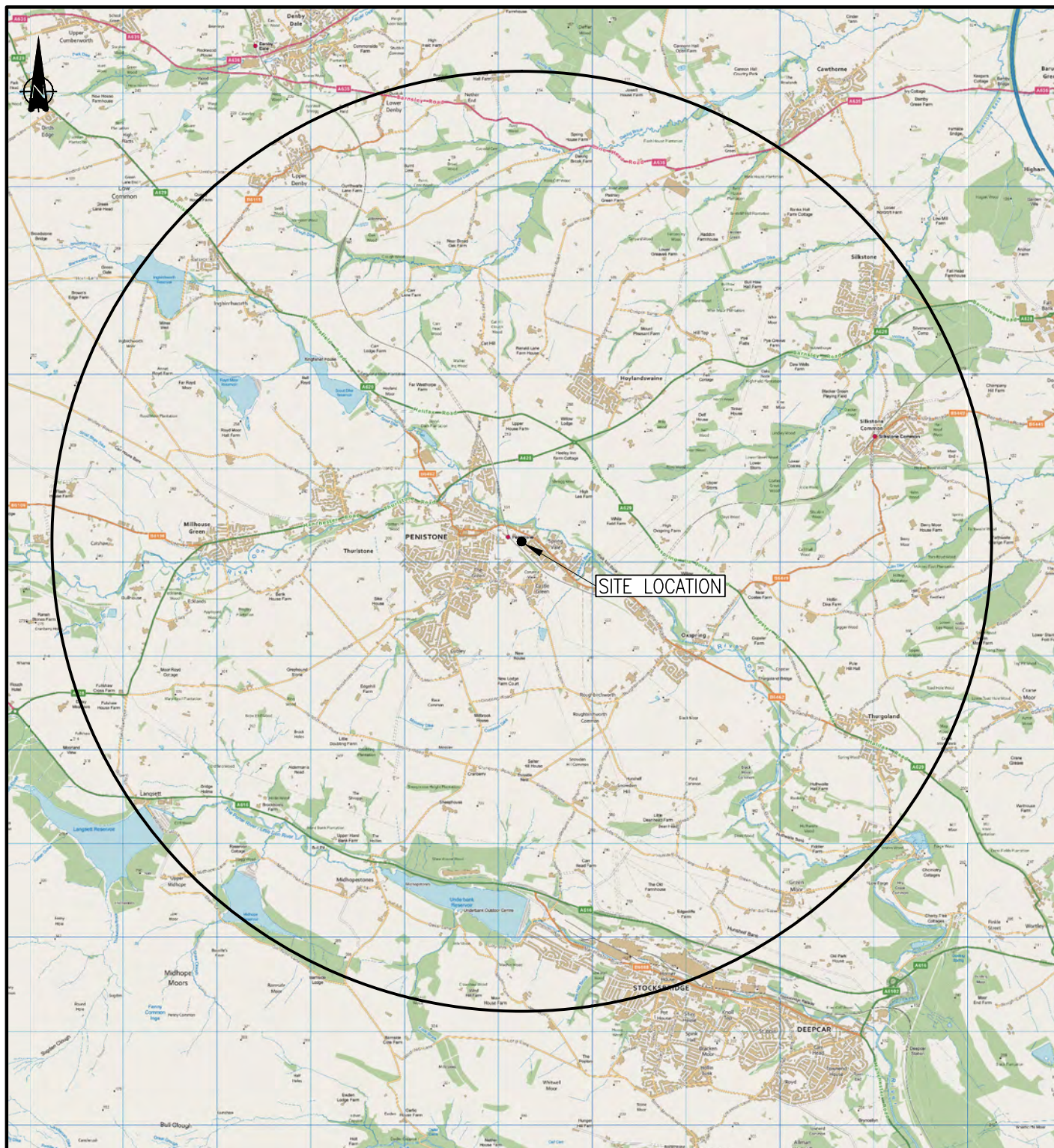
Project: SHEFFIELD ROAD HOUSING, PENISTONE

Drg Title: FIVE KILOMETRE CYCLE CATCHMENT

Drawn: MF

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Scale: NTS



KEY:



SITE



5km CYCLE CATCHMENT

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