TRANSPORT STATEMENT

VIASOLUTIONS

Proposed Motor Vehicle Technology Centre

Honeywell Lane Campus, Barnsley College

January 2022



Quality Management

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1. Introduction

1.1.1. Via Solutions has been appointed to prepare this Transport Statement in relation to the construction of an educational Motor Vehicle Technology Centre (MVTC) with classrooms, workshops, new vehicular access and associated storage / parking areas within the Honeywell Lane Campus operated by Barnsley College. A site location plan is shown on Figure 1 at Appendix A.

1.1.2. The existing Honeywell Lane campus is operated by Barnsley College and provides a range of courses across a number of departments. The development will sit within the campus and comprises of the erection of a new MVTC of approx. 700m^2 which will replace the existing Multi-Use Games Area.

1.1.3. This Transport Statement considers such matters as traffic impact, access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data.

1.1.4. Both local and national transport policy have been reviewed in respect of the development. Sustainable transport accessibility has also been reviewed within the report. The development proposals have been explained and the impact on the highway network considered.

2. Transport Policy

2.1.1. When considering transport policy compliance for planning applications, the main focus of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking.

2.2. NATIONAL PLANNING POLICY FRAMEWORK

2.2.1. The latest version of the National Planning Policy Framework (NPPF) was published by the Ministry of Housing, Communities and Local Government on 20 July 2021.

2.2.2. Paragraph 105 states that *"significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision making."*

2.2.3. Paragraph 110 states that when considering planning applications, it should be ensured that:

- *Appropriate opportunities to promote sustainable transport can be - or have been - taken up, given the location and type of development;*
- *Safe and suitable access to the site can be achieved for all users; and*
- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

2.2.4. Paragraph 111 states that *"Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"*.

2.2.5. Paragraph 112 states developments should:

- *Give priority first to pedestrians and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

2.3. LOCAL PLANNING POLICY

2.3.1. The Barnsley Local Plan was adopted in January 2019 and sets out key elements of the planning framework for Barnsley and the approach to its long-term physical development to achieve the Council's vision. The policies set out in the local plan to the development of land across the authority area over the time of the Local Plan period (2014 – 2033).

2.3.2. A goal of the Local Plan is to promote sustainable development and reduce Barnsley's impact on climate change. Proposals will be supported by Barnsley Metropolitan Borough Council where they can deliver "*Convenient and integrated accessibility by public transport, cycle and foot and development located to reduce the need to travel.*" The location of the site and accessibility to sustainable travel modes ensures that this proposal meets the goal set out in the Local Plan.

3. Existing Situation

3.1. SITE DESCRIPTION

3.1.1. The site is located within the Honeywell Lane Campus which is operated by Barnsley College on land currently used for a Multi-Use Games Area. The site is located c. 800m to the north of Barnsley town centre, as shown on Figure 1 in Appendix A.

3.1.2. The campus is bounded to the north by Honeywell Lane from which the campus obtains both vehicular and pedestrian access into the site from the local highway network. The access route provides an access point to each of the various campus buildings within the site as well as various parking areas.

3.1.3. The Construction Centre also located on the campus is relatively new, it gained planning approval in 2014 (2014/0041) and opened in September 2015.

3.2. HIGHWAY NETWORK

3.2.1. The main vehicular access to the site will be provided from the existing, purpose-built access from Honeywell Lane. This will maintain college safeguarding and security requirements given that it is a gated access.

3.2.2. The access road meets Honeywell Lane in the form of a priority T-junction. The access route towards the campus takes the form of a private, single carriageway at c.6m wide with a wide c.3m joint footway cycleway along the western flank with associated street lighting provisions. Across the junction, dropped crossings with tactile paving provisions are also present.

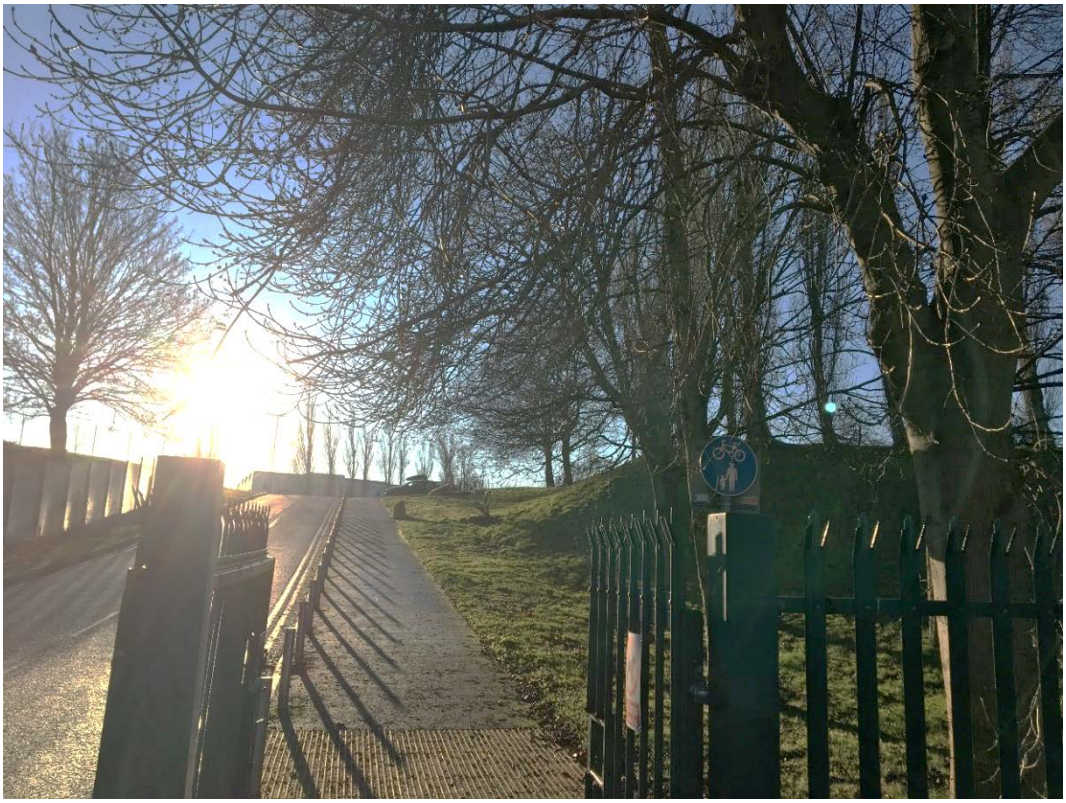


Photo 1: Pedestrian / Cycle Access from Honeywell Lane



Photo 2: Campus access from Honeywell Lane

3.2.3. Honeywell Lane is a single carriageway road with a width of c.7m along its length and runs along the northern boundary of the Honeywell campus on an east to west direction. It is lit, subject to a 30mph speed limit and has pedestrian footways on both sides of the carriageway which are in excess of 2m wide. It is a highly residential street in character.

3.2.4. Beyond the western end of Honeywell Lane lies the A635 Huddersfield Road which connects to Honeywell Lane via a lit residential road known as Cockerham Lane. Huddersfield Road is a main route into Barnsley from the north. The road is c.7m wide, is lit and has wide footways on both sides of the carriageway. The road is subject to a 30mph speed limit in the vicinity of the site.

3.2.5. Access for pedestrians and cyclists can be gained onto Huddersfield Road from the southwestern corner of the Honeywell campus via internal pathways. Huddersfield Road then continues past the town centre college campus and southwards into Barnsley town centre.

3.2.6. At the eastern end of Honeywell Lane lies Honeywell Street which is a residential road with a carriageway width c.7m and footways on both sides of the carriageway. The road is subject to a 30mph speed limit and provides access via Eldon Street North to Barnsley Interchange and the town centre.

3.3. PEDESTRIANS AND CYCLISTS

WALKING

3.3.1. The national policy relating to transport and development is set out in the NPPF, however this does not provide guidance on desirable maximum walking distances from new developments. Reference has been made to "The Guidelines for Providing for Journeys on Foot" (Institution of Highways & Transportation, May 2000), which describe best practice in planning and providing for pedestrians within the UK policy

and legislative framework. This report suggests that the preferred maximum walking distance for a school from a residential area is 2km.

3.3.2. Within a 2km walking catchment there are multiple residential areas surrounding the College as well as Barnsley town centre. From the site, there are pedestrian footways to all the roads on the local highway network providing good quality infrastructure for pedestrians to access all the services in Table 1 below. Therefore, there is excellent potential for pupils and staff to undertake journeys on foot, additionally during lunchtimes and after hours where food retail outlets and other facilities can be accessed.

3.3.3. In summary, the existing pedestrian infrastructure in the vicinity of the site is of a good standard including an extensive footway network in all directions from the site.

TABLE 1. FACILITIES LOCATED WITHIN PREFERRED MAXIMUM WALKING DISTANCES

	Facilities
400m	Bus stops, On-Site Campus Facilities, Residential Areas
800m	Ellison's Chemist
1000m	Asda Supermarket, McDonald's, Automotive Technologies Barnsley College Campus
2000m	Barnsley Interchange, Barnsley town centre

CYCLING

3.3.4. National and Local policy encourage sustainable development and a shift away from private car use, however, there is no specific recommended maximum cycle distances for access to services/leisure facilities from new developments stated within the NPPF or local planning policy.

3.3.5. It is noted that the distances people will be willing to travel on a bicycle will be highly variable depending on the type of development, site users and age profile as well as the perception of personal safety in the local environment. However, Local Transport Note 2/08 (published by the Department for Transport) does provide a useful reference point; it indicates that an acceptable distance for general trips by cycle is considered to be up to 5km, but it also acknowledges that this may be slightly longer (up to 8km) for those commuting to employment uses by cycle.

3.3.6. All local facilities and services as detailed in Table 1 above, can be accessed readily by cycle. The residential areas identified as within walking distance of the campus are of course similarly accessible by bicycle.

3.3.7. The development site sits in the middle of an extensive residential area. This therefore indicates that surrounding roads will have low levels of slow, moving traffic, which is a conducive environment for cycling. It is considered that the availability of residential streets surrounding the campus will encourage cycling for journeys to and from the site.

3.4. PUBLIC TRANSPORT

BUSES

3.4.1. Two sets of bus stops are located on the A635 Huddersfield Road and Honeywell Street and lie within 400m of the Campus. Full details of the bus services are provided in Table 2 below.

TABLE 2. SUMMARY OF BUS ROUTES

Route No	Route Summary	Frequency	
		Monday to Saturday	Late Eve & Sunday
12	Barnsley Interchange – Honeywell – Athersley	20 mins	60 mins
94A	Barnsley Interchange – Cawthorne – Denby Dale	120 mins	-
353	Barnsley Interchange – Cawthorne – Holmfirth	3 per day (Mon, Wed, Fri only)	-

3.4.2. The Honeywell campus is also within a 1.1km walk distance from Barnsley interchange where numerous and frequent services are provides to local, regional and national destinations.

3.4.3. A dedicated minibus service provided by Barnsley College also serves the Honeywell Campus.

TRAINS

3.4.4. The Honeywell campus is within a 1.1km walk distance from Barnsley Interchange train station. The station provides frequent services to a variety of key destinations including Leeds, Wakefield, Sheffield and Huddersfield.

3.4.5. The college is considered to be well served by public transport; utilising stops that are well within the desirable walking distances given in 'Providing for Journeys on Foot'.

3.5. INJURY COLLISION RECORDS

3.5.1. Injury collision data was obtained from the Crashmap website for the most recently available full five-year period- 1st January 2016 to 31st December 2020. Honeywell Lane immediately surrounding the site access was the focus of the collision analysis.

3.5.2. Immediately adjacent to the site access there were no collisions registered over the five-year study period, therefore it is considered that the location is not a safety concern and shows that the network is operating safely.

4. Proposed Development

4.1. PROPOSED DEVELOPMENT

4.1.1. The applicant seeks planning approval for the proposed erection of a new teaching block of c. 700m^2 which will replace the existing Multi-Use Games Area. The proposals are shown on the architects drawing contained in Appendix B.

4.1.2. There will be a total of 8 new teaching staff and an additional c.90 new students associated with the development. The development proposals are for the construction of an educational vehicle workshop with classrooms, workshops and vehicle bays (5 no.). An external working area is also proposed to the front and rear of the new building.

4.1.3. A new vehicular access is proposed to serve the MVTC which is taken from the internal spine road which serves the entire Honeywell Lane campus. The access is 6m wide and provides access to the MVTC building and the southern car park area only. To the north of the MVTC lies an existing car park, it is proposed to remove two car parking spaces and provide an access point into the northern external car storage area as well as some additional car park provisions.

4.1.4. Liaisons with the client have indicated that all cars parked outside the front and rear of the building will drive in to the MVTC and as such, will not be towed or transported to the MVTC. Overnight they will be stored either in the workshop or at the rear of the building behind secured fencing. All external storage areas will also be used as standard car parking spaces.

4.2. PEDESTRIANS AND CYCLE ACCESS

4.2.1. The main pedestrian and cycle access to the MVTC will be taken from the existing access points off the internal access road. No changes are proposed to the pedestrian access points from the public highway. The pedestrian entrance to the new building is located at the southeast corner of the southern car park area.

4.2.2. The cycle store is located just outside the site boundary next to the adjacent car park to the south.

4.3. PARKING PROVISION

APPLICABLE PARKING STANDARDS

4.3.1. The Council's Parking SPD for Education developments within Urban Barnsley includes the following standards:

- Car Parking: 1 space per 3 members of staff and 1 space per 3 non-teaching staff
- Electric Vehicle Parking: 10% of parking spaces
- Disabled Parking: 5% of the car park capacity
- Cycle Parking: 1 space per 40 members of staff plus a further 1 space per 10-30 pupils;
- Motorcycle parking: 1 per 20 parking spaces

PROPOSED PARKING ARRANGEMENTS

4.3.2. The site will provide a total of 9 car parking spaces which is deemed an appropriate level of parking with respect to the numbers of staff associated with the MVTC. There will be 1 disabled space provided within the main car park and 2 electric vehicle charging point spaces. The College currently operates a car parking allocation system which prevents any students from parking on-site, this will be maintained to serve this

development. This provision has been provided in alignment with Barnsley council standards.

4.3.3. Secure covered parking for 8 cycles is provided southeast of the site adjacent to the existing car park which is to be used by both staff and students. Parking for 1 motorcycle is located within the front car park area. Thus, the level of provision on site meets or exceeds the guidance of the local authority.

4.3.4. There are existing car park provisions which abut the site which are split between two car parks either side of the development that serves the campus. The northern car park has the capacity for 24 car parking spaces whilst the southern car park has the capacity to provide a further 14 spaces.

4.4. SERVICING

4.4.1. The Bin Store is located within the rear car park of the site and the bins will be managed by the Barnsley College Maintenance Staff. On the day that refuse will be picked up, the staff will bring the bins to main access road on the campus to allow for on-street collection.

4.5. BREEAM ACCESSIBILITY

4.5.1. The BREEAM Technical Manual notes that a review of the local amenities in proximity to the proposed site is required for a Transport Assessment. The amenities chosen are taken from Table 7.1 in the manual and are shown below:

TABLE 4. LOCAL AMENITIES AND THEIR DISTANCE FROM THE SITE

Amenities	Distance and Name of Amenity
Appropriate Food Outlet	On site- Café
Access to an outdoor open space	On site- Open Green Area / Playing Fields
Access to a recreation or leisure facility	On site – Gym, Sports pitches
Publicly available postal facility	c.400m- Post-box, Huddersfield Road

4.5.2. The BREEAM Technical Manual indicates that all the above amenities below 500m should be listed. All amenities are within the 500m catchment which include food outlets, open space and access to recreational facilities.

4.5.3. Therefore, it is deemed that the availability of amenities in close proximity to the proposed site is excellent with all amenities located within the 500m catchment of the proposed site.

4.6. PUBLIC TRANSPORT ACCESSIBILITY INDEX

4.6.1. The nearest Service Access Points (SAP's) are the two sets bus stops on located on the A635 Huddersfield Road and Honeywell Street. Dropped crossings, tactile paving and signal crossing facilities are provided between the campus and the bus stops; all catering for the needs of people of all ages and with mobility and vision deficiencies.

4.6.2. Both sets of bus stops are located no further than 400m away from the campus entrance. This would take 5 minutes to walk between the two points based on a walking speed of 80m per minute. The most frequent service which uses these stops

is the 12 which operates at a 20-minute frequency during the normal working day providing a fast and convenient link to the town centre.

4.6.3. Based on the above information, we have used the BREEAM Accessibility Index (AI) methodology calculations (which is similar to the TfL PTAL methodology) to determine the AI at this stop. The calculations are provided in Appendix C to this report and show these stops would have a total Accessibility Index of **2.59**.

5. Development Assessment

5.1. TRAFFIC IMPACT

5.1.1. Given the above details of the proposed development, there would be no material change in the quantum of traffic generated by the proposed development when compared to the existing college or current site usage. Nor will there be any significant change in the distribution of said traffic or in the bias in usage of junctions.

5.1.2. The level of demand for car parking will marginally increase as there will be an extra 8 staff employed as part of the proposal. Furthermore, the change in use on site will consequently lead to a minimal change or potentially a fall in traffic generated by the entire campus. The impact of the traffic generated by the site is therefore considered to be negligible and no further detailed junction assessments have been conducted.

6. Conclusion

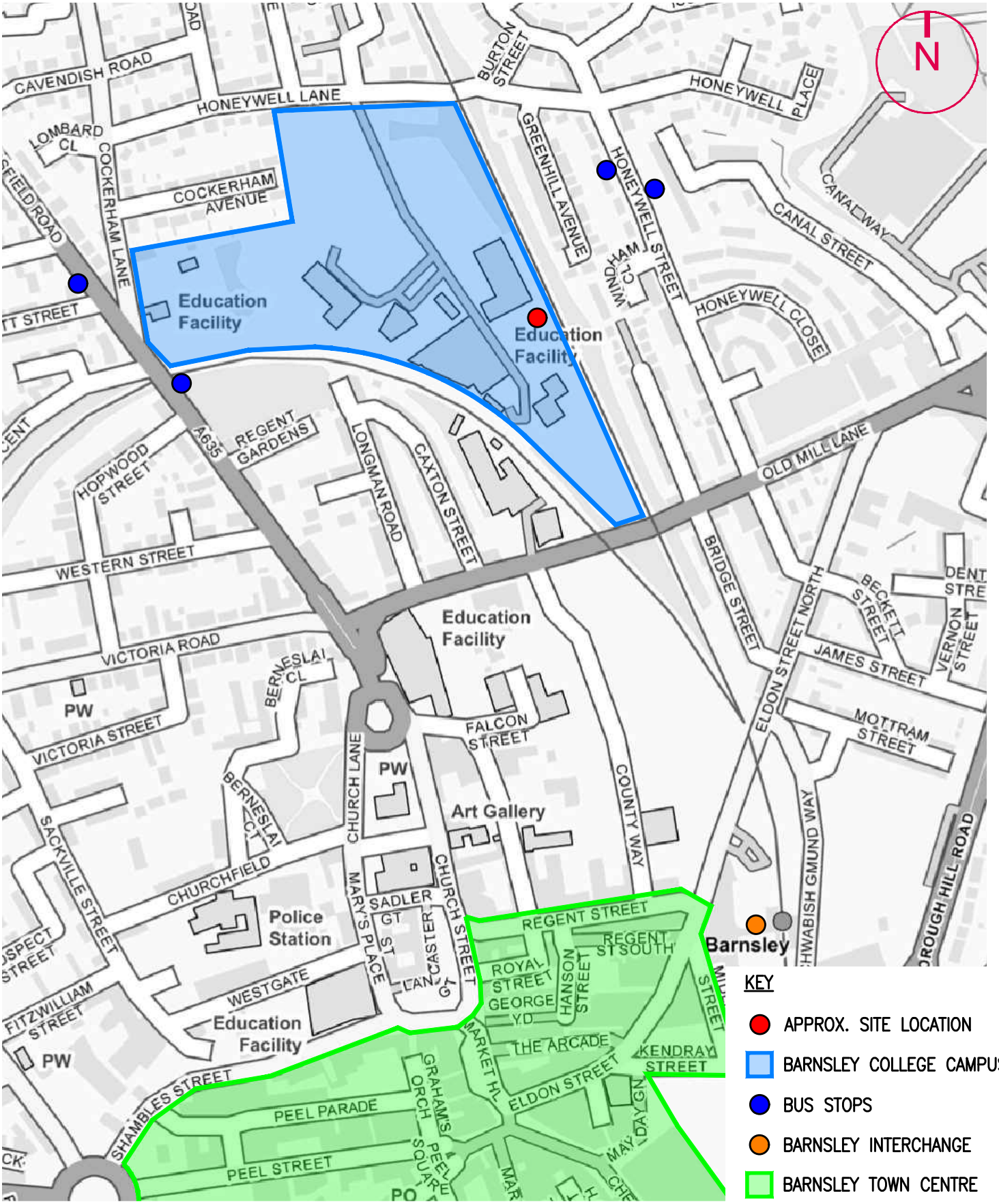
6.1.1. This Transport Statement assesses the characteristics of the existing infrastructure in the surrounding area of the site and predicts that the development generated traffic can be accommodated on the highway network (in terms of safety and capacity).

6.1.2. The site is considered to be in a highly sustainable location which reduces the reliance on private car use. Cycle parking and the surrounding residential streets available will encourage its use. The site is also well served by public transport and it is therefore considered that the proposals are compliant with local and national transport policy.

6.1.3. In conclusion, it has been demonstrated that the proposed development is considered to be acceptable in relation to highway capacity or safety.

APPENDICES

Appendix A: Site Location Plan



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PROPOSED TEACHING BLOCK

HONEYWELL LANE CAMPUS, BARNSLEY COLLEGE

SITE LOCATION PLAN

SCALE: 1:5000 @A4

DATE: JANUARY 2022

FIGURE 1

Appendix B: Proposed Development Layout

Barnsley College

El Sub Sta

MC Shelter

CAR PARK

TLC

DW

MP 0.5

10

Key:

Proposed Site Works

Barnsley College Site Ownership

N

1:500

10m 0 10m 20m 30m 40m 50m

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PROJECT. **MVT**

DWG TITLE. **Proposed Site Block Plan**

DWG No. **0110**

SCALE. A3@ **1:500**

Appendix C: BREEAM Accessibility Index

BREEAM ACCESSIBILITY INDEX CALCULATION

Honeywell Street

Walking Speed (m per minute)	Distance to Stop	Walk time
80	270	3.375

Service	12
Av Frequency	3
Scheduled Wait Time (SWT)	10
Average Wait Time (AWT) = SWT+2*	12
Total Access Time (TAT)	15.375
EDF Weighting	1
Equivalent Doorstep Frequency (EDF)	1.95
Accessibility Index (AI) =	1.95

* Reliability factor for 2 mins for buses

Huddersfield Road

Walking Speed (m per minute)	Distance to Stop	Walk time
80	400	5

Service	94a	353
Av Frequency	0.5	0.375
Scheduled Wait Time (SWT)	60	80
Average Wait Time (AWT) = SWT+2*	62	82
Total Access Time (TAT)	65.375	85.375
EDF Weighting	1	0.5
Equivalent Doorstep Frequency (EDF)	0.46	0.18
Accessibility Index (AI) =	0.63	

* Reliability factor for 2 mins for buses


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