

**PROPOSED AUTISM FACILITY AT BIRCH WOOD
KERESFORTH HILL ROAD
BARNSELY.**

TRANSPORT STATEMENT

260A / June/08

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1 INTRODUCTION

1.1 Introduction

1.1.1 I have been appointed by Townsend Planning Consultants to advise on highways and traffic issues relating to proposals for the development of an Autism Facility at the former Needlewood children's home site, Keresforth Hill Road, Barnsley.

1.1.2 Plan 1 shows the proposed site layout. The site comprises of approximately 1.12 hectares which feature extensive landscaping and woodlands within the grounds of the Needlewood building with access to the site being gained via a single width tarmac drive.

1.1.3 This report provides a transport and traffic assessment of the development proposals to assist the determination of a planning application for the site. The report demonstrates that the development proposals should be acceptable for planning approval purposes.

1.2 Scope of the Report

1.2.1 This report considers the transport and traffic related issues relevant to the proposed development.

1.2.2 Following this brief introduction, Section 2 describes the site in more detail and provides a review of the existing highway network. Section 3 then describes the proposed development. Section 4 assesses the site's accessibility by non-car modes whilst Section 5 provides an assessment of the Traffic Impact of the proposed development within the local highway network. The conclusions are provided in Section 6.

2 SITE DESCRIPTION AND EXISTING HIGHWAY NETWORK

2.1 Site Description and Existing Operations

2.1.1 The site was formerly the location of the Needlewood Children's Home and is set in approximately 1.12 hectares of land which features extensive woodland and landscaped gardens. The Needlewood building is some two and a half storeys high and is situated within a central position within the site.

2.1.2 The main vehicular access to the site is obtained via a simple dropped crossing arrangement situated almost centrally on the site frontage to Kerseforth Hill Road. The site currently benefits from internal turning arrangements capable of accommodating a small delivery vehicle and some 14 - 16 off street parking spaces for both staff and visitors.

2.2 Existing Highway Network

2.2.1 Kerseforth Hill Road (B6099) is a two-way, single carriageway local distributor road linking Dodworth and the B6449 and A628 to the west with the A6133 Park Road and then Barnsley to the north east. The B6099 along the site frontage is generally rural in nature and is the subject of a 40mph speed limit and is lit to side road standards. There are no traffic regulation orders on the site frontage restricting on street parking or waiting, however, the central white lining within the carriageway does preclude overtaking and on street parking along the relevant section of highway.

2.2.2 Kerseforth Hill Road on the immediate site frontage has the following characteristics:
Nearside footway averaging 1.2 metres
Carriageway width of 7.6 metres
Far side verge averaging 2.6 metres.

Traffic movements along the B6099 are estimated to be relatively light, given its status, outside the recognised peak times.

3 THE DEVELOPMENT PROPOSALS

- 3.1.1 The proposed development is for the establishment of a new purpose built Autism facility to replace the existing children's home which will provide a home for life for 8 young people with autism and other disabilities. The size of the development is the minimum required to provide a viable service for this specialist group and to provide them with the facilities and support needed to ensure a satisfactory long term placement. The unit will comprise of 2 units each containing 4 individual flats.
- 3.1.2 The development will provide overall 14 parking spaces overall with 2no. dedicated for disabled use only which will be located close to the main entrance point to the building.
- 3.1.3 As part of the overall scheme it is intended to widen the existing substandard access arrangements onto Keresforth Hill Road to provide a 5.5 metre wide access road and a 2.0 metre footway along its north eastern boundary which will link the development with the footway system on the B6099. The formation of the footpath and improved junction will require the removal of several trees.
- 3.1.4 An internal turning area is to be provided to accommodate the swept path of both a refuse and emergency vehicle.
- 3.1.5 It is proposed that cycle spaces and bin storage areas are provided within the curtilage of the site in a location that is acceptable to the Local Planning and Highway Authority.
- 3.1.6 The maintenance of the access to the Autism Facility, the associated internal footpath and the relevant parking areas will be via the management company.
- 3.1.7 Ground levels within the site will not result in excessive land fill or require substantial material to be taken off site.

4 TRANSPORT PLANNING CONSIDERATIONS

4.1 Introduction

4.1.1 The main sources of national policy relating to transport and development are in Planning Policy Statement 1: Sustainable Development (PPS1) and Planning Policy Guidance Note 13: Transport (PPG13).

4.1.2 Government Policy confirms the commitment to sustainability and the integration of transport and land use planning. The Government White Paper entitled 'A New Deal for Transport' published in July 1998, and 'A Strategy for Sustainable Development for the UK' published by DETR in May 1999.

4.2 Planning Policy Statement 1: Sustainable Development

4.2.1 The key components of PPS1 can be summarised as follows:

4.2.2 Sustainable development should be pursued in an integrated manner. Developments should be encouraged which reduce the need to travel by private car.

4.2.3 Provide for improved access for all by ensuring that new development is located where everyone can access services or facilities on foot, bicycle or public transport rather than having to rely on access by private car, *while recognising that this may be difficult in rural areas.*

4.3 Planning Policy Guidance Note 13

4.3.1 The main objectives of PPG 13 are set out in paragraph 4 and state:

"The objectives of this guidance are to integrate planning and transport at the national, regional, strategic and local level to:

- *Promote more sustainable transport choices for both people and for moving freight;*

- *Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and*
- *Reduce the need to travel, especially by car*

4.3.2 When considering the location of new development, the main thrust of national transport policy is that new development should be conveniently accessible by a range of transport modes, including public transport.

4.4 Access to the Proposed Development by Choice of Transport Modes

4.4.1 The accessibility of the proposed development by a range of modes of transport has been considered in particular to objectives in line with PPG13.

Accessibility on Foot

4.4.2 The Autism Hospital will benefit from a new pedestrian access being available directly from Keresforth Hill Road. On Keresforth Hill Road itself the nearside footway is relatively narrow close to the site but this does widen when heading towards Kingstone.

4.4.3 PPG 13, paragraph 75 indicates that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2000m. The threshold suggested by PPG13 equates to a walk time approximately 24 minutes based on a generally accepted walk speed of 1.4 metres per second (3.2 miles per hour). This walk speed is documented in the Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot'.

4.4.4 'Guidelines for Providing for Journeys on Foot' also suggests acceptable walking distances for planning and evaluation purposes. Table 3.2 on page 49, 'Suggested Acceptable Walking Distance,' gives acceptable walking distances of 1000m for commuting and 2000m as a preferred maximum distance.

- 4.4.5 The nearby fare stages are all generally within less than 5 minutes walk from the site. Therefore the site generally complies with guidance in relation to accessibility on foot.
- 4.4.6 It can be seen from the above that the proposed development provides opportunities for convenient pedestrian access for staff.

Accessibility for Cyclists

- 4.4.7 With regards to cycling, PPG 13: Transport states that "Cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport".
- 4.4.8 The site is within adequate cycling distance of Dodworth, Dodworth Railway Station, Worsbrough Common and Barnsley town centre. Whilst the train station is above the recommended walking distance it is within an accessible distance by cycle, therefore, this means that journeys by train are very practical as part of a multi modal journey.

Accessibility by Bus / Train

- 4.4.9 The site is accessible by several bus services which generally run along Keresforth Hill Road and the A6133. The services and the areas they serve are as follows:
- Service nos. 43/43A - generally a 30 minute service Monday to Saturday with an hourly Sunday service to the following destinations: Barnsley Interchange / Barnsley Hospital / Kingstone School / Worsborough Common.
 - Service nos. 44/44A - generally a service every 30 minutes Monday to Saturday with an hourly service on Sunday to the following destinations: Barnsley Interchange / Barnsley Hospital / Kingstone School / Worsborough Common.
 - Service no.14 - generally a two hourly service Monday to Saturday to the following destinations: Barnsley Interchange / Barnsley Hospital / Dodworth.

- Service nos. 23 – generally an hourly service Monday to Sunday inclusive to the following destinations: Barnsley Interchange / Dodworth / Stainsborough / Silkstone Common / Thurgoland / Deepcar / Stocksbridge / Penistone
- Service nos.24 / 24A – generally an hourly service Monday to Sunday inclusive to the following destinations: As service no.23 but the following additional destinations: Langsett and Flouch.

4.4.10 The bus services run close to Dodworth Railway Station which operates on the Penistone Line which connects Huddersfield & Sheffield. This is an hourly service Monday to Saturday and a two hourly service on a Sunday. Therefore, bus and train service can also form part of a multi modal journey to and from the site.

Conclusions

4.4.11 Having regard to the above it can be concluded that the proposed development is consistent with relevant national policy guidance set out in PPG 13 and has good Public Transport links. The importance of quality facilities within the area to provide residents and visitors with a choice of travel modes should not be underestimated.

5 TRAFFIC EFFECTS

5.1 Introduction

5.1.1 This section of the report considers the traffic effects of the proposal on the local highway network.

5.1.2 The primary aim of this section is to evaluate whether the levels of traffic associated with the development would have any material impact within the local highway network.

5.2 Traffic Considerations

Proposed Development Traffic Generation

5.2.1 The anticipated traffic generation from the permanent Autism Facility for 8 young people, with medium to high dependency with 24 hour support staff will be quite low. The average core support staff ratio is likely to be 3 per shift per unit i.e. 6 in total with just 4 staff covering the premises during an evening. The shift patterns have yet to be confirmed however it is envisaged that a similar pattern to other similar uses elsewhere would result in the following traffic movements:

Staff shifts changeovers	Monday to Sunday Incl.		
	ARRIVE	DEPART	TOTAL
07.30 – 07.40	6	0	6
08.05 – 08.15	0	4	4
19.30 – 19.40	4	0	4
20.05 – 20.15	0	6	6
Total	10	10	20

Daily Visitors	Monday to Sunday Incl.		
	ARRIVE	DEPART	TOTAL
Family	2	2	4
Medical staff	2	2	4
Tradesmen /			
Staff transport	5	5	10
Total	9	9	18

- 5.2.2 Given that the existing highway network in the vicinity of the site is not subject to any major congestion at the present time it is not expected that the level of traffic generated by the overall development will have a material impact on the safe operation of the local highways
- 5.2.3 The overall development is likely to generate 4 two way trips during the busiest morning peak hour 08.00 – 09.00.
- 5.2.4 As can be noted from the above the anticipated traffic movements are generally outside the recognised peak times and should have no impact on the safe operation of the major road.
- 5.2.5 Given the previous use of the site, the proposed development would more than likely generate overall less daily trips onto the public highway network compared to the previous use as a children's home especially during the morning peak hour.

6 SUMMARY AND CONCLUSIONS

- 6.1.1 The proposed development is for the establishment of a new purpose built Autism facility to replace the existing children's home which will provide a home for life for 8 young people with autism and other disabilities. The size of the development is the minimum required to provide a viable service for this specialist group and to provide them with the facilities and support needed to ensure a satisfactory long term placement. The unit will comprise of 2 units each containing 4 individual flats.
- 6.1.2 The site has adequate public transport facilities within the vicinity. Bus and train frequencies and routing suggest that multi modal public transport usage could be a viable mode of transport for all residents and some visitors to the site. It is acknowledged that this development is located where future residents can access the development by foot, on bicycle or public transport rather than having to rely on the private car as promoted by current Government guidance in PPS1 and PPG 13.
- 6.1.3 The local highway network does not have significant congestion and the traffic predicted to arise as a result of the development is not expected to impact upon highway operations.
- 6.1.4 In view of the above, there are no traffic or highways reasons which would prevent the granting of consent for the proposed development.