



Unit 2
The Office Campus
Paragon Business Park
Red Hall Court
Wakefield
WF1 2UY

**PROPOSED AUTISM HOSPITAL
SHORTWOOD BUSINESS PARK
BARNSELY.**

TRANSPORT STATEMENT

162(D) /June 2016

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1 INTRODUCTION

1.1 Introduction

- 1.1.1 Paragon Highway Consultants have been appointed by the Townsend Planning Consultants to advise on highways and traffic issues relating to proposals for the development of a Hospital for the provision of Children & Adolescent Mental Health Services at Earlswood, High Royd Lane, Shortwood Business Park, Barnsley.
- 1.1.2 The plan at Appendix A shows the proposed site layout. The site comprises of approximately 10 acres of land situated on a commercial site to the north of the Dearne Valley Parkway (A6159). Access is gained via a roundabout junction leading to the commercial park. The site is bounded by Stockwith Lane to the south, Shortwood Way to the west and open land to the north.
- 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, history 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 History

- 2.1.1 Planning approval for an Autism Hospital was granted by Barnsley Council on the 20th July 2007 (appl. No. 2007/0760). Following this Reserved matters was approved on the 4th April 2008 (appl. No. 2008/0157). A further application for a variation of condition no.28 was also granted approval on the 29th April 2009 (appl. No. 2009/0140).
- 2.1.2 The route to the site would be via the Shortwood Roundabout and then via Shortwood Way. Access to the Autism Hospital grounds would then have been via a priority junction leading to a staff and visitor car park leading to the main hospital entrance. A separate access was proposed to the south of the site frontage for access by grounds maintenance vehicles and delivery vehicles. Visibility from the entrance points was available to the standards applicable at that time.
- 2.1.3 Cycle and disabled parking facilities were proposed to the Councils satisfaction.

2.2 Existing Highway Network

- 2.2.1 The main access route to the site from the Motorway Network and the local areas of Mexborough / Hoyland etc is via the Dearne Valley Parkway (A6195) which is locally a two-way dual carriageway which runs predominately in an east to west direction. It links junction 36 of the M1 Motorway to the west with the A655 to the north east and is a busy route especially at the recognised peak times. It is derestricted and lit generally to main road standards. Access to the Shortwood Business Park is via the northern leg of a 3 leg roundabout approximately 1.8 km from its junction with the M1 motorway.

- 2.2.2 Access off the A6195 is along Shortwood Way a traditionally laid out industrial estate road with a 7.3 m wide carriageway with a 1.8 m wide footway on both sides for part of its length. Shortwood way is the subject of a 30mph speed limit and it is lit to industrial estate road standards. Just to the south of the site Stockwith Lane forms a priority junction with Shortwood Way. There are no traffic regulation orders on the immediate site frontage restricting on street parking or waiting.
- 2.2.3 Shortwood Way also form a vehicular route to a small settlement of approximately 11 houses known as Shortwood Villas situated just to the north of the site. Access is also gained to the local rights of way network again situated to the north of the site.
- 2.2.4 Shortwod Way is also the means of access to Shortwood Court and Shortwood Business Park which serve both starter and larger industrial units.
- 2.2.5 The full construction of Shortwood Way, both carriageway and footway, has been terminated some distance short of the proposed access point into the Hospital. The remaining track is in a poor state of repair and varies in width and surfacing material and is without the benefit of street lighting or adequate surface water drainage facilities. As part of the development proposals the section of Shortwood Way fronting the site will be brought up to a standard suitable for adoption by the Local Planning and Highway Authority.

3 THE DEVELOPMENT PROPOSALS

- 3.1.1 The current proposed development is again for the establishment of a new purpose built Hospital for the Provision of Children and Adolescent Mental Health Services. 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 placement. The development will comprise of a main reception and administrative building, an activity hub / centre plus 4 x 16 person units and 2 x 24 person units with all the units linked by external footpaths.
- 3.1.2 The development will provide overall some 95 parking spaces overall with 10 no. dedicated for disabled use only which are to be located close to the main entrance point to the building. The visitor and main staff car park will be served via a single access point onto Shortwood Way.
- 3.1.3 As part of the development it is proposed to construct a footway along the full site frontage of the site to Shortwood Way and also extend it to just beyond the tangent point of the Shortwood Way junction with Stockwith Lane.
- 3.1.4 A separate access for delivery vehicles and 8 overspill parking spaces is proposed to the north west of the main site entrance. This access will be controlled by means of a barrier system to ensure that access is available to only the designated delivery vehicles. The access will lead to a parking and turning area just to the west of the main building. This access and the surrounding surfaced track could also be used by the emergency services should the need arise and will be constructed to accommodate the weight of a fire tender.
- 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 internal access to the new Hospital Facility, the associated internal footpaths and the relevant parking areas will be via a management company.

4 TRANSPORT PLANNING CONSIDERATIONS

4.1 Introduction

When considering transport policy compliance for planning applications, the main thrust 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. This policy therefore sets out the framework for this Travel Plan and the project's compliance with the policy objectives. Further details of the relevant policy documents are set out below.

National Planning Policy Framework – Promoting Sustainable Transport

- 4.1.1 The National Planning Policy Framework (NPPF) was published on 27th March 2012. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's). The national transport policy relating to transport and development that was formerly set out in PPG 13 'Transport' is now replaced by Section 4 of the NPPF.
- 4.1.2 Paragraph 35 of the NPPF states 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;
 - consider the needs of people with disabilities by all modes of transport.
- 4.1.3 Paragraph 36 of the NPPF goes on to say that "a key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan."

Local Transport Plan

4.1.4 The current Local Transport Plan is the Sheffield City Region (SCR) Transport Strategy 2011 - 2026. Its key objectives are to:

- Support the Economic growth of SCR;
- Enhance social inclusion and health;
- Reduce emissions from vehicles;
- Make transport increasingly safe and secure.

In addition, the need to keep people and goods moving effectively was also identified.

4.1.5 The transport networks in SCR have to meet a range of needs and support different types of travellers and businesses. The aim of the strategy is for the transport system to help people get around as easily as possible, in order to enable them to be economically, socially and physically active. Transport links should ensure that people are connected to a range of work, training, shopping and leisure opportunities which they can then choose from.

4.1.6 To meet their goals SCR created a set of 26 policies that summarise their highest priorities for transport improvements. The policies form a complete framework to guide all decision-making processes concerning SCR's transport system and include:

- Improve connectivity between major settlements;
- Development of user friendly public transport with high quality integration between different modes of transport;
- Ensure public transport is accessible to all including affordability;
- Encourage active travel and the development of high quality cycling and walking routes;
- Provide information and travel advice for users of all modes of transport to aid informed travel choices;
- Encourage safer road use to reduce casualties on the roads;
- Improve safety and the perception of safety on public transport.

Barnsley Transport Strategy

4.1.7 The Local Barnsley Transport Strategy 2014 – 2033 has four key transport priorities that set out how the Local Authority plan to promote economic growth and improve the quality of life of Barnsley's residents these are:

- Promote Economic Growth and Strategic Connections;
- Promote Inclusion, Accessibility, and Better Quality of Life;
- Promote High Quality Natural Environment, Local Air Quality and Climate Change;
- Promote Safety, Security and Health.

This Transport Strategy aims to deliver a transport system that will support employment and housing growth via the most sustainable means possible

4.1.8 The Transport Strategy is aligned to the SCR Local Plan and shares many of the same goals and aspirations. The ultimate purpose of the transport strategy is to promote sustainable travel and parking options for residents, visitors, and businesses to employment locations, attractions, interchanges, whilst reducing the adverse impact on people and the environment. Barnsley's local transport strategy proposes to:

- Develop a strategic park and ride network;
- Put into action initiatives on key bus routes and hotspots to improve punctuality, reliability, satisfaction and patronage;
- Bring improvements to borough-wide public transport facilities and infrastructure including work at Interchanges, local rail stations, park and ride sites and bus stops;
- Ensure that public transport facilities within Barnsley are well maintained and the barriers for non-use by the public are addressed;
- Enhance the cycle route infrastructure - in particular to areas of high employment density, schools, and public transport stations as focal points of new cycle routes.

4.1.9 Barnsley's Transport Strategy also includes the condition that all new major developments are required to provide a travel plan with the granting of planning permission; the travel plan will promote alternatives to car travel and encourage public transport use and active travel.

4.2 Access to the Proposed Development by Choice of Transport Modes

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

Accessibility on Foot

- 4.2.2 The site benefits from a footway link to the Dearne Valley Parkway, however, the footways currently terminate at the roundabout. The immediate footway are to a high standard in terms of width, construction and street lighting. The proposed scheme also intends to link with the existing footway system with the provision of a footway on the site frontage. There are also two key footpath routes that link the site with Hoyland & Birdwell, however, it is recognised that both routes require some physical improvements to encourage use by staff etc particularly during the winter months.
- 4.2.3 The National Planning Policy Framework (NPPF) was published on 27th March 2012. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's). The national transport policy relating to transport and development that was formerly set out in PPG 13 'Transport' is now replaced by Section 4 of the NPPF.
- 4.2.4 However, the guidance within PPG 13, which is still a useful reference, 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'.
- 4.2.5 '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. The catchment areas for both cycling and pedestrians are shown on the drawing in Appendix A.

- 4.2.6 The fare stage on Shortwood Court is accessible on foot, however, the previous bus service the no. 199 has now been disbanded and no services currently call at the site and the passenger shelter has been removed. However, the South Yorkshire Passenger provider state that all services are constantly under review and this situation could change when the services are next reviewed.

Accessibility for Cyclists

- 4.2.7 With regards to cycling, the former guidance within PPG 13: Transport is still useful and 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”.
- 4.2.8 The site is within adequate cycling distance of Worsbrough, Birdwell, Hoyland, Tankersley, Jump, Hemingfield, Elsecar Railway Station and Wombwell. 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 Train

- 4.2.9 The Elsecar Railway Station is situated less than 2.5km to the south east of the site. This provides the opportunity of multi modal journeys by cycle and rail.
- 4.2.10 The rail services available from the Elsecar Station are generally hourly Monday – Sunday inclusive. The rail services Monday – Friday start at 05.30 – 23.10 hrs and from 09.30 hrs on a Saturday and Sunday. The northern rail services call at Barnsley – Huddersfield – Wakefield, Leeds and Sheffield.
- 4.2.11 Elsecar rail station has the benefit of 18 cycle storage spaces covered by CCTV.

Conclusions

- 4.4.11 Having regard to the above it can be concluded that the proposed development currently does not fully meet national policy guidance contained within the NPPF and currently has substandard Public Transport links. However, cycle accessibility

and multi modal trips by cycle and rail are currently the only the practical means of access to the new Hospital partly via public transport in part. Notwithstanding this mini bus services are to be provided by the Hospital for staff transport to local destinations.

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

The anticipated traffic generation from the new hospital for young people, with medium to high dependency with 24-hour support staff, is assessed based on the following staff numbers.

The total staff numbers will be approximately 350 to 360 in total and broken down as follows:

Nursing staff 264no. in total with 3 shifts with an expected figure of 120no. during the daytime and 80no. on an evening with a reduced overall staff level of 66no. available during the night. These figures are based on a 22% reduction in staff numbers per shift taking into account sickness / staff training and holidays etc. There will be 30 other clinical staff working on a 09.00 – 17.00hrs Monday to Friday with 22 staff members being at the hospital at any one time.

Administrative staff will also operate on a 09.00 – 17.00hrs basis with a maximum number of 45no. with the likely number being in the region of 36no. per day Monday to - Friday. Hotel services will operate in 3 shifts with a maximum number of 20 staff but potentially only 8 per shift per day.

The total maximum number of staff at any one time on site will be 132 no. with a reduced staff level of 66 no. during the night shift.

- 5.2.1 Given that the existing highway network in the vicinity of the site is not subject to any major congestion, although queuing vehicles have been noted at the roundabout just before the M1 motorway junction at the morning peak and within Wombwell, 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 due mainly to the shift patterns. The proposed 3 shifts will operate as follows: 08.00 – 14.00hrs, 14.00 – 22.00hrs and 22.00 – 08.00hrs.
- 5.2.2 The only nursing staff shift that is likely to impact on the peak time periods is the evening shift that will be leaving after 08.00hrs. As the evening shift has a reduced number of nursing staff (66no.) and using a worst case scenario of every member of staff travelling in their own vehicle then this would result in a vehicle on average leaving the site and entering the Dearne Valley Parkway every 55 seconds. As the majority of vehicles accessing the business park at this time will be entering Shortwoods other business units, the outgoing trips associated with the Hospital should have no impact on the safe operation of the roundabout or the free flow of traffic on the major road.
- 5.2.3 The only trips generated by the hospital that could impact on the accepted peak periods are those associated with the administrative and clinical staff. The estimated number of the day staff is 58no. Again the number of staff accessing the Hospital as a worst case scenario should they all arrive individually is on average 1 trip per minute. Again this should have little impact on the local road network and will probably be unrecognisable from the daily fluctuations of traffic on the local road network. The remaining shifts will have no impact on the recognised peak periods.
- 5.2.4 The typical trip generations outlined above that could impact on peak traffic times are given as worst case, however, with the introduction of a Hospital Travel Plan these trips rates can only be significantly reduced.

- 5.2.5 Consideration should also be given to the likely traffic generation should the site have been developed for its propped use of B1/B2 or B8 which would require offsetting from the anticipated trips generated by the new Hospital.

6 SUMMARY AND CONCLUSIONS

- 6.1.1 The proposed development is for the establishment of a new purpose built Hospital for children and adolescent Mental Health Services. 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 placement. The unit will comprise of 2 x 24 person units and 4 x 16 person units with separate administrative support and activities buildings plus a 95 space car park.
- 6.1.2 The local highway network is busy particularly the Dearne Valley parkway however, the traffic predicted to arise as a result of the development is not expected to impact upon highway operations.
- 6.1.3 In view of the above, there are no traffic or highways reasons which would prevent the granting of consent for the proposed development.

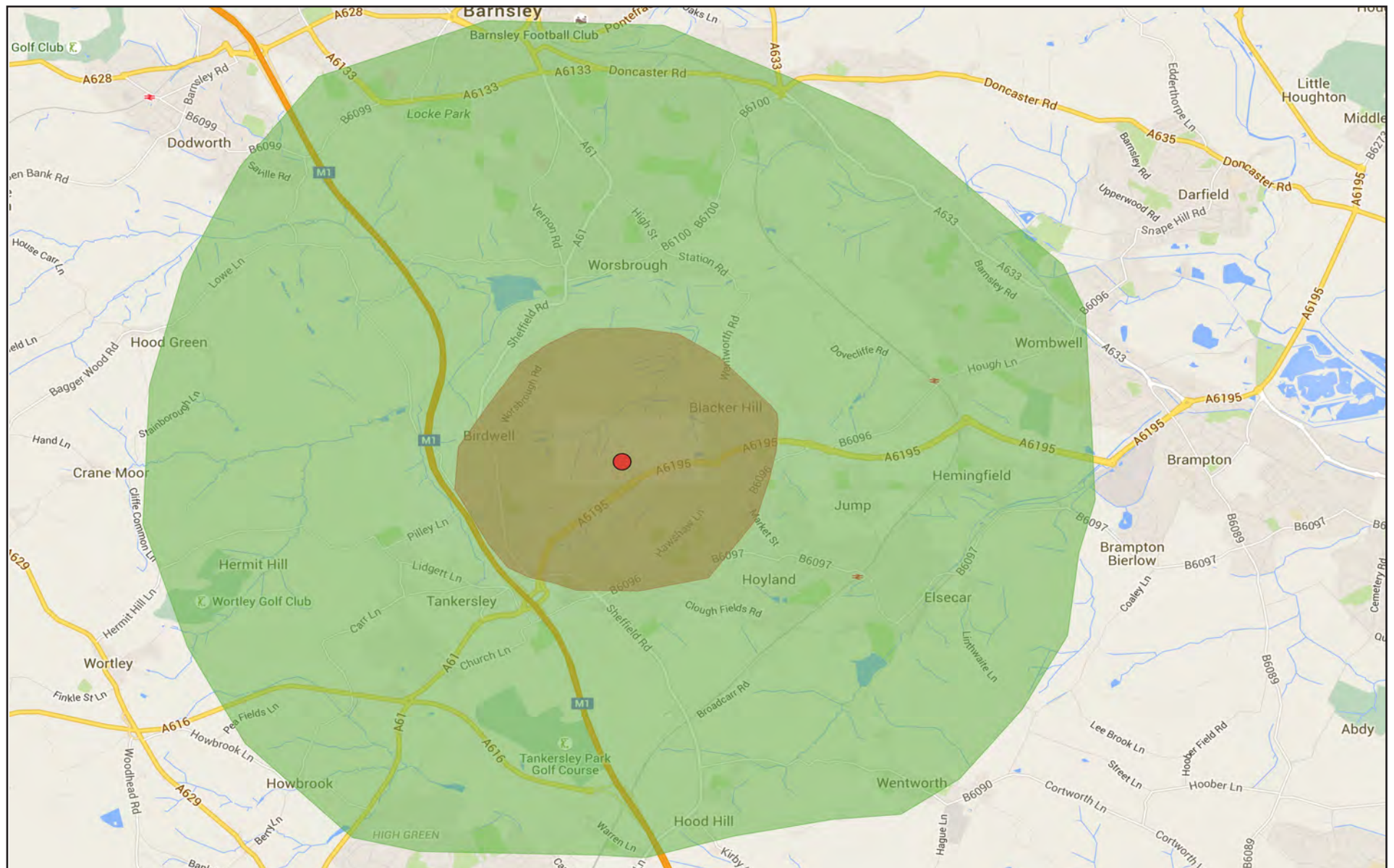
Appendix A – Pedestrian and cycle catchment areas

Appendix B – Location plan

Appendix C – Proposed site layout

Appendix A

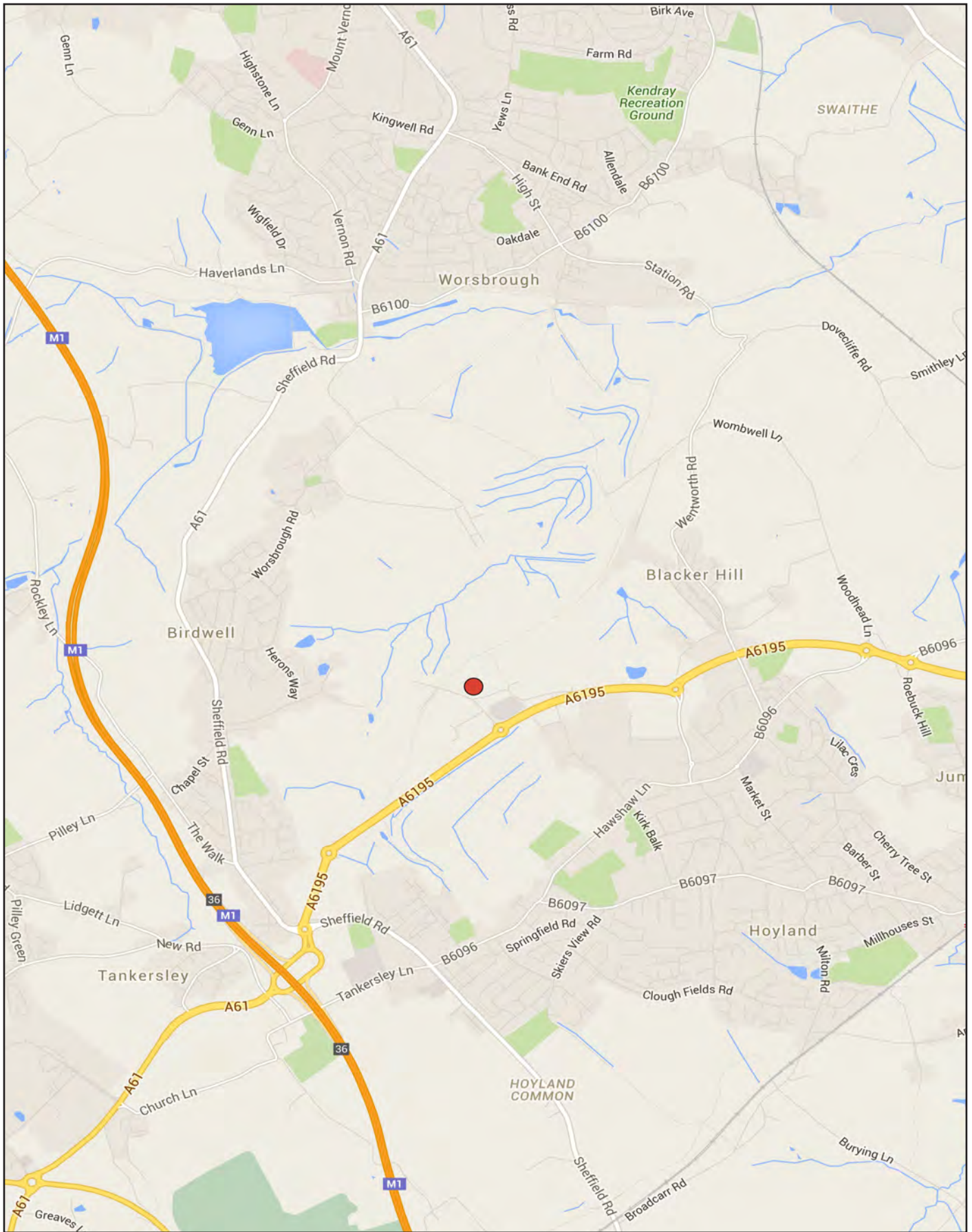
Catchment areas



- 5km CYCLE CATCHMENT
- 2km WALKING CATCHMENT
- SITE LOCATION

Appendix B

Location Plan



 SITE LOCATION

 BUS STOP LOCATION



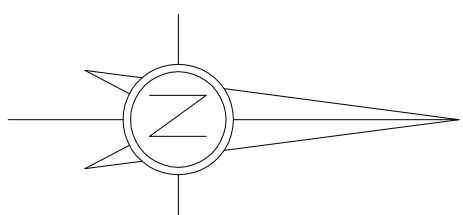
UNIT 2, THE OFFICE CAMPUS,
PARAGON BUSINESS PARK, RED HALL COURT,
WAKEFIELD WF1 2UY

Appendix C

Layout plan

A	LAYOUT REVISED TO ALT BLOCK C PLAN	14.06.12	MB	DC
B	ESCAPE DOORS ADDED TO C & D	18.06.12	MB	DC
C	LAYOUT REVISED FOLLOWING USER CONSULTATION, ENTRANCE TO BLOCKS C&D FLIPPED, GARDEN AREAS ADDED, EXTERNAL LEVELS ADDED	27.06.12	MB	DC

NOTE: Existing Site Plan based on BWB Topographical Survey proposed layout rev a.dwg" received 02.03.12.
Red Line Boundary based on Land Registry plan no. SYK544727.



RACE

COTAM

ASSOCIATES