

SAVELL BIRD & AXON

Transport & Traffic Consultants

National Grid

**Proposed Non-Food
Retail Unit,
Old Mill Lane,
Barnsley**

Transport Assessment

August 2006

4th Floor,
Croxley House
14 Lloyd Street
Manchester M2 5ND
Tel: 0161 835 2400
Fax: 0161 835 3400
sba@sbax-man.co.uk

REPORT CONTROL

Document: Transport Assessment

Project: Proposed Non-Food Retail, Old Mill Lane, Barnsley

Client: National Grid

Job No: N50622

File Origin: SBAX Server Drive\Jobs\N50622\Docs\Reports\ta-01\doc

Document Checking:

Primary Author:	IEI	Initialled:
------------------------	------------	--------------------

Contributor:	PJW	Initialled:
---------------------	------------	--------------------

Review By:	PJW	Initialled:
-------------------	------------	--------------------

Issue date: **Status:** **Checked for Issue:**

1 30-08-06 Final Draft

2

3

4

5

CONTENTS

1	INTRODUCTION	3
1.1	Introduction	3
1.2	Development Site and Its Location.....	3
1.3	Development Proposals.....	3
1.4	Scope of Report.....	4
2	TRANSPORT PLANNING CONSIDERATIONS	5
2.1	Introduction	5
2.2	Planning Policy Guidance Note 13: Transport	6
2.3	Planning Policy Statement 6: Planning for Town Centres	9
2.4	1998 White Paper on the Future of Transport.....	10
2.5	A Strategy for Sustainable Development for the UK.....	11
2.6	National Policy Summary	12
2.7	Regional Planning Guidance.....	12
2.8	South Yorkshire Local Transport Plan.....	14
2.9	Second South Yorkshire Local Transport Plan (Provisional) 2006-2011	15
2.10	Barnsley Unitary Development Plan (UDP).....	15
2.11	Regional & Local Planning Summary.....	18
3	ACCESS BY CHOICE OF MODE OF TRANSPORT	20
3.1	Introduction	20
3.2	Accessibility on Foot	20
3.3	Accessibility by Bicycle.....	22
3.4	Accessibility by Bus	23
3.5	Accessibility by Rail.....	25
4	TRAVEL PLAN.....	26
5	VEHICULAR ACCESS AND PARKING PROVISION	27
5.1	Introduction	27
5.2	Surrounding Highway Network.....	27
5.3	Proposed Vehicular Access	27
5.4	Car Parking Provision.....	28
6	TRAFFIC IMPACT ASSESSMENT	29
6.1	Introduction	29
6.2	Traffic Impact Assessment.....	29
7	CONCLUSIONS	30

CONTENTS

PLANS

Plan 1: Site Location

Plan 2: Masterplan

Plan 3: Pedestrian Catchment

Plan 4: Cycle Catchment

Plan 5: Bus Route Catchment

APPENDICES

Appendix 1: Travel Plan

1 INTRODUCTION

1.1 Introduction

1.1.1 Savell Bird & Axon has been instructed by National Grid to advise on the traffic and transportation implications of redeveloping a site in the Old Mill area of Barnsley for a non-food retail unit.

1.1.2 The report provides information on the traffic and transport planning aspects of the development proposals and forms supplementary information to assist in the determination of a forthcoming outline planning application.

1.2 Development Site and Its Location

1.2.1 The location of the development site in relation to Barnsley is shown in **Plan 1**.

1.2.2 The application site is located in the Old Mill area of the Town. The site is currently occupied by the remnants of a disused gas depot.

1.2.3 To the north the development site is bounded by a Wickes store, to the east and south by land designated as "Urban Greenspace" in the Barnsley UDP and to the west by the A61 Old Mill Lane.

1.2.4 Access to the development site is currently afforded off the A61 Old Mill Lane via a priority junction located approximately 160 metres southwest of the access to the Wickes store.

1.3 Development Proposals

1.3.1 It is proposed to develop a 1,960m² non-food retail unit with an associated 79 parking spaces on the site. A site Masterplan is provided in **Plan 2**.

1.3.2 It is proposed that vehicular access to the unit will be provided off a new access road which will be accessed via a new link road between the A61 Old Mill Lane and Burton Road. The link road and access road scheme are being promoted by Barnsley Metropolitan Borough Council (BMBC). It is understood that the planning application for the proposed link road & access road will be submitted imminently.

1.3.3 The vehicular access strategy will be considered in greater detail in Section 6 of the report.

1.4 Scope of Report

1.4.1 Following this introduction Section 2 of the report will consider the transportation planning aspects of the proposals and ensure compliance with current and emerging local and national planning policy. Section 3 deals with the accessibility of the site by non-car travel modes while Section 4 will set out the scope for a Travel Plan.

1.4.2 The proposed vehicular access strategy and parking arrangements are considered in Section 5. The impact of the proposed development on the local highway network is considered in Section 6 while Section 7 draws together the conclusions.

1.4.3 The scope of this Report has been the subject of discussion and agreement with the local highway authority, Barnsley MBC.

2 TRANSPORT PLANNING CONSIDERATIONS

2.1 Introduction

- 2.1.1 The main source of national policy as regards the transport planning aspects of the proposed development can be found in Planning Policy Statement 1 (PPS1): Delivering Sustainable Development, Planning Policy Guidance 13 (PPG13): Transport and Planning Policy Statement 6 (PPS6) Planning for Town Centres.
- 2.1.2 Further guidance can be found in the DETR documents entitled 'The White Paper on the Future of Transport' published in July 1998 and 'A Strategy for Sustainable Development for the UK' published in May 1999.
- 2.1.3 The primary source of regional planning guidance can be found in the Regional Spatial Strategy (RSS) for Yorkshire and the Humber to 2016.
- 2.1.4 With regard to local transport planning policy the main sources are the adopted and emerging South Yorkshire Local Transport Plan and the Barnsley Unitary Development Plan.

Planning Policy Statement 1: Delivering Sustainable Development

2.1.5 Although the Planning Statement which will accompany this particular planning application will go into further details with regards to national planning policy it is worth noting a couple of key objectives from PPS1, which are as follows:

- Regional planning bodies and local planning authorities should ensure that development plans contribute to global sustainability by addressing the causes and potential impacts of climate change – through policies which reduce energy use, reduce emissions (for example, by encouraging patterns of development which reduce the need to travel by private car, or reduce the impact of moving freight, promote the development of renewable energy resources, and take climate change impacts into account in the location and design of development.
- Planning policies should promote high quality inclusive design in the layout of new developments and individual buildings in terms of function and impact, not just for the short term but also over the lifetime of the development. Design which fails to take the opportunities available for improving the character and quality of an area should not be accepted.

2.2 Planning Policy Guidance Note 13: Transport

2.2.1 PPG13 "Transport" was revised in March 2001. This document provides advice on how local authorities should integrate transport and land use planning for all types of development.

2.2.2 The key aim of PPG13 is to ensure that local authorities carry out their land use policies and transport programmes in ways which help 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.
- Reduce the need to travel, especially by car.

2.2.3 Consideration of PPG13 is fundamental to development proposals and lies at the core of the government's commitments in the Sustainable Development Strategy to reduce the need to travel with the aim of reducing overall the environmental impacts of transport.

2.2.4 In order to deliver the objectives of this guidance, when preparing development plans and considering planning applications, local authorities should, amongst other things:

- (i) Actively manage the pattern of urban growth to make the fullest use of public transport, and focus major generators of travel demand in city, town or district centres and near to major public transport interchanges.
- (ii) Locate local and day to day facilities, which need to be near their clients in local centres so that they are accessible by walking and cycling.
- (iii) Ensure that development comprising jobs, shopping, leisure and services offers a realistic choice of access by public transport, walking and cycling, recognising that this may be less achievable in some rural areas.

2.2.5 A key planning objective, detailed in Paragraph 19, is to ensure that:

'jobs, shopping, leisure facilities and services are accessible by public transport, walking and cycling. This is important for all, but especially for those who do not have regular use of a car, and to promote social inclusion.'

- 2.2.6 Paragraph 21 continues the theme of PPG13 by stating that local authorities should review their development plan allocations and should:

'allocate or reallocate sites which are (or will be) highly accessible by public transport for travel intensive uses (including office, retail, commercial leisure, hospitals and conference facilities), ensuring efficient use of land, but seek, where possible, a mix of uses, including a residential element'

- 2.2.7 The document continues with the promotion of Town and District Centres as locations for retail developments by stating in paragraph 35 that:

'Policies for retail and leisure should seek to promote the vitality and viability of existing town centres, which should be the preferred locations for new retail and leisure developments.'

- 2.2.8 In respect of public transport accessibility, paragraph 72 of PPG13 states that:

'The likely availability and use of public transport is a very important ingredient in determining locational policies designed to reduce the need for travel by car.'

- 2.2.9 In terms of walking PPG13 states that:

'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres. Walking also forms an often forgotten part of all longer journeys by public transport and car.'

- 2.2.10 In addition to walking, cycling has the potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport.

2.2.11 PPG13 also includes policy support for the implementation of Travel Plans amongst businesses, schools, hospitals and other organisations. PPG13 lists a number of sustainable transport objectives that Travel Plans should include, namely:

- Reductions in car usage (particularly single occupancy journeys) and increased use of public transport, walking and cycling.
- Reduced traffic speeds and improved road safety and personal security for pedestrians and cyclists.
- More environmentally friendly delivery and freight movements, including home delivery services.

2.3 Planning Policy Statement 6: Planning for Town Centres

2.3.1 PPS6 was published in 2005 and replaces Planning Policy Guidance Note 6: Town Centres and Retail Developments (1996). PPS6 covers Town Centres and the main Town Centre uses, these are defined in paragraph 1.8 as being:

- Retail (including warehouse clubs and factory outlets).
- Leisure, entertainment facilities, and the more intensive sport and recreation facilities.
- Offices.
- Arts, culture and tourism.

2.3.2 PPS6 sets out a sequential approach to the preferred location for retail development with first preference for town centre sites, where suitable sites are available, followed by edge of centre sites and only then out-of-centre sites in locations that are accessible by a choice of means of transport.

2.3.3 Paragraph 2.4 reinforces this stating:

“Opportunities within existing centres should be identified for sites suitable for development or redevelopment or where conversions and changes of use will be encouraged for specific buildings or areas”.

2.3.4 When considering development, PPS6 in paragraph 3.25 states that local planning authorities should ensure that development occurs in accessible locations:

“Developments should be accessible by a choice of means of transport, including public transport, walking, cycling, and the car (taking full account of customers’ likely travel patterns). In determining whether the developments are or will become genuinely accessible, local authorities should assess the distance of proposed developments from existing or proposed public transport facilities (bus or railway stations and interchanges).”

2.4 1998 White Paper on the Future of Transport

2.4.1 The White Paper, published in 1998, expands and supports the advice relating to the transport consideration of development planning, which is contained in the now revised PPG13. The White Paper continues to represent the valid guidance document in this respect and developments should, therefore, properly be considered in the context of PPG13.

2.4.2 As the White Paper identifies, the government has revised PPG3 to provide an increased emphasis on accessibility to jobs, leisure and services by foot, cycle and public transport.

2.4.3 This includes the promotion of major development within areas where good public transport exists to support sustainable development.

2.4.4 The White Paper goes on to state that planning guidance in PPS6 and PPG13 both advocate a broader approach to appraisal to encompass the impact on overall travel and car use.

2.5 A Strategy for Sustainable Development for the UK

2.5.1 In May 1999 the Secretary of State for the Environment, Transport and The Regions presented the White Paper on Sustainable Development to Parliament. With respect to transportation and access in relation to specific development proposals, the White Paper supports the policy objectives established in the Transport White Paper and in the subsequent revision of PPG13.

2.5.2 Reduced reliance on the private car is the fundamental principle of the transport strategy for sustainable developments, again stressing the need to locate major developments where good public transport exists or can be ensured.

2.5.3 The strategy continues by stating that many respondents to the consultation exercise carried out by the Government's Urban Task Force identified neighbourhoods with easy access to services and a mix of uses as the basis for sustainable communities of the future. In order to create more sustainable patterns of development the document states that it is necessary to:

- (i) Concentrate the majority of new development within existing urban areas.
- (ii) Reduce the need to travel in planning the location of new development.
- (iii) Re-use previously developed land.

- 2.5.4 The document reiterates the aspirations of PPG13 by stating that:

'Land use planning policies should promote regeneration, social inclusion and more sustainable patterns of development. In particular, shopping, leisure, offices and other key town centre uses should be located within existing centres.'

- 2.5.5 The document goes on to state that:

'The land use planning system will be used to promote safe and convenient links between jobs, homes, and facilities, by walking, cycling and public transport, and to encourage siting of high density developments near existing transport corridors...'

2.6 National Policy Summary

- 2.6.1 The proposed development supports the aims and objectives of PPS1 and 6, PPG13 and the two White Paper documents by being located in an area which has a high concentration of residential development and adjacent to an arterial public transport corridor. Furthermore the application site is a brownfield site having previously been developed for industrial purposes.

- 2.6.2 It is clear therefore that the location of the proposed development would serve to promote the use of sustainable modes of travel.

2.7 Regional Planning Guidance

- 2.7.1 The Regional Spatial Strategy (RSS) for Yorkshire and the Humber to 2016 was published in December 2004 by the Government Office for Yorkshire and the Humber.

- 2.7.2 The RSS provides a spatial framework to inform the preparation of local development documents, local transport plans and regional and sub-regional strategies and programmes that have a bearing on land use activities.

2.7.3 The RSS recognises in paragraph 2.32 that towns such as Barnsley:

“do not have the extended range of city centre functions of Leeds or Sheffield lacking some of their economic “critical mass” and being all the more vulnerable to competition from out of town”

2.7.4 Of Barnsley, the RSS goes on to state in paragraph 4.55 that it should be *“in accordance with Policies P1, E4 and H2, the focus for economic and housing development in the sub region”*.

2.7.5 Regarding the location of developments Policy P1 states:

a) *“Policies should be developed which minimise the need for Greenfield development and the need to travel. Land use and transport policies should be integrated and development located where it is accessible to a range of transport modes. Development plans and, where appropriate, local transport plans, should include policies and proposals which support the delivery of urban renaissance, regeneration and the concentration of development.*

b) *Wherever possible development should be located within urban areas. Development plans should adopt a sequential approach to meeting development needs which should start with the re-use of suitable previously developed land and buildings within urban areas.”*

2.7.6 The policy of locating development where it is accessible by sustainable modes of transport is reasserted in paragraph 7.1, in which it states:

“A vital element of an integrated transport policy response to transport needs is integration with land-use planning at national, regional and local levels. This supports individuals and businesses in making more sustainable travel choices, reduces the need to travel and allows major travel generating uses to be located where they can be effectively served by public transport”.

2.7.7 It then goes on to state in paragraph 7.21 that:

“development should be planned to enhance the viability of existing public transport services...”

2.8 South Yorkshire Local Transport Plan

2.8.1 The Local Transport Plan was adopted in the summer of 2000 and contains policies and objectives for the five-year life of the plan inclusive of 2001/2 to 2005/6.

2.8.2 The South Yorkshire LTP has been prepared within the current national policy framework for fully integrated transport as set out in the Government White Paper “A New Deal for Transport: Better for Everyone”. The overall objectives within the LTP with regard to contributing to sustainable development as outlined in national policy are:

- a) Protecting and enhancing the built and natural environment.
- b) Improving safety for all travellers.
- c) Contributing to an efficient economy and supporting sustainable economic growth in appropriate locations.
- d) To promote accessibility to everyday facilities for all, especially those without a car.
- e) Promoting the integration of all forms of transport and land use planning, leading to a better, more efficient transport system.

2.9 Second South Yorkshire Local Transport Plan (Provisional) 2006-2011

2.9.1 The second LTP is currently in draft format and will cover the period 2006 to 2011. The schemes contained within the second LTP are intended to provide:

- Free flowing roads.
- More, and more reliable buses.
- Demand responsive transport services to provide accessibility to all areas and all communities.
- The potential of existing and new technology.
- Joined-up transport and land use planning which minimises congestion.
- Increased use of school travel plans, workplace travel plans and personalised travel planning.
- A culture, and an improved local environment, where cycling and walking are seen as attractive alternatives to car travel.

2.10 Barnsley Unitary Development Plan (UDP)

2.10.1 The current Barnsley UDP was adopted in 2000. The UDP is the starting point in the consideration of all proposals for development.

2.10.2 The main aims of the Barnsley UDP are to increase job opportunities, to conserve and improve the environment and to revitalise communities.

2.10.3 The application site is not affected by any specific proposals detailed in the proposals map.

- 2.10.4 Of retail development outside defined shopping centres (as shown in the UDP Proposals map) Policy S3 states it will only be permitted under certain conditions which includes the following:

“...it can provide a satisfactory functional connection thereto in terms of distance and physical relationship and where it is likely that the development of the site will generate joint trips to it and the adjacent centre, subject to the provisions of Policy S4 of the plan”.

- 2.10.5 Provisions stipulated in Policy S4 include:

- *“...the development proposed will not unacceptably undermine the vitality and viability of any defined centre...”*
- *The development is (or will be made) readily accessible to residential areas for pedestrians and cyclists, to a wider area by established public transport links, and will not generate a significant increase in private car journeys*
- *The development includes within its proposals satisfactory measures to accommodate the effects and impact of the development on the transport network, including roads, footpaths and cycleways”.*

- 2.10.6 In terms of transportation paragraph 6.13 of the UDP states that:

“One of the main issues for the UDP is how to stimulate regeneration by increasing accessibility”

- 2.10.7 The objectives of the UDP’s transport strategy are:

- *“To improve transport provision and services to areas of poor accessibility and job creation as an integral part of a coherent regeneration strategy.*

- *To provide genuine choices of travel mode as alternatives to the private car by assisting public transport operation, retention and development of the network, and development of facilities for cyclists and pedestrians.*
- *To improve and protect the environment .*
- *To improve the safety and efficiency of the transport network.*
- *To meet the needs of the socially and physically disadvantaged."*

2.10.8 With respect to accessibility by public transport the UDP states in paragraph 6.72 that:

"Provision of public transport is also an essential element in maintaining and promoting the viability of shopping, commercial and recreational centres within the Borough."

2.10.9 With reference to future developments paragraph 6.73 goes on to state that:

"Future land use and public transport proposals will need to be inter-related, to minimise the need for journeys and to maximise the potential for bus/rail travel."

2.10.10 In terms of improving accessibility by bus the UDP states in paragraph 6.84 that:

"Journey times, and reliability can be improved by minimising delays to buses, either through traffic management or highway design."

2.10.11 In terms of large scale retail development Policy BA27 states:

“Proposals for the development or redevelopment of those sites currently accommodating out-of centre retail uses in the Old Mill area and which are shown as such on the proposals map, will be judged on their individual merits taking into account the effect they would have on the character and appearance of the area, car parking requirements and traffic and highway considerations, and any impact on the Town Centre and other designated shopping centres arising from a possible intensification of the existing uses or uses.”

2.10.12 With greater reference to the development site itself the UDP states of the Wickes site that:

“Planning permission was granted for the retail of comparison goods on this derelict site on the basis of potential highway and environmental improvements. Further intensification or development is likely to be limited by site access, highway and residential amenity considerations.”

2.11 Regional & Local Planning Summary

2.11.1 The proposed development supports the policies of the RSS by contributing to Barnsley's "critical mass" of retail development thereby reducing "leakage" to other shopping destinations in the area and consequently the distance people travel. In addition the application site is highly accessible by bus thereby facilitating access to the site by public transport and enhancing the viability of bus services.

- 2.11.2 The proposed development will also be highly accessible by foot and cycle with a number of measures aimed at increasing accessibility for pedestrians and cyclists included within the link road scheme. As previously detailed the application site was previously developed and, as subsequent sections of the report will show, the local highway network can satisfactorily accommodate the number of trips forecast to be generated by the development. The development will also generate a number of linked trips due to a range of retail opportunities being located within walking distance of the site as will be shown in the following section.
- 2.11.3 It is concluded therefore that the proposed development fully accords with regional and local planning policy.

3 ACCESS BY CHOICE OF MODE OF TRANSPORT

3.1 Introduction

3.1.1 It is important to recognise that national government guidance encourages accessibility to new developments by non-car travel modes. New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car travel modes, thus assisting in meeting the aspirations of current national and local planning policy.

3.1.2 The accessibility of the proposed development by the following modes of transport has, therefore, been considered:

- (i) Accessibility on foot;
- (ii) Accessibility by cycle;
- (iii) Accessibility by bus;
- (iv) Accessibility by rail.

3.2 Accessibility on Foot

3.2.1 The site of the proposed development benefits from a location which is easily accessible by foot from the local area.

3.2.2 As previously stated it is proposed that access to the unit will be provided off a new access road which will be accessed via a new link road between the A61 Old Mill Lane and Burton Road. The new access road and link road will incorporate footways either side of the carriageway which will be a minimum of 2 metres in width.

- 3.2.3 A further pedestrian access will link the proposed unit with the new link road. This access will be located approximately 50 metres southeast of the new link road/A61 Old Mill Lane junction.
- 3.2.4 The A61 Old Mill Lane has footways either side of the carriageway which measure 2.5 to 3 metres in width. To the south Old Mill Lane provides access to the Town Centre while to the north it provides access to residential areas. Burton Road also has footways either side of the carriageway which measure approximately 2 metres in width. To the east Burton Road provides access to residential areas while to the west it forms a signalised junction with the A61 Old Mill Lane.
- 3.2.5 In addition the A61 Old Mill Lane and Burton Road form part of the Dearne Way National Trail. The Dearne Way provides pedestrian and cycle access to the east and west of Barnsley as well as providing access to a number of other footpaths.
- 3.2.6 Pedestrian crossing facilities which will facilitate access to the site after the link road has been completed include signalised crossing facilities across Old Mill Lane at its junctions with Burton Road and the link road. A signalised pedestrian crossing will also be provided across the link road at its junction with Old Mill Lane while a pedestrian refuge with associated dropped kerbs and tactile paving will be provided across Burton Road at its junction with Old Mill Lane.
- 3.2.7 Within the Institution of Highways and Transportation (IHT) document, entitled "Guidelines for Providing for Journeys on Foot", a distance of 800 metres is identified as the preferred maximum distance for town centres, whilst a distance of 2 kilometres is defined as a preferred maximum for commuting.
- 3.2.8 PPG13 states that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2 kilometres.

- 3.2.9 **Plan 3** shows pedestrian catchments for 800 metres and 2 kilometres. This indicates the areas that can be easily reached based on a leisurely walk from the site.
- 3.2.10 From **Plan 3** it can be seen that the 800 metre catchment encompasses a significant area of retail development including an Asda supermarket, Wickes, MFI Homeworks, Howdens Joinery, Carphone Warehouse, and a Choices UK outlet. The 800 metre catchment also includes a significant area of residential development which will provide a potential customer and employee pool within walking distance of the store.
- 3.2.11 The 2 kilometre extends to encompass the entirety of Barnsley Town Centre and residential areas Monk Bretton, Old Town and Athersley South.
- 3.2.12 It can be concluded that the existing facilities for pedestrians and those proposed ensure that the application site is highly accessible by foot from the surrounding area.
- 3.2.13 In addition the existing retail facilities located in the close vicinity to the development site will encourage linked trips to be made between these facilities and the proposed development thereby significantly reducing the impact of the proposed development on the local highway network.

3.3 Accessibility by Bicycle

- 3.3.1 As previously stated the Dearne Way runs in the vicinity of the application site which provides for access to the site by cycle. In addition a number of cycleways are included within the scheme for the proposed link road ensuring that the application site is highly accessible by cycle.

- 3.3.2 PPG13 states that cycling has the 'potential to replace short car journeys, particularly those under 5 kilometres', this would equate to a journey of around 25 minutes cycling at a leisurely speed of 12kph. As such a 5 kilometre cycle catchment from the proposed development site has been prepared and is displayed in **Plan 4**.
- 3.3.3 It can be seen from **Plan 4** that the cycle catchment encompasses the entirety of Barnsley. It is therefore considered that the majority of the proposed non-food retail unit's employees and customers will live within cycling distance of the development site.
- 3.3.4 In order to further facilitate cycling as a means of accessing the proposed development cycle parking facilities will be provided within the proposed development which will fully accord with the cycle parking standards detailed in Supplementary Planning Document 32 of the Barnsley UDP.
- 3.3.5 Based on the above it can be concluded that the proposed development will be accessible by cycle.

3.4 Accessibility by Bus

- 3.4.1 The site of the proposed development is highly accessible by bus. Bus stops are located approximately 200 metres from the proposed non-food retail unit on the A61 Old Mill Lane and Burton Road. Details of services accessible at these stops are summarised in Table 3.1.

Service No.	Route	Frequency (services per hour)			
		Mon-Fri		Sat	Sun
		Peak	Off-peak		
10	Barnsley-Athersley-New Lodge	3 morning services		-	
30/31	Barnsley-West Green-Shafton	1	1	1	1
X30	Barnsley-Smithies-Mapplewell-Sheffield-Leeds	2 per day			-
33	Barnsley-Grimethorpe-Upton-Pontefract	1			-
57	Barnsley-Monk Bretton-Carlton-Royston	3	3	3	-
58/59	Barnsley-Royston-Woolley-Sandal-Wakefield	2	2	2	1
235	Barnsley-Kexborough-Kirkburton-Huddersfield	1	1 every 2 hours		1

Table 3.1 – Summary of Bus Service Details

3.4.2 As can be seen from Table 3.1 a number of bus services operate in the vicinity of the application site providing frequent connections to the surrounding area. It should also be noted that the majority of the bus services contained in Table 3.1 operate via Barnsley Interchange where further bus services and train services can be accessed.

3.4.3 A bus network map is provided in **Plan 5**, the map shows the route of bus services that operate within the vicinity of the application site and a 400 metre catchment from the bus routes. The 400 metre distance is a general guide as to what operators consider to be a reasonable distance to available bus routes, the figure having been obtained from the Bus and Coach Council. This distance is also quoted in the IHT Guidelines for Planning for Public Transport.

- 3.4.4 As can be seen from **Plan 5** the bus services which operate in the vicinity of the development site provide access to large areas of residential development which will potentially provide a large customer base and staff pool.
- 3.4.5 In addition the A61 has been designated as a quality bus corridor and as part of the new link road scheme a southbound bus lane is to be provided on the A61 between its junctions with Burton Road and the new link road. This will further enhance bus accessibility to the application site by enabling quicker and more reliable journeys
- 3.4.6 Furthermore Barnsley Interchange is currently undergoing refurbishment which is scheduled to be completed in Spring 2007. This will enhance the attractiveness of using public transport to access the site.
- 3.4.7 It is considered therefore that the application site is highly accessible by bus.

3.5 Accessibility by Rail

- 3.5.1 The nearest train station to the site is Barnsley which is located approximately 900 metres southwest of the development site. Frequent services are available from the station which serve a number of local and regional destinations such as Sheffield, Wakefield and Leeds.

4 TRAVEL PLAN

4.1.1 In order to manage the travel by members of staff employed on the development site the applicant wishes to offer a Travel Plan (TP).

4.1.2 The Department of the Environment, Transport and the Regions (DETR) have produced guidance on the preparation of Green Transport Plans. The document, entitled 'The Benefits of Green Transport Plans' was published in June 1999. The guidance encourages employers to provide a number of components to the Green Transport Plans, namely:

- Provide Public Transport Information – this could be in the form of billboards with the latest bus and rail timetables.
- Public Transport Discount from Rail and Bus Companies – negotiation on fare discount with PT operators could take place if patronage increases.
- New Terms and Conditions for employees – this could be in the form of altering company car policy, reducing mileage allowance and compressing the working month into fewer days, and therefore, fewer journeys.
- Implementing parking controls or restrictions for staff – this may force the members of staff to re-evaluate their modal choice.

4.1.3 A draft TP for the retail unit is enclosed within **Appendix 1** of this report.

4.1.4 The objective of the TP is the delivery of the objectives of National Planning Policy, i.e. to encourage staff to travel to work by bus, train, on foot and by bicycle. The TP outlines physical and management measures that are designed to achieve this objective, which can be discussed at a later date.

5 VEHICULAR ACCESS AND PARKING PROVISION

5.1 Introduction

- 5.1.1 This section of the report will initially consider the local highway network, the proposed vehicular access arrangements and the proposed level of car parking provision.

5.2 Surrounding Highway Network

- 5.2.1 As previously stated the proposed development is to be accessed off a new access road which in turn will be accessed from a new link road between the A61 Old Mill Lane and Burton Road. The new access road will form a roundabout junction with the new link road.
- 5.2.2 The new access road will run in an approximate northwest to southeast alignment and will provide access to the existing Wickes store in addition to the proposed non-food retail unit.
- 5.2.3 Approximately 110 metres northeast of the new link road/access road junction the link road will form a roundabout junction with Burton Road. Approximately 160 metres west northwest of the new link road/access road junction the link road will form a signalised junction with the A61 Old Mill Lane.

5.3 Proposed Vehicular Access

- 5.3.1 As previously stated it is proposed that vehicular access to the proposed unit is provided off the new access road.
- 5.3.2 Vehicular access for customers will be provided via a priority junction located approximately 90 metres northwest of the new access road link road roundabout junction.

5.3.3 Access for service vehicles will be provided via a priority junction located approximately 30 metres northwest of the new access road link road roundabout junction.

5.3.4 It is considered that the proposed vehicular access arrangements provide a safe means of access for both vehicles and vulnerable road users.

5.4 Car Parking Provision

5.4.1 As previously stated it is proposed to provide 79 car parking spaces in association with the proposed retail unit. 67 of these spaces will be for customers while 12 will be for members of staff. 5 of the 67 customer spaces will be designated for disabled users, this equates to a provision of 7%.

5.4.2 The maximum number of spaces which can be provided in association with a non-food retail development according to Barnsley MBC's Supplementary Planning Guidance (SPG) 32 is one space per 20m², this equates to 98 spaces

5.4.3 The proposed development therefore provides 19 fewer spaces than the maximum number of spaces which could be provided. This is justified due to the fact that the development site is highly accessible by non-car modes as has been detailed previously. Furthermore it is likely that a number of the trips generated by the proposed retail unit will be linked with other retail opportunities located within walking distance of the site.

5.4.4 It can be concluded therefore that the level of car parking proposed complies fully with planning guidance issued by Barnsley MBC, and in PPG13.

6 TRAFFIC IMPACT ASSESSMENT

6.1 Introduction

6.1.1 Having established earlier in the report that the proposed site is accessible by modes of transport other than the private car this section of the report considers the impact of traffic generated by the proposed retail unit on the site access junction.

6.1.2 Barnsley MBC requested that only the site access junction be assessed as other junctions which constitute the local highway network were assessed during the design of the link road.

6.2 Traffic Impact Assessment

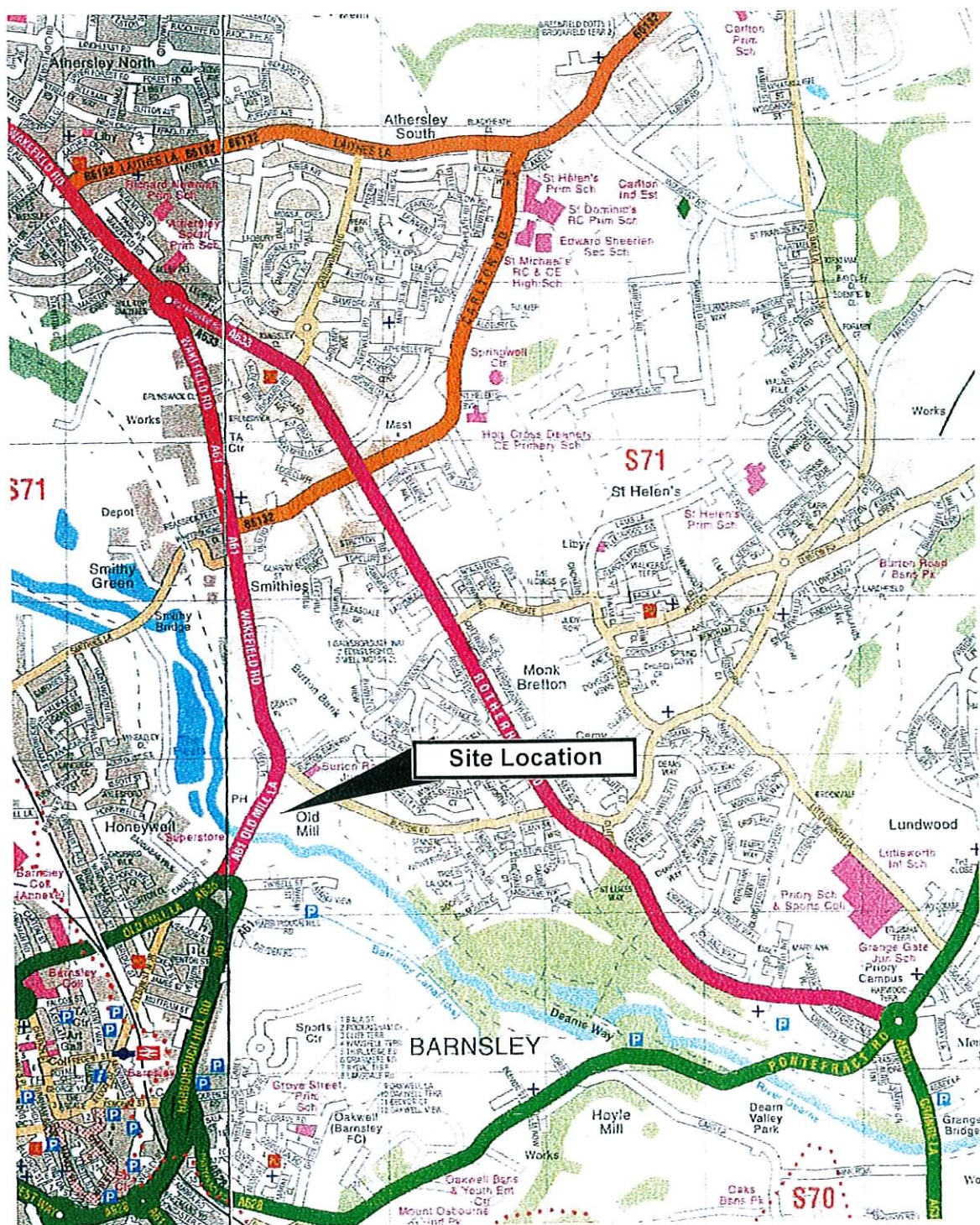
6.2.1 The access road from which the proposed development will be accessed will only serve the proposed development and the existing Wickes store. The volume of traffic using the access road will therefore be minimal.

6.2.2 Due to the low volume of traffic using the access road it is considered that the site access junction will operate well within capacity. It is subsequently considered that a quantitative assessment of the proposed site access junction will not be necessary.

7 CONCLUSIONS

- 7.1.1 This report has considered the impact of the proposals to redevelop land in the Old Mill area of Barnsley for a non-food retail unit.
- 7.1.2 Section 2 of the Report has demonstrated that the proposed development fully accords with local, regional and national planning policy with respect to the transportation aspects of the proposed non-food retail unit.
- 7.1.3 The application site is also highly accessible by a range of non-car modes. This will be further enhanced by the proposed QBC along the A61 Old Mill Lane and the additional cycle and pedestrian facilities to be provided in association with the link road scheme.
- 7.1.4 The proposed vehicular access arrangement provides a safe and efficient means of accessing the development for all road users. It is intended that the planning application for the link road and access road off which the unit will be accessed will be submitted imminently.
- 7.1.5 The proposed level of car parking accords fully with Barnsley MBC's planning guidelines.
- 7.1.6 The traffic impact analysis section considered the operation of the site access junction. It was concluded that the site access junction would operate well within capacity and that a quantitative assessment would not be necessary.
- 7.1.7 In conclusion, this report has demonstrated that the proposals to redevelop land in the Old Mill area of Barnsley for a non-food retail unit should receive a positive recommendation on highways and transport grounds.

PLANS



National Grid

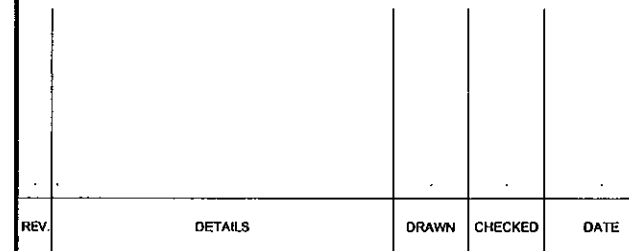
Proposed non-Food Retail Unit
 Old Mill Lane
 Barnsley
 Site Location (Local Context)

SAVELL BIRD & AXON

4th Floor, Croxley House,
 14 Lloyd St, Manchester, M2 5ND
 Tel: 0161 835 2400,
 Fax: 0161 835 3400
 email: sba@sbax-man.co.uk
 web: www.sbax-man.co.uk

DRAWN: CP	DATE: Feb 06	CHECKED: II	DATE: Feb 06	SCALE: N.T.S.
--------------	-----------------	----------------	-----------------	------------------

DRAWING NUMBER: N50622/01	REVISION: .
------------------------------	----------------



PROJECT:

Proposed Non-Food Retail Unit
Old Mill Lane
Barnsley

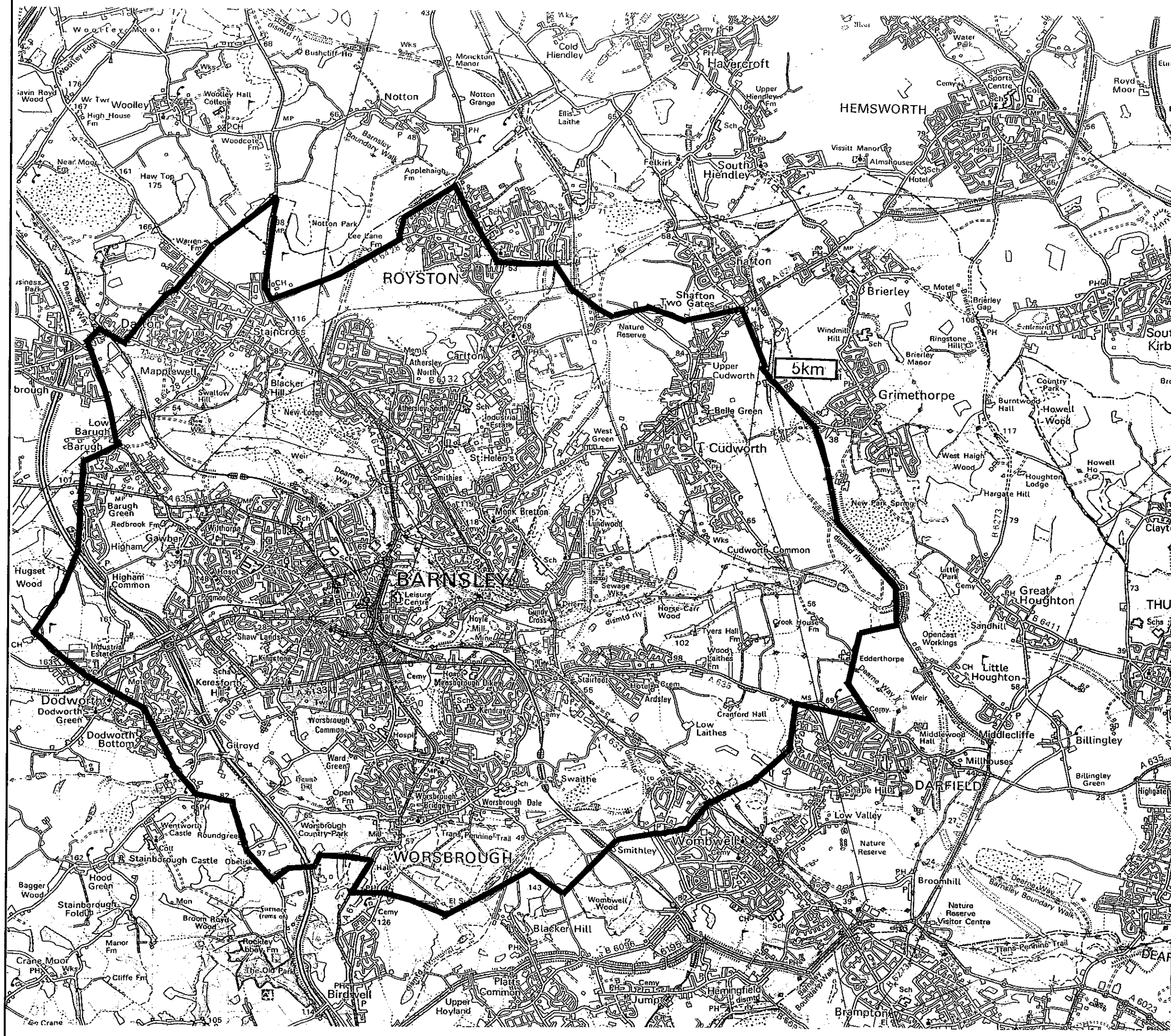
DRAWING TITLE:

800m & 2km Pedestrian
Catchment

SCALES:			1:25000	
DRAWN:		CP	CHECKED:	II
			DATE:	Feb 06

4th Floor, Croxley House,
14 Lloyd St, Manchester, M2 5ND
Tel: 0161 835 2400, Fax: 0161 835 3400
email: sba@sbax-man.co.uk
web: www.sbax-man.co.uk

DRAWING NUMBER:	N50622/03	REVISION:	.
-----------------	-----------	-----------	---



Notes:

Plan 4

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT: National Grid

PROJECT: Proposed Non-Food Retail Unit
Old Mill Lane
Barnsley

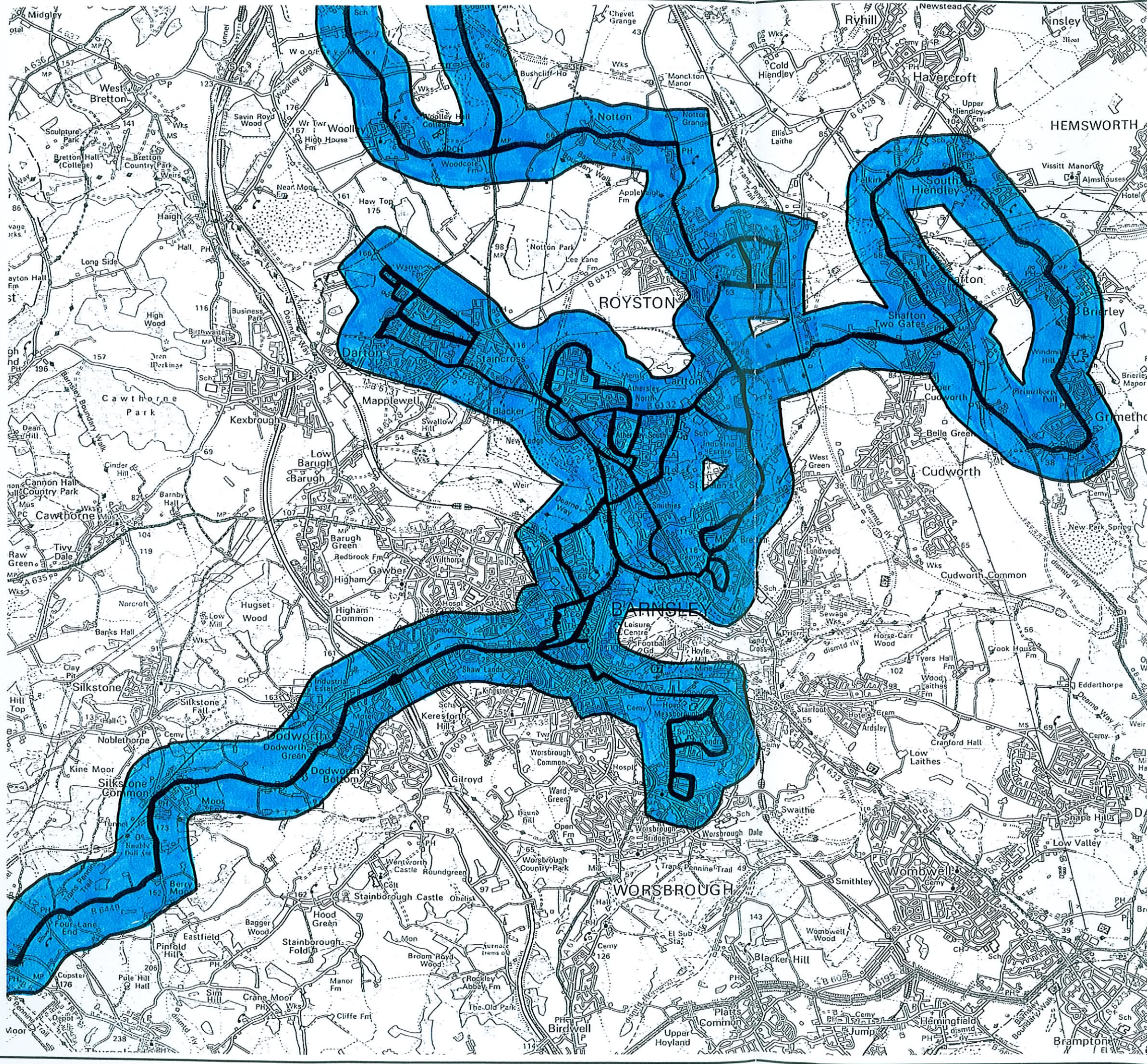
DRAWING TITLE: Cycle Catchment

SCALE: 1:50000

DRAWN: CP CHECKED: II DATE: Feb 06

SAVELL BIRD & AXON
4th Floor, Croxley House,
14 Lloyd St, Manchester, M2 5ND
Tel: 0161 835 2400, Fax: 0161 835 3400
email: sba@sbax-man.co.uk
web: www.sbax-man.co.uk

DRAWING NUMBER: N50622/04 REVISION: .



Notes:

Plan 5

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
National Grid

PROJECT:
Proposed Non-Food Retail Unit
Old Mill Lane
Barnsley

DRAWING TITLE:
Bus Service Catchment

SCALES:
1:50000

DRAWN: CP	CHECKED: II	DATE: Feb 06
--------------	----------------	-----------------

SAVELL BIRD & AXON
4th Floor, Croxley House,
14 Lloyd St, Manchester, M2 5ND
Tel: 0161 835 2400, Fax: 0161 835 3400
email: sba@sbax-man.co.uk
web: www.sbax-man.co.uk

DRAWING NUMBER: N50622/05	REVISION: .
------------------------------	----------------

APPENDICES

Appendix 1

Travel Plan

SAVELL BIRD & AXON

Transport & Traffic Consultants

National Grid

**Proposed Non-Food
Retail Unit,
Old Mill Lane,
Barnsley**

Travel Plan

N50622

August 2006

4th Floor
Croxley House
14 Lloyd Street
Manchester M2 5Nd
Tel: 0161 835 2400
Fax: 0161 835 3400
sba@sbax-man.co.uk

REPORT CONTROL

Document: Travel Plan
Project: Proposed Non-Food Retail Unit, Old Mill Lane, Barnsley
Client: National Grid
Job No: N50622
File Origin: J:/2005/N50622/Docs/Report/Travel Plan

Document Checking:

Primary Author:	IEI	Initialled:
------------------------	-----	--------------------

Contributor:	PJW	Initialled:
---------------------	-----	--------------------

Review By:	PJW	Initialled:
-------------------	-----	--------------------

Issue date:	Status:	Checked for Issue:
-------------	---------	--------------------

1	30/08/06	Working Draft
2		
3		
4		
5		

CONTENTS

1	TRAVEL PLAN.....	2
1.1	Introduction.....	2
1.2	Plan Administration.....	4
1.3	Physical Measures.....	5
1.4	Management Measures	6
1.5	Plan Monitoring and Assessment	9

1 TRAVEL PLAN

1.1 Introduction

1.1.1 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments. The Department of Transport's issued a guide on the preparation of such travel plans in July 2002 in a document entitled 'Using the Planning Process to Secure Travel Plans'.

1.1.2 This document will set out the principle strategies of the Travel Plan which will evolve into a formally agreed document once the development is open and staff are employed on the site. The formal Travel Plan document will be submitted to and agreed with the local planning authority within 6 months of the occupation of the buildings.

1.1.3 The principle strands of the plan are set out as follows;

Physical Infrastructure

- (i) Reduced car parking provision in line with current local and national planning guidance.
- (ii) Provision of secure stands to the satisfaction of the Local Planning Authority.
- (iii) Provision of changing facilities and locker facilities for cyclists use.
- (iv) Facilities for mobility impaired.

Management Measures

- (i) Appointment of a Travel Co-ordinator.
- (ii) Ensuring travel awareness.
- (iii) Creation of a travel database.
- (iv) Ensuring the availability of travel information.
- (v) The establishment of a car sharing scheme.
- (vi) The creation of a Cycle User Group.
- (vii) Potential shift change reflecting origins of members of staff.

1.1.4 The measures should form the basis of specific planning conditions and as such formal arrangements, form and locations would be agreed at the time of reserved matters applications.

1.1.5 In addition to the physical measures, management of staff travel represents an important element in pursuing the overall aims of PPG13 and wider government policy. Paragraph 87-91 of PPG13 published in March 2001 set out details of the latest Central government guidance in respect to travel plans.

1.1.6 The sustainable transport objectives are summarised in paragraph 88 of PPG 13, which include:

- Reductions in car usage (particularly single occupancy journeys) and increased use of public transport, walking and cycling;

- Reduced traffic speeds and improved road safety and personal security particularly for pedestrians and cyclists; and
- More environmentally friendly delivery and freight movements, including home delivery services.

1.1.7 This document provides a framework for the preparation of a Travel Plan, which it is intended will be submitted by the occupier(s) of the development within 6 months of occupation. The Travel Plan will demonstrate the strategy that the occupier is taking to assist the wider aims of sustainable transport.

1.1.8 A travel plan is effectively a combination of information, proposals and incentives designed to use most effectively the different means of travel available to staff.

1.2 Plan Administration

1.2.1 The administration of the Travel Plan will be the responsibility of the occupier of the development. The occupier will be required to designate an employee as Travel Co-ordinator for the company occupying the relevant space. Essentially this co-ordinator will provide a liaison in implementing the plan with the local authority.

1.2.2 Details of the nominated Travel Co-ordinator will be submitted to the Planning and Highway Authority and the appropriate local bus companies. Similarly, the Co-ordinator will be advised of appropriate contact personnel at the organisation.

1.2.3 The Travel Co-ordinator will be the first point of contact for staff and other outside organisations in all matters regarding staff travel. He/she will maintain an up-to-date file containing all correspondence to and from staff relating to the Transport Plan.

- 1.2.4 A Green Transport Working Group could be set up to consist of the Travel Co-ordinator from the occupier, local transport operators and the local authority. Meetings and other communications of the Green Transport Working Group would provide a forum to oversee the successful implementation of the Transport Plan.

1.3 Physical Measures

Highway Access

- 1.3.1 It is considered that the proposed vehicular access arrangement will provide adequate public and private vehicle access to the development site.

Reduced Parking Provision

- 1.3.2 To assist in encouraging travel to the development by modes other than the private car, a reduced parking allocation will be provided.

Public Transport Display Areas

- 1.3.3 Up to date timetable information will be provided at a prominent location within the development.

Cyclist Facilities

- 1.3.4 Secure cycle stands will be provided within the development site to a numerical standard to be agreed with the local planning authority.

Changing and Locker Facilities

- 1.3.5 Changing and locker facilities will be provided within the development.

Mobility Impaired Facilities

- 1.3.6 Access to the development will ensure ease of access to mobility impaired employees and visitors.
- 1.3.7 Dedicated car parking spaces will be provided close to the individual building entrances to a numerical standard acceptable to the local planning authority.

1.4 Management Measures

- 1.4.1 The following measures will be delivered through the plan by the Plan Co-ordinator:
- (i) Travel awareness.
 - (ii) Travel database.
 - (iii) Travel information.
 - (iv) Car sharing scheme.
 - (v) Cycle User Group.

Travel Awareness

- 1.4.2 Members of staff will be made aware of the existence of the Travel Plan.
- 1.4.3 The plan will confirm set out how the occupier should encourage staff to travel by more energy efficient means and make staff aware of the overall aims of the Plan.
- 1.4.4 Targets for achieving a lower mode share by car and reducing the level of car usage by a given extent over a certain period may be established.

Travel Database

- 1.4.5 In order to establish the existing travel patterns of the employees, a travel survey will need to be carried out. An example of a questionnaire is provided in Appendix 1.
- 1.4.6 The availability of this data will assist in more accurately defining travel requirements and the specific measures to be implemented to maximise the success of the plan.

Travel Information

- 1.4.7 It will be the responsibility of the occupier to ensure that employees are provided with information to allow ease of use of public transport network.
- 1.4.8 Liaison between the occupier, travel co-ordinator, the local authorities and the local public transport operators will be promoted to assist in the wider transport initiatives promoted by Barnsley Metropolitan Borough Council.

Car Sharing Scheme

- 1.4.9 The Travel Plan will promote a staff car sharing scheme to be implemented by the development Travel Co-ordinator.
- 1.4.10 Prominent display areas will be provided within the building to allow potential car sharers to register an interest. The Travel Co-ordinator will be required to maintain a database of employees who register an interest in car sharing and will be required to facilitate the success of the scheme.
- 1.4.11 Consideration will be given to providing car sharers with preferential treatment for parking. The occupier will be required to provide a guaranteed lift home service in emergencies for car sharers.

Cycle User Group

- 1.4.12 The Travel Co-ordinator will establish contacts with the cycling officers of the Local Authority to ensure input to the further development of Barnsley's cycling strategy.

Shift Change Patterns

- 1.4.13 Given that the site is likely to have a mainly locally employed workforce it is felt that the implementation of a car sharing club could be particularly effective in this location.
- 1.4.14 To provide further assistance to the success of the car sharing scheme the occupier could implement a shift system based on a grouping together of workers based on where they live to allow more people to travel together.

1.5 Plan Monitoring and Assessment

- 1.5.1 To enable the success of the Travel Plan to be established, the Travel Co-ordinator will be responsible for ongoing monitoring and regular staff surveys to an agreed timetable.
- 1.5.2 The monitoring could include items such as:
- (i) Level of usage of cycle stands to determine demand.
 - (ii) Car park surveys to establish car usage by employees and overall car parking demands.
 - (iii) Feedback from bus operators to establish demand for local bus services.
 - (iv) Surveys of passengers boarding and alighting at bus stops close to the development.
 - (v) Updated employee surveys organised through each companies Travel Co-ordinator to establish effective comparisons from earlier surveys, for example on mode of travel to the development.
- 1.5.3 Information gathered as part of the continuous monitoring process will be made available to the local authority to assist the assessment of ongoing mode split.
- 1.5.4 Future strategies for further delivering plan objectives can be considered in partnership between occupiers and the Local Planning and Highway Authority, Barnsley Metropolitan Borough Council.