

Proposed Custody Centre Redevelopment Churchfield, Barnsley

**Transport Statement
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1. INTRODUCTION

- 1.1 Travel Plan Services Ltd (TPS) has been commissioned by South Yorkshire Police (SYP) to prepare this Transport Statement (TS) in respect of proposals to redevelop their existing 24-suite custody facility at Churchfield, Barnsley to provide a new 20-suite facility (an overall net reduction of 4 cells) and new access / egress arrangements to serve the facility.
- 1.2 The number of staff remains unchanged from the existing situation - currently there are 29 staff associated with the custody suite provision. The custody suites will be open 24 hours a day, 7 days a week with staff employed on various shift patterns.
- 1.3 The development site is located to the immediate north of Barnsley town centre, as shown in **Figure 1**.

Figure 1: Site Location



- 1.4 Given that the development proposals will not involve an uplift in staff and the number of custody cells will actually reduce, this TS focuses on the revised access and parking arrangements that are proposed and considers the suitability of these with regards to the operation of the surrounding highway network.

1.5 It also considers the accessibility of the wider site by means other than the private car, identifying the options available to staff and visitors to travel to the site by active modes of travel as a means to minimise overall car trips associated with the Police Station as a whole.

1.6 Following this introductory section:

- Section 2: Describes the site context, and the accessibility of the site;
- Section 3: Provides further detail on the development proposals and considers the revised access and car parking arrangements; and
- Section 4: Offers a summary and conclusions.

2. SITE ACCESSIBILITY

Site History & Development Context

- 2.1 The development site is located on the southern side of Churchfield, to the immediate north of Barnsley town centre and is home to Barnsley Police Station (an element of which is an existing 24-cell custody suite).
- 2.2 To the front of the main entrance is an existing short stay (visitor) car park, with capacity for 10 vehicles. A secure car park, accommodating staff vehicles and operational Police vehicles is provided, via a separate access/egress (all movements), to the west of the visitor car park. This currently has capacity for 81 vehicles (for the site as a whole, rather than just the Custody Suites). The proposals will see a minor reduction in secure vehicle parking on site from 81 spaces to 67.
- 2.3 In addition, on-street parking is available along the frontage of the secure car park - this is 'pay at meter'. There is also a marked bay for Police vehicles along the frontage of the visitor car park. On the opposite side of the road, double yellow lines are in place, preventing on-street parking, however, an area of 'end on' (metered) parking is provided at the eastern end of Churchfield.
- 2.4 The surrounding uses in the immediate vicinity are predominantly employment-based, whilst the Barnsley town centre retail core is located within 350m of the site to the south east. To the north, west and south west of the site are areas of high density residential development.
- 2.5 Churchfield is a two-way street between Sackville Street to the west and Church Lane to the east; Church Lane itself is one-way northbound as it passes Churchfield. To the north, Church Lane forms a gyratory with A635 Church Street, which runs parallel to it. This in turn forms a link to the A628 and onwards to junction 37 of the M1 to the south west and Goldthorpe and Wath-upon-Deerne to the south east.

Site Accessibility

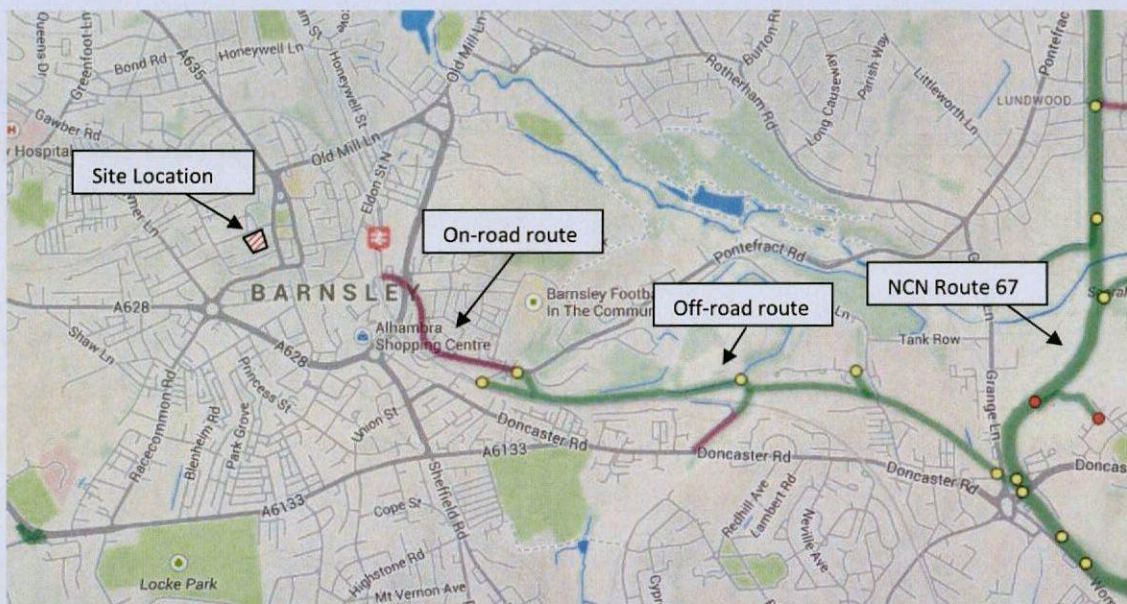
- 2.6 The site benefits from its central location in Barnsley, making it easily accessible by a range of modes of transport for visitors and staff (notwithstanding operational requirements). Access to the site is considered for each mode below, in turn. The operational requirements of SYP are such that some staff are required to travel by private car for operational purposes (and this is facilitated by them being given 'essential' or 'casual' user permits, enabling them to park in the secure car park).

- 2.7 Information provided by SYP suggests that a significant proportion of staff live locally, within Barnsley and as such choose to walk into work. A number of (day shift) staff also use public transport to get to work. Night shift workers, who have less opportunity to use sustainable modes, largely take advantage of the free parking which is available on-street and in nearby car parks outside charging hours. The limited on-site staff parking is allocated to those whose role requires them to use their vehicles for work purposes - this approach is considered to encourage staff that are able to, to consider using sustainable modes of transport to access their work place.

Walking and Cycling

- 2.8 The area surrounding the site is characterised by good quality provision for pedestrians - with footways and street lighting provided throughout the locale. Routes to the town centre are direct, via Church Street and St Mary's Place. At the junction of St Mary's Place / The Shambles, controlled crossing facilities encourage safe pedestrian movement to the central retail area.
- 2.9 From residential areas to the west, the site can be easily accessed utilising the footway provision throughout; whilst there is no formal crossing provision over Sackville Street, this is reasonably lightly trafficked, with plenty of opportunity for pedestrians to cross safely. Residential areas to the north benefit from a convenient cut-through the recreation ground opposite the site; this is lit and tarmac surfaced.
- 2.10 Cycling can offer a suitable alternative to the car for those wishing to access the site from within a 5km catchment (with some individuals prepared to travel further). As such, Barnsley in its entirety is within cycling distance of the Police Station.
- 2.11 Whilst there are no formal cycling facilities in the immediate vicinity of the site, the surrounding network is relatively lightly trafficked and thus conducive to cycling. Within 600m of the site, an on-road cycle route runs along Pontefract Road to the east - this in turn joins an off-road facility through Dearne Valley Park, before joining National Cycle Network route 67 at Stairfoot, as shown in **Figure 2.1** below.
- 2.12 Cycle parking is provided on site for staff that wish to cycle to work; this is located to the rear of the existing buildings.

Figure 2.1: Local Cycle Routes



Public Transport

Bus

- 2.13 The closest bus stops are located on St Mary's Place (northbound only), within 250m of the site. The bus and (neighbouring) railway station can be easily accessed on foot, via Church Lane, Saddler Gate and Regent's Street - a walk of approximately 500m.
- 2.14 **Table 2.1** below identifies the route and frequency of the key services accessible from St Mary's Place. The bus station offers an increased range of services, serving the wider Barnsley area and neighbouring towns, including Rotherham, Penistone, Sheffield (Meadowhall), Pontefract and Wakefield.

Table 2.1 - Bus Service Provision

Service Number	Route	Mon - Fri Daytime Frequency	Sat Daytime Frequency	Sun Daytime Frequency
92	Barnsley - Penistone - Crow Edge	1/hour	1/hour	1/2hours
93, 95	Barnsley - Mapplewell & Kexborough	Up to 6 per hour	2/hour	2/hour
96	Barnsley - Kexborough - Wakefield	1/hour	1/hour	Infrequent

Rail

- 2.15 Barnsley Rail Station is within 500m walk of the site and is easily accessible on foot. As such, this encourages staff and visitors to the Police Station (generally) to travel in from further afield by train, rather than using the car, thereby reducing demand for car parking, whether on-site or on-street. From Barnsley there are frequent services to Leeds, Nottingham, Huddersfield and Sheffield.

Summary of Accessibility

- 2.16 In summary, the site is in an excellent location with regards to encouraging trips amongst staff and visitors by means other than the car; thereby minimising the vehicular impact of the site in its entirety. The following section discusses further the likely impact of the redevelopment proposals, focusing on car parking and access arrangements.

3. DEVELOPMENT PROPOSALS & ACCESS ARRANGEMENTS

Development Site Layout

- 3.1 As indicated previously, the development proposals involve the redevelopment of the custody suite at Barnsley Police Station, with the overall number of cells being reduced from 24 to 20. There will be no resultant change of staff numbers and therefore the level of trips associated with staff commuting to / from work will remain as per the existing situation.
- 3.2 Notwithstanding this, the proposals seek to re-configure on-site parking and access / egress arrangements, primarily as a means to improve circulation in the staff / operational vehicles car park, but also to improve the layout of the visitor car park, reflecting pre-application discussions with Barnsley Council (specifically with regards to landscaping). The proposed site layout is included in **Appendix A**.

Access Arrangements & Secure Car Parking

- 3.3 Currently, access to the secure car park (for staff permit holders and operational vehicles) is via an all-movements junction, approximately 25m east of the car park access on the opposite side of Churchfield. The car park includes 44 spaces for operational vehicles, together with 37 bays for staff (including one disabled bay). Permit holders are able to use the car park from 7am - 4pm. Outside these hours, when the car park has space, those without permits are able to park on a first come / first served basis.
- 3.4 The historic car park layout is such that vehicles searching for a vacant space are sometimes required to negotiate a 'dead end' if no spaces are available on a particular aisle. Furthermore, the aisle widths are particularly tight in places, therefore making certain spaces difficult to use.
- 3.5 The proposed arrangements would see a re-provision of 67 spaces, including 4 oversized spaces for Police vans. Whilst this is a reduction from the current number (81), anecdotal evidence from SYP suggests that this modest reduction will not have an undue detrimental impact on the requirement for off-site parking.
- 3.6 A new access would be created at the western end of the site ('in only'), whilst the current access would become 'egress only'. This would considerably improve car park circulation and usability,

eradicating the 'dead end' aisles and providing aisle widths sufficient to enable efficient manoeuvrability.

- 3.7 The proposed layout also enables SYP to provide a dedicated Police van docking and re-fuelling area, with vans being able to pull into this area and egress in a forward gear, thereby reducing potential conflicts between operational vehicles and pedestrian movements within the car park.

Trip Generation

- 3.8 The new access to the secure car park is directly opposite the existing access to a Pay and Display car park - this is not considered to be an issue, given that SYP staff are employed on shifts that do not typically coincide with either network peak period (12 hour shifts, 0700 - 1900 and 1900 - 0700) and as such the potential for conflicting movements between vehicles existing the car park opposite and staff vehicles (permit holders) entering the Police Station car park will be minimal, particularly as there will be no uplift in staff numbers or on-site parking spaces as a consequence of the redevelopment of the custody facility.
- 3.9 In respect of detainee arrivals, data has been provided by SYP that demonstrates a typical weekly profile for the Barnsley site; this is summarised overleaf in **Table 3.1**.

Table 3.1: Barnsley Custody Facility, Detainee Arrivals

Detainee Arrivals - Average Week								
Hour Start	Mon	Tues	Wed	Thurs	Fri	Sat	Sun	Grand Total
0	1	1	1	1	1	1	2	2
1	1	1	1	1	1	1	2	2
2	1	0	0	1	0	2	2	2
3	1	1	0	0	1	1	1	1
4	0	0	0	0	0	1	1	1
5	0	0	0	1	0	1	1	1
6	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0
8	0	1	0	0	0	0	0	0
9	1	1	1	1	1	1	0	0
10	1	1	1	1	1	1	0	1
11	1	1	1	1	1	1	0	0
12	1	1	1	1	0	0	0	0
13	1	1	1	1	0	1	0	0
14	1	1	1	1	1	1	1	1
15	1	1	1	1	0	1	1	1
16	0	0	1	1	1	1	0	1
17	0	1	1	1	1	1	0	1
18	1	1	0	1	1	1	1	1
19	1	0	1	1	1	1	1	1
20	1	1	1	1	1	1	1	1
21	0	1	1	1	1	1	1	1
22	1	1	1	1	1	1	1	1
23	1	1	1	1	2	1	1	1
Grand Total	14	15	14	16	15	17	18	109

As can be seen from the above Table, the number of arrivals is steady throughout the day and across the week, during the network peak periods there is typically not more than 1 detain arrival in each peak. This is reflective of the current situation and no increase in detainee arrivals is proposed as a consequence of the redevelopment.

Visitor Car Parking

- 3.10 The visitor car park currently has capacity for 10 vehicles and has a separate access and egress. Anecdotal evidence suggests this car park is very well used and at particularly busy times, demand exceeds supply and vehicles end up blocking one another in, thereby causing inconvenience and a potential road safety issue (vehicles have been observed to park on footways around the periphery of the car park and thus there is potential for conflict with pedestrians).

- 3.11 The proposed arrangement would see a reduction in the number of visitor bays to 6, including 1 disabled bay. The egress from the visitor car park would be stopped up, with the current access providing for both access and egress from the car park. The reduced area for visitor parking on-site has the benefit of enabling a greater area of 'public realm' to be provided to the front of the Police Station (as requested by the local authority) and providing greater definition between areas for vehicles and pedestrians.
- 3.12 The provision of the new access to the secure car park will also result in a loss of on-street (metered) parking on Churchfield in the order of 4 spaces, which might currently be used by visitors to the Police Station - these are approximately 90m walk from the main entrance to the Police Station. As such, the net reduction in visitor car parking within the site and along its frontage would be circa 8 spaces.
- 3.13 However, along with the Pay and Display car park opposite the site (113 spaces), there are also public car parks at Sackville Street (100 spaces within 180m of the main entrance to the Police Station), Shambles Street (174 spaces within 500m) and St Mary's Place (13 spaces within 150m). In addition, there is on-street (metered) provision on the northern side of Churchfield, 90m east of the main entrance, St Mary's Gate (160m) and Westagte (330m). As such, it is considered that the proposals will not have an undue detrimental impact on the availability of parking for visitors.
- 3.14 Notwithstanding this, on-site parking for visitors is free, whilst that off-site (including on-street) is charged. Therefore, there will be a preference amongst visitors to utilise the spaces on site in the first instance. The visitor car park will, therefore, need to be managed effectively to ensure that similar problems to those that exist currently are not exacerbated.

4. SUMMARY AND CONCLUSION

Summary

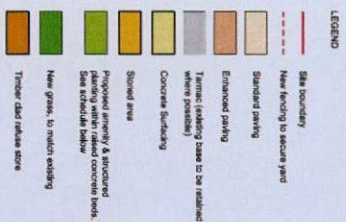
- 4.1 In summary, TPS has been commissioned by South Yorkshire Police to prepare this Transport Statement in support of proposals to redevelop their existing custody facility at Churchfield, Barnsley. The proposals result in a net reduction of 4 custody suites and no increase in the number of staff or detainees, as a consequence.
- 4.2 The TS concentrates on the accessibility of the site by means of transport other than the private car, in order to reduce the traffic impact of the site as a whole, particularly in respect of demand for staff and visitor parking. The site is located so as to take advantage of excellent facilities for sustainable travel - SYP's staff parking regime (providing permits to park on site for those with a need to travel in their own vehicles as part of their job) serves to further encourage trips by public transport, bike or on foot, where possible.
- 4.3 The proposals will see the configuration of both the secure and visitor car parks revised to allow for improved access and circulation and to reduce potential conflicts between different users (e.g. operational vehicles and staff, or visitor vehicles and pedestrians). This re-configuration will result in a modest reduction in overall parking stock on-site and on Churchfield (to allow for the new access to the secure car parking area and to improve the site frontage in terms of landscaping).
- 4.4 It has been demonstrated that there are a significant number of off-site car parking facilities within the immediate vicinity of the site (including directly opposite) and, as such, any (modest) excess demand can continue to be adequately catered for through off-site provision.

Conclusion

- 4.5 In conclusion, therefore, it is considered that there are no substantive highway reasons why the development proposals should not be granted consent.

Appendix A

Architects' Layout

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