

## **TRANSPORT STATEMENT REPORT**

### **Proposed Relocation of KDA Wholesale Ltd Trade Warehouse**

Land at Unit 4 , Fall Bank Crescent  
Fall Bank Industrial Estate, Dodworth  
Barnsley S75 3LS

# BRADLEY STANKLER PLANNING

## Transport Statement Report

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<b>Project Title:</b>	Change of use of Unit 4 Fall Bank Industrial Estate, Dodworth, Barnsley
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### 1. INTRODUCTION & BACKGROUND

#### 1.1. Background

1.1.2. Bradley Stankler Planning has been commissioned by KDA Wholesale Ltd to prepare a Transport Statement to support a planning application to relocate to Unit 4, Fall Bank Industrial Estate, Dodworth from their current location at Unit 8, Fall Bank Industrial Estate.

1.1.3. The site lies within Barnsley District Council and is situated around 4km west of Barnsley Centre and 1.2km west of M1 Junction 37 (See Figure 1 – Regional Location Plan).

1.1.4. The purpose of this report is to examine the transport aspects of the development. The report adopts the standard format and methodology as set out in 'Guidance on Transport Assessment' (Department for Transport, 2007) – (GTA). The GTA recommends that the Transport Assessment should address the following issues;

- **Reducing the need to travel**, especially by car - ensure, at the outset that thought is given to reducing the need to travel by a careful consideration of the types of uses (or mix of uses) and the scale of development to promote multipurpose or linked trips.
- **Sustainable accessibility** - promote accessibility by all modes of travel, in particular public transport, cycling and walking; assess the likely travel behaviour or travel pattern to and from the proposed site; and develop appropriate measures to influence travel behaviour.
- **Dealing with residual trips** – provide accurate quantitative and qualitative analyses of the predicted impacts of residual trips from the proposed development and ensure that suitable measures are proposed to manage these impacts.
- **Mitigation measures** – ensure as much as possible that the proposed mitigation measures discourage avoidable physical improvements to highways and promote innovative and sustainable transport solutions.

- 1.1.5. A scoping exercise has been undertaken with the Highways Development Control Section at Barnsley District Council via e-mail, and it was agreed that a Transport Statement should be submitted to support the planning application.

## **2. TRANSPORT POLICY**

### **2.1. National Planning Policy Framework (March 2012)**

2.1.1. In March 2012, the Government published the National Planning Policy Framework (NPPF). The NPPF sets out the Government's planning policies for England and how they are expected to be applied. The NPPF refers explicitly to the five guiding principles of sustainable development in UK's 2005 Sustainable Development Strategy "Securing the Future":

- living within the planet's environmental limits;
- ensuring a strong, healthy and just society;
- achieving a sustainable economy;
- promoting good governance; and
- using sound science responsibly.

2.1.2. The NPPF states that the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how to travel. The policy states that local authorities should support a pattern of development, which, where reasonable to do so, facilitates the use of sustainable modes of transport. Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

2.1.3. The NPPF also states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether;

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe

### **2.2. Barnsley Local Development Framework**

2.2.1. Barnsley's Local Development Framework (BLDF) is a portfolio of documents that will gradually replace the adopted Unitary Development Plan . Insofar as relevant to the assessment of this proposal the BLDF currently consists of the adopted Core Strategy.

2.2.2. The Transport Strategy within the Core Strategy takes account of the current Local Transport Plan and the emerging Plan. The key themes of the Transport Strategy are reducing the need to travel, improving accessibility, both within and outside the borough, together with a focus on promoting sustainable transport. The Transport Strategy policies set priorities for improvements to existing transport infrastructure as well ensuring sustainable travel considerations are integral to all development.

2.2.3. The overall aim for sustainable travel is firstly to reduce the need to travel, but where travel is necessary to make it easy for people to move between home, work, health, community and leisure facilities by walking, cycling, or where necessary using public transport. The aim is to reduce the need for individuals with a car to use it for these journeys. There is also a need to ensure that everybody has a real alternative option, other than the car.

2.2.4. Transportation investment will be focused on the following priorities:-

- Improving accessibility in the Accessibility Improvement Zone (AIZ) area
- Implementing transport network improvements as informed by the Northern Barnsley Connectivity Study process.
- Delivering a programme of community accessibility studies in all the Principal Towns
- Facilitating sustainable links between the Principal Towns and existing and proposed employment, community and leisure and tourism facilities in the borough, particularly enhancing the non car role of the A1-M1 link road
- Working with city region partners to promote good quality public transport linking the AIZ to significant places of business, employment and international interchange on the Leeds to Sheffield City Region corridors including Wakefield and Rotherham

- Improving direct public transport and freight links to London, Manchester, other Core Cities and the Humber ports.

2.2.5. CSP 25 of the Core Strategy states that;

*“New development will be expected to be;*

- *located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclist,*
- *provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people, and should not provide more than the maximum number of car parking spaces set out in a Supplementary Planning Document,*
- *provide a transport statement or assessment in line with the thresholds and guidance set out in Department for Transport 'Guidance on Transport Assessments' as published March 2007 (or any subsequent version,*
- *provide a travel plan statement or a travel plan in accordance with the thresholds and guidance set out in Department for Transport 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' as published April 2009 (or any subsequent version). Travel plans will be secured through a planning obligation or a planning condition.*

*Where levels of accessibility through public transport, cycling and walking are unacceptable we will expect developers to take action or make financial contributions in accordance with policy CSP 42.*

*If it is not possible or appropriate for the minimum amount of parking for cycles motorbikes, scooters and mopeds to be met on site, the developer must provide, or contribute towards, off-site parking, or improve or provide other forms of travel.”*

### **2.3. South Yorkshire Local Transport Plan (LTP3)**

2.3.1. South Yorkshire's third Local Transport Plan (LTP3) was published in April 2011 and has three component parts: the Strategy, the Implementation Plan and the Annual Delivery Programme.

2.3.2. The first and primary goal stated in the Strategy document is ;

*“for the transport system to support the economic growth of Sheffield City Region (SCR). We see SCR becoming a magnet for investment and business relocation; this requires improved connectivity to local and national destinations by reducing congestion, unreliability and overcrowding. SCR is set for major regeneration and redevelopment; this calls for providing new transport links as well as improving townscape in some places. We are determined to enable everyone in SCR to enjoy the benefits of employment and education; this entails making such opportunities easily accessible to those seeking them.”*

2.3.3. In Figure 2.4 of the LTP3 Strategy document it states;

*“New Dodworth Bypass, Cudworth and West Green Bypass, and Coalfields link road have all enhanced connectivity to employment sites and opened up opportunities for future development.”*

### 3. EXISTING TRANSPORT AND ROADS

#### 3.1. Surrounding Roads

3.1.1. In its wider context the development site is well located in relation to the strategic road network. It lies in close proximity to the A628, which provides direct access to Junction 37 of the M1, which is located 1.2km east of the site. Access to both the M1 North and M1 South is possible from Junction 37.

3.1.2. In its local context, the site lies within Fall Bank Industrial Estate which is situated 4km west of Barnsley centre in Dodworth. Access to the site is via Fall Bank Crescent which joins Station Road B6099 100m east of the site access and Barnsley Road, A628 300m northwest of the site access (see Figure 2 - Local Location Plan)

#### **Fall Bank Crescent**

3.1.3. Fall Bank Crescent is an industrial estate road (see Photo 1) with the following characteristics:

- Typically 6.75 metres wide;
- 1.80 metre footways on each side of the road;
- A 30 mph speed limit; and
- Streetlighting

**Photo 1 – Fall Bank Crescent (site access on right)**



### Station Road, B6099

3.1.4. Station Road, B6099 is a local distributor road (see Photo 2) which connects the A628 (to the north) with the A6133 (to the east). Dodworth Rail Station is located on the B6099 just south of the site. Station Road is also a bus route with the following characteristics;

- Typically 6.75metres wide;
- 2.0 metre footway to both sides of the road; and
- A 40 mph speed limit with streetlighting
- A Bus Route

**Photo 2 – Station Road, B6099**



### Barnsley Road, A628

3.1.5. Barnsley Road, A628 (see Photo 3) is an A classified road linking the M1 & Barnsley (to the east) with Manchester (to the west) and has the following characteristics;

- Typically 7.3m wide;
- 2.0 metre footways on each side of road; and
- A 40 mph speed limit.(east of Fall Bank Crescent) and derestricted (west of Fall Bank Crescent)

- Streetlighting
- A Bus Route

**Photo 3 – Barnsley Road, A628**



### **3.2. Baseline Transport Data**

- 3.2.22. A Transport Statement rather than a Transport Assessment Report was requested by Barnsley Council to support the planning application. Traffic counts and junction assessments on the surrounding highway network are therefore not required.
- 3.2.23. In order to provide a robust estimate of traffic flows to the proposed development at Unit 4, a base traffic count at the existing location, Unit 8, was undertaken on Tuesday 17<sup>th</sup> July 2012.
- 3.2.24. The existing operation at Unit 8 shares an access with two other units and therefore only traffic associated with KDA Wholesale Ltd. was recorded. A video survey of the access was undertaken between 1630pm and 1745pm. The PM peak hour is considered to be the peak hour for retail operations, as it represents the highest combined traffic flows for both existing peak hour traffic on the surrounding highway network and development traffic. At other times of the day to the PM peak the surrounding roads and junctions would be operating at lower levels, and even if the development flows were slightly higher, the combined flows would not.
- 3.2.25. The traffic flows recorded at the existing KDA Wholesale Ltd premises are shown in Table 3.1 overleaf.

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**TABLE 3.1 – EXISTING PM PEAK HOUR FLOWS RECORDED AT KDA WHOLESALE LTD, UNIT 8, FALL BANK INDUSTRIAL ESTATE**

<b>Quarter Hour beginning</b>	<b>Arrival</b>	<b>Departures</b>	<b>Total 2-Way</b>
<b>1630</b>	7	7	14
<b>1645</b>	4	8	12
<b>1700</b>	7	5	12
<b>1715</b>	7	7	14
<b>1730</b>	0	4	4
<b>PEAK HOUR (1630-1730)</b>	<b>25</b>	<b>27</b>	<b>52</b>

### 4. EXISTING AND PROPOSED USE

#### 4.1. Existing Operation

4.1.22. KDA Wholesale Ltd currently operates from Unit 8 of Fall Bank Industrial Estate. Access to Unit 8 is shared with two other units and is taken from Fall Bank Crescent. The business is a wholesale warehouse selling a good range of predominantly household goods, DIY and building materials, plumbing, electrical, workwear, ironmongery and gardening goods.

4.1.23. The business operates with a membership card system with around 80% of the current turnover from trade sales and 20% from the public.

4.1.24. The current car park for Unit 8 is shared with two other units, Albion Distribution Ltd (Unit 9) and a vacant unit (Unit 7). There are around 40 car parking spaces available in front of the KDA unit (**see Photo 4**).

**Photo 4 – Existing KDA Wholesale Ltd at Unit 8 with Car Parking Area**



4.1.25. Details of the current premises and operation at Unit 8 are as follows;

#### **Floor space**

- Gross Floor Area (GFA) - 2,387sq.m
- Retail Floor Area (RFA) –1,269sq.m

#### **Staffing**

- Currently 13 Full Time
- Two shifts: 0800-1630 and 0930-1800

### Opening hours

- 0800-1745 Mon-Sat
- 1000-1600 Sun and Bank Hols

### Deliveries

- Between 0930-1330 Mon-Fri
- Varying vehicles from Transit type to articulated lorries.

### Car Parking

- 40 spaces

### Cycling

- No facilities

## 4.2. Proposed Operation

4.2.22. The proposed move to Unit 4 of Fall Bank Industrial Estate is facilitate the expansion of the business. The intention is to broaden the current range of goods and provide more choice to existing customers as well as prospective new customers. By giving a wider choice of goods in larger premises it is likely that existing customers will spend more time in the new larger premises. To cater for this potential longer customer visit it is also intended to provide a café within the new premises.

### Photo 5 – Unit 4, Fall Bank Industrial Estate



4.2.23. Details of the proposed operation at Unit 4 Fall Bank Industrial estate (see Photo 5) are as follows;

### **Floor space**

- Gross Floor Area (GFA) - 6,017sq.m (inc Office & Café)
- Retail Floor Area (RFA) –2,780sq.m

### **Staffing**

- Grow to 25 within first 12 months
- Two shifts: 0800-1630 and 0930-1800 (same as existing)

### **Opening hours**

- 0800-1800 Mon-Sat (same as existing)
- 1000-1600 Sun and Bank Hols

### **Deliveries**

- Between 0930-1330 Mon-Fri
- Varying vehicles from Transit type to articulated lorries.

### **Car Parking**

- There is ample space within the site for car parking and the number of spaces provided (including disabled) will be agreed with Barnsley Council in line with current standards.

### **Cycling**

- Secure cycle parking will be provided to Barnsley Council requirements.

### **Servicing**

- There is ample space within the existing site for servicing. The range of delivery vehicles varies from transit vans to articulated vehicles. All will be able to turn around within the site and exit in a forward gear. The existing distance between the eastern edge of the building and the boundary is 40m and is currently a hardstanding area that has previously been used for trailer parking and HGV manoeuvring. Figure 4 at the end of this report shows the site layout.

4.2.24. A comparison of the existing and proposed operations shows the following;

### **Floor space**

- Gross Floor Area (GFA) – will increase by 152%
- Net Sales Area (RFA) – will increase by 119%

### **Staffing**

- Full time staff numbers will increase by 92% over the first 12 months from 13 to 25

### **5. TRIP GENERATION**

#### **5.1. Methodology**

5.1.22. In order to estimate future traffic flows to the development it was considered the most accurate method was to use the existing traffic flows recorded at the current KDA Wholesale Ltd business at Unit 8 as a base count, and factor these up for the larger premises at Unit 4.

5.1.23. It should be noted that traffic associated with the current development will already be travelling on Fall Bank Crescent and the surrounding highway network.

5.1.24. It is also noted that Unit 8 already has planning permission for B1, B2, and B8 use and, although vacant at present, the unit could be generating traffic within this existing permission.

#### **5.2. Traffic Flows**

5.2.22. In order to predict the traffic generation of the larger KDA Wholesale Ltd operation, it is considered appropriate to regard the proposal as a store extension scheme to the existing store. This is because the existing customer base and catchment area will remain the same. The objective of the larger store is to improve facilities and convenience for customers and to react to changing demands of these members. The proposed store would therefore provide additional space for a broader range of similar general merchandise. It is generally accepted that such extensions result in a smaller percentage increase in customer numbers than the store extension size increase.

5.2.23. The uplift factor applied to the existing KDA Wholesale Ltd traffic to reflect the additional traffic predicted to be generated by the proposed larger premises is based on research data from store extensions undertaken at a number of similar wholesale warehouses. This data included details of the store size before the extension was undertaken, the size of the extension and the effect on customer transactions.

5.2.24. This information has been used to calculate the average ratio between the increase in customer numbers and the increase in sales floor area for each site. The data indicates that the average increase in customer numbers relative to sales floor area is 0.25. In other words, the increase in customer numbers resulting from a store extension is equivalent to 25% of the percentage increase in sales floor area.

- 5.2.25. In terms of the KDA Wholesale Ltd's proposed move to Unit 8, the move comprises an increase in sales floor area of 1,511sq.m from the existing sales floor area of 1,269sq.m. This increase in sales floor area equates to a 119% increase on the existing sales floor area. Applying the uplift factor set out above suggests that the proposed move to Unit 8 would result in a 30% increase in customer transactions. The resulting predicted traffic flows are given below in Table 5.1.

<b>TABLE 5.1 – ADDITIONAL PM PEAK HOUR TRAFFIC FLOWS AT PROPOSED KDA WHOLESALE LTD, UNIT 4, FALL BANK INDUSTRIAL ESTATE</b>			
<b>PM Peak Hour</b>	<b>Arrival</b>	<b>Departures</b>	<b>Total 2-Way</b>
<b>(1630-1730)</b>	8	8	16

- 5.2.26. The total PM Peak Hour traffic flows generated at the proposed Unit 4 premises is calculated by adding the above flows to the existing flows shown in Table 3.1 earlier. The resulting flows are shown below in Table 5.2.

<b>TABLE 5.2 – PM PEAK HOUR TRAFFIC FLOWS AT PROPOSED KDA WHOLESALE LTD, UNIT 4, FALL BANK INDUSTRIAL ESTATE</b>			
<b>PM Peak Hour</b>	<b>Arrival</b>	<b>Departures</b>	<b>Total 2-Way</b>
<b>1630-1730</b>	33	35	68

### 5.3. Traffic Impact

- 5.3.1. The additional traffic flows shown in Table 5.1 are not significant, and based on recognised thresholds (30 veh./hr 2-way) for traffic impact do not warrant further assessment.

- 5.3.2. Guidance on traffic impact in the DfT's 'Guidance on Transport Assessment (GTA)' states that: - *"Appendix B provides suggested thresholds below which a formal assessment may not be needed, and above which the preparation of a TS or a TA would be appropriate. The thresholds in Appendix B are based upon scenarios which would typically generate 30 two-way peak hour vehicle trips. Whilst there is no*

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*suggestion that 30 two-way peak hour vehicle trips would, in themselves, cause a detrimental impact, it is a useful point of reference from which to commence discussions*

### 6. ACCESSIBILITY BY NON-CAR MODES

#### 6.1. Pedestrians

- 6.1.1. The average length of a walking journey in Great Britain is 0.6miles (1km) according to the National Travel Survey done by Department for Transport. The distance that people will be prepared to walk will vary.
- 6.1.2. Prior to replacement by the NPPF, advice in PPG13 stated that, at the local level, walking is the most important mode of transport and offers the greatest potential to replace short car trips, particularly under 2km.
- 6.1.3. The CIHT document “Providing for Journeys on Foot (2000)” suggests that walking is a “desirable” mode for journeys up to 400m and “acceptable” for journeys up to 800m with a preferred maximum of 1200m. For commuting and educational purposes these distances are increased, so that 1000m is “acceptable” and 2000m is the preferred maximum, as illustrated in Table 6.1.

TABLE 6.1 – CIHT ADVICE ON WALKING DISTANCES			
Description	Town Centres (m)	Commuting & Education(m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

- 6.1.4. With regards to pedestrian access to and from the proposed site, the site location benefits from being able to link in directly with existing footways on Fall Bank Crescent. Fall Bank Crescent has existing footways along both its northern and southern sides and also has streetlighting.
- 6.1.5. 100m east of the site access, Fall Bank Crescent joins Station Road at a priority controlled T-Junction. Continuous footways are provided along both sides of Station Road which provide access to bus stops (in each direction) and Dodworth Rail Station (see Figure 2 - Local Location Plan.)
- 6.1.6. There is also a signposted public footpath which runs along the western boundary of the site. This footpath links Fall Bank Crescent with Champany Fields (and the new residential estate to the south of the railway line), via a footbridge over the rail main line.

## **6.2. Cycling**

- 6.2.1. The Department for the Environment publication (1996) *“PPG13 – A guide to better practice”* which has now been superseded by NPPF but still provides relevant guidance, stated that the bicycle is the ideal mode of transport for journeys under 8km. *PPG13 (2011)* also stated that cycling *“has a clear potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport”*.
- 6.2.2. The Institute of Highways and Transportation (IHT) states that the average length of a cycle journey is 3.1 miles (5 km).
- 6.2.3. The roads surrounding the site are generally low trafficked routes with street lighting present, and are therefore attractive to cycle users and provide good links to a wide range of local amenities and Dodworth rail station.
- 6.2.4. Barnsley Council has published a Cycle Guide for the Barnsley area and this is included as Appendix A. The guide includes a cycle route (No. 2 in the guide) around the Dodworth and Silkstone area.
- 6.2.5. Within the 5km recommended cycle distance are the following key destinations;
- Dodworth
  - Dodworth Rail Station
  - Post Office, Shops etc, High Street, Dodworth

- Stainborough
- Silkstone
- Cawthorne
- Darton
- Mapplewell
- Barugh Green
- Redbrook
- Barnsley Centre & Surrounding Areas
- Barnsley Rail Station
- Darton Rail Station
- Barnsley Hospital

### **6.3. Public Transport**

- 6.3.1. A walk distance of 400m is set out in the IHT document “Guidelines for Planning for Public Transport in Development” (IHT, 1999) as the maximum recommended walk distance for accessing bus service.
- 6.3.2. A number of bus services currently route close to the site on Station Road (B6099) (See Figure 3 – Bus Route Map).
- 6.3.3. Service number 21 runs between Barnsley – Dodworth – Silkstone – Penistone - Cubley. Service numbers 14 and 22 can also be accessed from bus stops south of Michelson Avenue on Station Road (see Figure 2 – Local Location Plan). Service number 22 runs between Barnsley – Dodworth – Gilroyd and service number 14 runs between Barnsley – Pogmoor – Dodworth – Gilroyd.
- 6.3.4. There are three bus stops located on Station Road which are within the recommended 400m walk distance from the site. Two of these are within 200m of the site access and one of these, the southbound stop, also has a good quality bus shelter. The nearest bus stop for service numbers 14 and 22 are located 400m from the site on Station Road, south of Michelson Avenue.

**Photo 6 – Bus Stop and Shelter on Station Road, 150m from the Site**



**Photo 7 – Bus Stop on Station Road (NB), 200m from the Site**



- 6.3.5. Table 6.2 below lists the bus stops close to the site together with the service available at the stop. As can be seen from Table 6.2 below Unit 4 is very accessible by way of bus travel. Service Numbers 14, 21 and 22 provide a frequent service between Station Road and Barnsley Centre. Each service runs every 30 minutes in each direction during the working weekday providing good access to the surrounding areas with a frequent and direct bus service.

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**TABLE 6.2 – BUS STOP LOCATIONS AND SERVICES WITHIN 600m OF THE SITE**

Bus Stop Location and Description	Walk Distance from Site	Service Nos.
Southbound Bus Stop and Shelter on Station Road (B6099)	150m	21
Northbound Bus Stop on Station Road (B6099)	200m	21
Southbound Bus Stop and Shelter on Station Road (B6099) – South of Mitchelson Avenue	400m	14, 22
Westbound Bus Stop on Mitchelson Avenue	480m	14, 21 & 22
Eastbound Bus Stop on Mitchelson Avenue	550m	14, 21 & 22

6.3.6. The bus services listed in Table 6.2 are summarised in Table 6.3 overleaf.

**TABLE 6.3 – BUS SERVICES AND FREQUENCY SUMMARY**

Service	Route Description	Frequencies					
		Monday – Friday		Saturday		Sunday	
		Day	From 19:30	Day	From 19:30	Day	From 17:30
21	Barnsley – Dodworth – Silkstone - Cubley	30 mins	60 mins	30 mins	60 mins	60 mins	60 mins
22	Barnsley – Dodworth – Gilroyd	30 mins	n/a	30 mins	n/a	60 mins	n/a
14	Barnsley – Dodworth – Pogmoor - Gilroyd	30 mins	n/a	30 mins	n/a	n/a	n/a

6.3.7. In summary, given the number of frequent bus services routing close to the planning application site at Unit 4, and the close proximity of bus stops and shelters it is considered that Unit 4 is very accessible by bus, and there is potential for a number of trips to be made by this mode of transport for both staff and customers.

6.3.8. Indeed, the walk distances to bus stops are shorter than those to Unit 8 and therefore accessibility by public transport will be improved over the existing location.

#### **6.4. Accessibility by Rail**

6.4.1. The South Yorkshire LTP3 (2011–2026) is committed to enhancing the attractiveness of rail. One of the key strategies within LTP3 is *“Improved passenger and freight links to neighbouring City Regions will strengthen our economy and create new business opportunities. Barnsley will enjoy its dual role in both SCR and the Leeds City Region. Joint efforts by both City Regions will focus on investment in the Accessibility Improvement Zone, for example by developing housing around railway stations”*

6.4.2. Dodworth is within the Accessibility Improvement Zone defined within LTP3 above.

6.4.3. Dodworth Rail Station is located just 300m south of Unit 4, and is therefore excellently located for rail travel, being within a very short walk away from the station. The station is served by the Huddersfield to Sheffield rail line. This also provides direct links to other rail stations which provide connections to the national rail network.

6.4.4. The Huddersfield to Sheffield line provides direct links to Meadowhall, Chapeltown, Elsecar, Wombwell, Barnsley, Silksone, Penistone and Denby Dale as well as Huddersfield and Sheffield stations. The services are run by East Midlands Trains and Northern Rail and a summary of the frequencies is shown below in Table 6.4 overleaf.

TABLE 6.4 – TRAIN SERVICE AND FREQUENCY SUMMARY FOR DODWORTH						
Service	Frequencies					
	Monday – Friday		Saturday		Sunday	
	Day	From 19:00	Day	From 19:00	Day	From 17:30
Huddersfield - Dodworth Barnsley -Sheffield	60 mins	60 mins	60 mins	60 mins	60 mins	60 mins
Sheffield – Barnsley – Dodworth - Huddersfield	60 mins	60 mins	60 mins	60 mins	60 mins	60 mins

6.4.5. In summary the proposed relocation to Unit 8 is excellently located for national and local rail services being just a 300m walk away from Dodworth Rail Station. The walk distance to Dodworth Rail Station is shorter than that to Unit 8, and accessibility by rail will be improved over the existing location.

### **7. SUMMARY AND CONCLUSIONS**

- 7.1.1. This report has looked at the transport aspects of relocating the existing KDA Wholesale Ltd's operation at Unit 8, Fall Bank Industrial Estate, to a larger premises at Unit 4, Fall Bank Industrial Estate.
- 7.1.2. The Transport Statement was scoped with Barnsley Council and has been prepared using the guidance and methodology set out in 'Guidance on Transport Assessment' (Department for Transport, 2007) – (GTA).
- 7.1.3. The proposed relocation to Unit 8 is very accessible by sustainable forms of transport, thus minimising the demand for car borne trips for both staff and members. Bus Stops and Dodworth Rail Station are located well within recommended acceptable walk distances of the site, providing excellent opportunities for public transport trips. Due to the shorter walk distances to bus stops and Dodworth Rail Station from Unit 4 compared with Unit 8, it is considered that accessibility by non-car modes will be improved slightly by the relocation.
- 7.1.4. It has been estimated that during the peak PM peak period, there would be minimal traffic increases on the surrounding the highway network resulting from the proposed relocation. The additional 2-way traffic flows resulting from the proposed larger retail sales floor area are below recognised thresholds for further assessment.
- 7.1.5. It is concluded that the development proposals are acceptable in highways and transportation terms and that the site is well located to comply with national and local policies of sustainable access by all modes of transport.

**FIGURES**

**APPENDIX A – CYCLE ROUTE MAP**