



PROPOSED COMMERCIAL DEVELOPMENT AT HOUGHTON MAIN

Walking, Cycling and Horse-Riding Assessment

Barnsley Council

09/03/2022



Quality Management

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Proposed Commercial Development At Houghton Main

Walking, Cycling and Horse-Riding Assessment

09/03/2022

Overseeing Organisation

Barnsley Council

Client

Harworth

Design Organisation

mosodi

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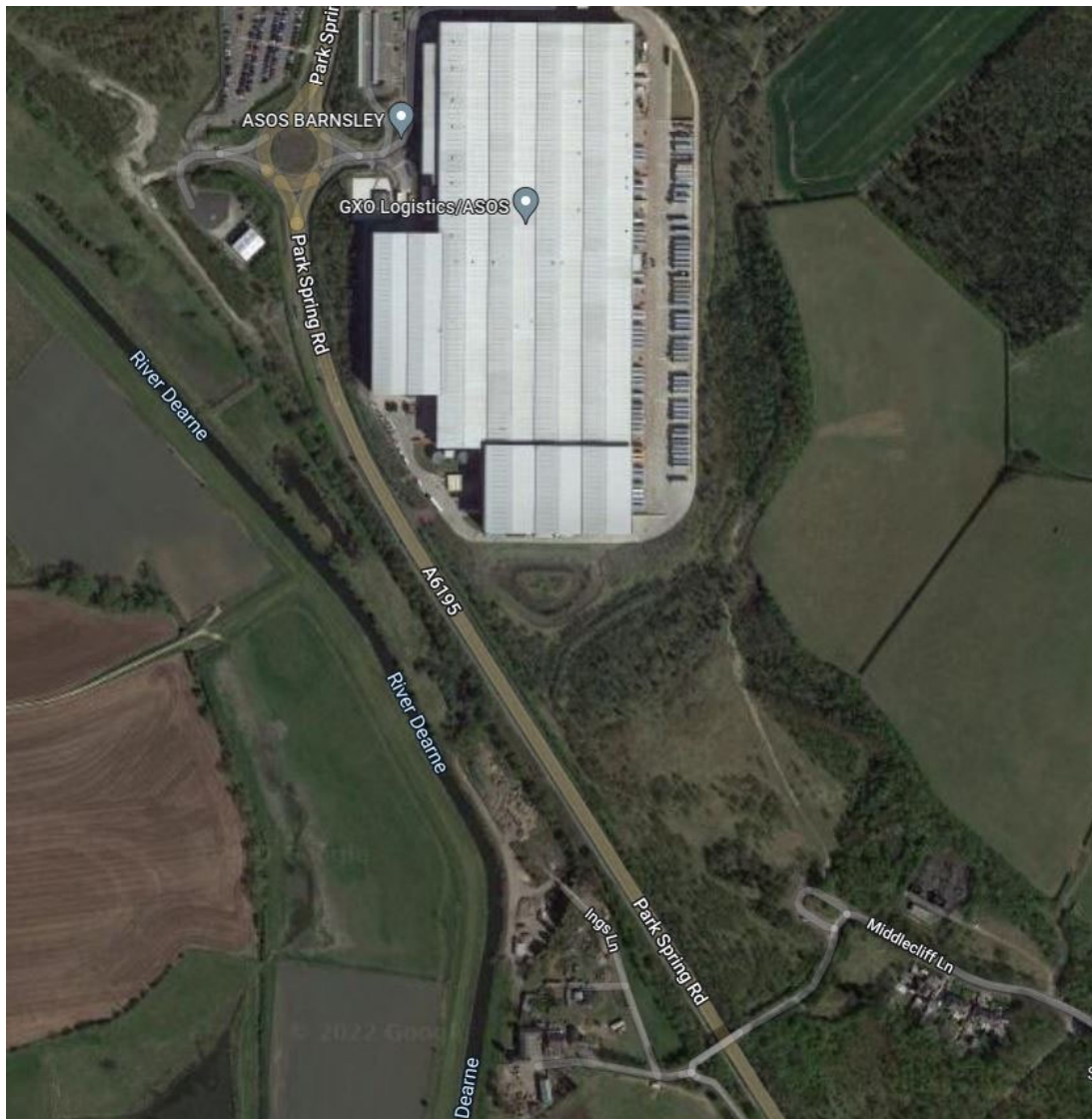
APPENDIX A – Information Supplied

1 Background and Highway Scheme Description

Background

- 1.1.1 Road Safety Initiatives LLP has been commissioned by mosodi to prepare a Walking, Cycling and Horse-Riding Assessment (WCHAR) Report in accordance with GG 142 for the proposed ghost island priority access junction on A6195 Park Spring Road at Houghton Main.

Figure 1.1 – A6195 Park Spring Road at Houghton Main (Aerial Image: Google / Getmapping plc)



- 1.1.2 The Design Team (mosodi) has appointed the Lead Assessor (Martin Morley, Road Safety Initiatives LLP) to undertake the WCHAR process.

Figure 1.2 – A6195 at Houghton Main (Source: Ordnance Survey and Barnsley Council)



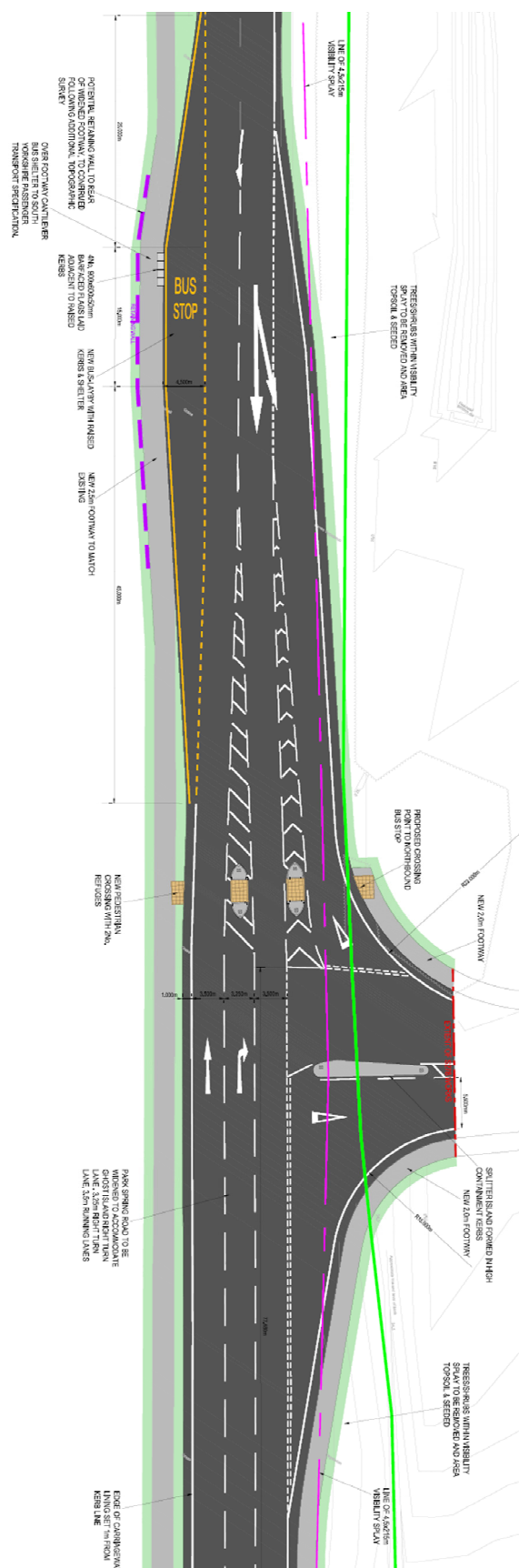
- 1.1.3 The scale of the scheme has been assessed by the Lead Assessor and is considered to qualify as a 'small' scheme for the purposes of this Assessment. Therefore, in accordance with GG 142, the junction improvement scheme will be subject to a Walking, Cycling and Horse-Riding Assessment during the ongoing preliminary design stage. (This may then be followed by Walking, Cycling and Horse-Riding Review during the detailed design stage.)

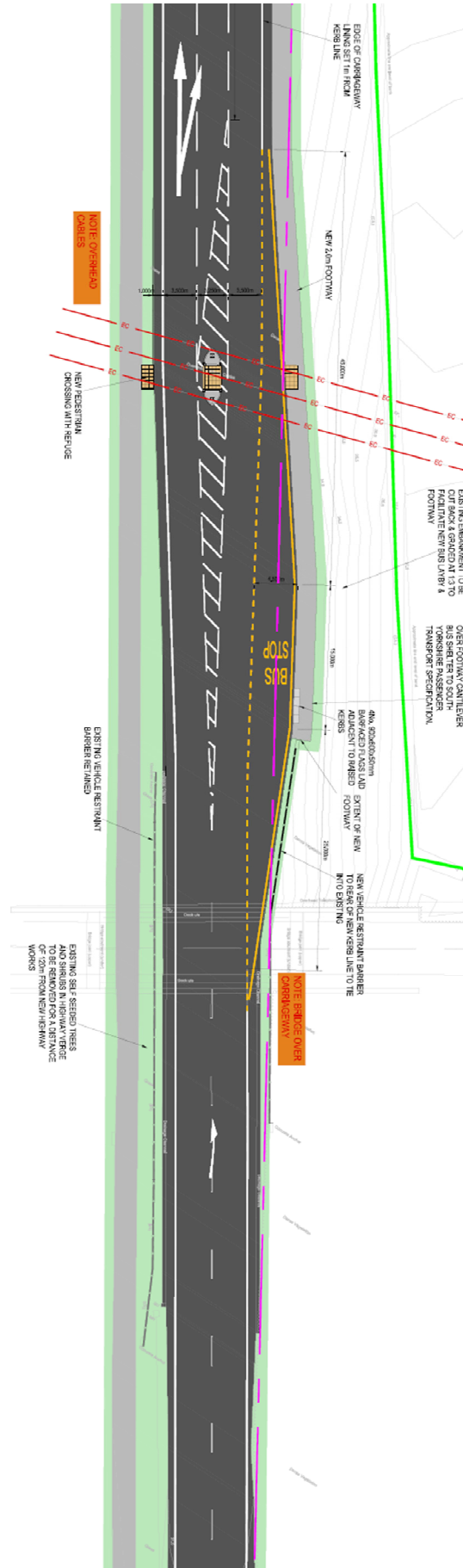
Proposed Highway Scheme

- 1.1.4 A ghost island priority access junction is proposed for A6195 Park Spring Road. Extracts of the drawings of the proposals are shown on Figure 1.3 on the following pages. The A6195 through lanes would be 3.5m wide and the turning lane would have a width of 3.25m. The design is in accordance with CD123 of DMRB and visibility splays would be 4.8m x 215m.
- 1.1.5 The access road, which is for employment land (industrial use, class E/B2 and B8) would be 7.3m wide, widening on its approach to the A6195 junction. The entry radius would be 22m and the exit radius would be 15m. Footways (2m wide) are to be provided on either side of the access junction to link into the existing footways on the southwestern side of A6195 Park Spring Road. Two bus stop laybys are to be incorporated into the access arrangements with the southeastbound bus stop provided some 100m south of the access and the northwestbound layby provided some 65m north of the access. Two uncontrolled pedestrian crossings (with refuge islands) are to be provided across the A6195

¹ The scheme is a new rural all-purpose junction.

Figure 1.3 – Proposed ghost island priority access junction (RWO Consulting Engineers)





WCHAR Study Area

- 1.1.6 The study area for this 'Walking, Cycling and Horse Riding Assessment' has been set by the Lead Assessor as an area of approximately 1km radius, in accordance with GG 142 which states that a minimum 1km radius for a 'small scheme'. Refer to Figure 1.4 below, which shows the approximate study area for this Assessment Report. Figures 1.5 and 1.6 on the subsequent pages, shows the location's mining legacy and also the Masterplan of the proposed development on land to the northeast of the A6195 at Houghton Main.

Figure 1.4 – Study Area (Source: OS Data)

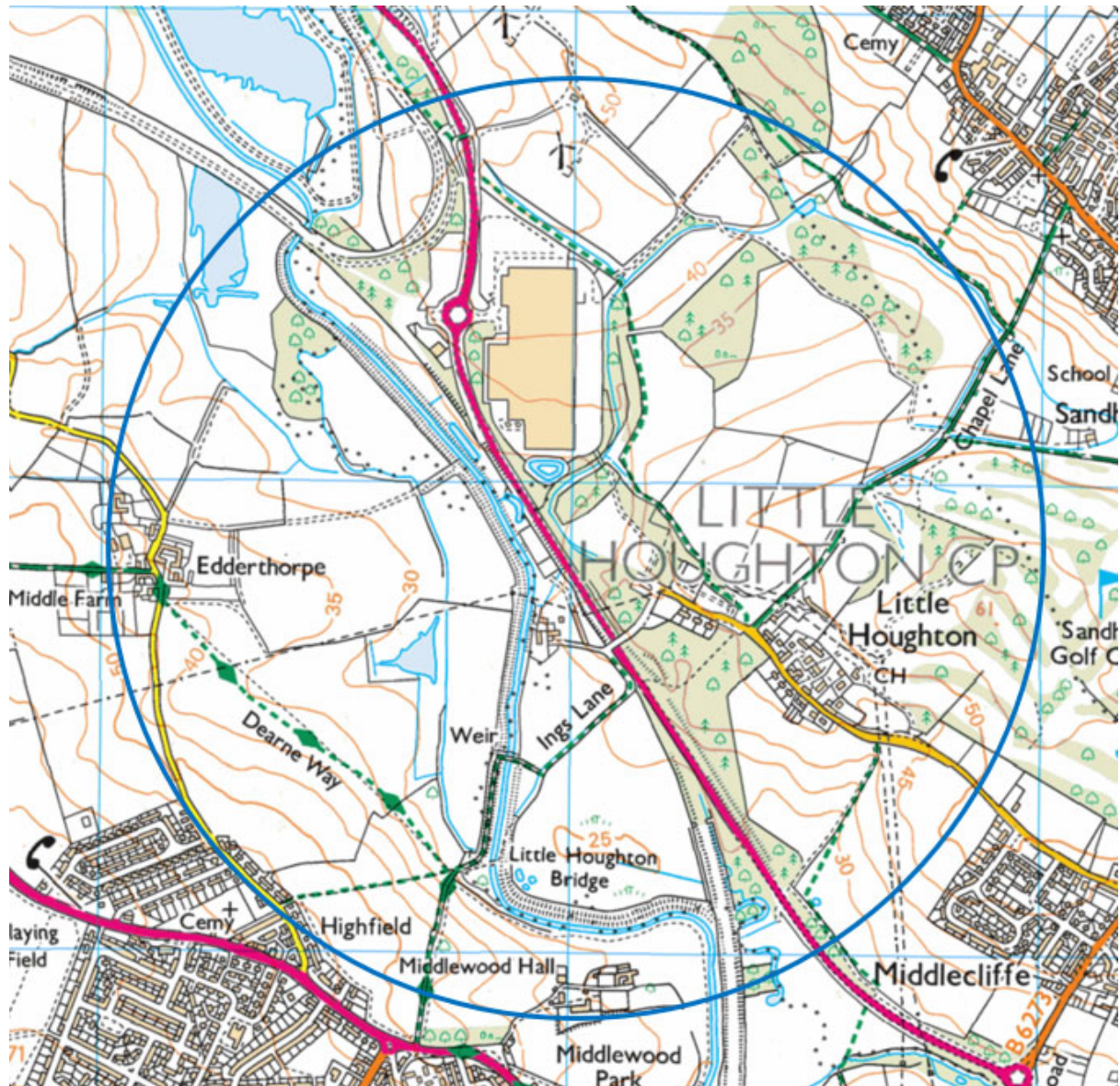


Figure 1.5 – Historical; Houghton Main Colliery (Source: National Map Library / Ordnance Survey)



Figure 1.6 – Masterplan, Commercial Development at Houghton Main (Source: htc architects)



2 WCHAR Assessment

- 2.1.1 This section summarises the findings of the assessment as set out in Section 4 of GG 142. The findings under each topic area are summarised in individual sections below (and on the following pages). Any potential opportunities for improvements are then included in Chapter 3.

Assessment of Walking, Cycling and Horse-Riding Policies and Strategies

- 2.1.2 The following documents have been considered as part of the Assessment:

- National Planning Policy Framework;
- Barnsley Local Plan - adopted January 2019; and
- Joint Waste Management Plan.

- 2.1.3 The following DMRB/DfT standards and guidance have been considered:

- CD 123 Geometric design of at-grade priority and signal-controlled junctions;
- CD 143 Designing for walking, cycling and horse-riding;
- CD 195 Designing for cycle traffic;
- Guidance on the use of Tactile Paving Surfaces: and
- LTN 1/20 Cycle Infrastructure Design.

- 2.1.4 Paragraph 105 of the National Planning Policy Framework states that the transport system needs to be balanced in favour of sustainable transport modes, though accepts that different policies and measures will be required in different communities.

- 2.1.5 Policy T3 'New Development and Sustainable Travel' of the Barnsley Local Plan specifies that new development should be located to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists.

- 2.1.6 Policy D1 'High Quality Design and Place Making' requires development to be high quality in their design, taking advantage of and reinforcing elements such as landscape character, topography, views and townscape character. This policy also seeks to provide an accessible and inclusive environment, providing clear and obvious connections to the surrounding street and pedestrian network and promoting safe and secure environments and access routes.

Collision Data

- 2.1.7 A review of reported Personal Injury Collision (PIC) information was carried out within the 'Proposed Commercial Development At Houghton Main, Barnsley, Transport Assessment (rev 1 prepared by mosodi in September 2021).
- 2.1.8 CRASHMAP was reviewed for the five-year period 2016 – 2020 along Park Spring Road (A6195) between the Houghton Main Roundabout northwest of the site (GXO Logistics/ASOS access) and the roundabout junction southeast of the site (A6195/B6273). There were eight reported PICs, three resulted in serious injury and five resulted in slight injury.
- 2.1.9 On the afternoon of Tuesday 14 January 2020, there was a serious injury collision involving a pedestrian and a goods vehicle just south of Houghton Main Roundabout. On Thursday 6 August 2020, there was a slight injury collision (there were two casualties, one of which was a pedal cyclist) also occurring just south of Houghton Main Roundabout. There were no reported PICs involving horse-riders.

Multi-Modal Transport Services and Interchange Information

- 2.1.10 Currently the nearest bus stop to the development is located on Middlecliffe Lane near Ings Lane. The bus stop is served by service 203 Doncaster to Wombwell via Thurnscoe, which has three buses per direction per day. There is no service on a Sunday or on public holidays. There is a one school day bus service to Netherwood Academy. The bus stop has a pole, flag and timetable case but no shelter or lighting.
- 2.1.11 As noted in the Transport Assessment and the Travel Plan², the other bus stops in the vicinity are at Houghton Main Roundabout and are served by services 4, 27, 27a, 27b, 28, 28c, 208, 219, 219a. These stops are in the region of 400m from the proposed junction
- 2.1.12 Thurnscoe railway station is almost 4km walking distance from the proposed junction. Goldthorpe railway station is a similar walking distance.

Trip Generators

- 2.1.13 Apart from the bus stops, there are no significant trip generators and local amenities which can be accessed by walking and cycling journeys within 1km of the proposed junction.

Site Visit

- 2.1.14 A site visit was carried out by Martin Morley (Lead Assessor) on Wednesday 2nd March 2022. There were rain showers and the road surfaces were wet at the time of the site visit. The Lead Assessor walked along some of the available footways in the vicinity of the proposed development. The surrounding roads were also visited by car.
- 2.1.15 Traffic flows along A6195 Park Spring Road were light. A few pedestrians were observed in the GXO Logistics / ASOS access. No cyclists were observed. There was no evidence of any equestrian activity in the vicinity of the scheme.
- 2.1.16 Primary findings of the site visit are listed in the table below and on the following pages:

Location	Observation
A6195 Park Spring Road footways.	The A6195 is an unlit, rural single carriageway subject to the national speed limit. Pedestrians can make use of the southwestern footway. A verge provides a helpful separation between pedestrians and the passing traffic. In a few locations, grass encroaches the footways; this maintenance detail may make the footway less attractive for some pedestrians. 

² 'Proposed Commercial Development At Houghton Main, Barnsley for Harworth Group, Travel Plan' (mosodi, September 2021).

Location	Observation
Various locations.	There is evidence of pedestrians using the existing public rights of way (PROW) in the vicinity of the proposals. 
A6195 Park Spring Road	The A6195 is an unlit, rural single carriageway subject to the national speed limit. The speed and volume of traffic make cycling on the carriageway unattractive: cyclists may prefer to cycle on the footway alongside the A6195. 
Bus stop and turnaround area, Middlecliffe Lane near Ings Lane.	Parts of bus turnaround area are unattractive and the bus stop is unlit during darkness. 
Houghton Main Roundabout, bus stops (GXO Logistics / ASOS access).	The existing bus stops benefit from a bus shelter, digital display timetable and bus stop clearway markings. 

Location	Observation
Ings Lane and Middlecliffe Lane.	Parts of the footways are overgrown; there is litter and evidence of fly-tipping. 

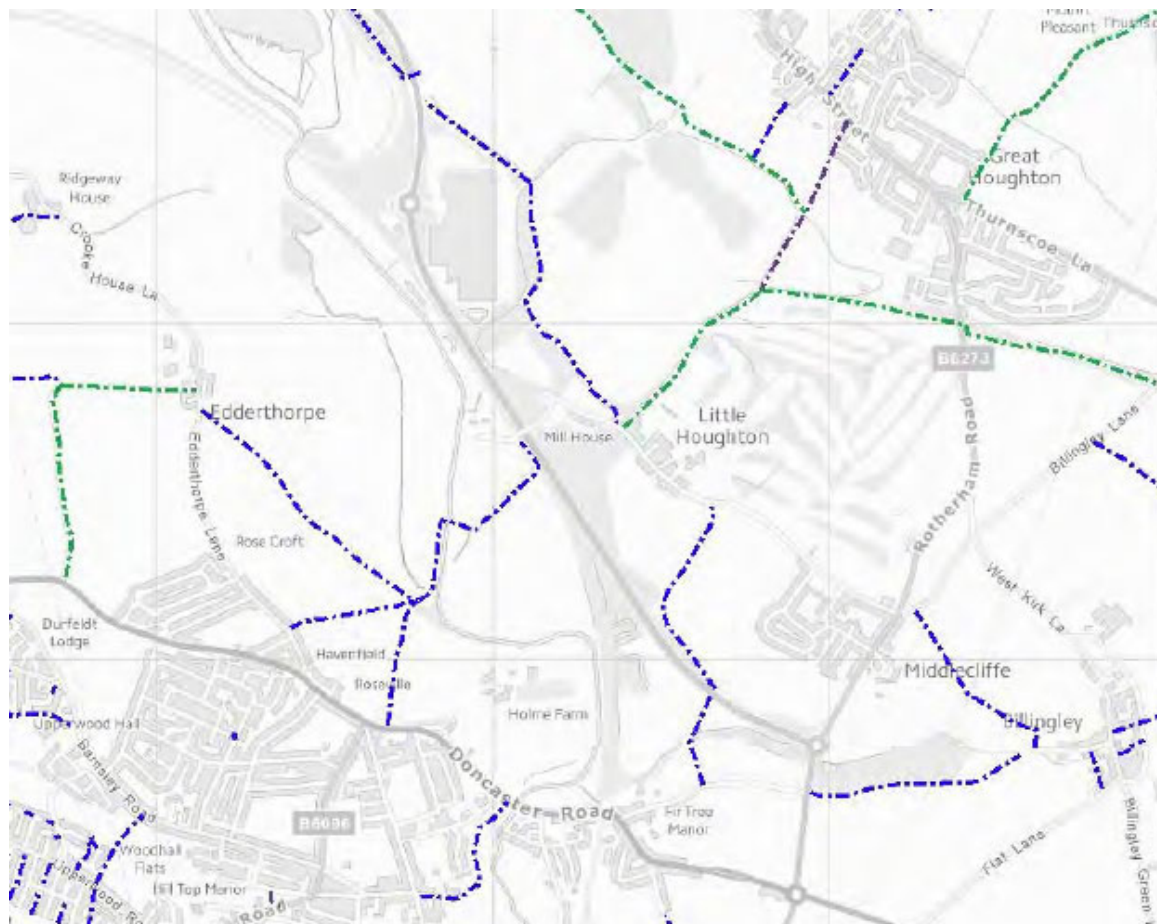
Existing Pedestrian, Cyclist and Equestrian Facilities

- 2.1.17 The following pedestrian, cyclist and equestrian facilities outside the immediate scheme extents but within the study area have been identified:

Pedestrians

- 2.1.18 As noted from the site visit findings, there is a footway alongside A6195 Park Spring Road. Additionally, there is a public footpath to the east of the proposed development.
- 2.1.19 An extract of Barnsley Council's public rights of way map is shown as Figure 1.7.

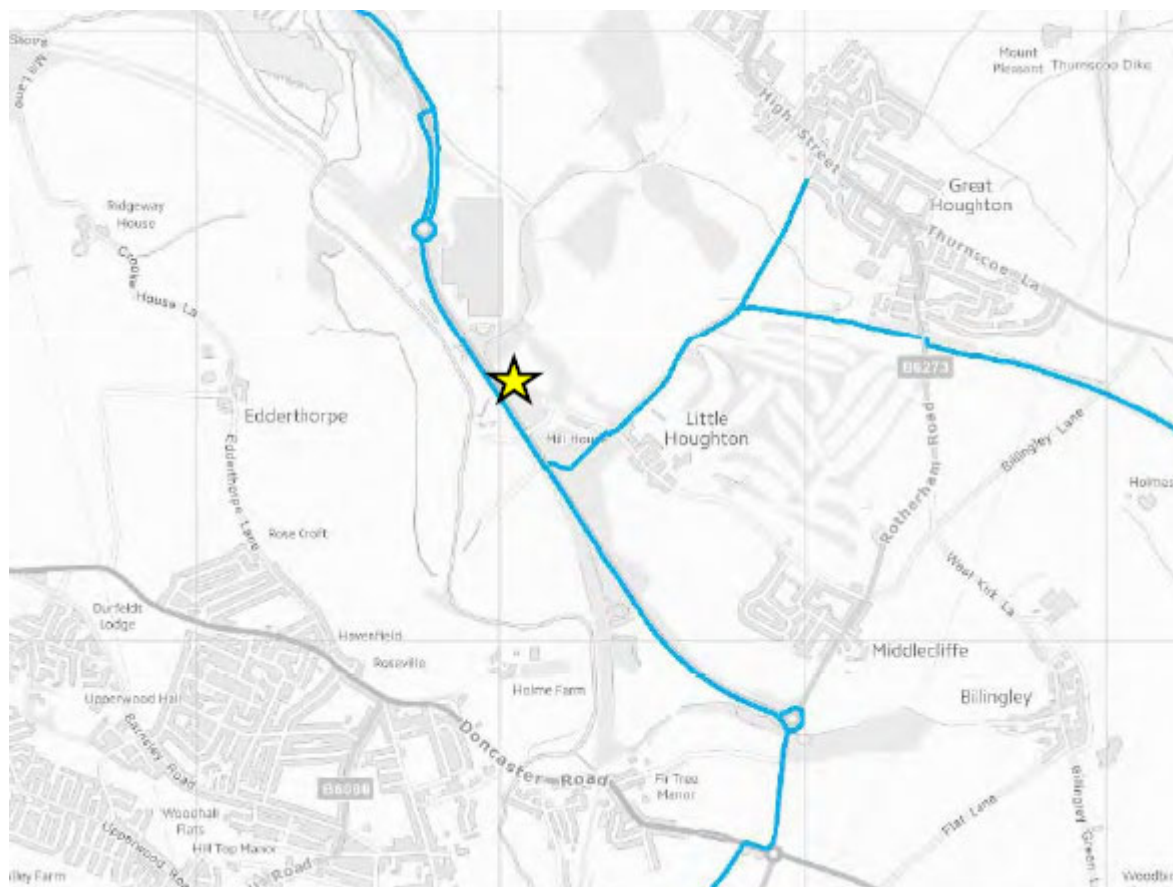
Figure 1.7 – Public Rights of Way (Source: Barnsley Council)



Cyclists

- 2.1.20 From site observations, there appears to be no dedicated cycle facilities within a 1km radius of the proposed junction. Nevertheless Figure 1.8 (following page) shows an extract of a map taken from Barnsley Council's website, indicating the cycle facilities nearby.

Figure 1.8 – Cycle Routes (Source: Barnsley Council)



Equestrians

- 2.1.21 There are no horse-riding centres within a 1km radius of the proposed junction. Crabtree Grange Farm and Equestrian Centre is approximately 4km away, when travelling by road.

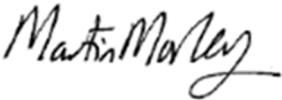
Liaison with Key Stakeholders, Local User Groups and the Wider Public

- 2.1.22 As part of the planning application process, standard consultees (e.g., SYPTE, Barnsley Council, Little Houghton Parish Council, Forestry Officer, The Coal Authority etc.) as well as nearby residents have been consulted about the proposed development. The responses to the consultation can be found on Barnsley Council's planning portal.
- 2.1.23 Based on the consultation responses received from key stakeholders etc., the proposed highway scheme is unlikely to receive any additional comments regarding walking, cycling and horse-riding. It is however possible that further consultations will take place through the detailed design process.

Location	Cyclist specific opportunities
A6195 Park Spring Road, southwestern footway.	Opportunity 6: That the southwestern footway could be converted to an unsegregated footway / cycleway by means of appropriate signs etc. (Table 6-3 on page 68 of LTN 1 / 20 'Cycle Infrastructure Design' says that the minimum recommended width of a shared use facility (that is a surface shared by pedestrians and cyclists) is 3.0m (up to 300 cyclists per hour). It is recognised that the cost of footway widening may be out of proportion to the actual number of pedestrians and cyclists making use of it.)
A6195 Park Spring Road new junction.	Opportunity 7: In relation to Opportunity 6, that consideration is given to increasing the size of the proposed pedestrian refuge islands (and footways), suitable for shared use. LOOK LEFT and LOOK RIGHT carriageway markings at the proposed pedestrian refuge islands may also be beneficial. Table 10-2 of LTN 1 / 20 'Cycle Infrastructure Design' says that an uncontrolled crossing is a suitable provision for cyclists crossing, assuming a traffic flow of up to 8000 PCU (passenger car units) per day. Paragraph 10.4.7 says: "Refuges should be free of clutter, and at least 3.0m long (in the direction of travel for the cyclist) to protect users, including the cycle design vehicle, wheelchairs and mobility scooters.".
Middlecliffe Lane near Ings Lane.	Opportunity 8: Cyclist (and pedestrian) connection to / from the development is already being proposed at the cul-de-sac end of Middlecliffe Lane.

4 Walking, Cycling and Horse-riding Assessment Team Statement

As Lead Assessor, I confirm that this Walking, Cycling and Horse-riding Assessment Report has been compiled in accordance with DMRB GG 142. The walking, cycling and horse-riding assessment was undertaken by the following Assessment and Review Team:

WALKING, CYCLING AND HORSE-RIDING LEAD ASSESSOR	
Name:	Martin Morley
Signed:	
Position:	Partner
Organisation:	Road Safety Initiatives LLP
Date:	9 March 2022

As the Design Team Leader, I confirm that the assessment has been undertaken at the appropriate stage of the highway scheme development. I confirm that in my professional opinion the appointed Lead Assessor has the appropriate experience for the role making reference to the expected competencies contained in GG 142:

DESIGN TEAM LEADER	
Name:	Kat Griffiths
Signed:	
Position:	Engineer
Organisation:	mosodi
Date:	9 March 2022

Appendices, Figures and Tables

Appendix A: Information Supplied

-  Y21011 - CD123 Design Compliance.pdf
-  Y21011-D1000-SECTION_278-GA-Rev2.pdf
-  Y21011-D1001-SECTION_278-TOPO_OVERLAY-Rev2.pdf
-  Y21011-D1003-SECTION_278-ROAD_MARKINGS-Rev2.pdf
-  Y21011-D1004-SECTION_278-KERBING-Rev2.pdf
-  Y21011-D1005-SECTION_278-SURFACING-Rev2.pdf
-  Y21011-D1006-SECTION_278-SIGNAGE-Rev2.pdf
-  Y21011-D1009-SECTION_278-VEHICLE_TRACKING-Rev2.pdf
-  Y21011-D1010-SECTION_278-VEHICLE_TRACKING-BUS-Rev2.pdf

- Proposed Commercial Development At Houghton Main, Barnsley, Transport Assessment Rev 1 (mosodi, September 2021)
- Proposed Commercial Development At Houghton Main, Barnsley for Harworth Group, Travel Plan (mosodi, September 2021)
- Mode Split Data Tables 5.6 and 5.7 of TA Rev 2 dated 15th February 2022.



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