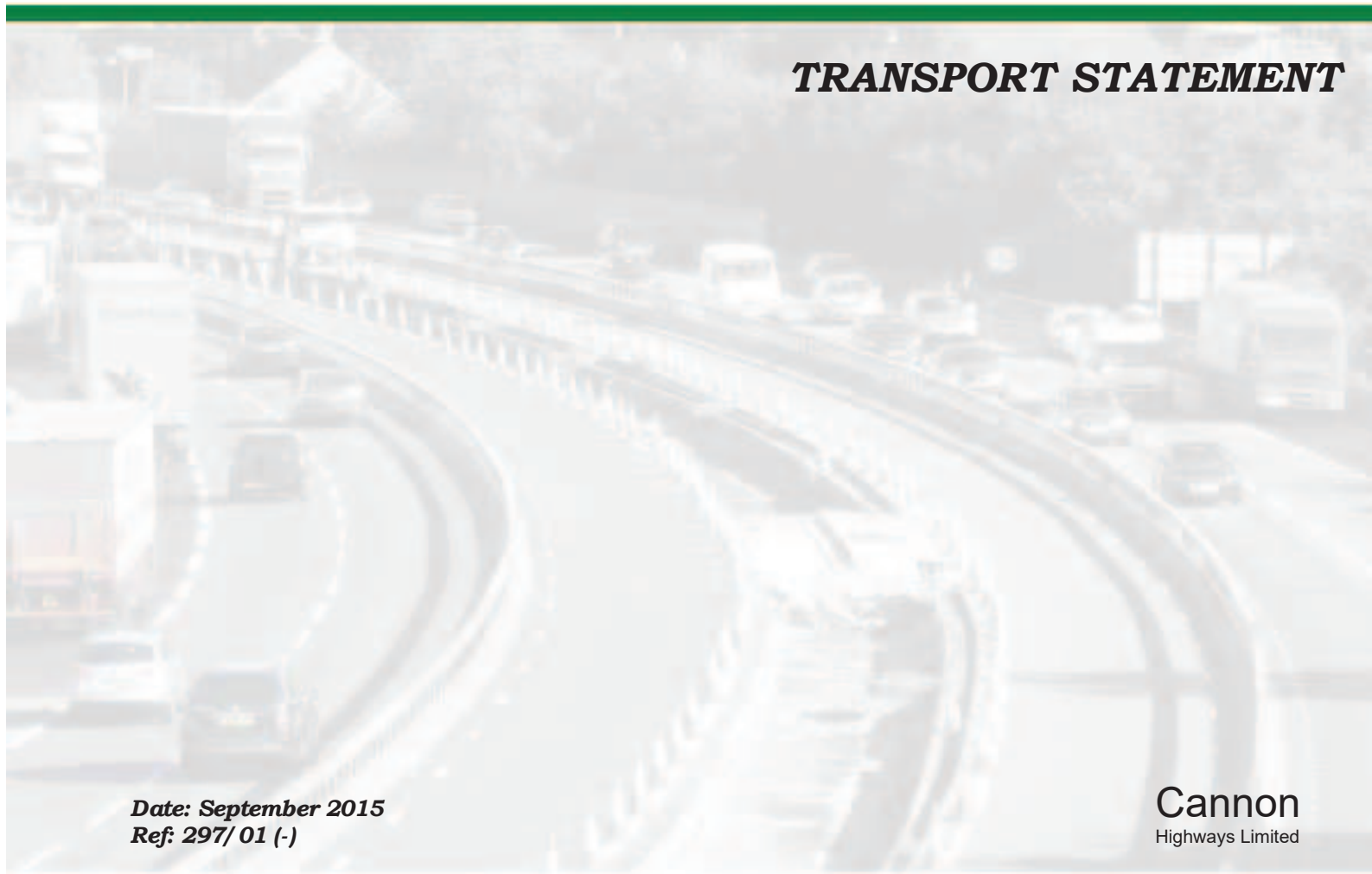




KSL DESIGN LTD

**Proposed Residential Development In
Land of Rotherham Road, Great Houghton**

TRANSPORT STATEMENT



***Date: September 2015
Ref: 297/01 (-)***

Cannon
Highways Limited

Transport Statement

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1.0 INTRODUCTION

- 1.1 Cannon Highways Limited are instructed to consider the potential highways/transportation impacts of proposals to develop, for residential use, land off Rotherham Road, Great Houghton, Barnsley. The land, which is currently vacant, was previously occupied by the former Sandhill Primary School.
- 1.2 A plan showing the location of the site, together with plans showing the layout and extent of the site, including the existing access arrangements are contained in Appendix A.
- 1.3 This statement is written in support of a Planning Application for the proposed development. It will demonstrate that the vehicular movements resulting from the development including the change of operational use of the site are unlikely to compromise the traffic flow or safe operation of the local highway network.
- 1.4 The Statement describes the proposals and considers the potential traffic impact of the development and the transport sustainability provision associated with the proposals in the context of the scale of the development. The Statement demonstrates that the development of the site should be acceptable for Planning Approval purposes.
- 1.5 Section 2.0 of this Statement describes, in more detail, the characteristics of the existing site and provides a review of the layout and operational characteristics of the existing highway network in the vicinity of the site. Section 3.0 describes the proposed development and section 4.0 considers the potential impact of the development on the local highway network. A summary of the Assessment and conclusions are contained in section 5.0.

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2.0 EXISTING CONDITIONS

2.1 Existing Site

- 2.1.1 The site is located in Great Houghton, which is situated some 11 km to the east of Barnsley and approximately 18 km to the west of Doncaster.
- 2.1.2 A plan showing the location of the site is contained in Appendix A.
- 2.1.3 The land is located to the east of the B6273 Rotherham Road, approximately 20 m to the south of the junction of the B6273 Rotherham Road and the B6411 Thurnscoe Lane. It is situated centrally within the settlement.
- 2.1.4 Residential properties are situated in Rotherham Road to the north and south of the site. The current Sandhill School playing field is located beyond the rear boundary of the site (directly beyond the southern boundary of the land). Great Houghton Village Hall and Public Library is located opposite the site in Rotherham Road.
- 2.1.5 The land is currently vacant¹.
- 2.1.6 Vehicular access to the site is currently by means of a footway crossing in the B6273 Rotherham Road frontage of the site. The crossing is located approximately 10 m from the southern boundary of the land. An additional pedestrian access to Rotherham Road is located close to the northern boundary of the site.
- 2.1.7 A topographical survey drawing showing the layout of the site including the existing access arrangements (as described above) is contained in Appendix A.

1 The former school buildings having been demolished and removed.

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2.2 Existing Highway Network

- 2.2.1 The B6273 Rotherham Road is a two-way all-purpose road. It links Great Houghton with the A6195 (the_bypass) and the A635 (a primary route between Barnsley and Doncaster) in the south and with the A628/A6201 in the north.
- 2.2.2 The strategic function of the road was significantly reduced with the opening of the A6195,_bypass, which together with the A628 provides an alternative higher standard of route for north/south traffic (avoiding Great Houghton)².
- 2.2.3 Traffic speeds along the B6273 in Great Houghton and Middlecliffe are controlled by a scheme of traffic calming features comprising a series of speed cushions, plateau road humps and chicane arrangements that require vehicles to slow down or stop to give way to oncoming traffic.
- 2.2.4 In the vicinity of the site, Rotherham Road has a carriageway typically some 6.0 m – 7.5 m wide with footways on both sides of the Road. The road, which is urban in character, is subject to a speed limit of 30 mph (although actual traffic speeds may be less than that due to the alignment of the road and the traffic calming measures that are in place). A system of street lighting columns provide illumination to the road during the hours of darkness.
- 2.2.5 Adjacent to the site, Rotherham Road is lined by residential dwellings. While direct vehicular access is available to the frontage of a number of properties, the majority of dwellings rely on rear access

2 It is reasonable to conclude that the majority of North/South traffic that previously travelled through great Houghton via the B6273 have diverted to the new A6195 route, which despite being some 2.9 km further, more reliably accommodates free-flowing traffic (particularly since it avoids the traffic calming measures in the B6273 in Great Houghton and Middlecliffe, which may add time to journeys).

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for the parking private vehicles or on street parking in Rotherham Road.

- 2.2.6 A plateau road hump combined with drop kerbs and associated tactile paving located adjacent to the site provides an informal pedestrian crossing facility (the crossing location is utilised by a part time crossing patrol associated with the current school, located off Dearne Street, at school times).
- 2.2.7 Yellow zig-zag road markings associated with the former school remain in place in the carriageway along the frontage of the site.
- 2.2.8 The B6411, Thurnscoe Lane, connects to Rotherham Road, by means of a simple priority junction, approximately 10 m to the north of the site. The 6411, Thurnscoe Lane, is an all-purpose two-way road linking Great Houghton in with Thurnscoe some 2.5 km to the east and the village of Hickelton (located on the A635 Barnsley to Doncaster road approximately 4.9 km from Great Houghton).

2.3 Existing Traffic

- 2.3.1 No surveys of existing traffic flows in Rotherham Road have been carried out for the purpose of this statement. However, it is anticipated that current flows are limited to local traffic, which is likely to be light relative to the theoretical capacity of the road (due to the availability of more appropriate routes for through traffic and the impact of traffic calming measures that would tend to discourage through traffic³).
- 2.3.2 While it is understood that the school that previously occupied the site contributed traffic movements in Rotherham Road, it is assumed

3 Particularly south of the junction of the B6411 Thurscoe Lane.

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that those traffic movements have transferred to the new school, located in Dearne Street, remain on the local highway network.

2.4 Highway Safety

2.4.1 Personal injury accident records contained in the national collision database [<http://road-collisions.DFT.gov.uk>] for the B6273 Rotherham Road have been reviewed for the period 2010 – 2014 inclusive (this being the most recent five-year period currently available).

2.4.2 Records show that a single accident were recorded in Rotherham Road in the vicinity of the site during this period. The accident, which involved a car and a 125cc motorcycle, occurred during 2011 at the junction of Rotherham Road and Thurnscoe Lane. It is recorded as resulting in a single casualty of “slight” severity. A plan showing the approximate location of the recorded accidents is contained in Appendix A.

2.4.3 There is nothing in the accident records that would indicate that there are currently any safety issues in the B6273 Rotherham Road or in the local highway network in the immediate vicinity of the site.

2.5 Sustainable Travel

2.5.1 Public transport facilities and other opportunities for sustainable travel that are available in the vicinity of the site are described below.

Bus Services

2.5.2 A range of frequent bus services are available within an acknowledged acceptable walking distance of the site (i.e. less than 400 m). Bus stops are located close to the site in Rotherham Road and Thurnscoe Lane. Travel times by bus from these locations are

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approximately 30 minutes to Barnsley, 45 minutes to Doncaster, 21 minutes to Wombwell and 11 minutes to Grimethorpe.

2.5.3 Table 2.1 (below) lists the bus service available in the vicinity of the site, the walking distance to the bus stops (from the site assess), the frequency of the services and the available destinations.

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TABLE 2.1				
BUS STOP LOCATION	WALKING DISTANCE TO SITE (m)	OPERATOR	SERVICES	DESTINATIONS (frequency)
B6273 Rotherham Rd (southbound)	15	Yorkshire Traction (Stagecoach)	216	Grimethorpe (4 daily)
			219	Barnsley Centre (every 30 minutes)
			219A	
		X26	Wombwell/Barnsley Centres (10 daily)	
		Bright Bus	449	Wombwell (daily)*
664	Wombwell/Wath Upon Dearne (daily)*			
B6273 Rotherham Rd (northbound)	90	Yorkshire Traction (Stagecoach)	219	Barnsley/Doncaster Centres (every 30 minutes)
			219A	
			X26	Wombwell/Barnsley Centres (10 daily)
		Bright Bus	449	Thurnsoe/Wombwell (daily)*
			664	Wombwell/Wath Upon Dearne (daily)*
B6411 Thurnsoe La (southbound)	100	Yorkshire Traction (Stagecoach)	216	Wombwell (4 daily)
			219	Doncaster Centre/ Goldthorpe (every 30 minutes)
			219A	
B6411 Thurnsoe La (northbound)	150	Yorkshire Traction (Stagecoach)	216	Grimethorpe (4 daily)
			219	Barnsley Centre (every 30 minutes)
			219A	
		Bright Bus	449	Wombwell (daily)*

Stated frequencies are daytime Monday to Saturday

*** School Service (during term times)**

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Rail Services

- 2.5.4 Thurnscoe Railway Station is located some 2.8 km from the site (approximately 5 minutes travelling time by private car).
- 2.5.5 The station is situated on the Wakefield line.
- 2.5.6 It has regular (hourly) services to Sheffield and Leeds.
- 2.5.7 Journey times from Thurnscoe station are typically 36 minutes to Sheffield and 43 minutes to Leeds.

Pedestrians

- 2.5.8 There are well maintained footways along both sides of Rotherham Road and throughout the settlement, which provide access to local amenities and public transport services.
- 2.5.9 There is an informal pedestrian crossing facility in Rotherham Road adjacent to the site. The facility incorporates a plateau road hump together with drop kerbing and associated tactile paving. A school crossing patrol operates at this location at appropriate times during school terms.

Cyclists

- 2.5.10 There are no specific cycle facilities in the immediate vicinity of the site. Nevertheless, there are a range of amenities and employment areas that are accessible via the local highway network within an acknowledged acceptable cycling distance of the site.
- 2.5.11 Thurnscoe railway station is located within an acknowledged acceptable cycling distance of the site (i.e. less than 5 km).

Accessibility (Local Amenities)

- 2.5.12 There are a range of local shops and amenities in Rotherham Road within no more than approximately 250 m walking distance of the

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site. The amenities include Great Houghton Public Library and Village Hall, Grocery/convenience stores, a pharmacy, doctors surgery, petrol filling station and a veterinary surgery. The current Sandhill Primary School is located within approximately 200 m walking distance of the site.

2.5.13 More comprehensive amenities including banking facilities, restaurants, supermarkets and a range of high street stores are available nearby at Goldthorpe, approximately 5 km from the site (or 7 minutes by private car), and Wombwell, approximately 6 km from the site (or 10 minutes by private car).

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3.0 PROPOSED DEVELOPMENT

3.1 Development Proposals

- 3.1.1 The proposals are to construct a residential development of 7 dwellings comprising a mix of 2 and 3 bedroom bungalows.
- 3.1.2 The dwellings would be laid out around a single private driveway, which would provide the vehicular access to the individual properties, including rear access to the dwellings that would be constructed along the Rotherham Road frontage of the site (with possible direct utilities connections to the frontage properties from Rotherham Road).
- 3.1.3 The proposed private driveway would connect to Rotherham Road by means of a priority junction/vehicular footway crossing to be situated approximately midway along the frontage of the site located optimally for access visibility. Visibility for vehicles emerging from the private driveway would be 2.4 m x 42.5 m to the south of the access and in excess of 2.4 m x 43.0 m⁴ to the north⁵. The available visibility is broadly compatible with traffic speeds of 30 mph in Rotherham Road⁶.
- 3.1.4 A plan showing the preliminary layout of the proposed development, including the access arrangements and mix of properties, is contained in Appendix A. A plan showing the extent of available visibility at the proposed access is also contained in Appendix A.

4 While there is a section of pedestrian guard rail to the rear of the kerb within the visibility splay, the railing is configured with vertical rails (visirail type) to promote inter-visibility through the railings.

5 Visibility distances are based on measurements using available topographical information.

6 No traffic speed data has been obtained for the purpose of this Statement. However, the existing traffic calming features in the B6273 Rotherham Road would suggest that 85 percentile traffic speeds in Rotherham Road on the approaches to the access are unlikely be in excess of the existing speed limit.

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3.2 Trip Generation

3.2.1 In order to determine the likely peak traffic flow associated with the development proposals trip generation rates for typical suburban sites have been obtained from the TRICS database. Table 3.1 (below) shows the (vehicle only) trip generation rates associated with the normal a.m. and p.m. peak traffic hours⁷.

TABLE 3.1			
<i>TRIP RATE</i> (per dwelling)			
PEAK PERIOD	IN	OUT	TOTAL
am (8:00 – 9:00)	0.154	0.430	0.584
pm (16:45 – 17:45)	0.389	0.228	0.617

3.2.2 Table 3.2 (below) shows the estimated (vehicle only) peak hour trips generated by the development.

TABLE 3.2			
<i>TRIPS</i>			
PEAK PERIOD	TRIP RATE	No DWELLINGS	No TRIPS*
am (8:00 – 9:00)	0.584	7	5
pm (16:45 – 17:45)	0.617		5

⁷ The resulting rate can be considered to provide a robust assessment since it considers existing sites with a mix of dwelling types. In practice the proposals, which are limited to bungalow properties only, are likely to result in slightly lower traffic generations, particularly during periods of peak traffic.

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4.0 TRANSPORT IMPACT

4.1 Proposed Traffic

4.1.1 The estimated additional peak hour traffic in the B6272 Rotherham Road generated by the proposed development would be in the order of 5 vehicles (in both directions) in the a.m. peak and 5 vehicles (in both directions) in the p.m. peak (see Section 3.0). This represents, on average, an additional traffic movement approximately every 12 minutes during the peak traffic hours (and less frequently at other times).

4.2 Traffic Impact

4.2.1 It is reasonable to conclude that the modest increase in traffic generated by the development would have little impact on the operational traffic flow in the B6272 Rotherham Road, the nearby junction of the B6272 Rotherham Road and the B6411 Thurnscoe Lane or on the local highway network beyond.

4.3 Safety

4.3.1 Recent accident records indicate that there are no road safety problems in the vicinity of the site. While accident risk may increase with changes to the traffic flow characteristics or volumes, the potential increase in vehicle trips generated by the proposed development is unlikely to materially affect the road safety record in the B6272 Rotherham Road or on the local highway network.

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5.0 SUMMARY & CONCLUSIONS

5.1 Summary

- 5.1.1 The proposals are to construct a residential development comprising some 7 dwellings (comprising a mix of 2 and 3 bedroom bungalows) on the site of the former Sandhill Primary School adjacent to the B6273 Rotherham Road, Great Houghton.
- 5.1.2 The existing vehicular footway crossing access to the site would be stopped up and replaced by a new priority junction/footway crossing positioned on the site frontage with the B6272 Rotherham Road so as to provide optimal visibility (both to/from the access). Visibility at the proposed access would be 2.4 m x 42.5 m to the south of the access and in excess of 2.4 m x 43 m to the north (as measured to the nearside channel).
- 5.1.3 A private driveway incorporating appropriate turning space would accommodate access to the individual dwellings. In addition, the properties constructed along the frontage of the site would have direct pedestrian access to Rotherham Road.
- 5.1.4 The development would generate a modest number of additional vehicular trips on the local highway network but the additional volume of traffic would be unlikely to have a measurable impact on the highway network in terms of traffic flow, capacity or road safety.

5.2 Conclusions

- 5.2.1 This Statement concludes that the proposed development would have negligible impact in terms of traffic and there are no compelling highway safety or capacity reasons why Planning Consent for the proposed development should not be granted.

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APPENDICES

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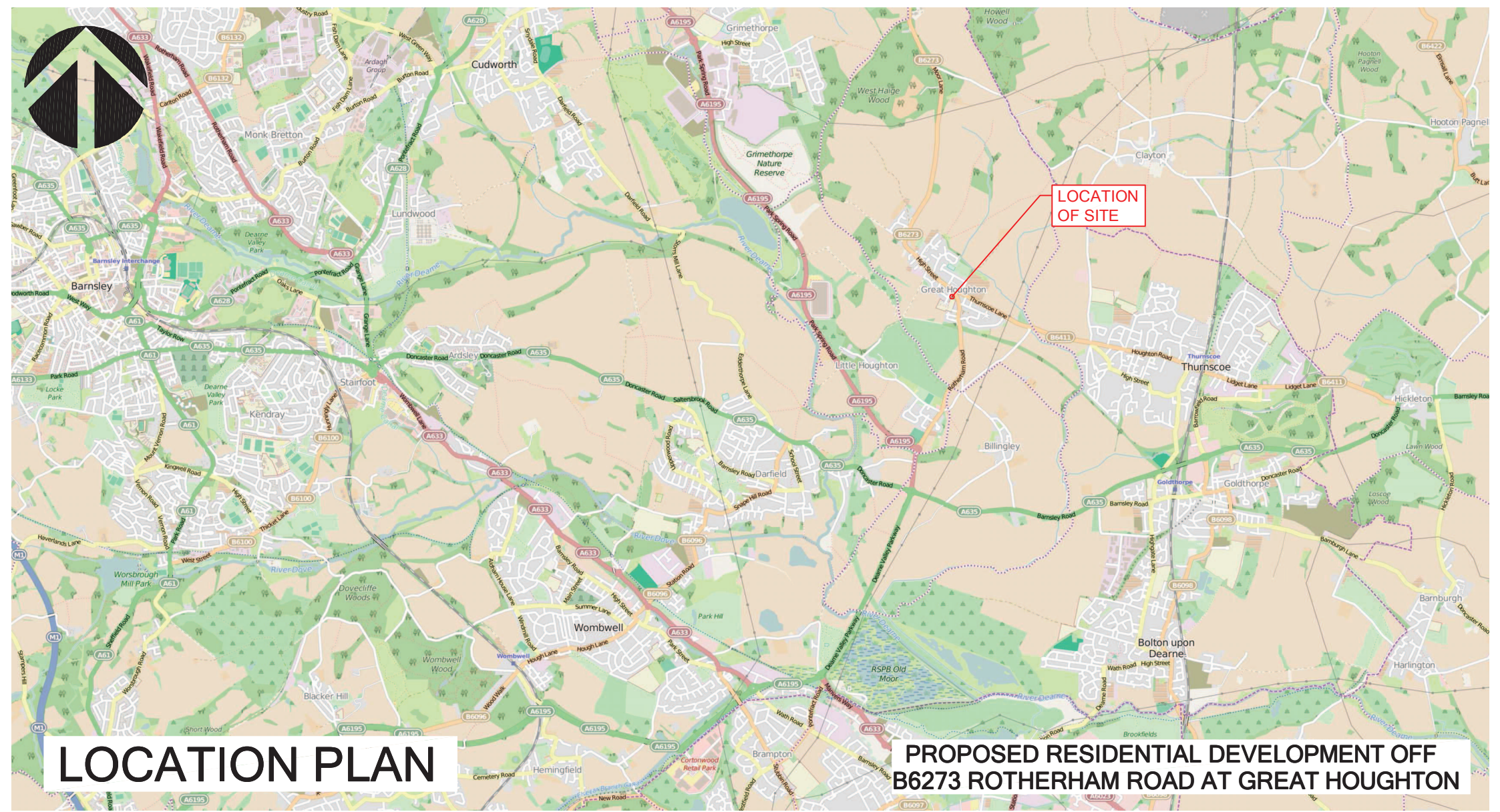
APPENDIX A: PLANS



LOCATION OF SITE

LOCATION PLAN

PROPOSED RESIDENTIAL DEVELOPMENT OFF B6273 ROTHERHAM ROAD AT GREAT HOUGHTON



EXISTING SITE



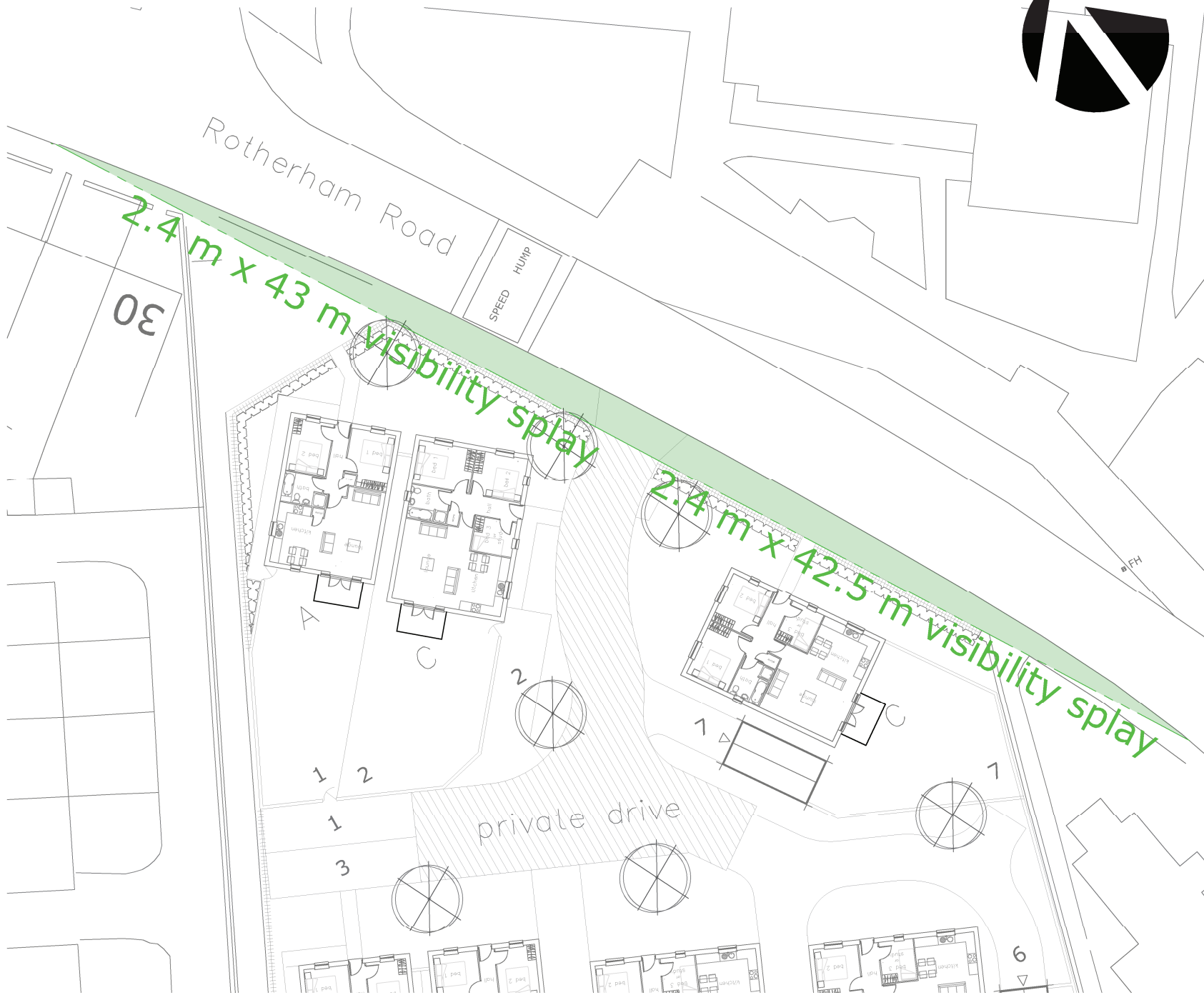
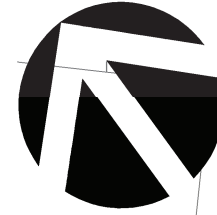


Schedule		
A	2 Bed bungalow	3
B	3 Bed bungalow	2
C	3 Bed bungalow	2
	total	7

-  Existing dwellings
-  Proposed bungalows
-  Private drive
-  Existing bungalow
-  Existing community facility

All bungalows to have a minimum of 2 parking spaces

Former Sandhill Primary School
 Great Houghton
 Barnsley
 Planning Layout



Rev	Amendment	Drn	Date	Chkd
Client	KSL DESEGN LTD			
Project Title	PROPOSED DEVELOPMENT OFF B6473 ROTHERHAM ROAD, GREAT HOUGHTON			
Drawing Title	ACCESS VISIBILITY			
Drawn By	DT	Chkd By	Appr	
Scale	1: 250	Drg Size	A3	Date
Drawing Number	297/01			Rev
12b Hall Annex, Newton Chambers Road, Thornccliffe Park, Chapeltown, Sheffield S35 2PH				
tel: 0114 296 5653 www.cannonhighways.co.uk				



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APPENDIX B: PHOTOS

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>>> Existing access to the site.
Looking into the site from the
B6273 Rotherham Road.



<<< Looking north along the B6273
Rotherham Road with the site on the
left. The bus stop, with lay-by, is on
the right.

>>> Looking south along the
B6273 Rotherham Road with the
site on the right.



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<<< Looking along the B6273 Rotherham Road towards the site from the mouth of the junction of the B6411 Thurnscoe Lane with the B6273 Rotherham Road.