Rabbit Ings Country Park, Barnsley

Transport Statement

March 2026

Barnsley Council

AMA Project Number: 300601

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REPORT QUALITY MANAGEMENT

	First Issue	Revision 1	Revision 2	Revision 3
Remarks	Draft Issue	Issue	Planning Issue	
Date	06/09/2024	27/02/2026	19/03/2026	
Prepared	SD	EP	SD	
Checked	SK	SD	SD	
Authorised	SK	SK	SK	

REPORT PRODUCTION TEAM

Name	Initials	Job Title
Emma Pavlin	EP	Graduate Transport Planner
Sophie Dunhill	SD	Principal Transport Planner
Shazad Khan	SK	Director

TABLE OF CONTENTS

TABLES

FIGURES

APPENDICES

1 INTRODUCTION

1.1 OVERVIEW

1.1.1 Andrew Moseley Associates (AMA) has been commissioned by Barnsley Council to prepare a Transport Statement (TS) in in connection with the replacement of the existing visitor centre at Rabbit Ings Country Park, Royston, Barnsley. The site layout plan is attached at **Appendix A**.

1.1.2 The site is located approximately 1.6km west of the centre of Royston and approximately 7.8km north of Barnsley town centre. It is bound to the north, east and south by open fields and to the west by B6428 Lund Hill Lane.

1.1.3 The development proposals seek to replace the existing visitor centre at the country park with a new and improved facility. The visitor centre is currently used by the local community, and its replacement therefore does not represent a proposal of regional or national scale.

1.1.4 Given the size and nature of the proposals and the anticipated transport impacts, a detailed Transport Assessment is not considered to be necessary as part of the planning application. Instead, this TS has been prepared to provide Barnsley Council (BC), as the Local Planning and Highway Authority (LP&HA), with the necessary information to determine the planning application.

1.1.5 This TS has been prepared with reference to the Department for Communities and Local Government National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG).

1.1.6 This TS will demonstrate that the site can be accessed by existing transport provision and is accessible to a range of key services and facilities. The report will also demonstrate that the traffic generated by the proposals will not result in a detrimental impact on the surrounding road network.

1.2 REPORT STRUCTURE

1.2.1 The structure of the report is set out as follows:

- **Section 2** – outlines the site location, local highway network, sustainable travel accessibility, and provides a review of personal injury collisions;
- **Section 3** – describes the development proposals, site access and servicing arrangements, proposed level of car parking and presents a car parking accumulation assessment; and
- **Section 4** – provides a summary of the TS.

2 EXISTING CONDITIONS AND SUSTAINABLE TRANSPORT

2.1 SITE LOCATION

2.1.1 Rabbit Ings is a 64 hectare country park located on the former Monkton Colliery and the Royston Drift Mine.

2.1.2 The site is located approximately 1.6km west of the centre of Royston and approximately 7.8km north of Barnsley town centre. It is bound to the north, east and south by open fields and to the west by B6428 Lund Hill Lane. The location of the site is illustrated indicatively at **Figure 2-1**.

Figure 2-1 Site Location Plan

2.2 LOCAL HIGHWAY NETWORK

2.2.1 Within the vicinity of the site, Lund Hill Lane runs in an approximate east / west alignment connecting to the Church Lane / Hall Field Lane priority-controlled crossroads in the north east and the Station Road / Church Street / High Street signal controlled crossroads in the west. It is subject to a 30mph speed limit and measures approximately 6m in width. A lit continuous footway measuring 1.5m in width is available along the eastern side of the carriageway whilst an intermittent lit footway is provided along the western side.

2.2.2 A railway bridge crosses Lund Hill Lane to the west of the site. Signage indicates that it is a low bridge providing 3.4m worth of headroom.

2.2.3 Access to the A628 is provided via Sandybridge Lane to the east of the site and Cross Lane to the west of the site, within approximately 3.3 to 3.5 miles. The A628 provides access to the A1(M) in the east and Barnsley town centre in the west.

2.2.4 The site is considered to be well located for access to the local, regional, and strategic highway networks.

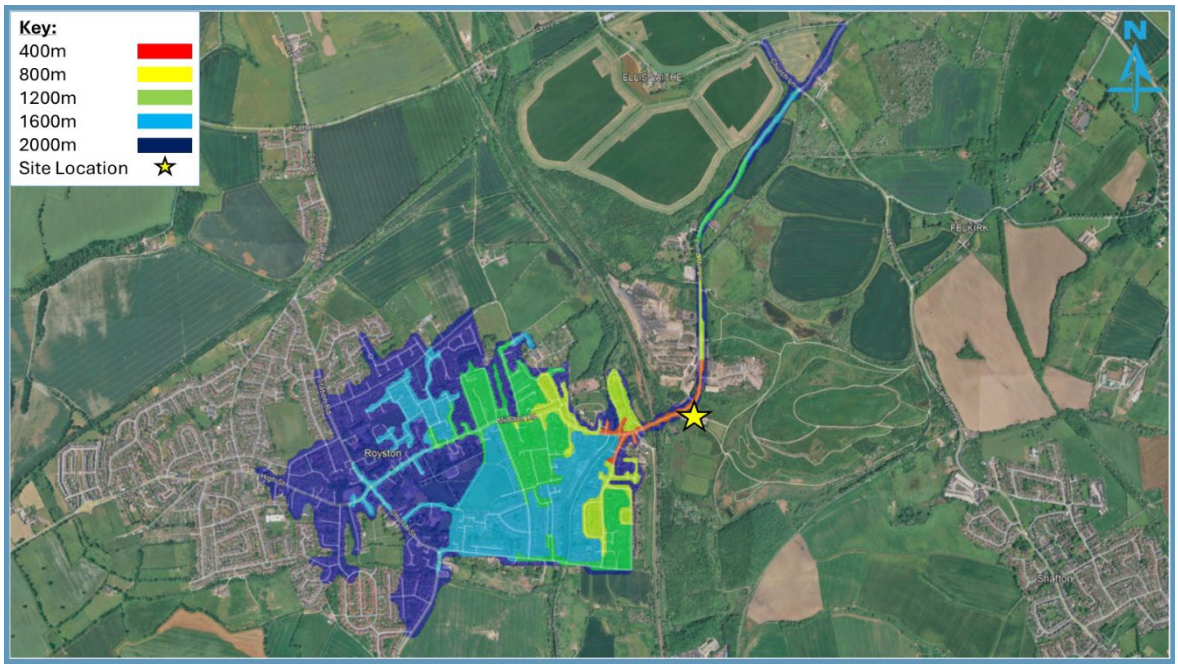
2.3 WALKING ACCESSIBILITY

2.3.1 Whilst superseded by the NPPF, the transport policies in the former PPG13 set out specific guidance related to walking:

"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" (Para 74)

2.3.2 Figure 2-2 shows a 2km walking catchment from the site access.

Figure 2-2 2km Walking Catchment Plan



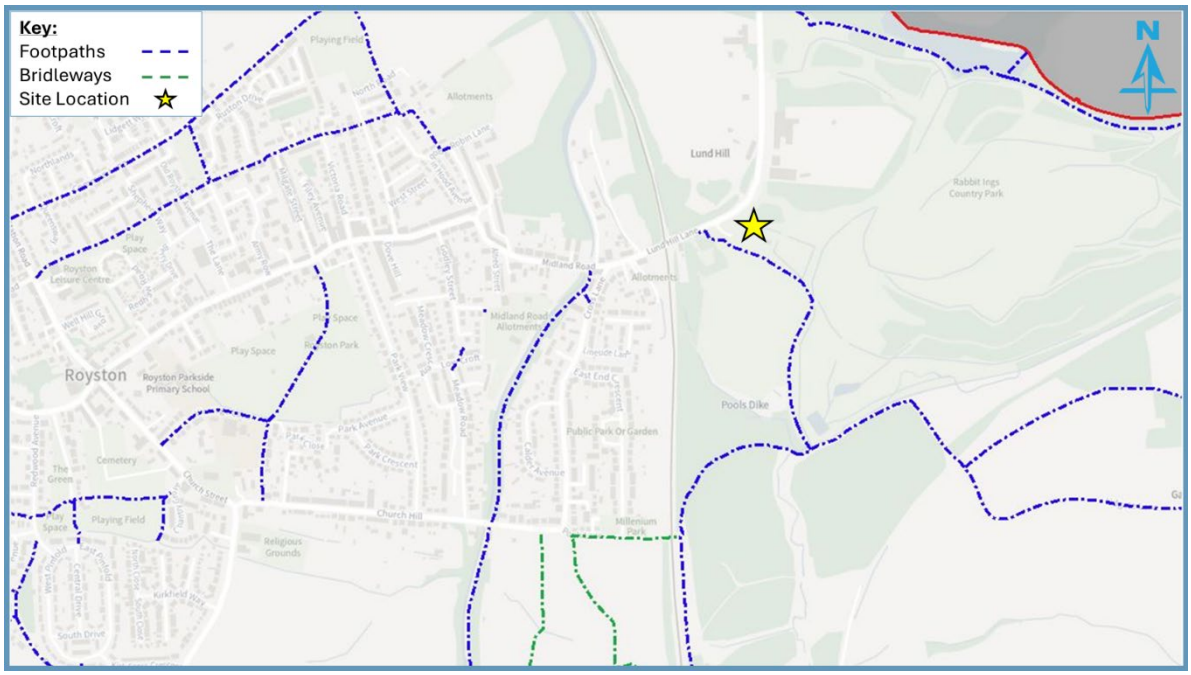
2.3.3 As can be seen, the site is located within a suitable walking distance of the majority of Royston. Within the 2km walking catchment there are a number of amenities including but not limited to Meadow Crescent Community Centre (c. 1.0km), Royston Park (c. 1.2km), Asda (c. 1.2km), Co-op Food (c. 1.6km), and Royston Leisure Centre (c. 1.8km).

2.3.4 A continuous lit footway measuring 1.5m in width is available along the eastern side of Lund Hill Lane which provides access into Royston. A lit intermittent footway is provided along the western side. Within the centre of Royston there are lit footways on both sides of Midland Road. Dropped kerbs and tactile paving is provided over junctions with minor roads.

2.3.5 Leisure footpaths (Royston 11, 22 and 25) are located across Rabbit Ings Country Park and the Trans Pennine Trail is available along the disused Barnsley Canal.

2.3.6 There are also a number of Public Rights of Way (PRoW) within the vicinity of the site that provide traffic-free walking facilities, details of which are provided in Figure 2-3.

Figure 2-3 Public Rights of Way Map



2.3.7 The map shows that there is a network of PRoW routes to provide safe pedestrian walking facilities within the vicinity of the site to the residential areas of Carlton to the south and Shafton to the east.

2.3.8 The development is therefore considered to be located within a sustainable location to a range of walkable destinations.

2.4 CYCLING ACCESSIBILITY

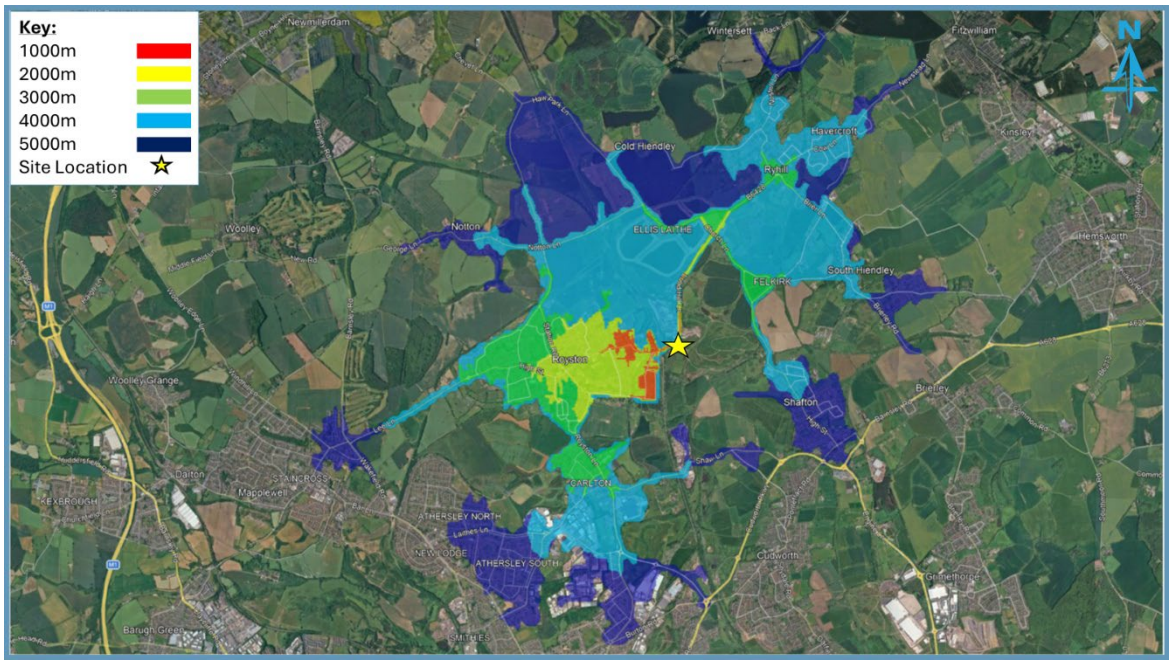
2.4.1 Whilst superseded by the NPPF, the transport policies in the former PPG13 set out specific guidance related to cycling:

> *"Cycling also has potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport" (Para 77)*

2.4.2 All areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance.

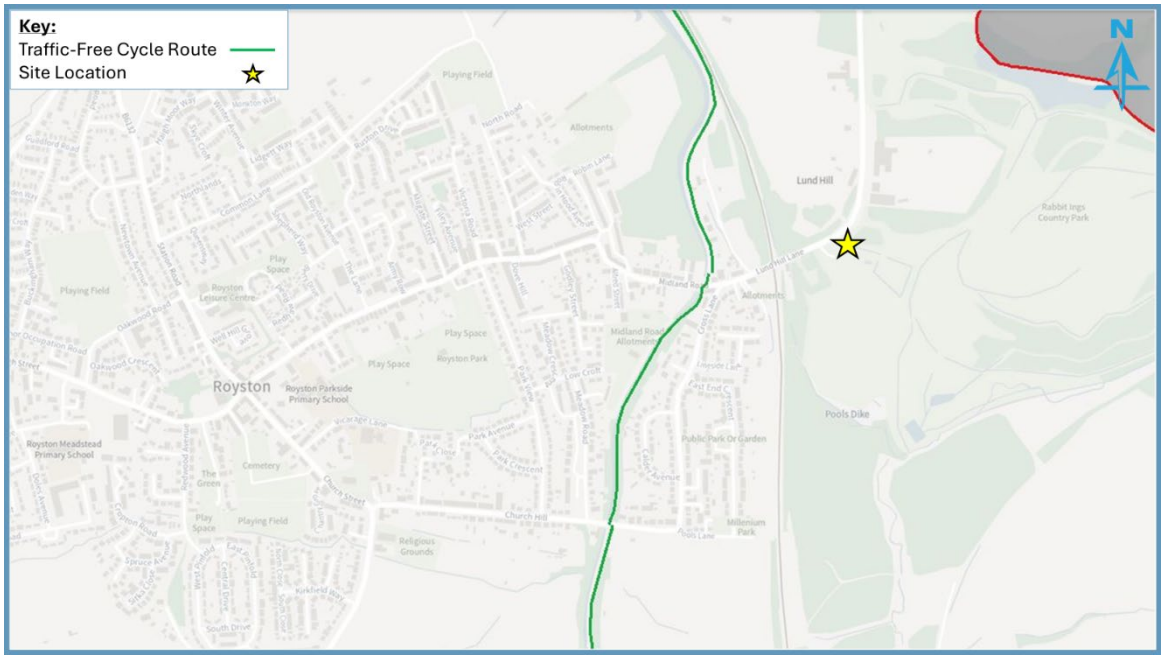
2.4.3 Figure 2-4 shows a 5km cycling catchment from the centre of the site. In addition to the areas accessible within the 2km walking catchment, the catchment includes the entirety of Royston, Shafton, Ryhill, Carlton, Athersley, and the eastern extent of Mapplewell.

Figure 2-4 5km Cycling Catchment Plan



2.4.4 Within the vicinity of the site, there are a number of cycle routes, including both National Cycle Network (NCN) routes and local routes. The cycle network is detailed on the plan attached at **Figure 2-5**.

Figure 2-5 Cycle Network Map



2.4.5 As detailed in the map, a traffic-free cycle route is located approximately 260m west of the site access. This route remains traffic free through Royston and provides access to Calrton in the south and Walton in the north.

2.4.6 Furthermore, the NCN Route 67 can be accessed approximately 270m west of the site on Midland Road. This is a cycle time of less than one minute. It forms part of the TransPennine Trail and is largely traffic free (routing along the Barnsley Canal) in the local area. provides access to Wakefield in the north and Elsecar in the south.

2.5 PUBLIC TRANSPORT

Bus Services

2.5.1 In line with current local and national transport objectives, particularly of encouraging modal shift away from the private car and increasing accessibility through sustainable travel, public transport has a major role to play. The IHT's 'Guidelines for Planning for Public Transport in Developments' (IHT 1999) recommend that the maximum walking distance to bus routes should not exceed 400 metres. Measures to facilitate the use of public transport are therefore an integral part of good land use and transport planning.

2.5.2 The three nearest bus stops to the site are located on Lund Hill Lane within approximately 170m and 400m walking distance. Two bus stops comprise of a flag and a pole, and the other stop is equipped with sheltered seating. All three stops can be accessed via the existing pedestrian footways along Lund Hill Lane. The location of each bus stop is detailed in Figure 2-6.

Figure 2-6 Public Transport Location Plan

2.5.3 Details of the services calling at the mentioned bus stops have been obtained from recent timetables produced by various bus operators. Table 2-1 summarises the route information and approximate frequencies.

Table 2-1 Local Bus Services

Services	Route	Weekday	Saturday	Sunday
37s	Carlton Holy Trinity – Monk Bretton	One service per day (15:21)	No service	No service
59/59A	Barnsley Interchange – Wakefield Bus Station	Every 30 minutes (04:43 – 23:57)	Every 30 minutes (04:54 – 23:57)	Every 30 minutes (09:07 – 23:57)

2.5.4 As can be seen, there are two buses per hour towards Monk Bretton, Barnsley, and Wakefield which is considered to be a good level of accessibility by bus.

2.5.5 Additional services can be accessed within the centre of Royston which is located approximately 1.5km (20-minute walk) from the site.

2.6 PERSONAL INJURY COLLISION RECORDS

2.6.1 To consider the last five years (2020 – 2024) of Personal Injury Collision (PIC) data within the vicinity of the site, an initial study of the CrashMap database has been conducted. The study area captures approximately 200m in each direction from the existing site access along Lund Hill Lane. The most recent five-year period of available data has been considered ensuring the study is up to date. The collision plot is set out in Figure 2-7.

Figure 2-7 Personal Injury Collision Plot

2.6.2 The PIC data shows that there has been one collision within the vicinity of the site. It occurred in December 2021 approximately 70m north east of the existing site access. It involved two vehicles and resulted in a serious injury to one casualty.

2.6.3 No personal injury collisions were recorded within the immediate vicinity of the site access and the collision described above did not result in any injuries to pedestrians.

2.6.4 Given the low frequency and severity of the collisions recorded over the most recent five-year period, it is considered there are no existing highways safety concerns. Therefore, it is considered that additional collision data is not required from BC given there are no identified clusters or hotspots that require more in-depth analysis.

3 DEVELOPMENT PROPOSALS

3.1 DEVELOPMENT PROPOSALS AND SITE LAYOUT

3.1.1 The development proposals seek to replace the existing visitor centre at Rabbit Ings Country Park with a new and improved facility. The new facility will comprise changing rooms, toilets, office space, a classroom / community space, kitchen and public toilet.

3.1.2 The existing visitor centre comprises a floor area of 111m^2 and the replacement centre will comprise a floor area of 202m^2, this is an uplift of 91m^2 .

3.1.3 One member of staff is currently employed at the site for groundwork purposes, and volunteers visit the site to assist on an adhoc basis.

3.1.4 The existing visitor centre is used for organised school visits and a local football team for changing room purposes up to twice per week.

3.1.5 Information has been obtained from the Applicant regarding the number of visitors to the site. This information is summarised below:

2024-2025

- Q1 14,618
- Q2 15,454
- Q3 14,907
- Q4 14,387

2025-2026

- Q1 11,011
- Q2 11,346
- Q3 11,132

3.1.6 As can be seen, the number of overall visitors has marginally dropped this year compared to last year, however, the replacement visitor centre is not expected to increase visitor numbers beyond those experienced in 2024 – 2025. Instead, the replacement visitor centre will provide a modern facility for existing users and the local community.

3.1.7 Users will continue to be a mix of football teams (changing rooms only), school groups and other community groups. Hours of operation will be to suit bookings, generally between 9am and 4pm but not necessarily every day. Staff numbers will be between 1 and 2 depending on the activities taking place.

3.1.8 A copy of the proposed site layout is included in **Appendix A**.

3.2 SITE ACCESS AND SERVICING ARRANGEMENTS

3.2.1 The existing access and servicing arrangements remain unchanged.

3.2.2 New speed calming measures have been introduced within the car park following consultation with the local community.

3.3 PARKING

3.3.1 The existing Rabbit Ings Country Park car park comprises the following level of parking:

- 90 standard bays;
- 4 accessible bays;
- 1 coach bay; and
- 20 cycle parking spaces in the form of 10 Sheffield cycle hoops.

3.3.2 Parking standards for new developments within Barnsley are contained within Table 1 of the Barnsley Supplementary Planning Document (SPD) Parking (2019). There are two standards which could be considered relevant to the proposals:

Car Parking

- Assembly and Leisure - one space per 22-25sqm (above 2,500sqm); and
- Sports Facilities - generally one space per 200sqm (all development less than 2,500sqm).

Cycle Parking

- Community Centres - 1 long stay space per 4 members of staff and 1 short stay space per 40m2 gross floor area for visitors; and
- Sports Facilities - 1 short stay space per 20 participants and 1 long stay space per 20 staff.

3.3.3 However, it is not considered that these standards directly relate to the proposals in this situation, given proposals seek to replace the existing visitor centre with only a minor uplift in floor area, and the visitor centre itself will be mixed-use with a range of users.

3.3.4 The existing car park will be reconfigured to accommodate the new visitor centre in the north west corner of the site, including the provision of a new coach drop off point to the front of the building.

3.3.5 The reconfigured car park will comprise:

- 80 standard bays;
- 4 accessible bays;
- 3 motorcycle bays; and
- Cycle shelter with space for 20 cycles.

3.3.6 The provision of a new cycle shelter is a betterment to the existing situation and will encourage visitors to cycle to / from the replacement facility.

3.3.7 The proposals result in a loss of 10 standard parking bays. This is not considered to represent a significant loss in car parking, however, in order to demonstrate this level of car parking is sufficient to support the development proposals, a parking accumulation survey was conducted.

3.3.8 The proposed layout has been tracked to ensure a coach, refuse vehicle and fire tender can manoeuvre within the site. This tracking is attached at **Appendix B**.

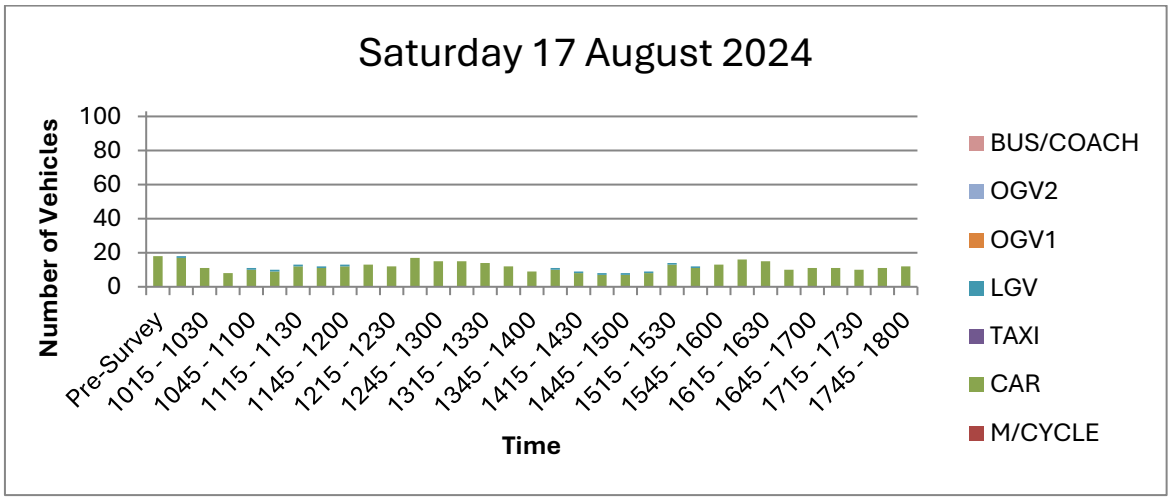
3.4 PARKING ACCUMULATION

3.4.1 The survey was undertaken on Saturday 17th August 2024 from 10:00 – 18:00. For the purpose of the car park capacity assessment, the existing coach space was removed from the results given this space cannot be used by cars and therefore does not count towards the total available car parking capacity on site. The results of this exercise are summarised in **Table 3-1**. The full output is attached at **Appendix C**.

Table 3-1 Saturday Parking Accumulation Associated with Existing Car Park

Time	Total Vehicles	Capacity %
Pre-Survey	18	19
10:00 – 10:15	18	19
10:15 – 10:30	11	12
10:30 – 10:45	8	9
10:45 – 11:00	11	12
11:00 – 11:15	10	11
11:15 – 11:30	13	14
11:30 – 11:45	12	13
11:45 – 12:00	13	14
12:00 – 12:15	13	14
12:15 – 12:30	12	13
12:30 – 12:45	17	18
12:45 – 13:00	15	16
13:00 – 13:15	15	16
13:15 – 13:30	14	15
13:30 – 13:45	12	13
13:45 – 14:00	9	10
14:00 – 14:15	11	12
14:15 – 14:30	9	10
14:30 – 14:45	8	9
14:45 – 15:00	8	9
15:00 – 15:15	9	10
15:15 – 15:30	14	15
15:30 – 15:45	12	13
15:45 – 16:00	13	14
16:00 – 16:15	16	17
16:15 – 16:30	15	16
16:30 – 16:45	10	11
16:45 – 17:00	11	12
17:00 – 17:15	11	12
17:15 – 17:30	10	11
17:30 – 17:45	11	12
17:45 – 18:00	12	13

Figure 3-1 Parking Accumulation Assessment



3.4.2 The parking accumulation survey recorded a maximum occupancy of 18 vehicles between the pre-survey period and 10:30, leaving at least 76 spaces available during the busiest 15-minute interval. Even with the proposed reduction of 6 parking spaces, the survey demonstrates that ample capacity will remain to accommodate visitors to the replacement visitor centre.

3.4.3 It is important to note that any local football teams or schools using the new replacement facility will arrive by coach and so will not require car parking.

3.4.4 The replacement visitor centre is not expected to generate additional demand for car parking but rather provide a modernised facility for existing users. For this reason, the proposed level of car parking is considered sufficient to support the proposals, which will not lead to any overspill parking on the local highway network.

4 SUMMARY

4.1.1 AMA has prepared this Transport Statement to accompany a planning application in connection with the replacement of the existing visitor centre at Rabbit Ings Country Park, Royston, Barnsley. The following summarises the key points:

- Visitors have the opportunity to travel for all key journey purposes by modes other than the private car, including walking, cycling and public transport;
- A review of the Crashmap database demonstrates there are no existing highways safety concerns;
- The existing access and servicing arrangements are to remain unchanged;
- The existing car park will be reconfigured to accommodate the new visitor centre in the north west corner of the site, including the provision of a new coach drop off point to the front of the building; and
- The proposals will result in the loss of 6 car parking spaces which is not considered significant in the context of the parking accumulation survey which demonstrates parking demand did not surpass 19%.

4.1.2 It is concluded that the proposals would not result in an unacceptable impact on highway safety, nor any severe cumulative impacts on the local road network, and as such are in accordance with the requirements of the National Planning Policy Framework.

4.1.3 Therefore, there are no overriding traffic and transportation reasons why planning permission could not be granted.

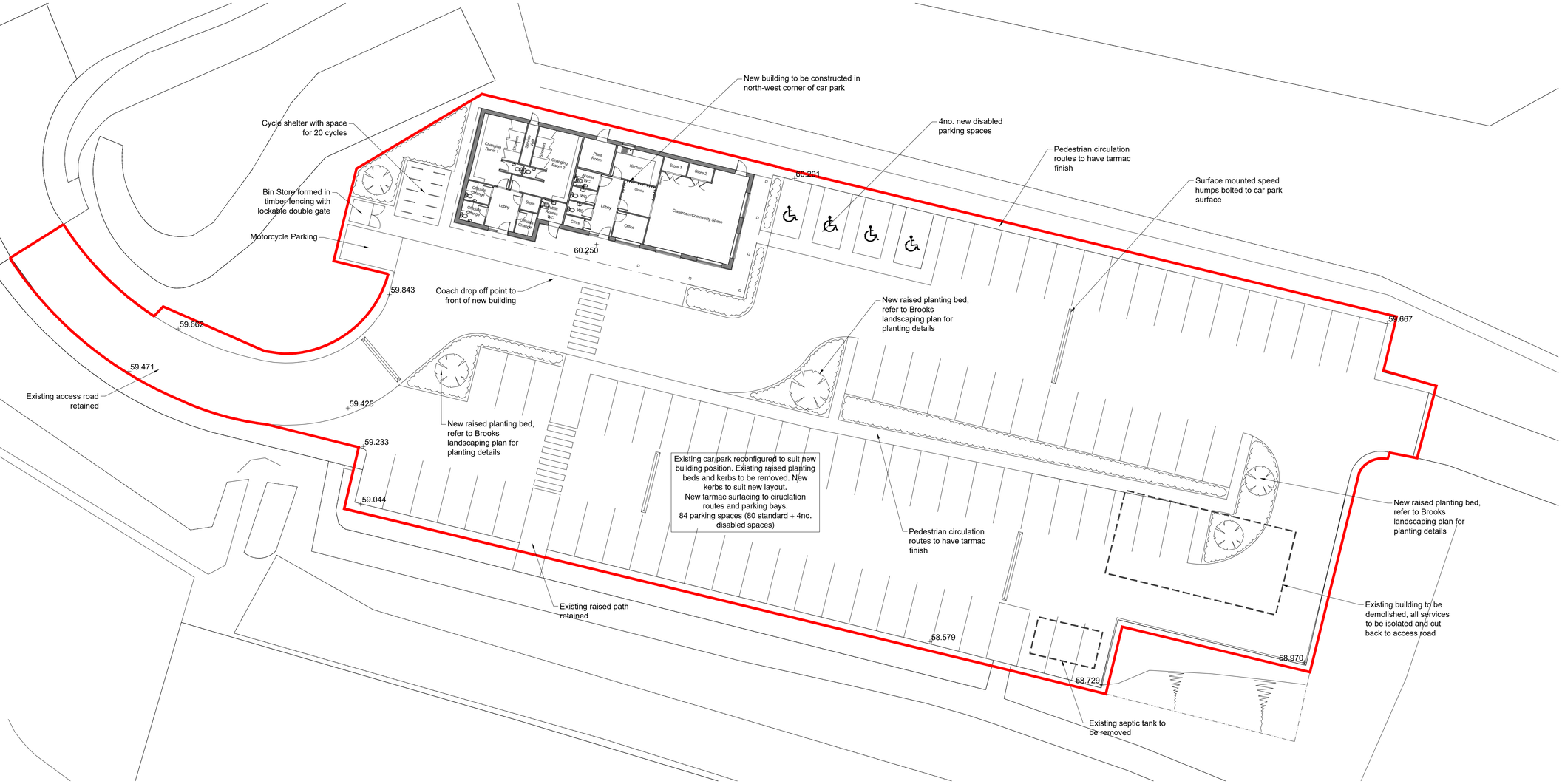
APPENDICES

Appendix A Proposed Site Layout Plan

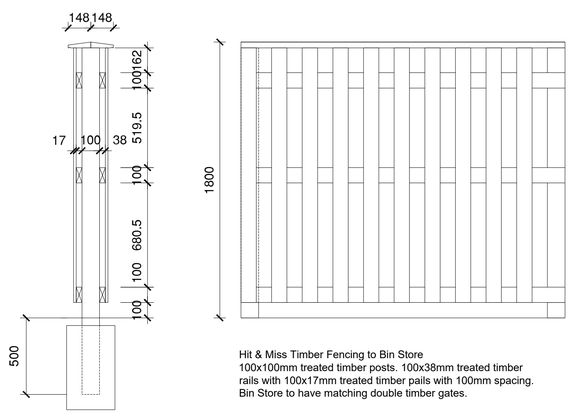
Appendix B Swept Path Analysis

Appendix C Parking Accumulation Survey Results

Appendix A
Proposed Site Layout Plan



01 Site Plan



Hit & Miss Timber Fencing to Bin Store
100x100mm treated timber posts. 100x38mm treated timber rails with 100x17mm treated timber pails with 100mm spacing.
Bin Store to have matching double timber gates.

02 Bin Store Fencing Details

03 Cycle Shelter

DO NOT SCALE FROM THIS DRAWING. ALL DIMENSIONS TO BE CHECKED ON SITE BY CONTRACTOR. REPORT ANY DISCREPANCIES TO DRAWING AUTHOR AND PROPERTY SERVICES TEAM. DRAWING OR CONTENTS SHOULD NOT BE DUPLICATED WITHOUT PRIOR CONSENT.

DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER PROJECT DOCUMENTS INCLUDING BUT NOT LIMITED TO DRAWINGS, SPECIFICATIONS, SCHEDULES

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NOTES

Rev	Notes	Date	Issued By
P1	First Issue.	17/03/26	BST

BARNSLEY Metropolitan Borough Council
PROPERTY SERVICES

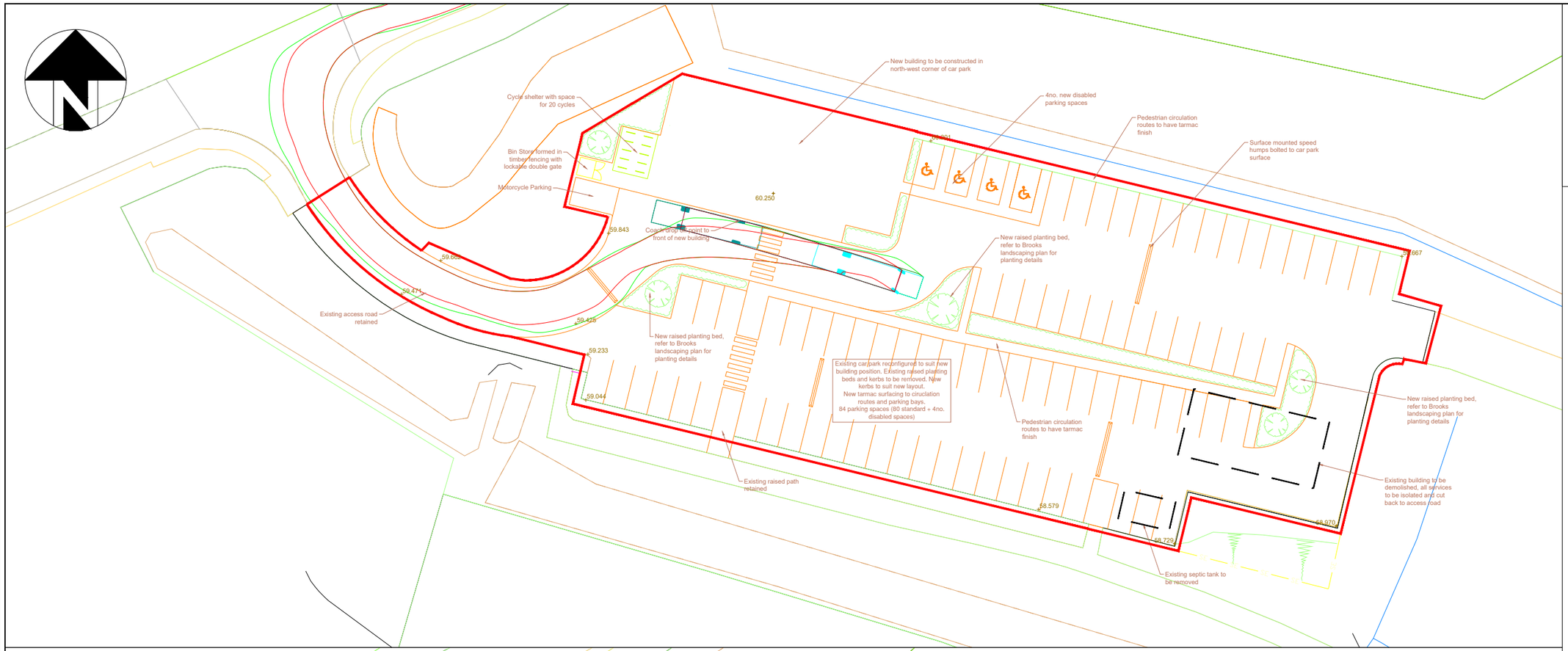
SERVICE
Economic Regeneration

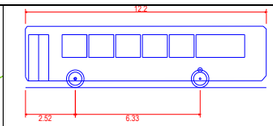
PROJECT
Rabbit Ings Pavilion

TITLE
Proposed Site Plan

PROJECT REF	DRAWING REFERENCE	REV
CAP-24/25-003	P05	P1
SCALE	DISCIPLINE	SHEET SIZE
1:200	ARCHITECTURE	A1
PURPOSE OF ISSUE	PLANNING APPROVAL	Drawn BST / Checked

Appendix B
Swept Path Analysis





12.2m Plaxton Leopard	
Overall Length	12.200m
Overall Width	2.550m
Overall Body Height	3.110m
Min Body Ground Clearance	0.346m
Track Width	2.550m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.300m

P03	Update to site layout	19.03.26	EP
P02	Update to site layout	27.02.26	SD
P01	Preliminary Issue	29.01.26	SD

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Project:

RABBIT INGS COUNTRY PARK

Client:

BARNSLEY MBC

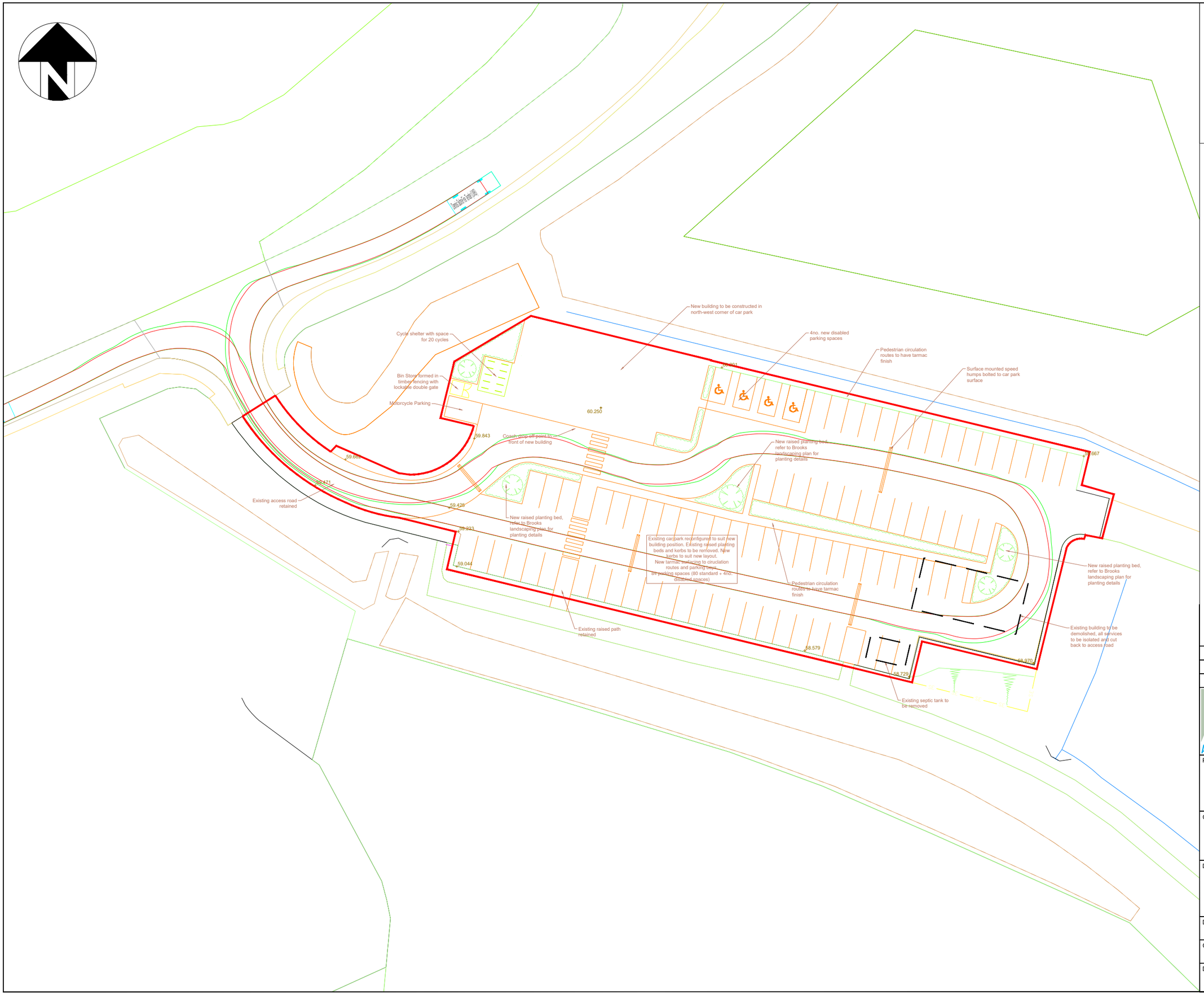
Drawing:

12.2m COACH VEHICLE SWEPT PATH ANALYSIS

Drawn By:	Date:	
OHJ	29.01.2026	
Checked: SD	Scale: 1:500	Paper: A3
Drawing No. AMA-300601-ATR-001 1.3		Rev. P03

Dennis Sabre Fire Tender (LWB)

Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m



P03	Update to site layout	19.03.26	EP
P02	Update to site layout	27.02.26	SD
P01	Preliminary Issue	29.01.26	SD

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Project:

RABBIT INGS COUNTRY PARK

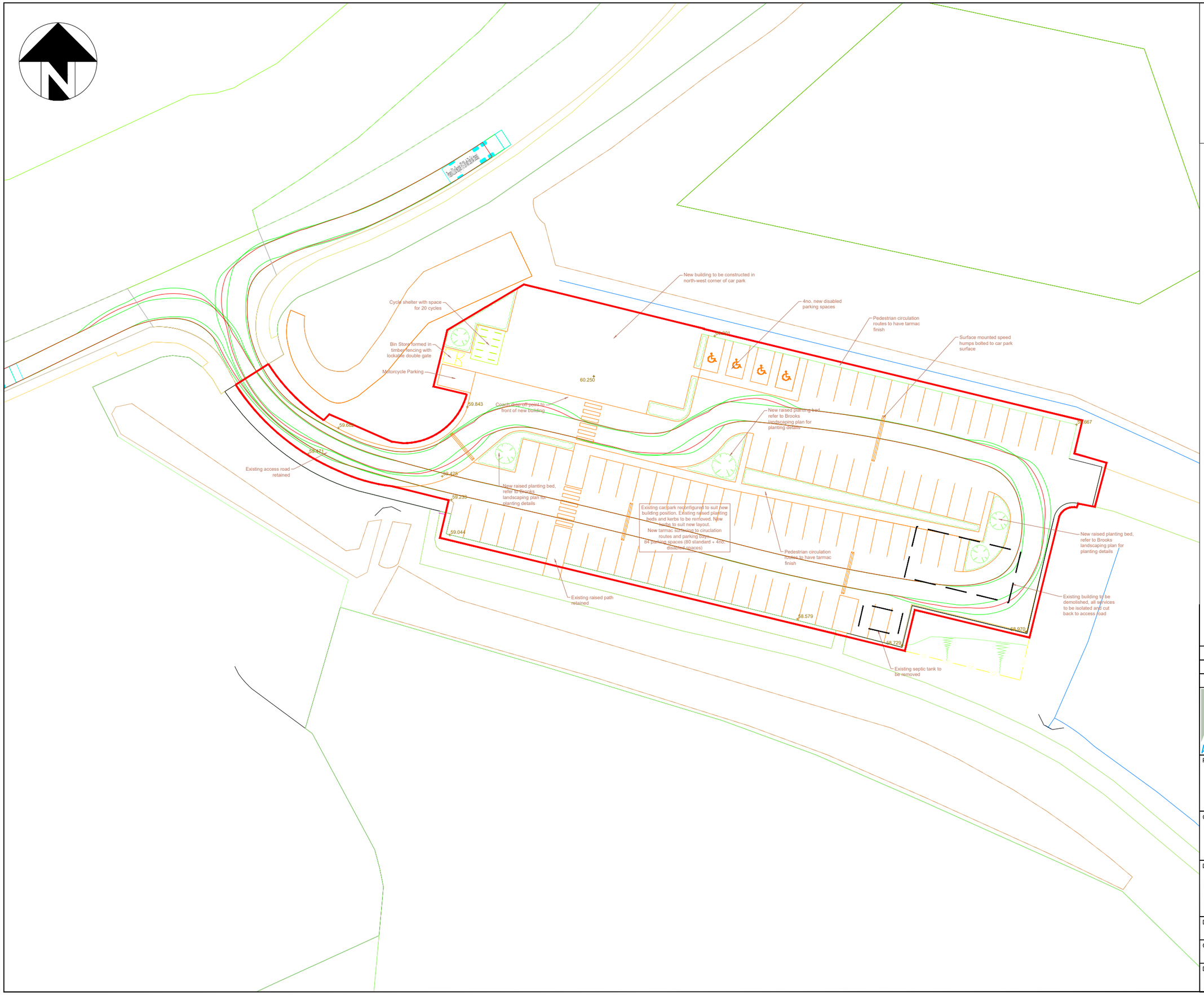
Client:

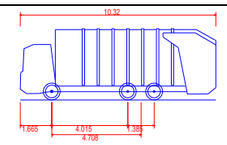
BARNSLEY MBC

Drawing:

FIRE TENDER
VEHICLE SWEPT PATH

Drawn By: OHJ	Date: 29.01.2026	
Checked: SD	Scale: 1:500	Paper: A3
Drawing No. AMA-300601-ATR-001 2.3		Rev. P03





Phoenix 2 Duo Recycler (P2-12W with Elite 6x4 chassis)

Overall Length	10.320m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.450m

P03	Update to site layout	19.03.26	EP
P02	Update to site layout	27.02.26	SD
P01	Preliminary Issue	29.01.26	SD

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Project:

RABBIT INGS COUNTRY PARK

Client:

BARNSLEY MBC

Drawing:

REFUSE VEHICLE
SWEPT PATH ANALYSIS

Drawn By: OHJ	Date: 29.01.2026	
Checked: SD	Scale: 1:500	Paper: A3
Drawing No. AMA-300601-ATR-001 3.3		Rev. P03

Appendix C

Parking Accumulation Survey Results

Royston
Car Park Accumulation Study

Site 1 of 1
Rabbit Ings Country Car Park

Capacity

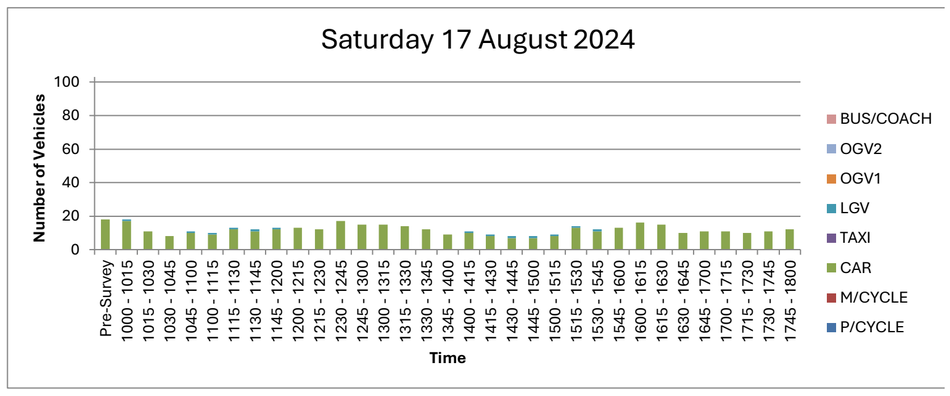
Ordinary	90
Disabled	4
Coach	0
Total	**94**

Date
Saturday 17 August 2024

Weather
Sunny Intervals
Temp: 20°C

1000 - 1800 (Saturday 8H Session)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	Capacity %
Pre-Survey	0	0	18	0	0	0	0	0	18	18.00	19
1000 - 1015	0	0	17	0	1	0	0	0	18	18.00	19
1015 - 1030	0	0	11	0	0	0	0	0	11	11.00	12
1030 - 1045	0	0	8	0	0	0	0	0	8	8.00	9
1045 - 1100	0	0	10	0	1	0	0	0	11	11.00	12
1100 - 1115	0	0	9	0	1	0	0	0	10	10.00	11
1115 - 1130	0	0	12	0	1	0	0	0	13	13.00	14
1130 - 1145	0	0	11	0	1	0	0	0	12	12.00	13
1145 - 1200	0	0	12	0	1	0	0	0	13	13.00	14
1200 - 1215	0	0	13	0	0	0	0	0	13	13.00	14
1215 - 1230	0	0	12	0	0	0	0	0	12	12.00	13
1230 - 1245	0	0	17	0	0	0	0	0	17	17.00	18
1245 - 1300	0	0	15	0	0	0	0	0	15	15.00	16
1300 - 1315	0	0	15	0	0	0	0	0	15	15.00	16
1315 - 1330	0	0	14	0	0	0	0	0	14	14.00	15
1330 - 1345	0	0	12	0	0	0	0	0	12	12.00	13
1345 - 1400	0	0	9	0	0	0	0	0	9	9.00	10
1400 - 1415	0	0	10	0	1	0	0	0	11	11.00	12
1415 - 1430	0	0	8	0	1	0	0	0	9	9.00	10
1430 - 1445	0	0	7	0	1	0	0	0	8	8.00	9
1445 - 1500	0	0	7	0	1	0	0	0	8	8.00	9
1500 - 1515	0	0	8	0	1	0	0	0	9	9.00	10
1515 - 1530	0	0	13	0	1	0	0	0	14	14.00	15
1530 - 1545	0	0	11	0	1	0	0	0	12	12.00	13
1545 - 1600	0	0	13	0	0	0	0	0	13	13.00	14
1600 - 1615	0	0	16	0	0	0	0	0	16	16.00	17
1615 - 1630	0	0	15	0	0	0	0	0	15	15.00	16
1630 - 1645	0	0	10	0	0	0	0	0	10	10.00	11
1645 - 1700	0	0	11	0	0	0	0	0	11	11.00	12
1700 - 1715	0	0	11	0	0	0	0	0	11	11.00	12
1715 - 1730	0	0	10	0	0	0	0	0	10	10.00	11
1730 - 1745	0	0	11	0	0	0	0	0	11	11.00	12
1745 - 1800	0	0	12	0	0	0	0	0	12	12.00	13



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