



# **RABBIT INGS, ROYSTON, BARNLEY, SOUTH YORKSHIRE**

## **Traffic Routing Scheme**

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## APPENDICIES

### APPENDIX A HGV Traffic Routing Plan

## 1.0 INTRODUCTION

- 1.1 White Young Green (WYG) has been appointed in conjunction with Carillion plc, on behalf of the City of Wakefield Metropolitan District Council (WMDC) and Yorkshire Forward to prepare a Traffic Routing Scheme (TRS) for the Rabbit Ings Scheme, Royston, Barnsley, South Yorkshire. Proposals for the Rabbit Ings Scheme entail the regeneration of the site, covering approximately 65.9 hectares (ha).
- 1.2 Rabbit Ings site comprises a former colliery spoil heap, drift mine and the Royston and Carlton Community Partnership redundant recreational area. The Scheme will provide informal and formal recreational space, which will include 2 full size and 2 mini football pitches together with a 2 team changing facility, and provide ecological enhancement on the site. Vehicular access to the site will be located along the B6248 Lund Hill Lane.
- 1.3 As part of the regeneration Scheme, the construction period is expected to last approximately 12-18 months within which the majority of the required 112,000m<sup>3</sup> of inert soil and soil making materials will be transported to the site. There is already temporary planning consent (Ref. 2008/0244) for the importation of 95,000m<sup>3</sup> of soil making materials over a 24 month period to the former drift mine site for subsequent use as part of the Rabbit Ings Regeneration scheme. Hence, as part of the main Rabbit Ings planning application it is proposed to import a further 17,000m<sup>3</sup> of soil making materials.
- 1.4 The existing consent (Ref: 2008/0244) will generate an HGV (20 tonne capacity) average of 19 arrivals and 19 departures per day at the site and allows a maximum of 50 arrivals and 50 departures per day. The additional importation of 17,000m<sup>3</sup> of materials will increase the average generation per day during the construction phase to 22.4 arrivals and 22.4 departures per day. This works out as an increase of just 3.4 arrivals and 3.4 departures on the local highway network, from the existing planning permission. This increase in generation will have a minimal impact on the local highway network. Some general construction traffic will also be generated by the regeneration Scheme.

- 1.5 It is anticipated that HGV movements will take place over the course of an 10 and a half hour period during the day, between 7:30am and 6pm. Deliveries are expected to take place consistently throughout the course of the 10.5-hours, with exceptions between 0800 – 0930 and 1600 – 1800 when a maximum of 6 arrivals and 6 departures per hour will be generated.
- 1.6 Construction traffic will access the site via the existing site access junction along the B6428 Lund Hill Lane. The access was previously built to accommodate HVG traffic generated by the former Royston Drift Mine and therefore offers appropriate carriageway widths, corner radii and visibility levels to accommodate consistent HGV use.
- 1.7 This TRS will designate the routeing that must be followed by all HGV traffic generated by the Rabbit Ings site and detail the means by which monitoring and enforcement will take place to ensure that the TRS is followed.

## 2.0 ROUTING

- 2.1 The strategic road network which provides links into the vicinity of the proposed site is made up by the A61, A628 and A638.
- 2.2 The A61 provides a link between Barnsley and Wakefield and is located approximately 4.3 kilometres to the west of the development site. Traffic travelling from the A61 would travel to the site via the B6428, which runs through the centre of Royston. This route has a number of constraints as traffic calming measures, in the form of speed humps, 20mph speed restrictions and carriageway width reductions are in place along the B6428 as it runs through Royston. A railway bridge with a maximum height restriction of 3.3 metres is also located along the B6428, located approximately 100 metres to the west of the proposed development site boundary. It is therefore deemed that the route from the A61 is not a viable route for HGV traffic travelling to the site.
- 2.3 The A628 runs between Barnsley and Pontefract and is located approximately 1.7 kilometres to the south of the development site boundary. Access to the site from the A628 would be via Pontefract Road, High Street, Dog Hill, Standybridge Lane, Raven Lane, Church Lane and the B6428, in a route which runs through Shafton. Despite the various road names, this route only encompasses two junctions at which HGV traffic would have to perform turning movements, between leaving the A628 and reaching the site access junction along the B6428. Both of these junctions, between Pontefract Road and High Street and between Church Lane and the B6428, provide appropriate turning radii to enable HGV traffic to comfortably negotiate the junctions. This route does provide an appropriate route for HGVs running to the site to use and on-site observations noted that large HGVs already travel along the route.
- 2.4 The A638, linking Doncaster with Wakefield, is located approximately 6.2 kilometres to the north-east of the development site. The route is along the B6428, running through Havercroft and Fitzwilliam, providing a direct link to the development site. A railway bridge also exists along this route, with a maximum height restriction of 4 metres, approximately 1.2 kilometres to the west of the A638. Some traffic calming

measures exist within Havercroft, in the form of speed humps and carriageway width reductions. Despite the existence of the railway bridge and the traffic calming measures it is felt that the route from the A638 could provide a secondary route for HGVs to access the site, if necessary.

- 2.5 The majority of the HGV traffic generated by the site during the construction period is expected to travel to the site from the south via the A628, therefore the route through Shafton should be designated as the primary HGV route to the site. However some HGV traffic maybe generated from the north in which case the route along the B6428 from the A638 could be used. All HGV traffic generated by the site during the period of reclamation and construction will route along either of the two routes and no others. A plan of the routes is included within **Appendix A**.

### 3.0 MONITORING & ENFORCEMENT

- 3.1 To monitor that the HGVs generated by the site are adhering to the routing strategy a permanent Automatic Traffic Counter (ATC) will be placed along the B6428 Lund Hill Lane, to the west of the construction access point, prior to the construction period commencing. This ATC will monitor HGV movements along Lund Hill Lane and enable volumes to be monitored prior to and at agreed time with the local highway authority during the construction period. If a notable increase in the number of HGVs is recorded by the ATC then it will be clear that the TRS is being ignored by a proportion of the HGV drivers.
- 3.2 Carillion and any sub-contractors used during the reclamation and construction work will be provided with copies of the TRS and informed of their requirements to use the route outline.
- 3.3 A 3 strikes system of enforcement will be undertaken for HGV drivers failing to comply with the TRS. On the first occasion that a driver breaches the TRS, the TRS will be re-explained together with the driver's responsibility to follow it. If a second breach occurs by the same driver a warning will be issued and if the driver then breaches the TRS for a third time he/she will be banned from the development site completely.
- 3.4 Carillion, together with any sub-contractors that use the site, will be responsible for HGV traffic following the TRS. If the TRS is continually ignored by drivers the proposed work at the site will be in breach of the planning permission and the local planning authority will be able to take action as they deem fit.

## 4 SUMMARY

- 4.1 This TRS has been developed for the planned regeneration and construction of the Rabbit Ings site, Royston, Barnsley, South Yorkshire.
- 4.2 All HGV traffic must route along the strategic highway network and travel to/from the Rabbit Ings site from either of the routes designated within **Appendix A**, either from the A628 or the A638. No traffic must travel along the B6428 from the west of the site as the route has a number of traffic calming measures within Royston and a railway bridge with a maximum height restriction of 3.3 metres, located approximately 100 metres to the west of the site boundary. The route along the B6428 (west) is therefore unsuitable for use by HGV traffic generated by the Rabbit Ings site.
- 4.3 A permanent ATC will be placed to the west of the construction access to monitor HGV volumes along the B6428 Lund Hill Lane, which will enable the routing of HGVs to be monitored.
- 4.4 Enforcement will take place via a three strikes system for HGV drivers breaching the TRS. If the TRS is continually ignored by HGV traffic generated by the Rabbit Ings Scheme then Carillion will be held responsible for the enforcement of the TRS in consultation with Barnsley Metropolitan Borough Council where appropriate.

