



10 Rose Farm Meadows - Altofts - Wakefield - WF6 2HY
t: 07854 048 918 - e: mail@howarthconsultancy.co.uk

PROPOSED RESIDENTIAL DEVELOPMENT OF 1 NEW DWELLING ON LAND TO THE REAR OF 4 ROBIN LANE, ROYSTON

SUPPORTING HIGHWAY STATEMENT

1.0 Site Location and Local Highway Network

- 1.1 The application site is situated within the village of Royston approximately 1km east of the village centre, and 5.7km northeast of the large town of Barnsley. The site is currently accessed from Robin Lane approximately 35m from its junction with Popular Terrace. Robin Lane is a private access road providing access to two residential properties, grazing land located to the east end of the road, and allotment gardens located on the north side of Robin Lane. Subsequently Robin Lane is subject to extremely low traffic volumes throughout the day. Robin Lane joins with the public highway network at Popular Terrace via a kerbed crossing (see photograph 1). Popular Terrace is a residential street directly serving a small number of residential properties connecting with the B6428 Midland Road to the south, and Robin Hood Avenue to the north, adjacent to the Robin Lane junction. Given the relatively small number of properties served from Popular Terrace it is subject to low traffic volumes throughout the day. The B6428 Midland Road forms the main road through Royston and is fronted by many of the local amenities and services, shops and businesses within Royston. The B6428 connects with the A61 to the west and the B6421 at Featherstone to the east, travelling through towns and villages such as Ryhill, Havercroft, and Fitzwilliam. Given that the B6428 provides convenient links to Barnsley via the A61, it is subject to moderate traffic volumes throughout most of the day, with a general increase during the network peak hours.



Photograph 1

- 1.2 Robin Lane is a privately maintained two way single carriageway road approximately 4.2m wide at the access with Popular Terrace, narrowing to around 3.1m. The carriageway is bounded by a hedge along its north side, and initially bounded by fencing on the south side of the road, which then changes to a hedge for the remaining length. The majority of Robin Lane is constructed from bituminous material providing a good quality and even surface for all road users between the shared driveway for the existing two residential dwellings and Popular Terrace. The remaining section between the shared driveway and the end of Robin Lane is unmade providing a poor surface for all users, and is considered unsafe especially for vulnerable road users (see photograph 2). Given the narrow width and layout of Robin Lane, its status as a shared surface street, and the low number of properties it serves, traffic speeds are extremely low. Robin Lane currently does not have any turning facilities and therefore private cars and other larger vehicles have to reverse in or out of the road onto Popular Terrace, which is considered to be far from desirable given that it is located close to a bend in the road.



Photograph 2

- 1.3 Popular Terrace is a two way single carriageway road with a footway provided along its west side for the majority of its length. The carriageway along Popular Terrace is generally around 5.5m wide, however within the vicinity of the Robin Lane junction it widens around the bend to around 6.3m. The footway along the west side of Popular Terrace is approximately 1.5m wide, although there is a short section approximately 24m in length which doesn't have a footway. This is not considered to be a problem however, as traffic speeds and volumes are very low typical of a shared surface street. Both the footway and carriageway are in reasonable condition providing a suitable surface for motorised vehicles, cyclists and pedestrians, providing a convenient link with the main road that runs through Royston. Popular Terrace contains street lighting to a suitable standard and is subject to a 30mph speed limit although actual traffic speeds are much lower than 30mph due to the road layout and presence of on street parking along the east side of the road. Popular Terrace links with the B6428 Midland Road via a simple priority junction, which has the benefit of Traffic Regulation Orders restricting waiting around the junction ensuring that visibility at the junction is unobstructed.
- 1.4 The B6428 Midland Road is the main road through Royston and is a two way single carriageway road with footways provided on both sides. The carriageway is generally 7.3m wide in the vicinity of the Popular Terrace junction. Both the footways and carriageway are

considered to be suitable in terms of width and construction for their day to day use, providing safe links to the local amenities and services within Royston. Midland Road has the benefit of traffic calming measures throughout as part of a 20mph zone consisting of chicanes, speed tables, and red surfacing, which restrict traffic speeds to an appropriate level. This road contains street lighting to a suitable standard. Midland Road also benefits from Traffic Regulation Orders restricting waiting at various strategic locations around junction areas and some shop frontages. Midland Road joins with High Street via a signalised junction within the centre of Royston, which also have the benefit of push button pedestrian crossing facilities.

- 1.5 The B6428 eventually connects with the A61 via a priority junction which also contains a traffic island and illuminated bollards within the junction bellmouth, and a right turn lane on the A61. This section of A61 is a primary route and is a two way single carriageway road with a footway provided along the west side. Both the footway and carriageway are suitable in terms of width and construction for their day to day use. The A61 Wakefield Road contains street lighting to main road standards and is subject to a 40mph speed limit. The A61 provides a convenient link to both the large town of Barnsley and Wakefield City Centre and given its status is subject to heavy traffic volumes throughout the day.
- 1.6 The site is located within easy reach of the bus services available on the B6428 Midland Road. Further details of the bus services available from the local fare stages are shown in paragraph 2.0.

2.0 Sites Accessibility by other Modes of Transport

2.1 Bus Travel

Opportunities to access bus services exist on Barnsley Road within 300m of the site. One of these bus stops has the benefit of a shelter, with the other bus stops containing timetable information. Bus services available from these fare stages are shown in Fig 2.1A:

Service No	From – To	Frequency Mon – Sat	Late evenings and Sundays
48	Barnsley – Monk Bretton – Carlton – Royston - Newstead	60 mins (Mon – Fri) (Sat) No service	No service
59	Barnsley – Monk Bretton – Carlton – Royston – Notton – Newmillerdam – Sandal - Wakefield	60 mins	No service
194	Barnsley – Athersley – Royston – Ryhill – Newstead – Crofton - Wakefield	60 mins	60 mins

Fig 2.1A

2.1.1 As can be identified from Fig 2.1A, bus services from the nearest stop on Midland Road to the commercial, industrial and retail areas of Wakefield City Centre and the large town of Barnsley are every 60 minutes, with hourly services to the local villages of Monk Bretton, Ryhill, Notton, and Crofton. The bus services are therefore considered to be of a good standard and will provide a suitable alternative to the private car in line with current Government guidelines.

2.2 Train Travel

The nearest railway station from the application site is Barnsley Interchange, which is located approximately 6.9km from the application site within Barnsley Town Centre. This railway station can be reached using the bus services identified on Fig2.1A and benefits from having secure cycle parking facilities. The local and national rail services available from this station include services every 30 minutes to Leeds City Centre, and hourly services to the cities of Sheffield, Nottingham, and the large town of Huddersfield.

2.3 Access for pedestrians and cyclists

Pedestrian and cycling accessibility are to a good standard given the sites location within the village of Royston.

2.3.1 **Walking** – Pedestrian accessibility within the site will be via an improved shared surface carriageway along Robin Lane providing a good quality link to the new private driveway leading to the proposed new dwelling. This will be at a suitable level for all pedestrians including the ambulant disabled.

- 2.3.2 Once onto the local network, Midland Road provides a good quality link to the nearest bus stops and into Royston village centre, as it forms part of the main route through the centre of Royston containing footways that are suitable in terms of lighting, width, and construction. Midland Road also contains push button crossing facilities at its junction with High Street allowing for pedestrians to safely access all the services, amenities, and shops on both sides of the road. Within the pedestrian catchment area (within 2km of the application site) is the whole of Royston including its large number of shops and services typical of a village of this size. These include a large supermarket, convenience stores, a pharmacy, hairdressers, dentists, butchers shop, a bank, newsagents, a post office, food outlets, and other local shops and businesses, which all have employment potential. There are also 3 primary schools within the catchment area for walking.
- 2.3.3 **Cycling** – In addition to Royston, within the acceptable cycling distance for commuting (5km) there are also the villages of Havercroft, Ryhill, South Hiendley, Shafton, Carlton, Monk Bretton, Staincross, and Mapplewell. These villages offer amenities, services, and employment potential for residents of the proposed residential development, in addition to the excellent employment opportunities within the large Carlton Industrial Estate and Mapplewell Industrial Park.
- 2.3.4 Secure cycle storage facilities will be provided within the site, the type and location is to be agreed by the LPA.

2.4 **Accessibility Conclusion**

The site is in a sustainable location being within acceptable walking distance of the many local services and amenities within Royston village centre, and the nearest bus stops on Midland Road. Within cycling distance of the site there are the local villages of Havercroft, Ryhill, South Hiendley, Shafton, Carlton, Monk Bretton, Staincross, and Mapplewell, which all have employment potential. Therefore the site generally conforms to current Government directives for ensuring developments are located in a sustainable location.

3.0 **Current use of the site**

- 3.1 The site is currently occupied by a large dwelling, which has a parking and turning area located to the front of the property, and a large garden area to the rear. The existing dwelling can be reached using Robin Lane via a short private driveway shared with the neighbouring property that ultimately leads to the gated access of no. 4 Robin Lane. The site is bounded by grazing land to the south and the east, Robin Lane and allotment gardens to the north, and the residential properties and rear service road of Popular Terrace to the west.

4.0 Proposed development

- 4.1 The applicants proposed to construct a new dwelling within the large garden area to the rear of no. 4 Robin Lane. The proposed dwelling will have an integral garage and will be accessed via a new driveway along the east side of the site connecting the new dwelling with Robin Lane. Internal turning facilities will be provided to accommodate a private car to allow them to enter and exit the site in a forward gear. In addition to this, the proposals also include sufficient turning space and overrun areas to accommodate a fire appliance so that these vehicles can also enter and exit the site in a forward gear.
- 4.2 As part of the development it is proposed to provide improvements to Robin Lane to benefit all users. These include hardening the unmade section of Robin Lane to provide a good quality surface for all vehicles and pedestrians. These improvements also include turning facilities to accommodate a large refuse vehicle near to the end of Robin Lane, benefitting road safety along Robin Lane. Therefore a new access will also be formed from the turning space to serve no. 4 Robin Lane, and the redundant gated access will be closed, used only for emergency purposes. The proposals also include a bin collection point for the new and the existing dwellings.
- 4.3 Secure cycle storage facilities will be provided within the site, the type and location is to be agreed by the LPA.

5.0 Traffic Impact

Anticipated Traffic Generation

- 5.1.1 The anticipated traffic generation from the new development of 1 dwelling has been assessed using data from the national TRICS 2010(b) database.
- 5.1.2 Table 5.1A provides the typical peak hour trip rates (morning peak 0800-0900 hours and evening peak 1700-1800 hours) and likely traffic generation of the proposed new dwellings.

	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
Trip Rate	0.16	0.64	0.80	0.64	0.16	0.80
Generated Trips	0	1	1	1	0	1

Table 5.1A Predicted Development Trip Rates & Generation

- 5.1.3 As can be seen from the above table, the proposed development is anticipated to generate approximately 1 trip during the morning and evening peak hours. It is estimated that the development would generate a daily trip rate of around 6 to 8 vehicle movements.
- 5.1.4 However, the proposals present a significant road safety benefit when compared to the existing situation, as at present Robin Lane doesn't contain any turning facilities that can accommodate a large refuse vehicle, where these vehicles currently have to reverse over an unacceptable length to reach the bins of both no. 4 and no. 2 Robin Lane, presenting a significant hazard to all road users especially pedestrians using Robin Lane. The proposals would negate the need for these vehicles to reverse over a long length of road given the turning provision proposed to accommodate them.
- 5.1.5 The proposals also include the hardening of the surface along the unmade section of Robin Lane, benefiting road safety especially for pedestrians accessing the nearby allotments and grazing land.
- 5.1.6 It is considered that the level of traffic generated by the proposed development would be negligible and can easily be accommodated on Robin Lane and the surrounding highway network given that this small increase in traffic can easily be offset by the substantial level of improvements proposed along Robin Lane. The proposed development can only have a positive impact on road safety along Robin Lane.

6.0 Conclusion

- 6.1 The applicants proposed to construct a new dwelling within the large garden area to the rear of no. 4 Robin Lane. The proposed dwelling will have an integral garage and will be accessed via a new driveway along the east side of the site connecting the new dwelling with Robin Lane.
- 6.2 The site is in a sustainable location being within acceptable walking distance of the many local services and amenities within Royston village centre, and the nearest bus stops on Midland Road. Within cycling distance of the site there are the local villages of Havercroft, Ryhill, South Hiendley, Shafton, Carlton, Monk Bretton, Staincross, and Mapplewell, which all have employment potential. Therefore the site generally conforms to current Government directives for ensuring developments are located in a sustainable location.
- 6.3 It is considered that the level of traffic generated by the proposed development would be negligible and can easily be accommodated on Robin Lane and the surrounding highway network given that this small increase in traffic can easily be offset by the substantial level of improvements proposed along Robin Lane. Therefore the proposed development can only have a positive impact on road safety along Robin Lane. The development will not add to any congestion during the peak times on the local network. It is therefore concluded that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted and the Local Planning Authority is therefore requested to confirm the findings of this report.

File ref: LOTP1

Date: December 2012

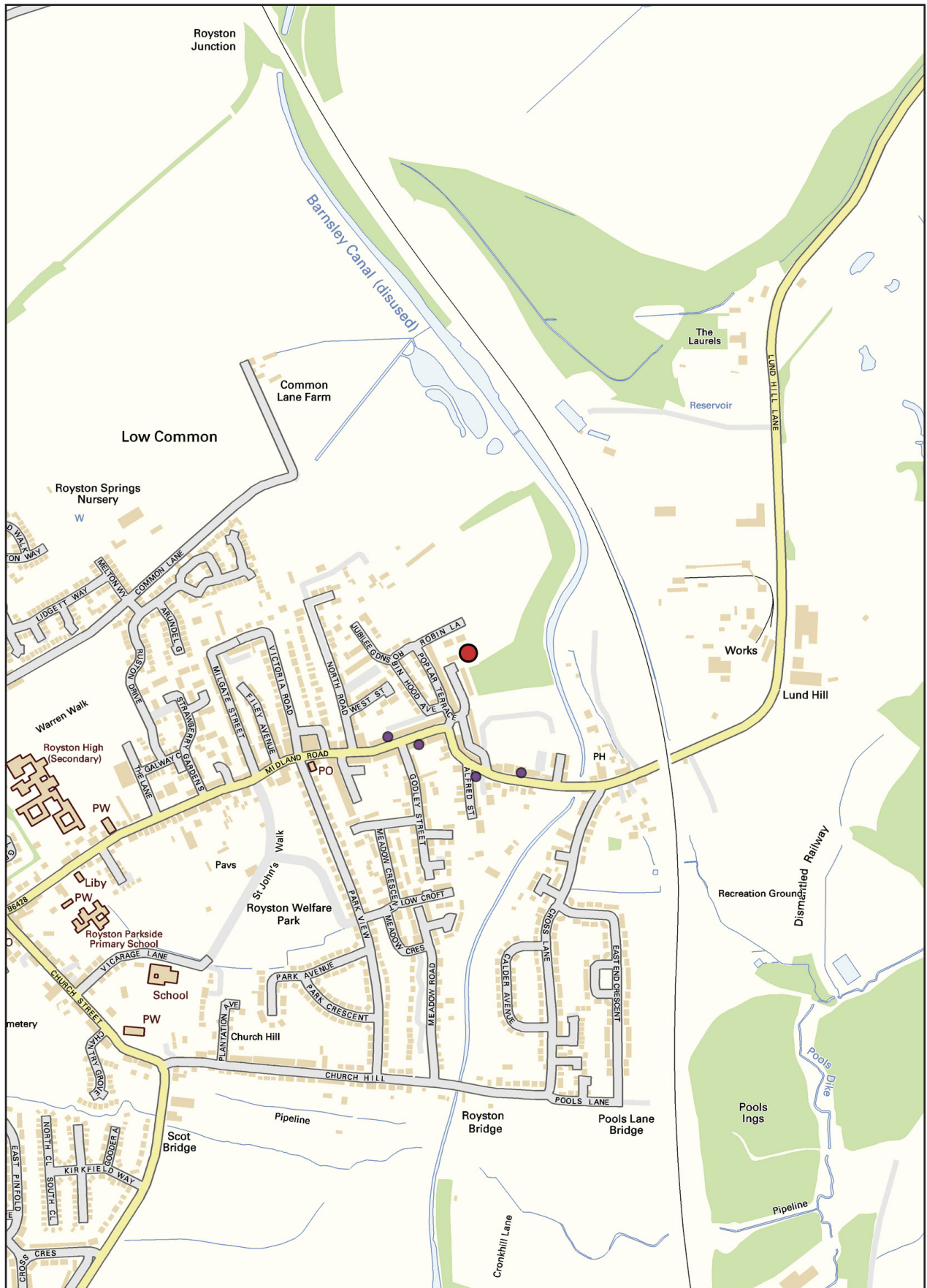
Appendices:

Appendix A – Location Plan

Appendix B – Proposed Development

Appendix A

Location Plan



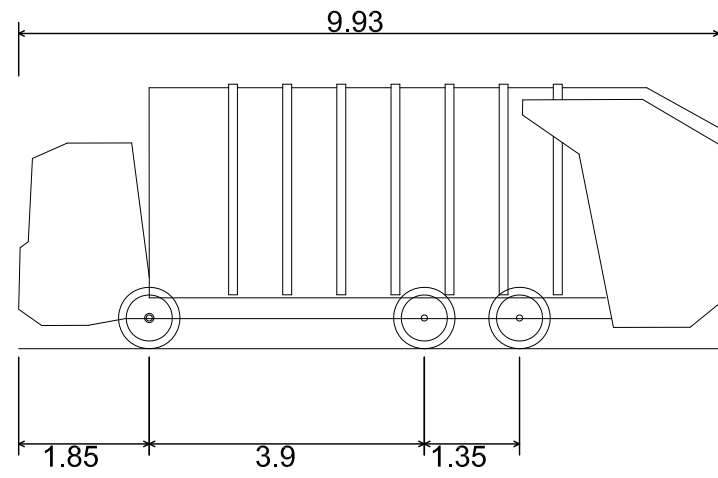
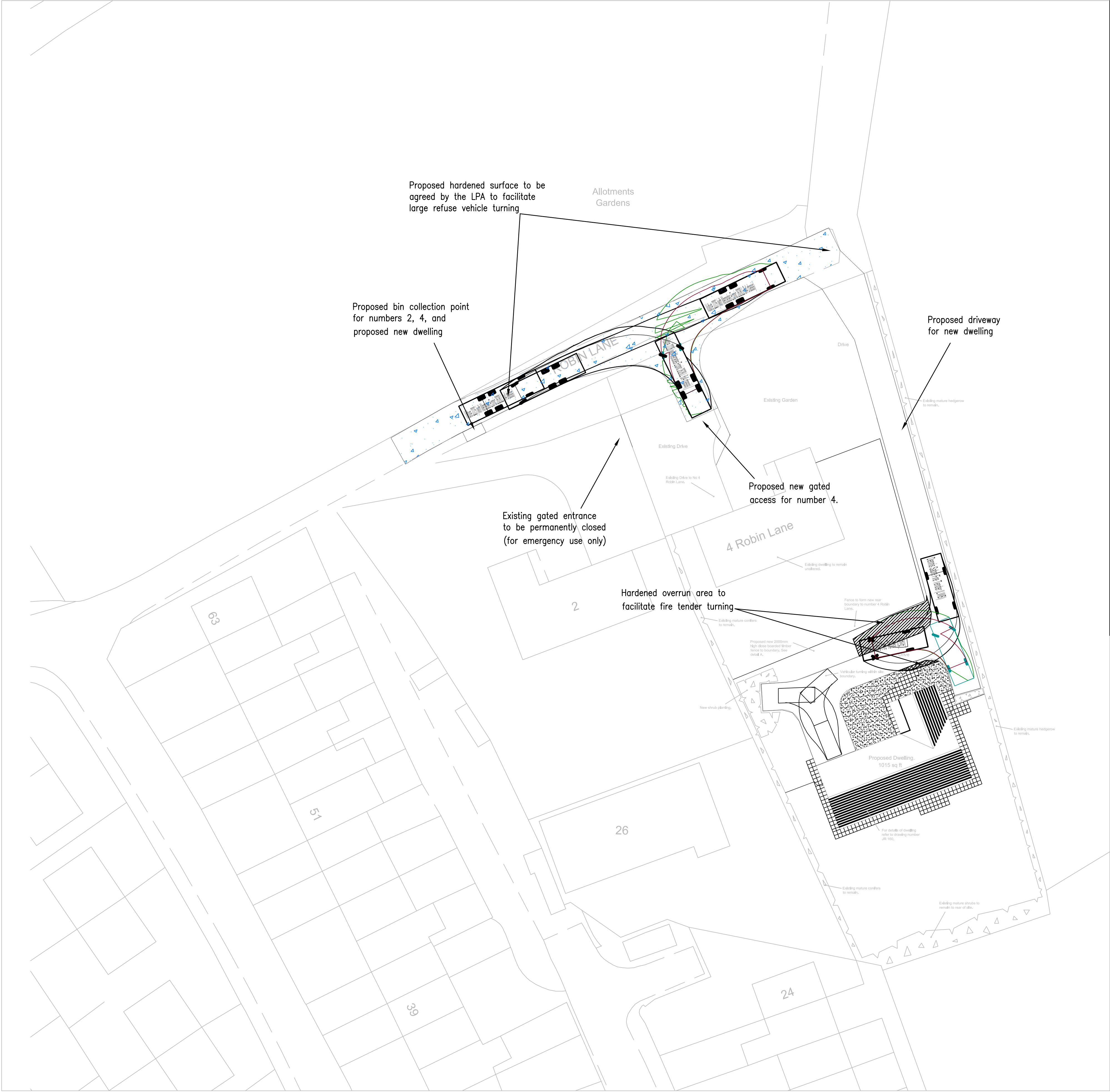
- SITE LOCATION
- BUS STOP

FIGURE 1
SITE LOCATION PLAN

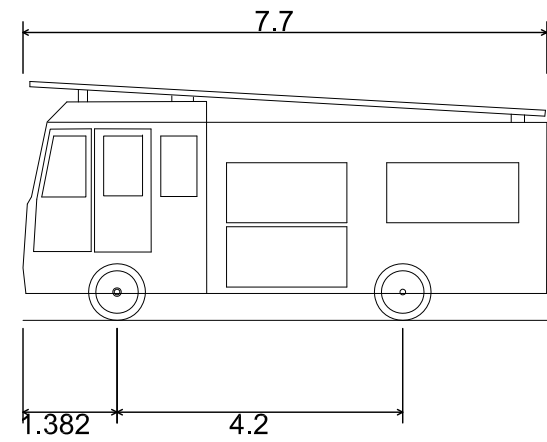


Appendix B

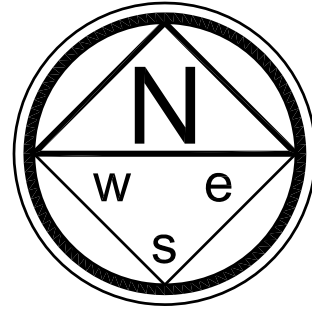
Proposed Development



Vulture 2225 (with Mercedes Econic 2628LL 6x4 chassis)
Overall Length 9.930m
Overall Width 2.490m
Overall Body Height 3.749m
Min Body Ground Clearance 0.302m
Track Width 2.490m
Lock to Lock Time 4.00s
Wall to Wall Turning Radius 9.250m



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



PAUL A HOWARTH
HIGHWAY CONSULTANTS Ltd
10 ROSE FARM MEADOWS, ALTOFTS, WAKEFIELD, WF6 2HY
tel. 07854048918 email. mail@howarthconsultancy.co.uk

PROPOSED RESIDENTIAL DEVELOPMENT
4 ROBIN LANE, ROYSTON
PROPOSALS AND VEHICLE SWEEP PATH
ANALYSIS

SCALE:
1:250 @A1
DATE:
Oct 2012

JOB	DWG	REV
TP1	01	A