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Royston Development, Barnsley

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Transport Assessment

Submitted by Pell Frischmann

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1. INTRODUCTION

1.1 Pell Frischmann (PF) has been commissioned by Kier Property Developments (Ltd) to produce a Transport Assessment (TA) in support of a planning application for a mixed use development site in Royston near Barnsley.

1.2 The development proposals involve the construction of a 33,000ft^2 (3,066m^2) Gross Floor Area (GFA) supermarket with associated petrol filling station (PFS), a Health Centre totalling 1350m^2 Gross Internal Area (GIA) and 143 residential properties.

1.3 The TA will consider the proposed access arrangements into the site, the multi modal trips generated by the development as well as the distribution and impact of vehicular traffic across the local highway network. It will also review current land use planning and transport policy to ensure that the development is in accordance with both national and local policy objectives.

1.4 In preparing this Transport Assessment (TA) a Scoping Note was issued to Barnsley Metropolitan Borough Council (BMBC). The Transport Assessment (TA) has also been produced in accordance with guidance contained within the Department for Transport (DfT) publication 'Guidance on Transport Assessment', March 2007.

1.5 A separate Framework Travel Plan (FTP) document has also been prepared in support of the planning application and as such should be read in conjunction with this Transport Assessment (TA).

2. EXISTING CONDITIONS

2.1 Existing Site

2.1.1 The proposed development site is located to the north of Midland Road (B6428) and to the east of Station Road (B6132) in the town of Royston near Barnsley. The 6.9 hectare site was previously occupied by Royston High School but is currently vacant following the construction of a new school (Carlton Community College) on Royston Lane. A plan showing the location of the development site in relation to the surrounding area is provided in Figure 2.1.

Figure 2.1 – Location of Development Site



2.1.2 As can be seen in Figure 2.1, the former Royston High School site has a vehicle access located on Midland Road. However, this access is not currently in use following the school closure. A selection of photos, showing the existing access point is provided in Figures 2.2 and 2.3.

Figure 2.2 – Existing access from Midland Road



Figure 2.3 – Midland Road



2.1.3 As can be seen in Figure 2.2, the access from Midland Road has dwellings located on either side and is approximately 10.5m in width between the two property boundaries.

2.2 Existing Highway Conditions

2.2.1 The two main routes that pass through Royston are the B6428 and the B6132. The B6428, which includes Midland Road and High Street, runs on an east to west axis and provides connectivity with Darton and the M1 to the west and neighbouring settlements to the east.

2.2.2 The B6132, which includes Station Road and Church Street, is on a north to south axis and provides connectivity with Wakefield to the north and Barnsley to the south.

2.2.3 The key junction in Royston is where the B6428 and B6132 meet at the signalised crossroads of Midland Road / Church Street / High Street and Station Road. The existing layout of this junction can be seen in the photos in Figure 2.4.

Figure 2.4 – Photos of Midland Rd / High St / Station Rd / Church St junction





2.2.4 As already noted, the development site is located to the north of Midland Road and to the east of Station Road, and is therefore near to the two key routes that pass through Royston and its key signalised junction of Midland Road / Church Street / High Street and Station Road.

2.2.5 Midland Road is currently subjected to a 20mph speed limit between the former school access and Godley Street and as can be seen in Figure 2.5, benefits from existing traffic calming measures.

Figure 2.5 – Photos of Midland Road Traffic Calming Measures



2.2.6 In terms of the existing land use, Midland Road currently has a mixture of both housing and retail units. There are two distinct retail areas within Royston; one on Midland Road near to the junctions with Park View and Milgate Street and the other, known as The Wells, in the vicinity of the Midland Road / Church Street / High Street and Station Road junction.

2.2.7 As well as the former school access, Midland Road has a number of private accesses, priority junctions leading into cul-de-sacs and a mini roundabout at the junction with The Lane, which provides access to a small Asda supermarket (formerly Netto) and residential properties via Galway Close.

Figure 2.6 – Photos of Midland Road / The Lane mini roundabout



2.2.8 As with Midland Road, Station Road has a number of properties fronting the highway. A number of these properties have no driveways and as such on street parking can often occur on the section to the north of the signalised crossroads with Midland Road / Church Street and High Street.

2.2.9 In terms of pedestrian and cycle facilities, the development site already benefits from an existing segregated pedestrian and cycle route that runs on an east to west axis between Station Road and Ruston Drive. This existing route is marked on Figure 2.7 and photos of the route are also shown in Figure 2.7.

Figure 2.7 – Plan of Existing Pedestrian and Cycle Route



Figure 2.8 – Photos of Existing Pedestrian and Cycle Route





2.2.10 Both Midland Road and Station Road have footways on either side of the carriageway, but there are no additional cycle facilities adjacent to the site.

2.3 *Existing Public Transport*

2.3.1 In terms of public transport, Royston is currently served by four local bus routes that provide links to a number of settlements between Barnsley and Wakefield. A

summary of these bus services is provided in Table 2.1 and a copy of the full timetables for these routes is included as Appendix A.

Table 2.1 – Bus services operating in Royston

Service	Daytime Frequency	Operator	Route
48A	Mon – Fri every 60 min No service Sat or Sun	Red Line Buses	Barnsley Interchange to Newstead via Royston Lane
57	Mon to Sat every 10 or 20 min No service Sunday	Stagecoach	Barnsley Interchange to Royston, Meadstead Drive
59/ 59A	Mon to Sun every 30 min	Stagecoach / Arriva	Barnsley Interchange to Wakefield bus station via Royston Lane
194	Mon to Sun every 60 min	Arriva	Barnsley Interchange to Wakefield bus station via Royston

2.3.2 Of the routes listed in Table 2.1, three operate within close proximity to the site (57, 59 and 194), with bus stops located at various locations along Midland Road and Station Road. The location of these bus stops is shown in Figure 2.9 below.

Figure 2.9 – Locations of bus stops near to the development site



2.3.3 As can be seen in Figure 2.9, there are various bus stops adjacent to the existing site access on Midland Road as well as to the east of the junction with The Lane. On Station Road there are two bus stops to north of Warren Walk; one for northbound services and the other for southbound services.

2.3.4 There is currently no rail station within Royston and therefore the nearest available rail services are from Barnsley Rail Station (5 miles) and Darton Rail Station (4 miles). A summary of the rail services that can be accessed at each station is provided in Tables 2.2 and 2.3 respectively.

Table 2.2 – Rail services from Barnsley Rail Station

Route	First Train (at Barnsley)	Last Train (at Barnsley)	Frequency
Nottingham to Leeds via Sheffield and Barnsley	Mon to Fri 05:44 Sat 05:43 Sun 09:05	Mon to Fri 23:50 Sat 23:07 Sun 23:05	Every 10 – 20 min Every 10 – 20 min Every 30 min
Sheffield to Huddersfield	Mon to Fri 06:01 Sat 07:01 Sun 10:06	Mon to Fri 23:08 Sat 23:08 Sun 20:06	Every 60 min Every 60 min Every 120 min
Sheffield to Leeds via Barnsley and Wakefield	Mon to Fri 6:10 Sat 6:33 Sun 9:10	Mon –Fri 23:08 Sat 23:08 Sun 23:10	Every 30 min Every 30 min Every 60 min

Table 2.3 – Rail services from Darton Rail Station

Route	First Train (at Darton)	Last Train (at Darton)	Frequency
Nottingham to Leeds via Sheffield	Mon to Fri 06:38 Sat 06:38 Sun 09:15	Mon to Fri 23:56 Sat 22:21 Sun 23:15	Every 60 min Every 60 min Every 60 min

2.4 Accidents

2.4.1 In order to assess whether there are any existing safety issues in Royston, accident data for the surrounding highway network was obtained from Barnsley Metropolitan Borough Council (BMBC) for a 5 year period between 1st January 2006 and 31st December 2010. A plan showing the extent of the area being considered is included as Appendix B, along with a detailed summary of each accident.

2.4.2 As can be seen in Appendix B, the study area includes both Midland Road and Station Road, the signalised junction of Midland Road / Church Street / High Street / Station Road and various side roads along these main routes.

2.4.3 The data collected showed that there were a total of 51 accidents in the area during this period and these are summarised in Table 2.4 for each year and by severity.

Table 2.4 – Accidents year by year

Severity	Year					
	2006	2007	2008	2009	2010	Total
Slight	4	16	7	9	8	**44**
Serious	3	1	0	3	0	**7**
Fatal	0	0	0	0	0	**0**
Total	**7**	**17**	**7**	**12**	**8**	**51**

2.4.4 As can be seen in Table 2.4 no fatal accidents occurred during the 5 year period and a total of 7 were recorded as serious. The remaining 44 accidents were all recorded as slight.

2.4.5 In order to identify whether there are any common trends the data was reviewed to determine any clusters of accidents to occur at particular locations. As such, Table 2.5 gives a breakdown of these locations and the accidents that occurred.

Table 2.5 – Summery of accidents near to the development site

Location	Accident number	Year	Severity
Station Road / Oakwood Road priority junction	B – 01452 - 08	2008	Slight
	B – 00634 -07	2007	Slight
	B – 00189 - 08	2008	Slight
	B – 00835 - 07	2007	Slight
Station Road	B – 00309 - 07	2007	Slight
	B – 00939 - 07	2007	Slight
	B – 00939 - 09	2009	Slight

Station Road / Midland Road / High Street / Church Street signalised junction	B – 00069 - 09	2009	Slight
	B – 00065 - 10	2010	Slight
	B – 00543 - 07	2007	Slight
	B – 01126 - 06	2006	Slight
	B – 00998 - 07	2007	Slight
Midland Road / The Lane mini roundabout	B – 01123 – 07	2007	Slight
	B – 00672 - 07	2007	Slight

2.4.6 The results showed that the majority of the accidents were at the Station Road / Midland Road / High Street / Church Street signalised junction. Most of these were as a result of cars turning right into the path of oncoming vehicles.

2.4.7 There have been only two accidents at the Midland Road / The Lane mini roundabout. One of these involved a bus passenger falling as the bus braked suddenly when entering the roundabout. The other involved an 11 year old boy cycling from school and being knocked off his bike by a car as he crossed the road at The Lane.

2.4.8 The accidents that occurred near to the other existing access point were at the priority junction of Station Road / Oakwood Road and were all down to driver error. Two of the accidents involved cars pulling out without looking, one was a vehicle colliding with another while parking and the other involved a small boy running out into the road.

2.4.9 Based on the above results it is clear that there are no existing specific accident issues in the vicinity of the development site.

3. PROPOSED DEVELOPMENT

3.1 Development Proposals

3.1.1 The development proposals involve the construction of a 33,000ft^2 (3,066m^2) Gross Floor Area (GFA) supermarket with associated petrol filling station (PFS), a Health Centre totalling 1350m^2 Gross Internal Area (GIA) (as-submitted reduced to 1,175 sqm GFA) and 143 residential properties. A plan showing the proposed layout of the site is included in Appendix C.

3.2 Vehicular Access

3.2.1 As can be seen in the layout plan in Appendix C, vehicular access into the site from Midland Road will be from two locations. The first access will be via a new mini roundabout on The Lane and this will allow for two way vehicle movements between the site and Midland Road. A secondary one-way vehicle entry will be provided at the existing school access on Midland Road.

3.2.2 In addition to the two site accesses, it will also be possible for vehicles to connect with the existing residential area on Ruston Drive from within the development site.

3.3 Pedestrian and Cycle Access

3.3.1 As noted in section 3 the development site has an existing segregated pedestrian and cycle route known as Warren Walk running on an east to west axis. This can be accessed to the east from Station Road near the junction with Oakwood Road and from the west via Ruston Drive. The route is to be retained as part of the development proposals.

3.3.2 In addition to Warren Walk, a new 3m wide shared footway/cycle route will be constructed in order to provide a link between the proposed access road and Common Lane to the north of the site. All of the residential access roads will have 2m wide footways on either side of the carriageway.

3.3.3 The vehicular access onto Midland Road will also include 2m wide footways on either side to provide direct access for pedestrians and cyclists to Royston's

existing retail areas at The Wells and Midland Road. Pedestrians and cyclists will also be able to access the site from existing footways on The Lane.

3.3.4 The location of the development site in the centre of Royston and the proximity of a large surrounding residential area will enable a significant proportion of customers to visit the supermarket and health centre on foot or by cycle. The connecting routes into the site from various locations will also assist in encouraging pedestrian and cycle trips from residential development.

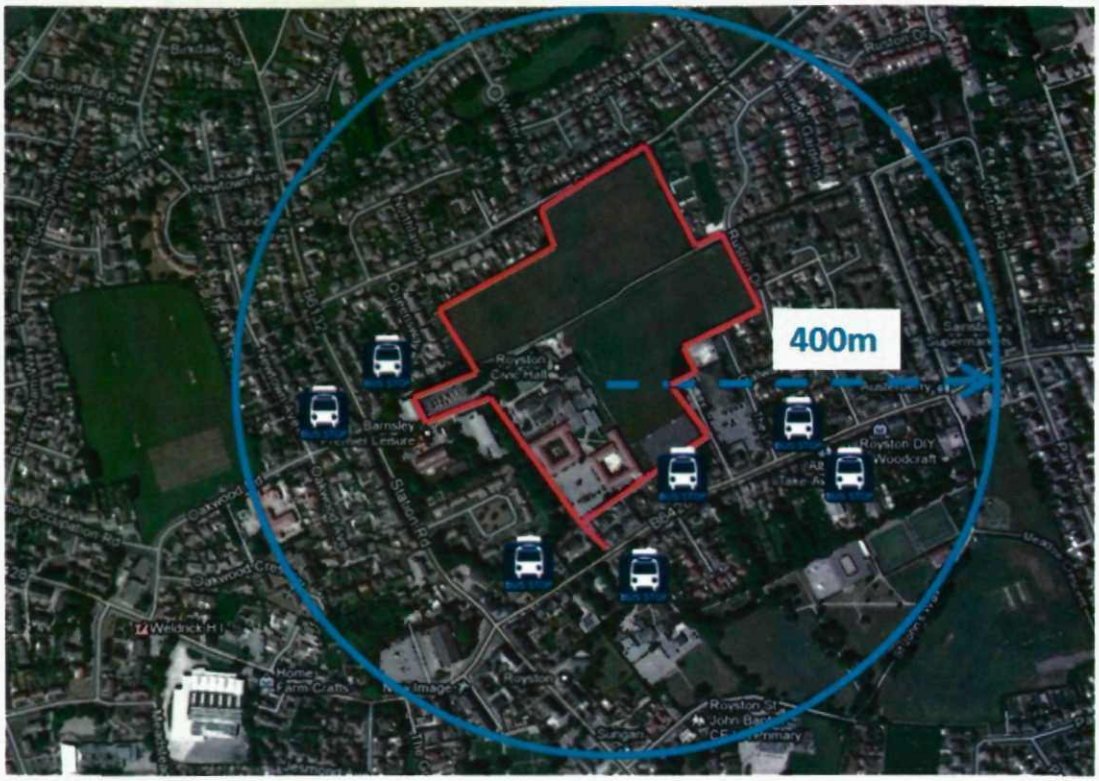
3.4 Public Transport

3.4.1 As noted in section 2, existing bus services in Royston provide convenient and regular access to neighbouring settlements, including Barnsley and Wakefield. Three of the existing services operate on either Midland Road or Station Road and as such are in accordance with the IHT 'Guidelines for Planning for Public Transport in Developments' (1999) document, which states the following:

"The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m".

3.4.2 The location of bus stops within 400m of the development is shown in Figure 3.1.

Figure 3.1 – Bus Stops within 400m



3.4.3 As can be seen in Figure 3.1, there are a number of bus stops along both Midland Road and Station Road and therefore the proposed pedestrian links will make these services accessible from the development site.

3.5 Parking

3.5.1 The proposed level of parking for cars, cycles and powered two wheel vehicles has been set in accordance with Barnsley Metropolitan Borough Council's 'Supplementary Planning Document – Parking (March 2012)', for each of the proposed land uses.

3.5.2 The maximum number of car parking spaces set out in the guidance document is as follows:

- **Food Retail**
  - 1 space per 14 m^2 - 20m^2
- **Medical Facilities/ Doctors/ Dentists/ Healthcare/ Clinics**
  - 1 space per medical practitioner on duty at the busiest time (This includes nurses, counsellors, chiropodists, etc.)
  - 1 space per 2 non-medical staff

- 3 spaces per consulting room (this includes all rooms occupied by a medical practitioner as defined above)

- **Housing**
  - 1 space for dwellings with 1 or 2 bedrooms
  - 2 spaces for dwellings with 3 or more bedrooms

3.5.3 The SPD document also states the following in relation to disabled car parking provision:

"Disabled parking provision in non residential development should be in addition to the maximum vehicle parking standards set out above, and should be on a scale of 4% of the total number of spaces. Such facilities should be provided as close as possible to entrances in a well lit area and no more than 50m from the desired destination."

3.5.4 Based on the above guidance, the following level of car parking is proposed for the supermarket and health centre:

Table 3.1 – Proposed Parking Levels

Land Use	GFA m^2 / No. Units	Maximum Permitted Parking		Proposed Parking Level
Supermarket	3,066	219 (plus 9 disabled)	294 (plus 12 disabled)	286 (plus 17 disabled)
Health Centre	1,350	75 (plus 3 disabled)		

Note: the as-submitted health centre gross floor area is marginally lower at 1,175sqm, thus the analysis represents a worst case scenario.

3.5.5 In terms of the housing site, this will comprise the following of each housing type:

- 37 – 4 Bedroom Properties
- 96 – 3 Bedroom Properties
- 10 – 2 Bedroom Properties

3.5.6 The proposed level of car parking spaces for the housing development is 1 space per dwelling with 2 bedrooms (with separate shared visitor parking) and 2 spaces per dwelling for 3 and 4 bedroom properties. The proposed level of parking for

each of the housing, supermarket and health centre sites is shown on the drawing included as Appendix C.

3.5.7 The SPD document also includes guidance on the minimum cycle parking provision, which is as follows:

- **Non-Food Retail** = 1 long stay space per 400m^2 for staff and 1 short stay space per 1000m^2 for visitors
- **Medical Facilities/ Doctors/ Dentists/ Health Centres/ Clinics** = 1 short stay per 3 consulting rooms 1 long stay per 40 staff
- **Housing** = To be assessed individually

3.5.8 The development will therefore include cycle parking provision in accordance with the above cycle parking standards for both the supermarket and Health Centre. These stands will be located near to the building entrances of both the supermarket and health centre.

3.5.9 In terms of powered two wheel vehicle parking, the SPD document states that this should be 1 space per 20 car parking spaces with an absolute minimum provision of 1 space for non-residential land uses. As such the proposed level of powered two wheel vehicle parking is 15.

3.6 Service Access

3.6.1 The proposed supermarket service area is to be located to the east of the store and will be accessed from a priority junction that adjoins the main site access road. The site access road is linked to the surrounding highway network with a new mini roundabout at the Lane. Service vehicles will therefore enter and exit the site via the Lane, which is currently used by service vehicles accessing the Asda store. Petrol tankers will also access the petrol filling station via The Lane and the main site access road.

3.7 Accidents

3.7.1 An assessment of existing accident levels in section 2 suggested that there are currently no safety issues on the surrounding highway network. Based on this conclusion and the impact of the above proposals it is clear that the development will not lead to any additional or significant safety issues.