WYG Transport Planning

Homes England

Land at High Street, Shafton

Transport Statement

WYG
Geneva Building
Lake View Drive
Sherwood Business Park
Annesley
Nottingham
NG15 0ED

Report No. RT100989-2

March 2018
Copyright © WYG EPT Ltd 2018

REPORT CONTROL

Project:	Land at High Street, Shafton
Client:	Homes England
Job Number:	A100989
File Origin:	N:\Projects\A100989 - High Street, Shafton\reports\Transport Statement\Final\A100989 - High Street, Shafton - Transport

Document Checking:

Primary Author	Rob Holland	Initialled:	RJH

Contributor	-	Initialled:	-

Review By	Alistair Gregory	Initialled:	ASG

Issue	Date	Status	Checked for Issue
1	17 Nov 2017	Draft	ASG
2	12 Mar 2018	Final	ASG

Contents

1 INTRODUCTION 1
2 PLANNING POLICY AND DESIGN GUIDANCE 4
3 EXISTING CONDITIONS 9
4 DEVELOPMENT PROPOSALS 17
5 FUTURE TRAFFIC FLOWS 20
6 TRIP GENERATION AND DISTRIBUTION 21
7 CAPACITY ASSESSMENT 23
8 SUMMARY 24

Tables

Table 1: Bus Services Operating from High Street 12
Table 2: Bus Services Operating from Brierley Road and Pontefract Road 13
Table 3 - Accident History 16
Table 4 - Weekday Average Trip Rates (Houses Privately Owned) 21
Table 5 - Estimated Trip Generation 21
Table 6 – Site Access Capacity Assessment Results 23

Figures

Figure 1 – Site Location
Figure 2 – 2km and 5km Catchments
Figure 3 – Proposed Site Access

Appendices

Appendix A – Site Masterplan
Appendix B – Bus Timetables
Appendix C – Traffic Survey Data
Appendix D – Accident Data
Appendix E – Future Year Base Flows
Appendix F – Trip Generation and Distribution
Appendix G – Future Year Base plus Development Flows
Appendix H – Capacity Assessments

1 INTRODUCTION

1.1 PREAMBLE

1.1.1 WYG has been appointed by Homes England to prepare a Transport Statement (TS) in support of a planning application for a proposed residential development in Shafton. The proposed development will comprise of 43 new residential dwellings on land to the east of High Street. A plan of the site location is included at **Figure 1** and the proposed masterplan is contained at **Appendix A**.

1.2 SCOPE OF TRANSPORT STATEMENT

1.2.1 This TS has been prepared in accordance with the Department for Communities and Local Government (DCLG) Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements' (2014), which represents the Government's most up-to-date guidance on the preparation of highways and transportation documents to support development proposals.

1.2.2 Barnsley Metropolitan Borough Council (BMBC) is the local highway authority and the local planning authority. WYG contacted BMBC by email on 20.09.2017 and indicated that the TS would be prepared using the same scope as used in the TS submitted with the previous planning application at the site (discussed in **Section 1.3**). BMBC did not provide a response and therefore this TS has been prepared in accordance with the proposed scope.

1.2.3 This TS report demonstrates that the proposed development site is well located in terms of access to public transport and local facilities and that it will encourage travel by all modes of transport, particularly alternatives to the private car. The TS identifies that the site can be accessed in a safe and suitable manner and that access can be achieved in accordance with appropriate design standards. In terms of traffic impact by the private car, an assessment has been carried out at the proposed site access junction to establish whether the proposals would have a material impact on the operation of the local highway network.

1.3 PLANNING HISTORY

1.3.1 Planning permission was granted in December 2016 for a residential development of 38 dwellings at the site. The proposals included provision of a new simple priority junction site access onto High Street. Condition 7 of the Decision Notice relates to the site access and states:

"Prior to the commencement of development, details shall be submitted to and approved in writing by the Local Planning Authority of arrangements which shall secure the following highway improvement works:

a) Removal of parking lay by on High Street;

b) Provision of right turning pocket on High Street;

c) Provision of central island on High Street with guard rails and tactile crossings;

d) Measures to prevent parking on High Street and the new access road;

e) Provision of any necessary signing/lining;

f) Provision of any necessary alterations to street lighting;

g) Provision of any necessary alterations to highway drainage;

h) Any resurfacing/reconstruction as necessary.

The works shall be completed in accordance with the approved details and a timeline to be submitted to and approved in writing by the Local Planning Authority."

1.3.2 The requirements of the above Condition have been considered in this TS.

1.4 REPORT LAYOUT

1.4.1 This TS investigates the highways and transportation issues associated with the proposed residential development. The structure of the report is as follows:

- Chapter 2 includes a review of relevant national and local planning policy and design guidance.
- Chapter 3 describes existing conditions.
- Chapter 4 outlines the development proposals.
- Chapter 5 outlines the future assessment year, background traffic growth and committed development traffic.
- Chapter 6 summarises the development traffic generation and distribution calculations.

- Chapter 7 considers the highway impact of the proposed development.
- Chapter 8 summarises the report.

2 PLANNING POLICY AND DESIGN GUIDANCE

2.1 PREAMBLE

2.1.1 Within this TS, consideration has been given to the following documents:

POLICY

- National Planning Policy Framework [NPPF] (DCLG, 2012)
- Barnsley Local Plan (yet to be adopted)
- Barnsley Local Development Framework Core Strategy (Barnsley Metropolitan Borough Council, 2011)
- Sheffield City Region Transport Strategy 2011 - 2026 (Sheffield City Region, 2011)
- Barnsley Unitary Development Plan (2000)

DESIGN GUIDANCE

- South Yorkshire Residential Design Guide (Transform South Yorkshire, 2011)
- Manual for Streets [MfS] (Department for Transport, 2007)
- Manual for Streets 2 [MfS2] (Chartered Institution of Highways & Transportation, 2010)

2.2 POLICY

National Planning Policy Framework

2.2.1 The NPPF constitutes guidance for local planning authorities and decision-takers both in drawing up development plans and as a material consideration in determining planning applications.

2.2.2 The NPPF defines the delivery of sustainable development through three roles:

- Planning for prosperity (an economic role);
- Planning for people (a social role); and
- Planning for places (an environmental role)

2.2.3 It notes that to achieve sustainable development, these roles should be sought jointly and simultaneously through the planning system.

2.2.4 At the heart of the NPPF is a presumption in favour of sustainable development which "should be seen as a golden thread running through both plan-making and decision-taking" (Paragraph 14). Paragraph 15 goes on to say that "Policies in Local Plans should follow the approach of the presumption in favour of sustainable development so that it is clear that development which is sustainable can be approved without delay."

2.2.5 The NPPF recognises that transport policies have an important role to play in wider sustainability and health objectives as well as their direct influence on development. In Paragraph 29 it states that "the transport system needs to be balanced in favour of sustainable transport modes giving people a real choice about how they travel."

2.2.6 Paragraph 32 states that:

"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

2.2.7 Paragraph 34 seeks to ensure that "developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised."

2.2.8 It notes, however, that this needs to take account of policies set out elsewhere in the Framework:

"Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport."

2.2.9 In light of the above, this TS considers whether the development proposals will provide suitable access for all travel modes, as well as whether any associated increase in traffic will result in a severe material impact.

Barnsley Local Plan

2.2.10 The new Local Plan will provide policies and proposals in relation to the future use of land in the Borough up to the year 2033. BMBC currently anticipate that the new Local Plan will be adopted in Spring 2018.

Barnsley Local Development Framework Core Strategy

2.2.11 The Core Strategy provides a spatial strategy for the future development of Barnsley up to the year 2026. The vision of the Core Strategy is:

"In 2026 Barnsley will be a successful uniquely distinctive 21st Century Market Town at the centre of a prosperous borough which will:

- *Offer prosperity and a high quality of life for all*
- *Boast communities which are attractive, clean and sustainable places to live*
- *Be one of the safest towns in Yorkshire*
- *Offer a wide range of cultural activities*

- *Be nationally recognised for its community spirit and diversity*
- *Have healthier people who live for longer*
- *Offer healthy fulfilling lives for its adults*
- *Be home to children and young people who aim high, enjoy life and seize opportunities*
- *Provide a 21st century environment for 21st century learning, enterprise skills and services*
- *Be based on a prosperous and sustainable local economy within a digital region*
- *Benefit from a high performing integrated transport system*
- *Be acknowledged at home and abroad as a great place to live, work and visit"*

2.2.12 There are 8 strategic objectives in the Core Strategy. A common theme running through the objectives is sustainability. Objective 2 is to improve access, movement and connectivity with sustainable travel. Core Policy 25 indicates that new development should be located in areas that maximise sustainable travel opportunities and that there should not be an over-provision of car parking. In addition, Core Policy 25 states that a TS and Travel Plan should be submitted for large developments. Core Policy 26 indicates the requirement for access to be safe, secure and convenient for all road users.

2.2.13 In accordance with the requirements of the Core Strategy, this TS demonstrates that suitable access can be provided and that the site is well connected by sustainable transport modes.

Sheffield City Region Transport Strategy 2011 - 2026

2.2.14 This strategy is part of the third Local Transport Plan for South Yorkshire. The strategy has four goals:

- Support the economic growth of the Sheffield City Region
- Enhance social inclusion and health

- Reduce the emissions from vehicles
- Make transport increasingly safe and secure

2.2.15 Where appropriate, the proposed development will comply with the content of the Sheffield City Region Transport Strategy.

Barnsley Unitary Development Plan

2.2.16 There are no saved policies within the Unitary Development Plan that are directly related to the proposed development.

2.3 DESIGN GUIDANCE

South Yorkshire Residential Design Guide

2.3.1 This guide is used by the four South Yorkshire local authorities, including BMBC to advise on the design standards applicable to new residential developments. The proposed site access and internal layout use the design standards in the guide.

Manual for Streets and Manual for Streets 2

2.3.2 The MfS is applicable to the design, construction, adoption and maintenance of streets. It encourages those involved in the design process to think creatively about their various roles in the delivery of streets, breaking away from standardised, prescriptive, risk-averse methods to create high-quality places. The emphasis of design should be on prioritising the needs of pedestrians, cyclists and public transport.

2.3.3 The MfS2 does not supersede MfS but is a companion document that explains how the principles of the document can be applied more widely. MfS2 demonstrates through guidance and case studies how these principles can be extended beyond residential streets to encompass both urban and rural situations.

2.3.4 This TA considers the development proposals and access strategy in terms of the general advice and guidance contained within the above documents.

3 EXISTING CONDITIONS

3.1 SITE CONTEXT

3.1.1 Shafton is a village located towards the north-east of Barnsley, located approximately 5 miles (as the crow flies) from Barnsley town centre. A range of local shops are provided in Shafton and these are generally located along High Street, including convenience stores, a pharmacy, hair salon and butchers/bakers. Other local facilities/amenities located elsewhere in the village include several public houses, a plumbing supply store, garage and funeral directors.

3.1.2 The nearest primary school to the site is Shafton Primary School located on High Street immediately adjacent to the eastern boundary of the site. The nearest secondary school to the site is Outwood Academy located near the A628/A6195 roundabout approximately 600m from the site.

3.2 EXISTING SITE

3.2.1 The location of the site is illustrated on **Figure 1**. The site is currently undeveloped. The site is in the centre of Shafton and is bound by High Street to the west, residential properties to the north and east, and school playing fields to the south. The site is currently accessed via a gate onto High Street.

3.3 PEDESTRIAN ACCESSIBILITY

Pedestrian Infrastructure

3.3.1 Footways are located adjacent to both sides of High Street and form part of a network of footways throughout Shafton. A pedestrian refuge with tactile paving is located on High Street outside the site frontage. Street lighting is provided along both sides of High Street.

3.3.2 There are no Public Rights of Way (PROW) located through the site although as shown on **Figure 1**, there are several public footpaths providing routes from Shafton to surrounding areas.

Pedestrian Catchment Area

3.3.3 In terms of what constitutes a reasonable walking distance, it is necessary to consider what is realistic for a walking trip. The Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Providing for Journeys on Foot' (2000) states that "walking accounts

for over a quarter of all journeys and four fifths of journeys less than one mile". The document also provides guidance on acceptable walking distances and suggests that a preferred maximum walking distance of 2km is applicable for commuting or school trips.

3.3.4 It can therefore be concluded that distances up to 2km can be considered reasonable to be undertaken on foot, and that walking is a realistic mode to consider for trips within this distance. Whilst this does not preclude pedestrians from undertaking longer journeys, it is considered that a distance of 2km is reasonable.

3.3.5 A 2km walking distance catchment from the development site is presented in **Figure 2.** This demonstrates that the entirety of Shafton is within a 2km catchment and as a result all local facilities and amenities within the village are located within a reasonable walking distance of the site.

3.3.6 The level of pedestrian accessibility will help to encourage a proportion of shorter trips from the area to be made on foot. Based on the above, it is considered that travel on foot should be the key mode of travel for trips within Shafton and as such, the proposed site layout encourages walking.

3.4 CYCLIST ACCESSIBILITY

Cycle Infrastructure

3.4.1 There are no dedicated/marked cycle routes in the immediate vicinity of the proposed development site. However, High Street and the local road network within Shafton are suitable to accommodate cyclists within the carriageway.

Cycle Catchment Area

3.4.2 In the same way that pedestrian trip lengths are defined, the length of cycling trips will be governed by routes that are available and trip length, although a number of other factors often mitigate for or against making these trips.

3.4.3 Local Transport Note 2/08 'Cycle Infrastructure Design' (DfT, 2008) states that "many utility cycle journeys are under three miles… although, for commuter journeys, a trip distance of over five miles is not uncommon". It can therefore be concluded that 3 miles, which is equivalent to approximately 5km, represents a reasonable typical cycling distance.

3.4.4 **Figure 2** shows a 5km catchment centred on the site. A 5km distance includes all of Shafton, as well as several neighbouring settlements including Grimethorpe, Cudworth, Brierley, Royston and Ryhill. As with walking, cycling should also therefore be encouraged as an appropriate mode of travel for local trips.

3.5 PUBLIC TRANSPORT ACCESSIBILITY

3.5.1 The CIHT document 'Guidelines for Planning for Public Transport in Development' (1999) states that "The maximum walking distance to a bus stop should not exceed 400m." It continues to state that "These distances are quoted for guidance, and should not be followed slavishly".

3.5.2 The nearest bus stop to the site is located on the northbound side of the road outside the site frontage (**Photograph 1**). The bus stop is in a bus lay-by and consists of a flagpole with timetable information.

Photograph 1 – High Street Northbound Bus Stop



3.5.3 The nearest stop on the southbound side of the road is located approximately 120m north of the site and consists of timetable information, a shelter, seating and litter bin. The southbound bus stop is shown in **Photograph 2**.

Photograph 2 – High Street Southbound Bus Stop



3.5.4 **Table 1** identifies the bus services, destinations and frequency of travel of bus services calling at the nearest bus stops to the site. Full details regarding the bus services within **Table 1** can be found in **Appendix B**.

Table 1: Bus Services Operating from High Street

Service / Route	Typical Frequency				
	Monday - Friday			Saturday	Sunday
	7am – 9am	9am – 4pm	4pm - 6pm	9am – 6pm	9am – 6pm
36: Barnsley Centre – South Elmsall	1 bus	Varies (up to circa 1 hour)	0	2 – 3 hours	0
36: South Elmsall – Barnsley Council	1 bus	Varies (up to circa 1 hour)	0	2 – 3 hours	0
36a: Shafton – Hemsworth	1 bus	0	0	0	0
36a: Hemsworth – Shafton	0	1 bus	0	0	0
193: Athersley North – Carlton	1 bus	0	0	0	0
193: Carlton – Athersley North	0	1 bus	0	0	0

3.5.5 The information in **Table 1** highlights that bus services operate from near the site frontage within the local area. The services provide an alternative to the private car for trips taking place during weekday and Saturday daytimes and should assist in encouraging modal shift at these times.

3.5.6 In addition to services operating from the nearest bus stops to the site, a wider range of services operate from bus stops on Brierley Road and Pontefract Road. These stops are located approximately 400m from the site and therefore also within a reasonable walking distance. **Table 2** summarises bus services stopping at these stops.

Table 2: Bus Services Operating from Brierley Road and Pontefract Road

Service / Route	Typical Frequency				
	Monday - Friday			Saturday	Sunday
	7am – 9am	9am – 4pm	4pm - 6pm	9am – 6pm	9am – 6pm
27 27a 27b: Grimethorpe – Barnsley	10 – 40 mins	10 – 40 mins	10 – 40 mins	10 – 40 mins	Hourly
27 27a 27b: Barnsley - Grimethorpe	10 – 40 mins	10 – 40 mins	10 – 40 mins	10 – 40 mins	Hourly
28 / 28a / 28c: Barnsley - Pontefract	30 mins	Hourly	Hourly	Hourly	Hourly
28 / 28a / 28c: Pontefract - Barnsley	Hourly	Hourly	Hourly	Hourly	Hourly
36: Barnsley Centre – South Elmsall	1 bus	Varies (up to circa 1 hour)	0	2 – 3 hours	0
36: South Elmsall – Barnsley Council	1 bus	Varies (up to circa 1 hour)	0	2 – 3 hours	0
36a: Shafton – Wakefield Road Farmfield Drive	1 bus	0	0	0	0
36a: Kinsley - Shafton	0	1 bus	0	0	0
37: Barnsley - Hemsworth - Barnsley	1 bus	Hourly	-	-	-
38 / 38a: Barnsley - Barnsley	-	Hourly	-	Hourly	-
193: Athersley North – Carlton	1 bus	0	0	0	0
193: Carlton – Athersley North	0	1 bus	0	0	0

3.5.7 An extensive range of bus services are available from the Brierley Road and Pontefract Road bus stops adding to the services available from the bus stops on High Street. The operating times of the services cater for peak period commuter travel as well as retail, leisure and other trip types. The services therefore provide a genuine alternative to the private car and should assist in encouraging modal shift away from the private car. In terms of access to bus services the site is in a sustainable location.

3.6 HIGHWAY NETWORK

3.6.1 High Street is a single carriageway road subject to a 30mph speed limit and is aligned approximately north to south through the centre of Shafton. Near the site, some double yellow lines restrict on-street parking near the High Street/High Gate Way junction. On-street parking is permitted elsewhere near the site and some on-street parking bays are provided. The High Street/High Gate Way junction is located immediately to the north of the site and is a "Ghost-Island" priority junction.

Photograph 2 – High Street – view south (site on the left)



Photograph 3 – High Street – view north (site on right)



3.6.2 The A628 is located to the south of Shafton and provides a route to/from Barnsley to the south-west and to/from Hemsworth, Ackworth and Pontefract to the north-east. Near Shafton, the A628 is a single carriageway road subject to a 40mph speed limit.

3.7 BACKGROUND TRAFFIC FLOWS

3.7.1 Background traffic flows have been obtained from the 2015 traffic count undertaken at the High Road/High Gate Way junction included as part of the TS submitted with the consented 38 dwelling development. The date of the traffic count was not specified in the TS but the count was included as part of the approved TS submitted with the planning application and is therefore considered acceptable for use in this TS. Background traffic data is included in **Appendix C**.

3.8 ACCIDENT ANALYSIS

3.8.1 Personal Injury Accident (PIA) data has been obtained from BMBC for an area near the site for the period between 01.01.2012 and 31.12.2016. A total of 9 accidents were recorded, of which all were classified as slight in severity. A summary of accidents by year and severity is presented in **Table 3**. Accident data is presented in **Appendix D**.

Table 3 - Accident History

	Slight	Serious	Fatal	Total
2012	1	-	-	1
2013	5	-	-	5
2014	-	-	-	-
2015	1	-	-	1
2016	2	-	-	2
Total	9	-	-	9

3.8.2 There were no accidents outside the site frontage on High Street. Five accidents occurred elsewhere on High Street. All five accidents occurred at different locations. Two of the five accidents involved children aged 9 and 10 stepping into the path of a car. A third pedestrian accident occurred when a vehicle collided with a pedestrian stepping in/out of their car. One accident involved a rear-end shunt and the final accident on High Street occurred when a bus braked harshly and a child pedestrian fell from their seat.

3.8.3 Two accidents occurred at the High Street/Brierley Road/Tollgate Close/Pontefract Road junction. One accident involved a car colliding with the traffic signals and the other accident involved a rear-end shunt.

3.8.4 The remaining two accidents in the study area occurred on Pontefract Road to the west of the High Street/Brierley Road/Tollgate Close/Pontefract Road junction. One of the accidents occurred when a bus collided with the kerb and a passenger sustained injury. The final accident involved a rear-end shunt.

3.8.5 Analysis of the data has shown that there are no consistent causes or patterns to any of the accidents which can be attributed to the existing road layout. There were no accidents near the proposed site access. Based on the local road safety record there are no notable accident trends symptomatic of any underlying highway design or layout flaws. The modest increase in traffic expected due to the development is therefore not expected to contribute to any existing road safety problems.

4 DEVELOPMENT PROPOSALS

4.1 INTRODUCTION

4.1.1 The proposed development comprises 43 residential dwellings on land to the east of High Street, Shafton with primary vehicular, pedestrian and cycle access being taken from High Street. The masterplan for the proposed development is contained in **Appendix A**.

4.2 PROPOSED SITE ACCESS STRATEGY

Introduction

4.2.1 It is proposed that access will be served via a simple priority junction onto High Street. The technical detail of the proposed site access strategy will be clarified at the detailed design stage and formally agreed through the technical approval/S278 process.

Junction Design

4.2.2 BMBC has advised that the site access should be designed in accordance with the design standards in the South Yorkshire Residential Design Guide. The proposed site access is shown on **Figure 3** and has been designed as per the site access associated with the consented residential development. The proposed site access has the following characteristics:

- 5.5m carriageway width
- 6m radii
- 2m width footways adjacent to both sides of the carriageway
- 2.4m x 43m minor road visibility splays
- 43m forward visibility on the approach to the junction

4.2.3 As outlined in **Section 1.3**, Condition 7 of the December 2016 planning consent at the site specified a few items to be considered as part of the proposed site access junction. A summary of these items and the proposed approach is as follows:

- Removal of parking lay-by on High Street – it is proposed that this is removed.

- Provision of right turn pocket on High Street – a full 'Ghost-Island' right turn junction cannot be provided within the adopted highway but vehicles turning right into the site are able to wait within the central hatching on High Street. The capacity assessment in **Chapter 7** demonstrates that the proposed site access junction has sufficient capacity to accommodate development traffic.

- Provision of central island on High Street with guard rails and tactile crossings – an existing pedestrian refuge with tactile paving is located on High Street. This is considered suitable for pedestrians accessing the development.

- Measures to prevent parking on High Street and the new access road – vehicle parking is proposed in accordance with the relevant parking standards. This should minimise the likelihood of development related on-street parking. Parking restrictions are already in place near the site on High Street.

- Provision of any necessary signing/lining – proposed lining is shown on **Figure 3**. Signing/lining will be outlined at the S278 detailed design stage.

- Street lighting - signing/lining will be outlined at the S278 detailed design stage.

- Highway drainage – highway drainage proposals will be outlined at the S278 detailed design stage.

- Resurfacing/reconstruction – to be outlined at the S278 detailed design stage.

Pedestrian / Cycle Access Points

4.2.4 Pedestrians and cyclists will be able to access the development via the proposed vehicular access. As outlined above, footways with a width of 2m will be provided adjacent to both sides of the site access junction and will tie into the existing footway adjacent to High Street.

4.3 INTERNAL SITE LAYOUT

4.3.1 The proposed layout of the site will be designed to provide a road network in which pedestrian and cyclist movement will be prioritised. The design of the road network will produce a low speed traffic environment achieved through geometric design and material types. This will provide an environment suitable to encourage sustainable transport modes.

4.4 SERVICE AND EMERGENCY VEHICLES

4.4.1 Service and emergency vehicles will gain access to the development via the same route as other traffic.

4.5 PEOPLE WITH DISABILITIES AND OTHER MOBILITY IMPAIRMENTS

4.5.1 The detailed design of the development and its internal transport infrastructure will be undertaken in accordance with the requirements of the 2010 Equality Act and in accordance with current good practice as embodied within the DfT's "Inclusive Mobility" document.

4.5.2 This approach will ensure that the completed development is fully inclusive and meets the needs of all users, including those with disabilities or temporary mobility impairments, such as those escorting elderly people or young children.

4.5.3 The requirement to design for disabled people will permeate all aspects of the design process and will include access to and movement within the site, but also the interface between the development and the surrounding highway network, and in particular, the pedestrian routes and public transport facilities.

4.6 PARKING

4.6.1 Parking will be provided in accordance with BMBC Supplementary Planning Document (SPD) entitled 'Parking' adopted in March 2012. As outlined in the SPD, 1 space will be provided for dwellings with 1 or 2 bedrooms and 2 spaces will be provided for dwellings with 3 or more bedrooms.

5 FUTURE TRAFFIC FLOWS

5.1 ASSESSMENT YEARS

5.1.1 Assessment years in respect of capacity analysis should be consistent with the size, scale, and completion schedule of the proposed development, and that of any other major developments near the site, as well as any committed improvements to the transport system. An assessment year 5 years post submission of the planning application has been used in this TS (i.e. 2023) as per the approach used in the TS submitted with the consented residential development.

5.2 FORECAST GROWTH

5.2.1 To obtain future year traffic flows, National Traffic Model (NTM) growth factors adjusted by local TEMPRO growth factors are applied to the existing peak hour traffic flows to ascertain the future year traffic flows. The growth factors have been obtained from the TEMPRO 7.2 database and use 'Barnsley 003' as the 'local' area. The resulting TEMPRO growth factors are as follows.

- AM 2015 to 2023 = 1.1358
- PM 2015 to 2023 = 1.1310

5.2.2 The growth factors have been applied to the surveyed traffic flows (**Appendix C**) to gain 2023 base traffic flows, presented within **Appendix E**.

5.3 COMMITTED DEVELOPMENTS

5.3.1 Committed schemes are defined as developments or transport schemes which have a current planning consent, but which are, as yet, unimplemented or incomplete, and could in the future have a significant effect on transport conditions, or the layout of the local highway network.

5.3.2 A review of BMBC's planning website has confirmed that there are no consented developments near to the site which would have a significant impact on local highway conditions. Therefore, no committed development traffic has been considered in the remaining sections of this report.

6 TRIP GENERATION AND DISTRIBUTION

6.1 TRIP GENERATION

6.1.1 Development trip generation has been estimated using the online version of the TRICS database. Multi-modal trip rates have been used with the trip rate for each mode being obtained separately. Trip rates for the residential land use were obtained using trip rates for 'Houses Privately Owned'. The full TRICS output is presented in **Appendix F** and the resultant trip rates are summarised in **Table 4** as follows:

Table 4 - Weekday Average Trip Rates (Houses Privately Owned)

Mode	AM Peak			PM Peak		
	Arrivals	Departures	2-way	Arrivals	Departures	2-way
Vehicles	0.137	0.377	0.514	0.322	0.161	0.483
Taxis	0.003	0.003	0.006	0.002	0.001	0.003
OGVs	0.003	0.002	0.005	0.001	0.001	0.002
PSVs	0.000	0.000	0.000	0.000	0.000	0.000
Cyclists	0.002	0.015	0.017	0.016	0.009	0.025
Vehicle Occupants	0.166	0.561	0.727	0.419	0.212	0.631
Pedestrians	0.031	0.157	0.188	0.090	0.046	0.136
Public Transport Users	0.001	0.008	0.009	0.012	0.002	0.014
Total People	0.199	0.741	0.940	0.538	0.269	0.807

6.1.2 Using the trip rates presented in **Table 4** the estimated trip generation for a development of 43 dwellings is summarised in **Table 5**. Trip generation calculations are presented in **Appendix F**.

Table 5 - Estimated Trip Generation

Mode	AM Peak			PM Peak		
	Arrivals	Departures	2-way	Arrivals	Departures	2-way
Vehicles	6	16	22	14	7	21
Taxis	0	0	0	0	0	0
OGVs	0	0	0	0	0	0
PSVs	0	0	0	0	0	0
Cyclists	0	1	1	1	0	1
Vehicle Occupants	7	24	31	18	9	27
Pedestrians	1	7	8	4	2	6
Public Transport Users	0	0	0	1	0	1
Total People	9	32	40	23	12	35

6.2 VEHICULAR TRIP DISTRIBUTION

6.2.1 The traffic generated by the development proposals has been distributed and assigned using the same approach as in the TS submitted with the consented residential development.

6.2.2 The percentage trip distribution and assignment of development traffic is shown in the traffic flow diagrams at **Appendix D**. The diagrams then show the resultant traffic flows for the 2023 Background plus Proposed Development scenario.

7 CAPACITY ASSESSMENT

7.1 INTRODUCTION

7.1.1 A capacity assessment has been undertaken at the proposed site access junction for both the AM and PM peak hours using '2023 Background plus Proposed Development' traffic flows. Traffic flows used in capacity assessments are presented in **Appendix G**.

7.1.2 The assessment has been undertaken using the Junctions 9 computer programme, which is the 'industry standard' traffic modelling computer software package used for assessing the capacity of priority junctions.

7.1.3 A Ratio of Flow to Capacity (RFC) value below 0.85 indicates that a junction operates 'within' capacity. An RFC value between 0.85 and 1.00 indicates that there may be occasions during the period modelled when queues will develop and delays occur. An RFC value greater than 1.00 indicates that a junction operates 'above' capacity.

7.1.4 Full details of the capacity assessment results are presented in **Appendix H**.

7.2 SITE ACCESS CAPACITY ASSESSMENT RESULTS

7.2.1 A summary of the 2023 'with development' capacity assessment at the proposed site access junction is presented in **Table 6**.

Table 6 – Site Access Capacity Assessment Results

Arm	2023 'with development'			
	AM		PM	
	RFC	Max Q	RFC	Max Q
Site Access	0.05	0.1	0.02	0.0
High Street (south)	0.01	0.0	0.03	0.0

7.2.2 As can be seen in **Table 6**, the proposed site access junction is estimated to operate well within capacity at 2023 following completion of the proposed development.

8 SUMMARY

8.1.1 WYG has been appointed by Homes England to prepare a Transport Statement (TS) in support of a planning application for a proposed residential development in Shafton. The proposed development will comprise of 43 new residential dwellings on land to the east of High Street.

8.1.2 Shafton is a village located towards the north-east of Barnsley, located approximately 5 miles (as the crow flies) from Barnsley town centre. A range of local shops are provided in Shafton and these are generally located along High Street, including convenience stores, a pharmacy, hair salon and butchers/bakers. Other local facilities/amenities located elsewhere in the village include several public houses, a plumbing supply store, garage and funeral directors.

8.1.3 The nearest primary school to the site is Shafton Primary School located on High Street immediately adjacent to the eastern boundary of the site. The nearest secondary school to the site is Outwood Academy located near the A628/A6195 roundabout approximately 600m from the site.

8.1.4 The level of pedestrian and cycle accessibility will help to encourage a proportion of shorter trips from the area to be made on foot or by cycle. Based on the above, it is considered that travel on foot or by cycle should be the key mode of travel for trips within Shafton and as such, the proposed site layout encourages travel by these modes of transport.

8.1.5 Bus stops are located within 400m of the site on High Street as well as on Brierley Road and Pontefract Road. The operating times of the services cater for peak period commuter travel as well as retail, leisure and other trip types. The services therefore provide a genuine alternative to the private car and should assist in encouraging modal shift away from the private car. In terms of access to bus services the site is in a sustainable location.

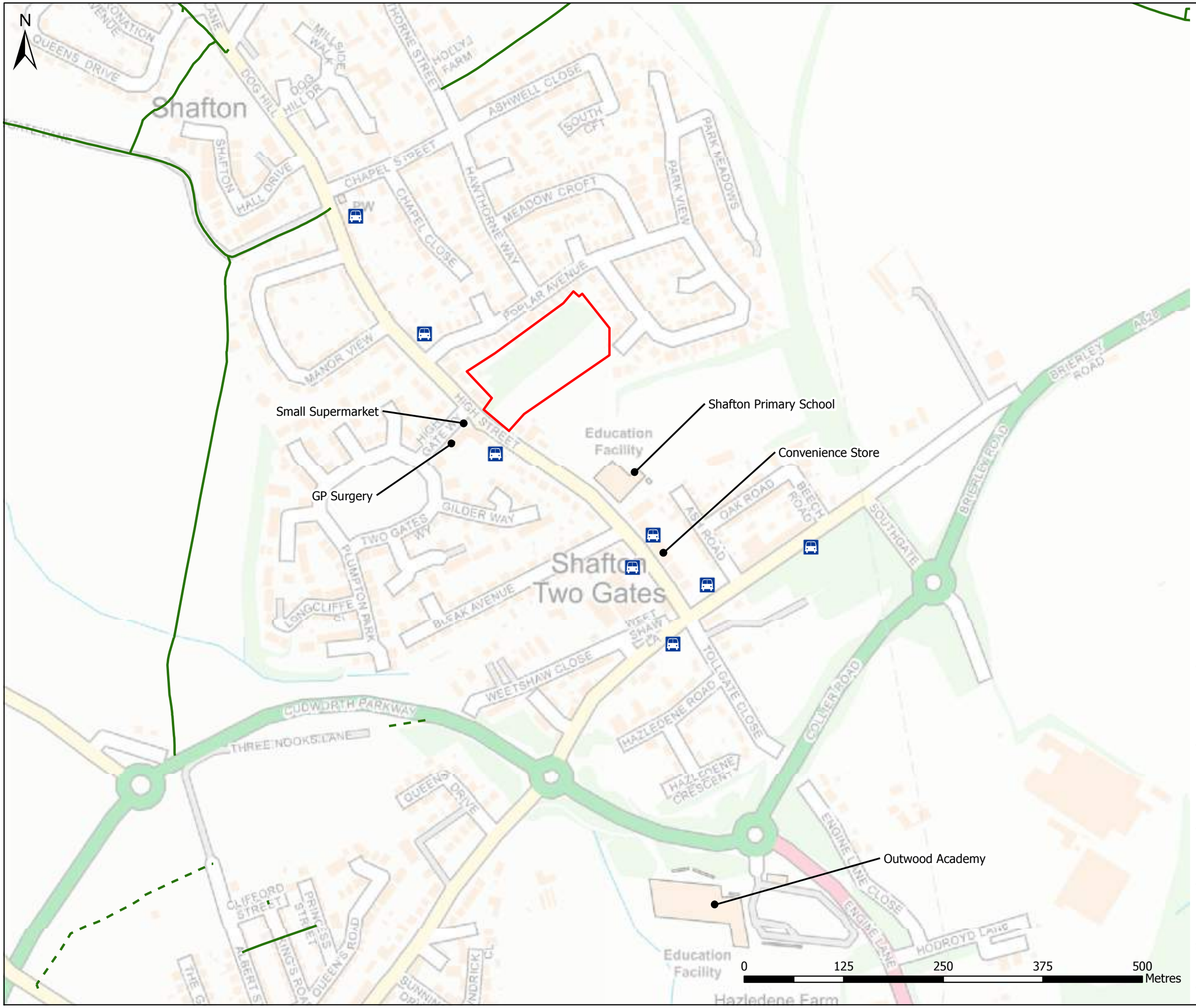
8.1.6 Analysis of recent accident data has shown that there are no consistent causes or patterns to any of the accidents which can be attributed to the existing road layout. There were no accidents near the proposed site access. Based on the local road safety record there are no notable accident trends symptomatic of any underlying highway design or layout flaws. The modest increase in traffic expected due to the development is therefore not expected to contribute to any existing road safety problems.

8.1.7 It is proposed that access will be served via a simple priority junction onto High Street. The site access has been designed in accordance with the design standards in the South Yorkshire Residential Design Guide. Footways with a width of 2m will be provided adjacent to both sides of the site access junction and will tie into the existing footway adjacent to High Street.

8.1.8 An assessment of the capacity of the proposed site access junction has been undertaken at a 2023 assessment year. The results of the assessment indicate that the junction will operate within capacity following completion of the proposed development.

8.1.9 Based on the findings of this report it is considered that the proposed development is in accordance with relevant policy and design guidance and is therefore acceptable in transport terms.

Figures



Legend

- Site Boundary
- Nearest Bus Stops

Public Rights of Way

- Bridleway
- Footpath

Contains Ordnance Survey data © Crown copyright and database right 2017.

REV	DESCRIPTION	BY	CHK	APP	DATE

Client:

Homes and Communities Agency

GENEVA BUILDING
LAKE VIEW DRIVE
SHERWOOD BUSINESS PARK
NOTTINGHAM
NG15 0ED

TEL: +44 (0)1623 684 550
e-mail: nottingham@wyg.com

Project:

High Street, Shafton

Drawing Title:

Figure 1:
Site Location Plan

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
NTS	NS	17/11/17	RJH	17/11/17	RJH	17/11/17

Project No.	Office	Type	Drawing No.	Revision
A100989	35	18	001	-

© WYG Group Ltd.

N

Legend

- Site Boundary
- 2km Catchment
- 5km Catchment

Ryhill

Hemsworth

Brierley

Royston

Carlton Indsutrial Estate

Oakwood Academy

Cudworth

Grimethorpe

Spring Park Industrial Estate

Monk Bretton

Lundwood

Barnsley

0 500 1,000 1,500 2,000 Metres

Contains Ordnance Survey data © Crown copyright and database right 2017.

REV	DESCRIPTION	BY	CHK	APP	DATE

Client:

Homes and Communities Agency

GENEVA BUILDING
LAKE VIEW DRIVE
SHERWOOD BUSINESS PARK
NOTTINGHAM
NG15 0ED

TEL: +44 (0)1623 684 550
e-mail: nottingham@wyg.com

Project:

High Street, Shafton

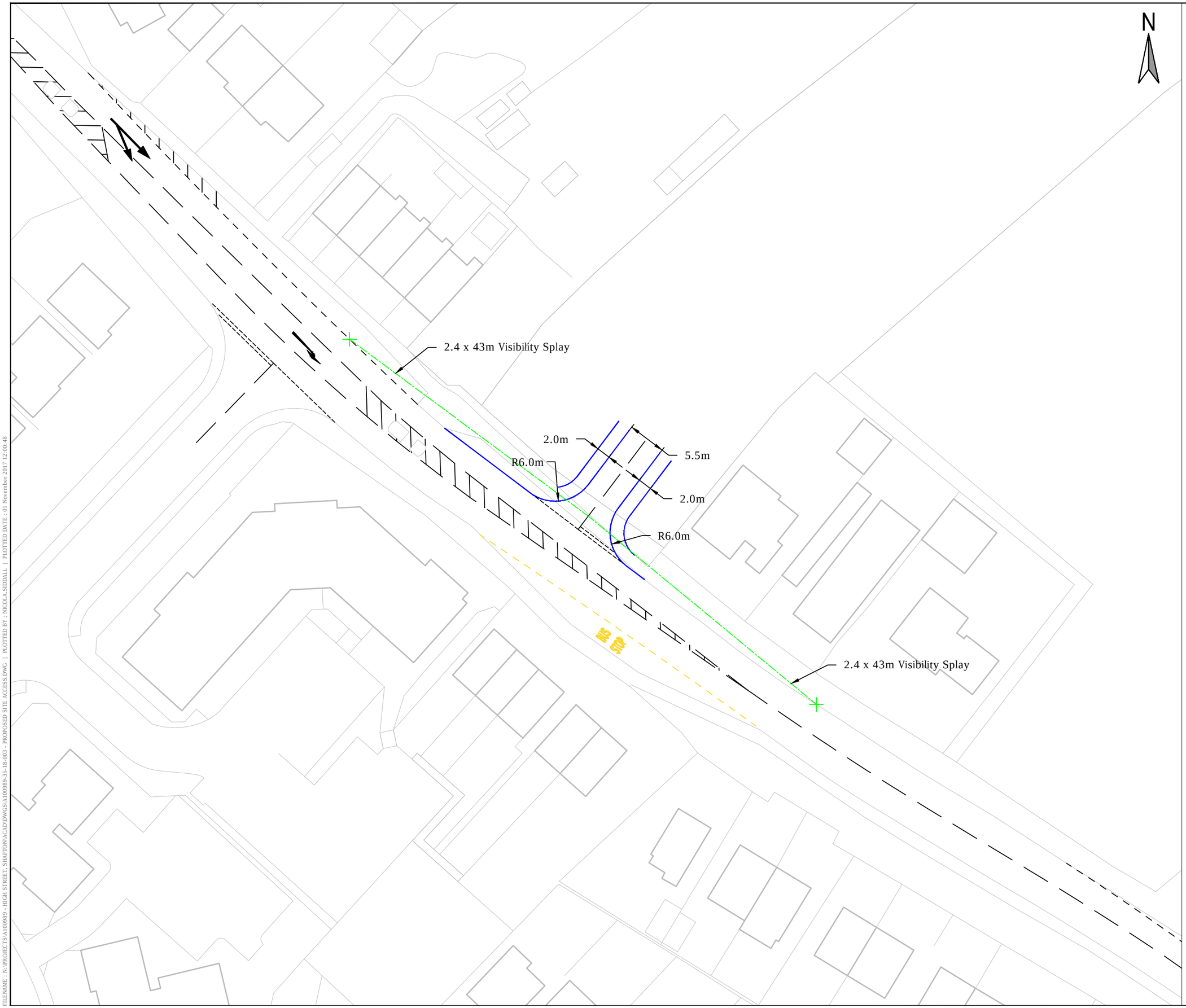
Drawing Title:

Figure 2:
2km and 5km Catchments

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
NTS	NS	17/11/17	RJH	17/11/17	RJH	17/11/17

Project No.	Office	Type	Drawing No.	Revision
A100989	35	18	002	-

© WYG Group Ltd.



DO NOT SCALE: CONTRACTOR TO CHECK ALL DIMENSIONS AND REPORT ANY OMISSIONS OR ERRORS

NOTES:
BACKGROUND MAPPING PROVIDED BY CLIENT AND EXISTING ROAD MARKINGS INFERRED FROM SITE OBSERVATIONS.

REV	DESCRIPTION	BY	CHK	APP	DATE

Client:
Homes and Communities Agency

GENEVA BUILDING
LAKE VIEW DRIVE
SHERWOOD BUSINESS PARK
NOTTINGHAM
NG15 0ED

Tel: +44 (0)1623 684 550
Email: nottingham@wyg.com

Project:
Land at High Street, Shafton

Drawing Title:
Proposed Site Access Arrangement

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
1:500	NS	20/09/17	RJH	21/09/17	RJH	21/09/17

Project No.	Office	Type	Drawing No.	Revision
A100989	35	18	003	-

© WYG Group Ltd.

FILENAME - N:\PROJECTS\A100989 - HIGH STREET, SHAFTON\ACAD\DWGS\A100989-35-18-003 - PROPOSED SITE ACCESS.DWG | PLOTTED BY: - NICOLA SIDDALL | PLOTTED DATE: 01 November 2017 12:00:48

Appendix A – Site Masterplan



Legend

- Parking space
- Attenuation pond
- Pumping station
- Pumping station buffer
- Existing tree to be retained
- Existing tree to be removed
- Proposed tree

Proposed Development Mix

2 bed	11	26%
3 bed	30	70%
4 bed	2	5%
	43	

Project title:

High Street, Shafton

Drawing title:

Indicative Masterplan

Dwg Nº: A090070-332 003 Rev: -

Drawn:RK Checked:LW Date: 02/03/18

Scale @ A2: 1:500

North

DRAFT

Quay West, Trafford Wharf Road, Trafford Park, Manchester, M17 1HH
0161 874 8700 uld@wyg.com

Based upon Ordnance Survey data with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office, © Crown copyright. License no: AR 1000 17603

© WYG Environment Planning Transport Limited 2016. Registered in England Number: 3050297