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**Royston
Development,
Barnsley**

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Transport Assessment

excellence through innovation

**ROYSTON DEVELOPMENT, BARNSELY
TRANSPORT ASSESSMENT
W50918 / R01**

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1. INTRODUCTION

- 1.1 Pell Frischmann (PF) has been commissioned by Kier Living to produce a Transport Assessment (TA) in support of a planning application for a residential development site in Royston near Barnsley.
- 1.2 The development proposals involve the construction of 80 residential properties on part of the former Royston High School site, which benefits from an extant planning permission for mixed use development (Application No. 2012/1337).
- 1.3 The extant planning permission was for the construction of a 3,902m² foodstore with an associated petrol filling station (PFS), a 1350m² health centre and 143 residential properties. Since the planning permission was granted only the residential portion of the development has been constructed.
- 1.4 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.
- 1.5 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 site was previously occupied by Royston High School but this has now been demolished and partially developed with the construction of 143 residential properties. A plan showing the location of the development site in relation to the surrounding area is provided in Figure 2.1 with a more detailed plan included in **Appendix A**.

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 this 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 As can be seen in Figure 2.5, Midland Road is currently subjected to a 20mph speed limit between the former school access and Godley Street.

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 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.

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 2.8.

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.

Table 2.1 – Bus services operating in Royston

Service	Daytime Frequency	Operator	Route
57	Mon to Sat (every 10/20 min)	Stagecoach	Barnsley Interchange to Royston
59/ 59A	Mon to Sun (every 30 min)	Stagecoach	Barnsley Interchange to Wakefield bus station
193	Mon to Sat (every 60 min)	Stagecoach	Barnsley Interchange to Wakefield bus station
194	Mon to Sat (evening service) Sun (every 60 min)	Arriva	Barnsley Interchange to Wakefield bus station

2.3.2 Of the routes listed in Table 2.1, all four operate within close proximity to the site, 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 06:10 Sat 06:33 Sun 09:10	Mon to Fri 23:31 Sat 23:08 Sun 23:12	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 23:10	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 23:31 Sat 23:08 Sun 23:12	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

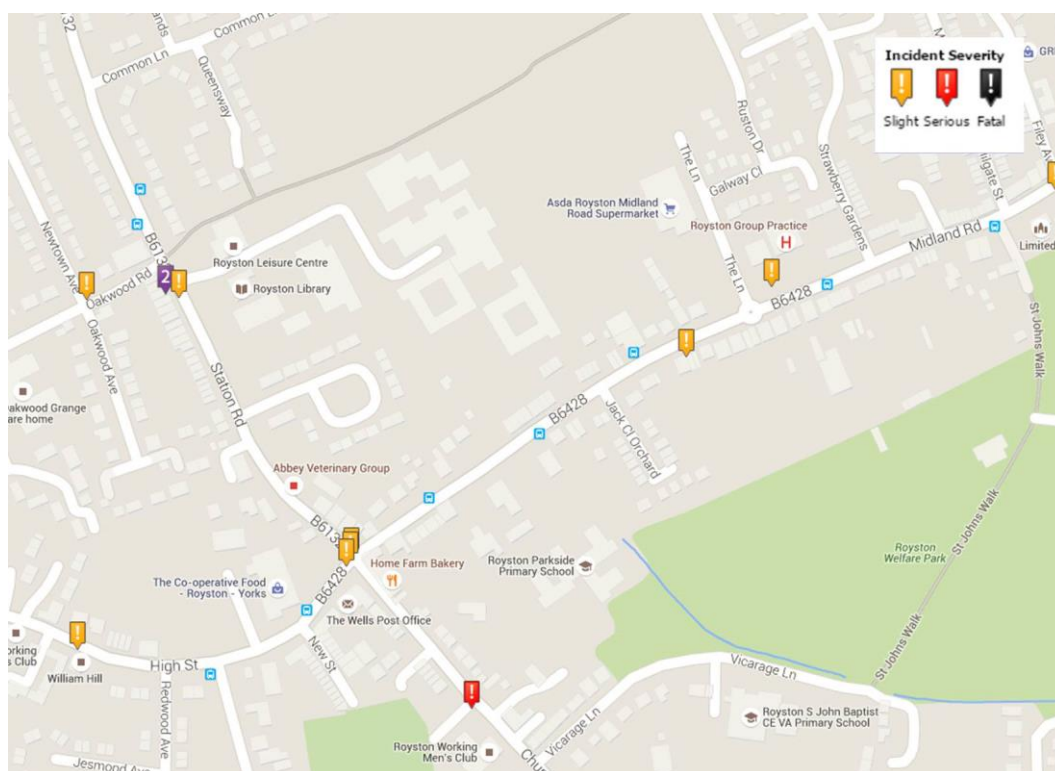
2.4 Accidents

2.4.1 In order to assess whether there are any existing safety issues in the vicinity of the site, accident data for the surrounding highway network was obtained from www.crashmap.co.uk for a 5 year period between 1st January 2010 and 31st December 2014. Table 2.4 contains a summary of this data and Figure 2.10 contains a plot showing their locations.

Table 2.4 – Summary of Personal Injury Accident Data

Year	Severity			
	Slight	Serious	Fatal	Total
2010	1	0	0	1
2011	4	1	0	5
2012	1	1	0	2
2013	3	0	0	3
2014	1	0	0	1
Total	10	2	0	12

Figure 2.10 – Locations of accidents in the vicinity of the site



2.4.2 As can be seen in Table 2.4 there were a total of 10 slight accidents, 2 serious accidents and no fatal accidents recorded during the 5 year period in the vicinity of the site.

2.4.3 As can be seen in Figure 2.10, 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.

- 2.4.4 The location plot in Figure 2.10 shows the accidents are spread around the network in the area surrounding the site with small clusters at the signalised junction of Station Road / Midland Road / High Street / Church Street and the junction of Station Road / Oakwood Road.
- 2.4.5 Figure 2.10 shows 2 slight accidents at the mini roundabout of Midland Road / The Lane in the 5 year period.
- 2.4.6 Based on the above results it is clear that there are no existing specific accident issues in the vicinity of the development site.