PROPOSED CAR PARK, BARUGH GREEN, BARNSLEY

April 2016

Aldi Stores Ltd

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Appendix A

Stage 2 Road Safety Audit

Drawings

Proposed Layout –

1. INTRODUCTION

1.1 This report has been prepared to support a planning application to provide parking on the vacant land, previously granted planning consent for offices.

1.2 The site benefits from a new access onto Barugh Green Road, this was provided to enable the previous development layout.

1.3 Planning approval was granted at planning committee based on the information submitted and agreed.

2. SITE HISTORY

2.1 The site has been previously consented for an employment land use. The planning application 2010/1354 was approved by committee and provided an Aldi store solely taking access from Claycliffe Road and an outline consent for an office development taking access from Barugh Green Road.

2.2 Condition no. 12 of the extant consent stated that the employment site should be level and the junction formed to enhance the marketability of the site. The site was made level and the access junction has been fully constructed on Barugh Green Road.

Existing Car Park

2.3 The Aldi Store at Barugh Green, Barnsley is served by 76 space car park at present. A public house is positioned to the east of the site and served by a separate car park.

2.4 The existing car parking provision is insufficient at present. Car park occupancy surveys have been undertaken and denote numerous occurrences where the car park is at capacity or over capacity. Figures 2.1 and 2.2 detail the car park occupancy for operational hours (08:00 – 20:00) on a Friday and Saturday.

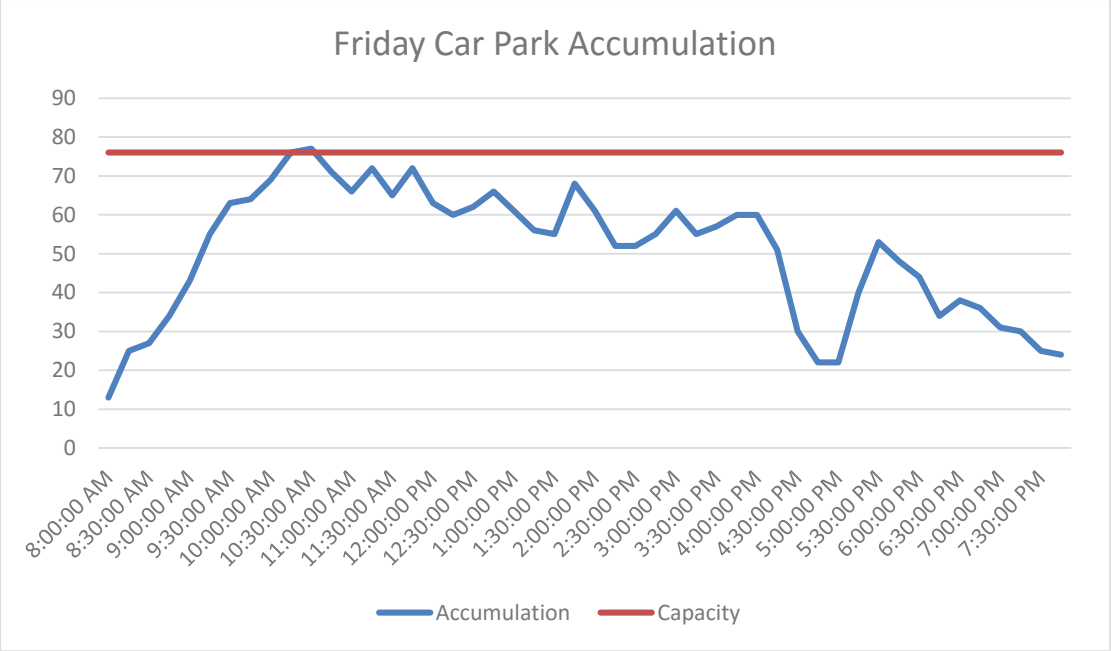


Figure 2.1 – Car Park Accumulation, Aldi Barugh Green, Friday

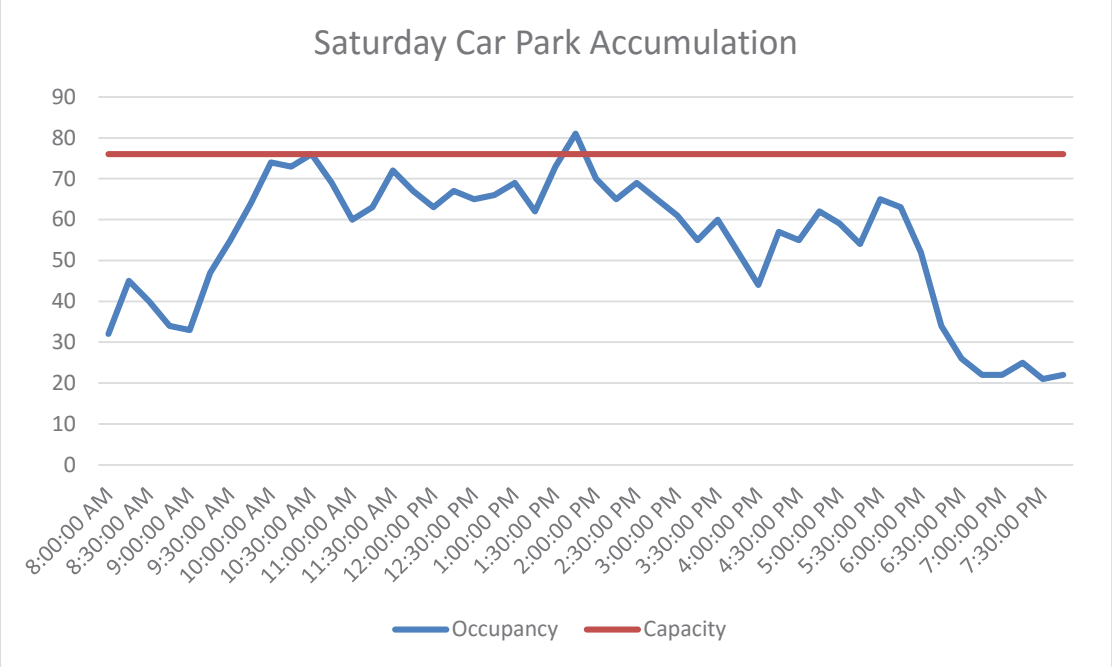


Figure 2.2 –Car Park Accumulation, Aldi Barugh Green, Saturday

2.5 Aldi customer demand is shown to exceed the supply of car parking spaces during the periods of 10:00 AM to 10:45 AM on Friday and 01:45 PM to 02:00 PM on Saturday. The existing car park is shown to have limited spare capacity during the entire Friday AM period; the latter is exhibited for a period extending from 09:00 AM to 06:00 PM on the Saturday.

Existing Car Park Operation

2.6 It has been demonstrated the existing car park is operating over capacity during peak hours on both the Friday and Saturday at present. A car park operating over capacity can result in detriment to the local highway network.

2.7 It is generally accepted that insufficient car parking provision will lead to indiscriminate offsite parking within the local area. The latter could potentially be true on Claycliffe Road and Barugh Green Road during peak periods where the Aldi Car Park is fully occupied.

2.8 An insufficient car park capacity promotes unsustainable travel. Customers wishing to use the customer car park will be forced to exit should the car park be fully occupied, resulting in additional trips on the network. The latter can be categorised as a 'wasted trip' whereby the trip/journey purpose is unfulfilled.

2.9 Many trips to retail destinations are part of an existing trip, especially in the peak hour. As a result these trips are highly sustainable, if parking is unavailable at these times a separate visit at a quieter time is necessary or travel to an alternative location. Both of these actions involve an additional journey or distance, making the trip less efficient.

3. PROPOSED DEVELOPMENT

3.1 Development proposals include the provision of a 45 no. space car park accessible via an existing priority junction on Barugh Green Road. The car park access has already been constructed as a part of a previously consented employment development on the site. This access is part of the adopted highway network.

3.2 There will be no vehicular link between the existing and proposed car park; specifically addressing previous comments for a previous development on the site. A pedestrian link between the existing and proposed car park is provided; facilitating pedestrian movements via internal zebra crossings to the store entrance.

3.3 The design of the proposed car park meets Barnsley Council standards and exhibits a logical and efficient arrangement. The layout of the proposed car park extension is appended to this document.

3.4 An increase in car parking provision at the existing Aldi Store will mitigate any detriment caused to the network as a result of insufficient car parking capacity on the site.

4. CONCLUSION

4.1 The existing Aldi Store car park is operating over capacity at present. An increase in car parking provision adjacent to the site serves to mitigate any detriment caused to the local highway network at present.

4.2 An access to the proposed car park is constructed on Barugh Green Road, as a part of a previously consented employment development on the site.

4.3 The design of the proposed car park extension adheres to previous comments on the linkage between the existing and proposed car park.

4.4 Overall it is considered that this proposal would not have a negative effect on the highway and there is no highways or transportation reason for refusal.

Appendix A

URS STAGE 2 ROAD SAFETY AUDIT

URS

Barugh Green, Barnsley

Stage 3 Road Safety Audit

Date: 20th June 2013

Job Number:
47059090.BGRSA3

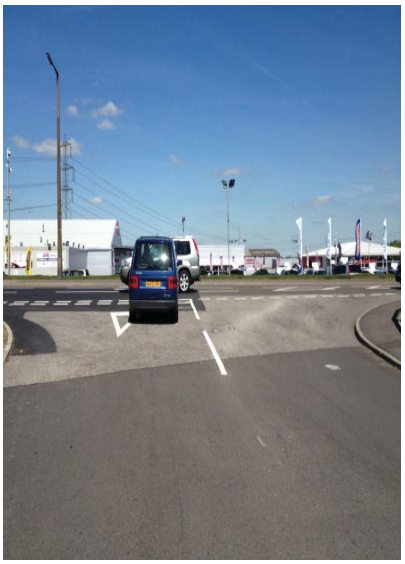
Prepared for:
Transport Potential Ltd

UNITED KINGDOM & IRELAND

Barugh Green, Barnsley

Retail Development Access

FINAL Stage 3 Road Safety Audit



REVISION SCHEDULE					
Rev	**Date**	**Details**	**Prepared by**	**Reviewed by**	**Approved by**
1	June 2013	DRAFT Stage 3 Road Safety Audit	Jamie Stone Engineer	Harry Thompson Principal Engineer	Stuart Dungworth Associate
2	June 2013	FINAL Stage 3 Road Safety Audit	Jamie Stone Engineer	Harry Thompson Principal Engineer	Stuart Dungworth Associate

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BARUGH GREEN, BARNSLEY,
RETAIL DEVELOPMENT ACCESS
STAGE 3 RSA
June 2013

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The conclusions and recommendations contained in this Report are based upon information provided by others and upon the assumption that all relevant information has been provided by those parties from whom it has been requested and that such information is accurate. Information obtained by URS has not been independently verified by URS, unless otherwise stated in the Report.

The methodology adopted and the sources of information used by URS in providing its services are outlined in this Report. The work described in this Report was undertaken during **June 2013** and is based on the conditions encountered and the information available during the said period of time. The scope of this Report and the services are accordingly factually limited by these circumstances.

Where assessments of works or costs identified in this Report are made, such assessments are based upon the information available at the time and where appropriate are subject to further investigations or information which may become available.

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Unless otherwise stated in this Report, the assessments made assume that the sites and facilities will continue to be used for their current purpose without significant changes.

Where field investigations are carried out, these have been restricted to a level of detail required to meet the stated objectives of the services. The results of any measurements taken may vary spatially or with time and further confirmatory measurements should be made after any significant delay in issuing this Report.

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Figure 1: Location Plan

Photo 1: Vegetation reducing visibility at the Claycliffe Road exit
Photo 2: Misleading arrow sign on Barugh Green Road
Photo 3: Crossing point at the Claycliffe Road access/egress
Photo 4: The Chestnut Tree public house access/egress

1 INTRODUCTION

1.1 This report results from a Stage 3 Road Safety Audit carried out at Barugh Green, Barnsley, at the access/egress to a Retail Development on Claycliffe Road, a short distance west of the Barugh Green Road roundabout. The audit was carried out at the request of Transport Potential Ltd.

1.2 The Audit Team consisted of the following members:

1.	Harry Thompson	MSc CEng MICE FITE
	Audit Team Leader	URS
2.	Jamie Stone	BEng(Hons) TMICE MSoRSA
	Audit Team Member	URS

1.3 The road safety audit was undertaken in accordance with the instruction received by email on the 20th May 2013. The audit comprised of an examination of the documents provided by the design team, which are listed in Appendix A and an examination of the site during the hours of daylight and darkness.

1.4 The road safety audit took place in the URS Chesterfield office during June 2013 and the site was examined during the hours of daylight and darkness on 4th June 2013. The weather during the daylight site visit was sunny and dry with a dry road surface. The darkness site visit also had dry weather conditions.

1.5 The following representative also attended the daytime site visit:

Peter Clayton	Barnsley Metropolitan Borough Council

1.6 The terms of reference of the audit are as described in the Highways Agency's Design Manual for Roads and Bridges (DMRB) document HD 19/03 'Road Safety Audit'. The advice issued in the DMRB applies to trunk road and motorway highway improvement schemes; however, it has been used in this report to define the scope of this audit.

1.7 The scheme has been examined, and this report compiled, only with regard to the safety implications to road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may, on occasion, have referred to a design standard without touching on technical audit.

1.8 Unless general to the scheme, each problem has been identified with reference to key features and highlighted on the problem location plan in **Appendix B**.

2 SITE DESCRIPTION

2.1 The site is located in Barugh Green, approximately 3km north-west of Barnsley town centre. The site is located between the A635 Barugh Green Road and the A637 Claycliffe Road. The existing Chestnut Tree public house and the newly constructed Aldi Superstore occupy part of the site, with the remaining area within the site being undeveloped. Claycliffe Business Park is located to the west of the site, with residential areas further to the north and west.

2.2 At present there is one access to the site which is located on Claycliffe Road and provides entry to The Chestnut Tree public house and the Aldi Superstore. The upgrades to accesses which are audited in this report are part of the section 278 works for the superstore.

2.3 Roads within the audit area are subject to a 40mph speed limit. There is a system of street lighting present.

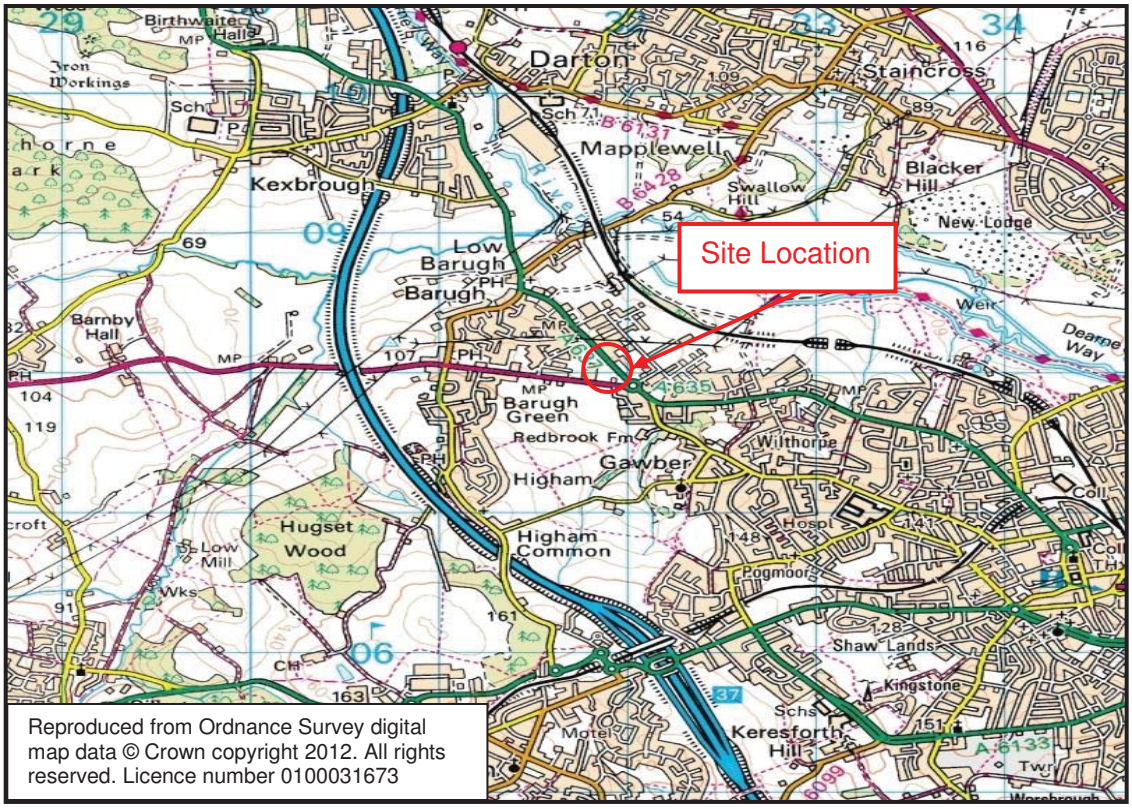

Figure 1: Location Plan

Scheme Description

2.4 The works consisted of:

- A new access/egress has been created, for future development, at the portion of the site accessed off Barugh Green Road. Originally this was to be used for an added link to the superstore and The Chestnut Tree public house. However, this has since changed and no through route will be provided from Barugh Green Road to the superstore and The Chestnut Tree public house.
- The existing access/egress on Claycliffe Road has been widened to allow HGV's to enter/exit the site efficiently;
- A right turn facility has been provided for traffic waiting to turn right into the existing access on Claycliffe Road, with associated hatching to narrow the through lane widths and provide a ghost island to protect turning traffic.

2.5 Internal roads, parking and loading facilities have also been provided within the site to serve the new superstore.

3 ITEMS OUTSTANDING FROM THE STAGE 2 ROAD SAFETY AUDIT

3.1 A Stage 2 Road Safety Audit was undertaken in May 2012. The following issues identified in the Stage 2 Road Safety Audit remain:

- A2 in RSA2 is referred to in A1 of section 4 of this report;
- C1 in RSA2 is referred to in B1 of section 4 of this report.

3.2 All other issues raised in Stage 2 Road Safety Audit have been resolved.

4 MATTERS ARISING FROM THIS STAGE 3 ROAD SAFETY AUDIT

4.1 The following road safety issues were identified during this Stage 3 Road Safety Audit.

A LOCAL ALIGNMENT

A1 PROBLEM

Drawing No: C0007 E

Location: Adjacent to Northwestbound carriageway on approach to Claycliffe Road access/egress.

Summary: Vegetation clearance required to avoid potential collisions.

Photo 1: Vegetation reducing visibility at the Claycliffe Road exit

The existing vegetation adjacent to the access on Claycliffe Road reduces visibility for vehicles exiting the site. If the shrubbery remains in place at its existing height, drivers approaching or leaving the site may not be intervisible, increasing the risk of collisions occurring. This is accentuated for drivers attempting to make a right turn out of the site due to the new road markings at the access being set back to provide sufficient width on Claycliffe Road for the ghost island protecting the right turn lane at the access. There is also a risk that pedestrians crossing the access will be masked from traffic making a left turn into the site, leading to pedestrian collisions.

RECOMMENDATION

It is recommended that the existing vegetation is replaced with low-level planting to provide clear sight lines for approaching traffic and for vehicles leaving the site.

A2 PROBLEM

Drawing No: C0007 E

Location: Site layout.

Summary: Misleading arrow sign at the future access/egress on Barugh Green Road.

Photo 2: Misleading arrow sign on Barugh Green Road

The Aldi superstore sign located on Barugh Green Road has an arrow pointing in the direction of the site. Vehicles travelling on Barugh Green Road may mistake this as directing them into the newly constructed access/egress; However, there is no access to

the superstore site from Barugh Green Road, nor is access envisaged once the site is developed.

RECOMMENDATION

Remove the arrow from the existing Aldi Superstore sign on Barugh Green Road.

B Non-Motorised Users

B1 PROBLEM

Drawing No: C0007 H

Location: Claycliffe Road access/egress.

Summary: Inadequate pedestrian crossing facility.

Photo 3: Crossing point at the Claycliffe Road access/egress

A dropped kerb on the west side footway, with no tacitiles, has been installed. However, pedestrians using this dropped kerb as a crossing point are then forced to step up onto the east side footway as no corresponding dropped kerbing has been provided. This could cause pedestrians to trip and fall, possibly into the path of oncoming vehicles. Also, if a tactile crossing facility is not provided, visually impaired pedestrians may not realise they are at the edge of the footway and they may unwittingly, enter the carriageway increasing the risk of collisions between themselves and vehicles entering or exiting the site.

RECOMMENDATION

Install a dropped kerb with tactile paving on the southwest side of the Claycliffe Road access/egress, and tactile paving slabs on the northwest side. Ensure that there are flush kerbs between the tactile slabs and the carriageway on both sides of the road, to avoid any trip hazard.

5 ISSUES OUTSIDE SCOPE OF AUDIT

C1 PROBLEM

Drawing No: C0007 H

Location: Internal site layout.

Summary: Insufficient road markings.

Photo 4: The Chestnut Tree public house access/egress

No road markings have been installed within the internal extents of the site that clearly defines the priority of vehicles. It was noted during the site visit that vehicles exiting The Chestnut Tree public house car park were pulling out in front of oncoming vehicles. The audit team feel it would be beneficial to install give way markings at the access/egress of The Chestnut Tree public house. This would enable a form of priority to be clearly defined within the internal site, reducing the hesitation and confusion, which could lead to collisions.

RECOMMENDATION

Install give way markings at the access/egress to The Chestnut Tree public house.

6 AUDIT TEAM STATEMENT

6.1 I certify that this audit has been carried out in accordance with Road Safety Audit Standard (HD 19/03).

AUDIT TEAM LEADER

Harry Thompson MSc CEng MICE FITE

Signed:

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Royal Court
Basil Close
Chesterfield
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S41 7SL

Date: 20th June 2013

AUDIT TEAM MEMBER

Jamie Stone BEng(Hons) TMICE MSoRSA

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AUDIT TEAM OBSERVERS

6.2 There were no Audit Team Observers present during the site visit.

APPENDIX A LIST OF DRAWINGS, DOCUMENTS AND DEPARTURES FROM STANDARDS

The following documents were submitted as part of the Road Safety Audit:

Drawings

Drawing No.	Revision	Description	Date
C0006	H	BARUGH GREEN ROAD, BARNSLEY PROPOSED SECTION 278	Aug 2011
C0007	E	BARUGH GREEN ROAD, BARNSLEY PROPOSED SECTION 278 CLAYCLIFFE ROAD SITE ENTRANCE	Aug 2011
T114/16	B	PROPOSED JUNCTION AMENDMENTS	FEB 2012
T114_16-HGV-LEFT IN	-	CLAYCLIFFE ROAD AUTOTRACK DRAWING – HGV LEFT IN TO THE SITE	-
T114_16-HGV-LEFT OUT	-	CLAYCLIFFE ROAD AUTOTRACK DRAWING – HGV LEFT OUT OF THE SITE	-
T114_16-HGV-NORTHBOUND	-	CLAYCLIFFE ROAD AUTOTRACK DRAWING – HGV NORTHBOUND	-
T114_16-LARGE CAR-NORTHBOUND	-	CLAYCLIFFE ROAD AUTOTRACK DRAWING – HGV LEFT IN TO THE SITE	-

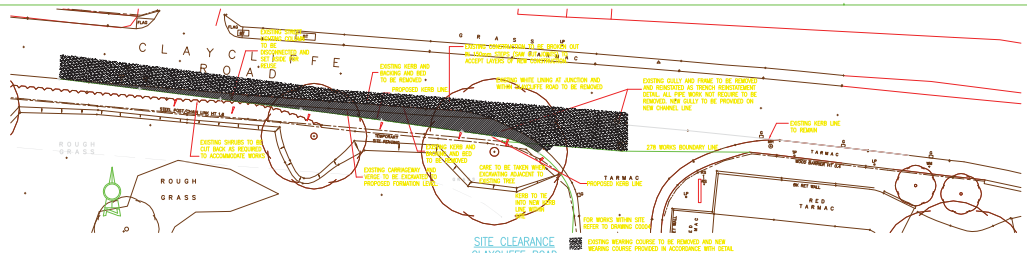
Documents

47059090.BARGR/RSA/1 Stage 1 Road Safety Audit
47059090.BARGR/RSA/2 Stage 2 Road Safety Audit

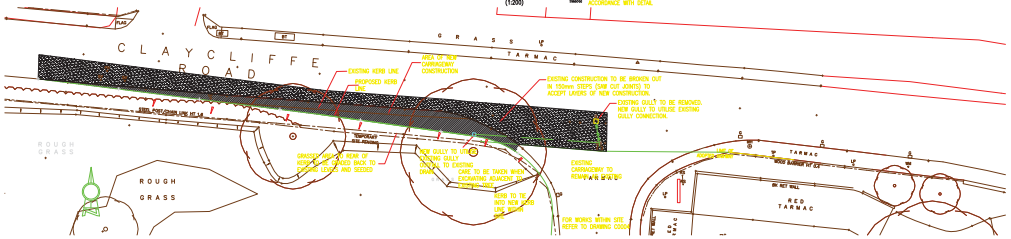
Departures from Standard

None Presented

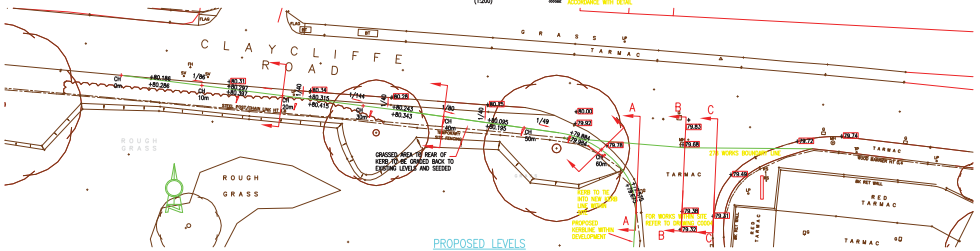
APPENDIX B PROBLEM LOCATION PLAN



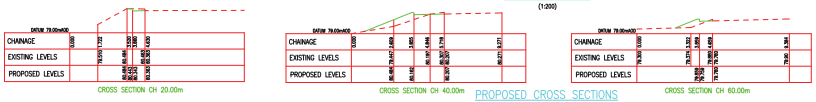
SITE CLEARANCE
CLAYCLIFFE ROAD
(1:200)



CONSTRUCTION LAYOUT
CLAYCLIFFE ROAD
(1:200)

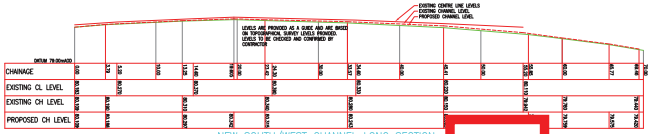


PROPOSED LEVELS
CLAYCLIFFE ROAD
(1:200)



CROSS SECTION CH 20.00m | CROSS SECTION CH 40.00m | CROSS SECTION CH 60.00m

PROPOSED CROSS SECTIONS
(SCALE 1:100)

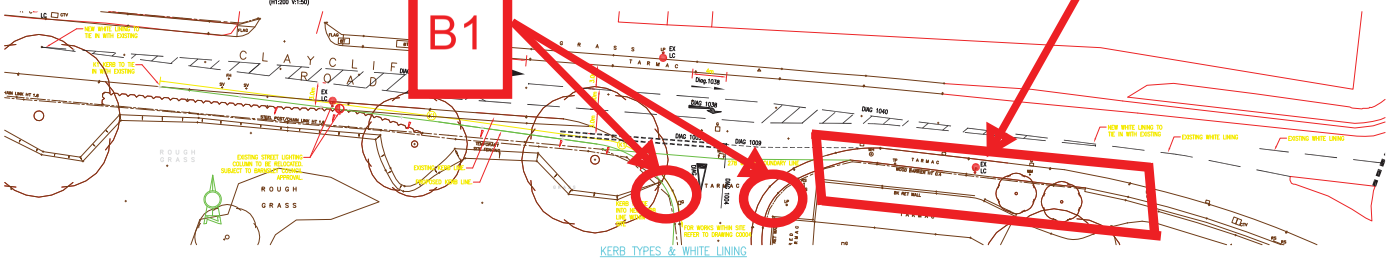


NEW SOUTH/WEST CHANNEL LONG SECTION
(H1:200 V1:50)

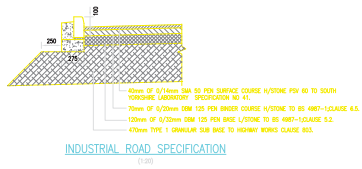
SECTION A-A

SECTION B-B

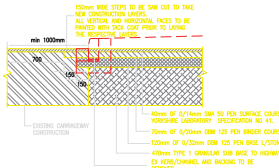
SECTION C-C



KERB TYPES & WHITE LINING
CLAYCLIFFE ROAD
(1:200)



INDUSTRIAL ROAD SPECIFICATION
(1:20)



TYPICAL TIE IN DETAIL
(1:20)

NOTES FOR CARRIAGEWAY SURFACING
1. LIMESTONE AND BLAST FURNACE SLAG AGGREGATES ARE NOT ALLOWED IN THE CARRIAGEWAY SURFACE OR BINDER COURSES.
2. COATED GRIT WILL BE REQUIRED ON ALL BINDER COURSES UNLESS LAID CONCURRENTLY WITH SURFACE LAYER TO BS 4987-1;CLAUSE 7.9.
3. NO TRAFFIC SHALL BE ALLOWED TO RUN ON THE SMA SURFACE FOR A MINIMUM OF 2 HOURS AFTER LAYING AND FINAL COMPACTION.

CONTRACTOR TO LOCATE AND PROTECT ALL EXISTING SERVICES TO THE SATISFACTION OF THE STATUTORY UNDERTAKER

DIAGRAM NUMBERS IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2002.

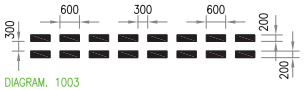
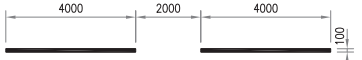


DIAGRAM. 1003



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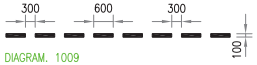

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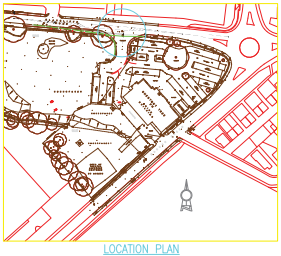
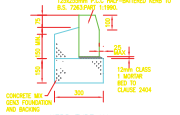


LOCATION PLAN
(1:1250)

NOTES
1. ALL WORKS TO BE IN ACCORDANCE WITH BARNSLEY METROPOLITAN COUNCIL'S SPECIFICATIONS AND RECOMMENDATIONS.



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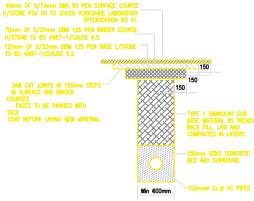
SCALE 1:10



TYPICAL ROAD TRENCH REINSTATEMENT DETAIL FOR NEW GULLY LEADS

NOTE: LIMESTONE AND BLAST FURNACE SLAG AGGREGATES ARE NOT ALLOWED IN THE CARRIAGEWAY SURFACING COURSE.

NOTE:- NO TRAFFIC SHALL BE ALLOWED ON SMA SURFACING FOR MINIMUM OF TWO HOURS AFTER LAYING AND COMPACTION.

SUBJECT TO BARNSLEY HIGHWAYS' APPROVAL

Date	Revisions	Drawn	Date
15/08/12	WHITE LINING ADJUSTED	MP	E
10/08/12	EXISTING TL AND GL LEVELS ADDED TO CHANNEL SECTION. SECTIONS A TO C ADDED. EXISTING WHITE LINING AMENDED	MP	D
12/04/12	GULLY POSITION AT ENTRANCE AMENDED. SECTIONS ADDED	MP	C
28/03/12	WHITE LINING AMENDED. LONG SECTION ADDED. NOTES AMENDED. KERBS FIXED	MP	B
05/03/12	INITIAL ISSUE	MP	A

3E consulting engineers
1st Floor, Block C, Holland Park, Holland Drive, Newcastle upon Tyne, NE2 4LG
tel: 0191 230 2993
fax: 0191 230 3677
www.3econsult.com

Client: ALDI STORES

Project: BARAUGH GREEN ROAD BARNSLEY

Title: PROPOSED SECTION 278 CLAYCLIFFE ROAD SITE ENTRANCE

Scale	Drawn	Checked	Date
1:200	MP	RH	MARCH 2012

Job No.	Drawing No.	Revision
7515	C0007	E

AS DESIGNED DRAWING
THIS DRAWING REPRESENTS THE "AS DESIGNED" RECORD OF THE CIVIL SOLUTIONS PROPOSED BY 3E TO THE BEST OF OUR KNOWLEDGE FROM INFORMATION PROVIDED BY THE MAIN CONTRACTOR. HOWEVER, MODIFICATIONS MADE BY THIRD PARTIES MAY NOT BE INCLUDED.