the Traffic, Transport & Highway Consultancy

PROPOSED ACCESS IMPROVEMENT

PEEL CENTRE

BARNSLEY

(Peel South East Ltd)

TRANSPORT STATEMENT

TTHC

St James' Building
79 Oxford Street
Manchester
M1 6EJ
Telephone (0161) 235 8600
Facsimile (0161 235 8601
www.tthc.co.uk

TTHC Ref: M06011-02B
Date: December 2008

© **COPYRIGHT:** The contents of this document must not be copied or reproduced in whole or in part without the written consent of **TTHC**

the Traffic, Transport & Highway Consultancy

CONTENTS

		Page No
1.0	INTRODUCTION & BACKGROUND	1
2.0	EXISTING ACCESS ARRANGEMENTS AND SERVICE ACTIVITY	4
3.0	DEVELOPMENT PROPOSALS	6
4.0	CONCLUSIONS	7

FIGURES

Figure 1	Site Location Plan
Figure 2	Local Area Plan
Figure 3	Existing Access Arrangements
Figure 4	Proposed Site Plan
Figure 5	Proposed Site Plan (over existing base plan)

APPENDICES

Appendix A	TRACK Plots

1.0 INTRODUCTION & BACKGROUND

1.1 This Transport Statement has been prepared by TTHC Ltd on behalf of Peel South East Ltd in support of a planning application for improvements to existing access arrangements to their retail park off Harborough Hill Road, Barnsley. The improved access arrangements would provide a separate service access to the existing Peel Centre which would enable all servicing activity to be removed from the public areas of the retail park.

1.2 The location of the Peel Centre within Barnsley is indicated in **Figure 1,** while it is shown in its local context in **Figure 2**.

1.3 The current main access to the Peel Centre is taken from a signal controlled gyratory on Harborough Hill Road. This provides for all turning movements for both customers and service activity, although the left turn out of the site (up Harborough Hill Road) is priority controlled with vehicles waiting for gaps in 'through' traffic (which is signal controlled).

1.4 The current arrangement requires heavy goods vehicles (HGVs) to pass through parts of the retail park resulting in potential conflicts with pedestrians. The proposals would provide the means of re-routeing all servicing traffic for the retail park to a dedicated service access junction with Harborough Hill Road. This would be achieved by improving an existing access junction immediately to the south of the Halfords/Bathstore unit and would at the same time enable closure of another adjacent to the Enterprise Car Hire unit.

1.5 Both existing accesses referred to in 1.4 actually comprise sub-standard driveway-style dropped kerb arrangements and serve both the 'Fires and Fireplaces' unit and the 'Enterprise Car Hire' unit. These both provide left-in/left-out turning movements with the southbound carriageway of Harborough Hill Road.

1.6 The proposals would remove the 'Fires and Fireplaces' unit and its associated traffic whilst at the same time closing the access closest to Enterprise Car Hire and improving the existing dropped-kerb access to provide kerb radii and associated merge and diverge lanes. It would still only provide left-in / left-out turning movements but from a much improved engineered layout.

1.7 All access to the 'Enterprise Car Hire' unit would be via the newly improved access. Similarly, this access would also serve the temporary Park & Ride facility which BMBC have previously implemented at Christmas.

1.8 In order to accommodate the merge and diverge lanes, the proposals would result in the limited loss of some existing parking spaces from within the existing retail park. The proposals therefore include a new area of replacement parking as well as some on-site footway improvements.

1.9 This particular application follows a recent application (2007/0973) for two infill retail units within the retail park which also proposed the re-routeing of service traffic an improved access junction with Harborough Hill Road in the same position as now proposed, although the improvement itself consisted of a more modest priority arrangement without merge and diverge lanes.

1.10 During the process of the previous application, several meetings and exchanges took place between TTHC and BMBC. These exchanges have not been repeated within this Transport Statement (TS) although some of the key information has been referred to.

1.11 Although TTHC consider the previous access improvement proposal is fully capable of serving the service activity safely and effectively without material harm to any highway related interests, the local planning authority (LPA), Barnsley Metropolitan Borough Council (BMBC) refused the application on the following highway grounds:

> *'The proposed development would involve the creation of an access on a principle* [Principal] *route close to a traffic light controlled junction. The turning manoeuvres of vehicles entering*

and leaving the site and the possibility of vehicles standing on the highway would lead to a conflict and interference with the free flow of traffic on the principle [Principal] *route to the detriment of highway safety and contrary to UDP Policy T2.'*

1.12 Neither the previous proposal nor this arrangement 'create' an access onto a Principal road. Indeed, as will be shown, the proposals will actually reduce the number of accesses onto Harborough Hill Road as well as significantly improving an existing access.

1.13 Nevertheless, this latest application seeks to provide greater comfort to the LPA that the additional enhancements to the improved access arrangements are acceptable by reducing the potential for vehicles standing or travelling at very low speeds on the highway. This seems to have been a concern despite the minimal number of turning movements which would occur in any event.

2.0 EXISTING ACCESS ARRANGEMENTS AND SERVICE ACTIVITY

2.1 The current access arrangements are presented in **Figure 3**. This shows the existing signal controlled gyratory junction and the existing dropped-kerb access arrangements to the 'Fires and Fireplaces' and 'Enterprise Car Hire' units. The nearest of these existing dropped kerb accesses is some 70m from the Peel Centre main customer access.

2.2 At present all service vehicles enter and exit the retail park via the main customer access. This current arrangement therefore results in potential pedestrian and HGV conflict.

2.3 The proposals would enable all service vehicle traffic to be removed from the public areas of the retail park by re-routeing them via the improved access off Harborough Hill Road, thereby providing a dedicated service access.

2.4 In terms of other existing access arrangements on Harborough Hill Road, approximately 90m further south, there is another dropped-kerb driveway type access arrangement which serves the bakery site and other recently constructed trade units. This particular access connects with Harborough Hill Road at a relatively acute angle of around 45 degrees, which requires a much tighter (and therefore slower) turn off Harborough Hill Road than the proposals at the Peel Centre.

2.5 In connection with the previous application, TTHC commissioned an Automatic Traffic Count (ATC) of current service yard activity of the retail park which collected classified vehicle data for a whole week, 24 hours per day. Over the course of the week, 259 vehicles entered the service yard.

2.6 Of these vehicles only 18 were large HGVs (ie 7% or an average of only 3 per day) and 106 were medium sized goods vehicles/smaller HGVs (ie 41% or an average of 15 per day).

2.7 Therefore, in terms of service vehicle routeings, the proposals would result in less than 3 of the largest HGVs using the improved access **per day** on average (between the hours of 0700 and 1900hrs). Some of these would, of course, already be using Harborough Hill Road but, in any event, this level of activity can not possibly be considered to be material. Even if all of these movements were new to Harborough Hill Road, this level of activity would be imperceptible in practice and would have no detrimental implications on the operational performance of this route.

2.8 Even taking account of all other medium goods vehicles, vans and cars relating to servicing activity, there would only be around 3 movements per hour each way on average which would use the improved access. Again, this would be imperceptible in practice, irrespective of which route this traffic currently takes (ie whether currently using Harborough Hill Road or not).

2.9 It is important that these figures and the frequency of activity at the access are understood when considering the proposals.

2.10 The service activity is very small in the context of the existing volumes of traffic on the southbound carriageway of Harborough Hill Road, which carries in excess of 90,000 vehicles per week.

2.11 The servicing related traffic makes up less than 2% of the total HGV volumes already passing on Harborough Hill Road (southbound).

2.12 All of this data was provided during the course of the previous application and none was challenged.

2.13 The following section describes the proposals in more detail.

3.0 DEVELOPMENT PROPOSALS

3.1 The proposed improvements to the existing access arrangements off Harborough Hill Road are presented in **Figures 4** and **5**, the first of these shows the access as it would appear once completed and the second shows the scheme over the existing base plan and also includes some additional construction information. Both show the on-site revisions to parking.

3.2 As shown, both of the existing sub-standard access arrangements which serve the Fires and Fireplace and Enterprise Hire Car units would effectively be replaced by the proposed access. As indicated earlier, although the 'Fires and Fireplaces' unit would be removed the 'Enterprise Car Hire' unit would be retained with a minor access off the new service access as shown in **Figures 4** and **5**.

3.3 The improved access scheme consists of formal kerbing and surfacing and dropped crossings for pedestrians. By replacing the current service access route the potential within the Peel Centre for conflict between customer vehicles and/or pedestrians with service vehicles will be removed.

3.4 The proposed service access will provide a deceleration lane into the site and an acceleration lane out.

3.5 The layout of the junction has been designed to accommodate the most onerous HGVs those being 15.5 metre and 16.5m artics. A range of TRACK plots showing the respective manoeuvres are attached in **Appendix A.**

3.6 Also included in **Appendix A** is a plot showing the position of the largest HGVs off the mainline carriageway of Harborough Hill Road, prior to needing to turn into and out of the site. This demonstrates that the slowest part of the manoeuvres can be made off-carriageway to minimise any impedance of main line traffic, despite the minimal number of large HGV movements which would result from the proposals (around 3 per day).

3.7 This provision starkly contrasts with the existing sub-standard dropped kerb driveway style access arrangements which currently successfully serve the bakery site 90m further south.

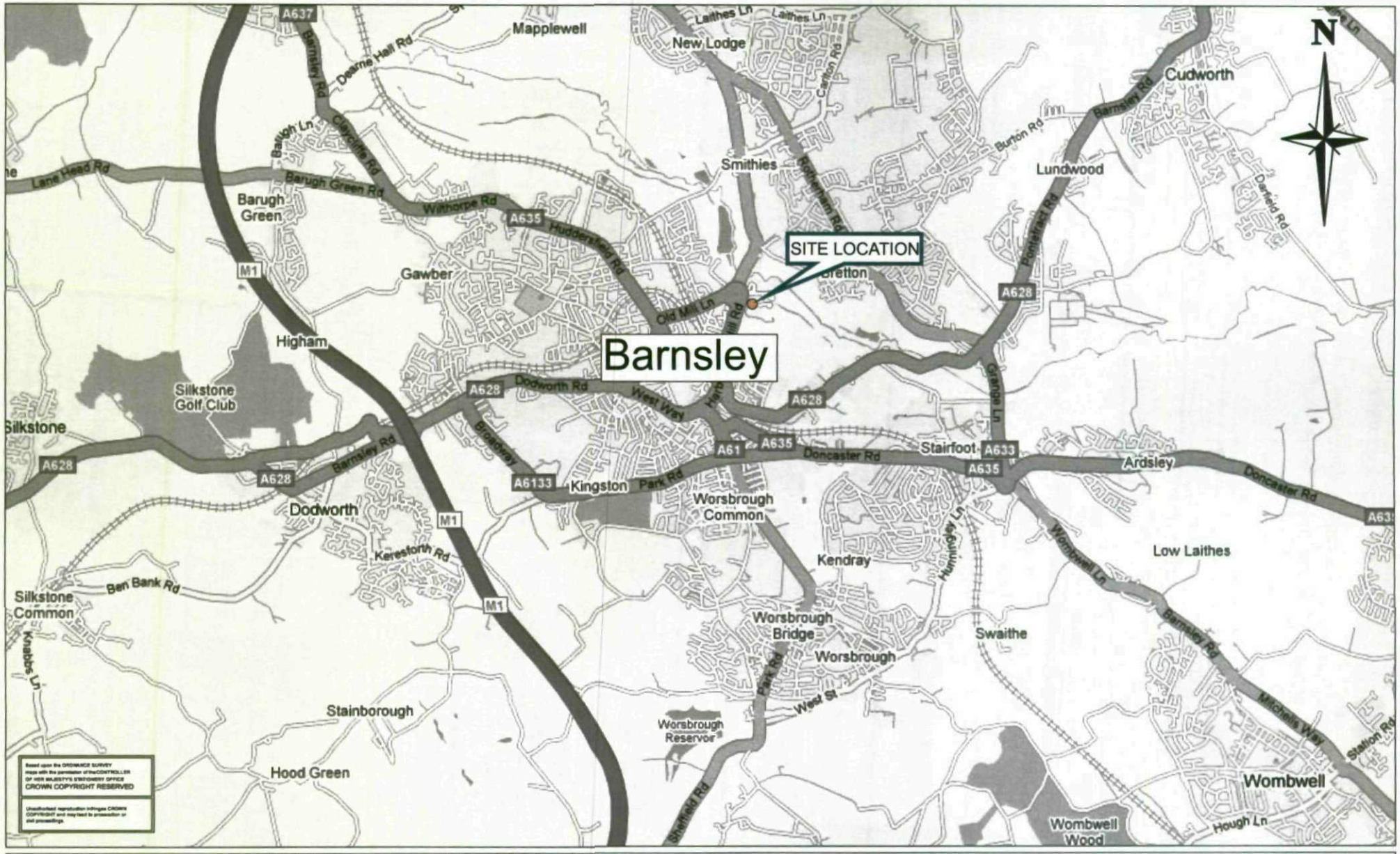
4.0 CONCLUSIONS

4.1 The proposals will result in the removal of all service traffic activity from the public areas of the retail park providing improvements in terms of pedestrian activity and reduced potential conflicts.

4.2 The improved access arrangements on Harborough Hill Road will not result in any quantifiable adverse implications to highway operation or safety and the rerouted servicing traffic would be imperceptible in terms of the Harborough Hill Road activity.

4.3 It is therefore concluded that there are no transport related issues which should prevent granting of planning permission.

FIGURES



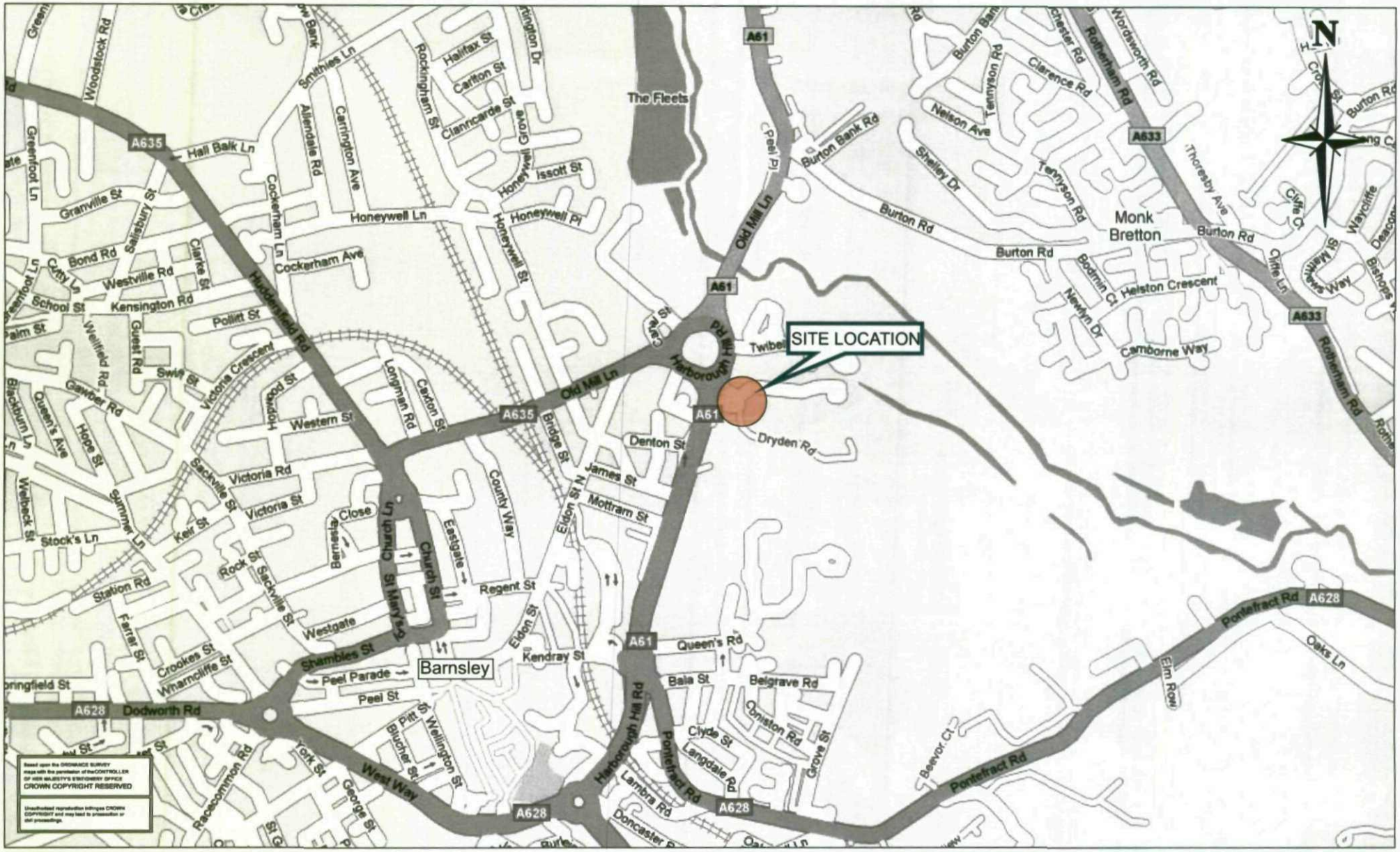
Based upon the ORDNANCE SURVEY map with the permission of the CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE © CROWN COPYRIGHT RESERVED

Unauthorised reproduction infringes CROWN COPYRIGHT and may lead to prosecution or civil proceedings

tthc
the Traffic, Transport & Highway Consultancy

Drawing No	Rev	
M06011-C-001	.	PEEL CENTRE, BARNSLEY
Date	Rev Date	
MAY 2007	.	SITE LOCATION PLAN
Drawn By	Authorised	Scale
AH	MAW	NTS

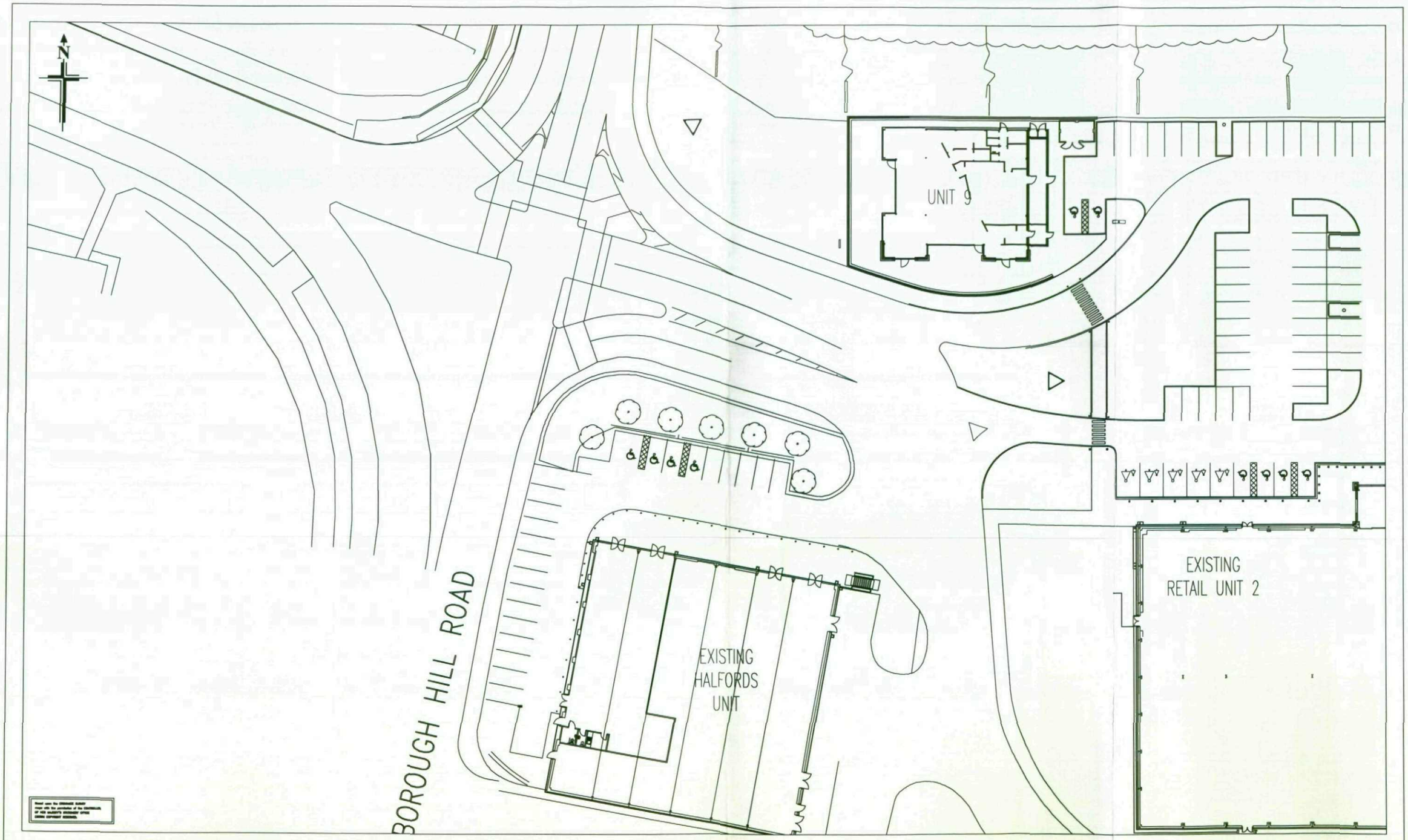
FIGURE 1



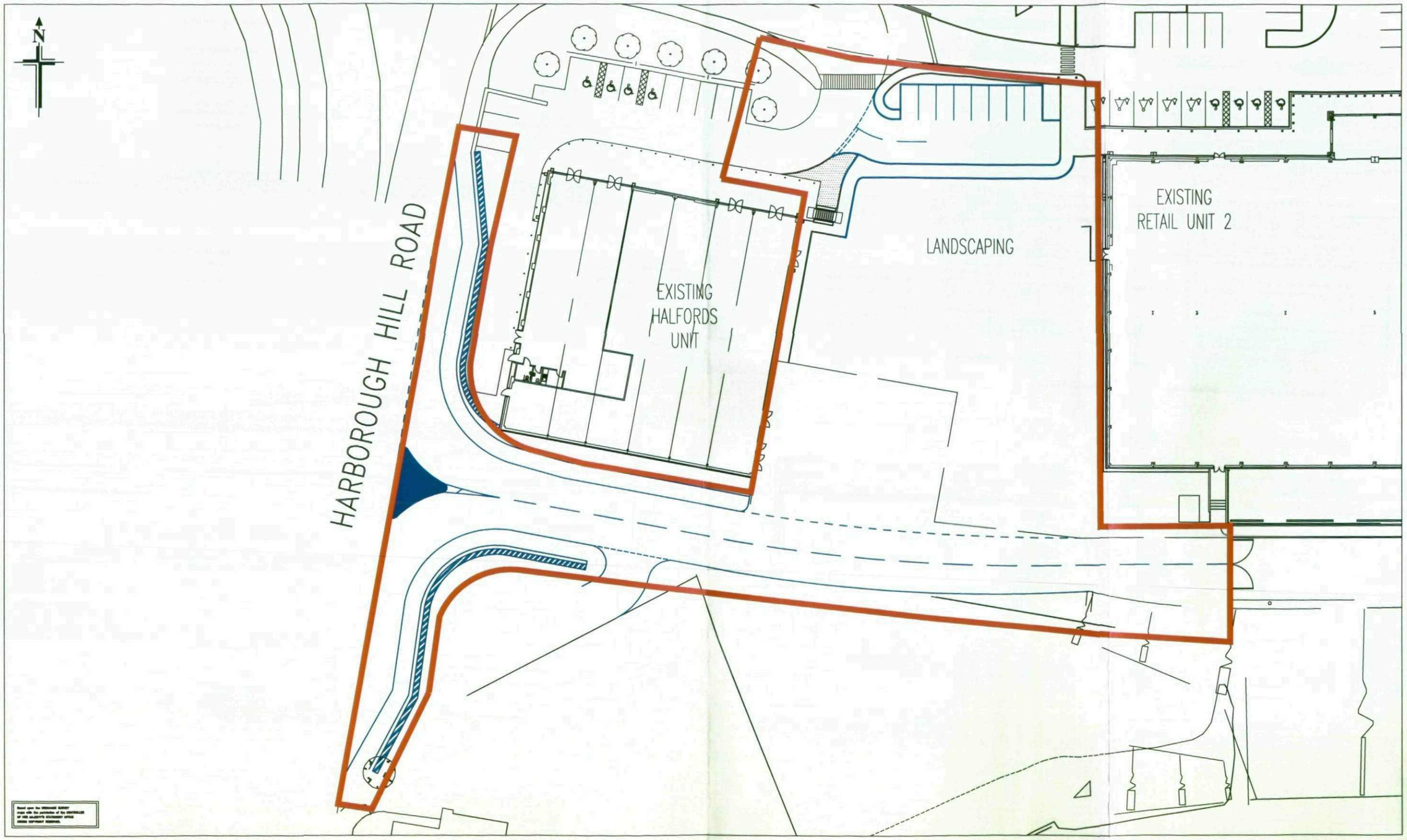
Based upon the ORDNANCE SURVEY maps with the permission of the CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE
CROWN COPYRIGHT RESERVED
Unauthorised reproduction infringes CROWN COPYRIGHT and may lead to prosecution or civil proceedings.

tthc
the Traffic, Transport & Highway Consultancy

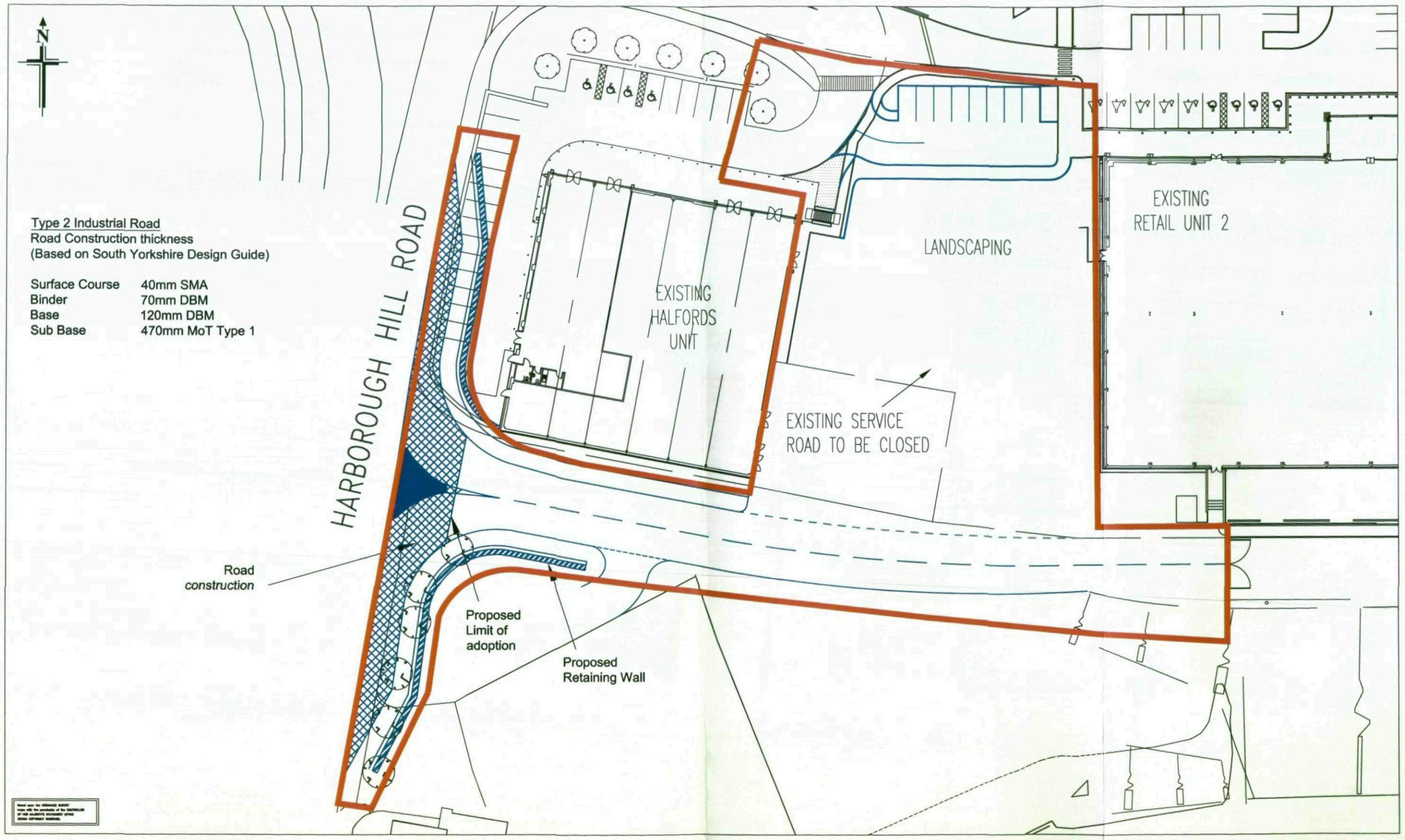
Drawing No: M06011-C-002	Rev: .		PEEL CENTRE, BARNSLEY
Date: MAY 2007	Rev Date: .		LOCAL AREA PLAN
Drawn By: AH	Authorised: MAW	Scale: NTS	**FIGURE 2**



tthc the Traffic, Transport & Highway Consultancy	Drawing No. M06011-A-020	Rev		PEEL CENTRE, BARNSLEY
	Date NOV 08	Rev Date		EXISTING ACCESS ARRANGEMENT
	Drawn By UD	Authorised MH	Scale 1:500@A3	**FIGURE 3**

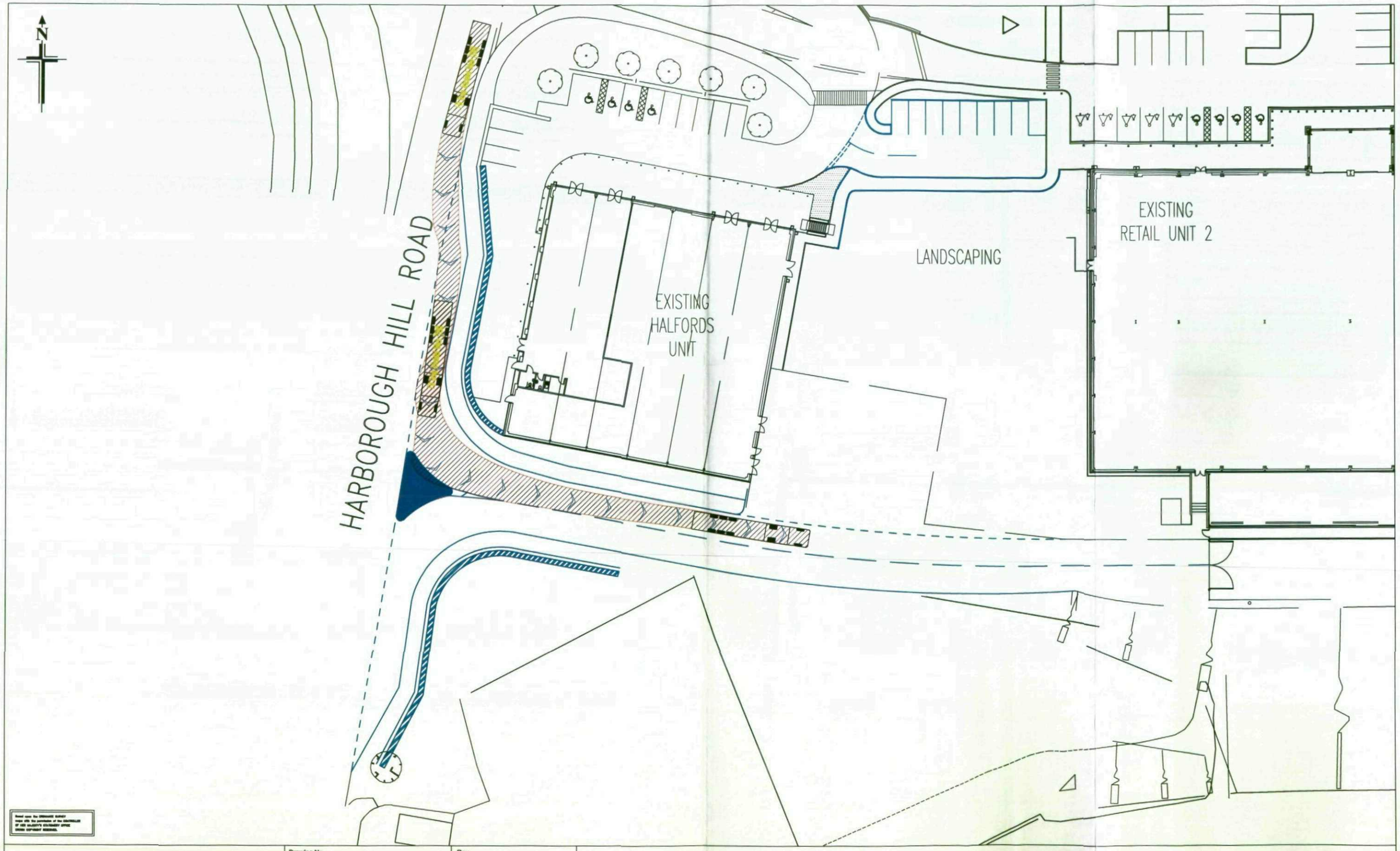


tthc the Traffic, Transport & Highway Consultancy	Drawing No. M06011-A-018	Rev A		PEEL CENTRE, BARNSLEY
	Date NOV 08	Rev Date NOV 08		PROPOSED SITE PLAN
	Drawn By UD	Authorised MH	Scale 1:500@A3	**FIGURE 4**

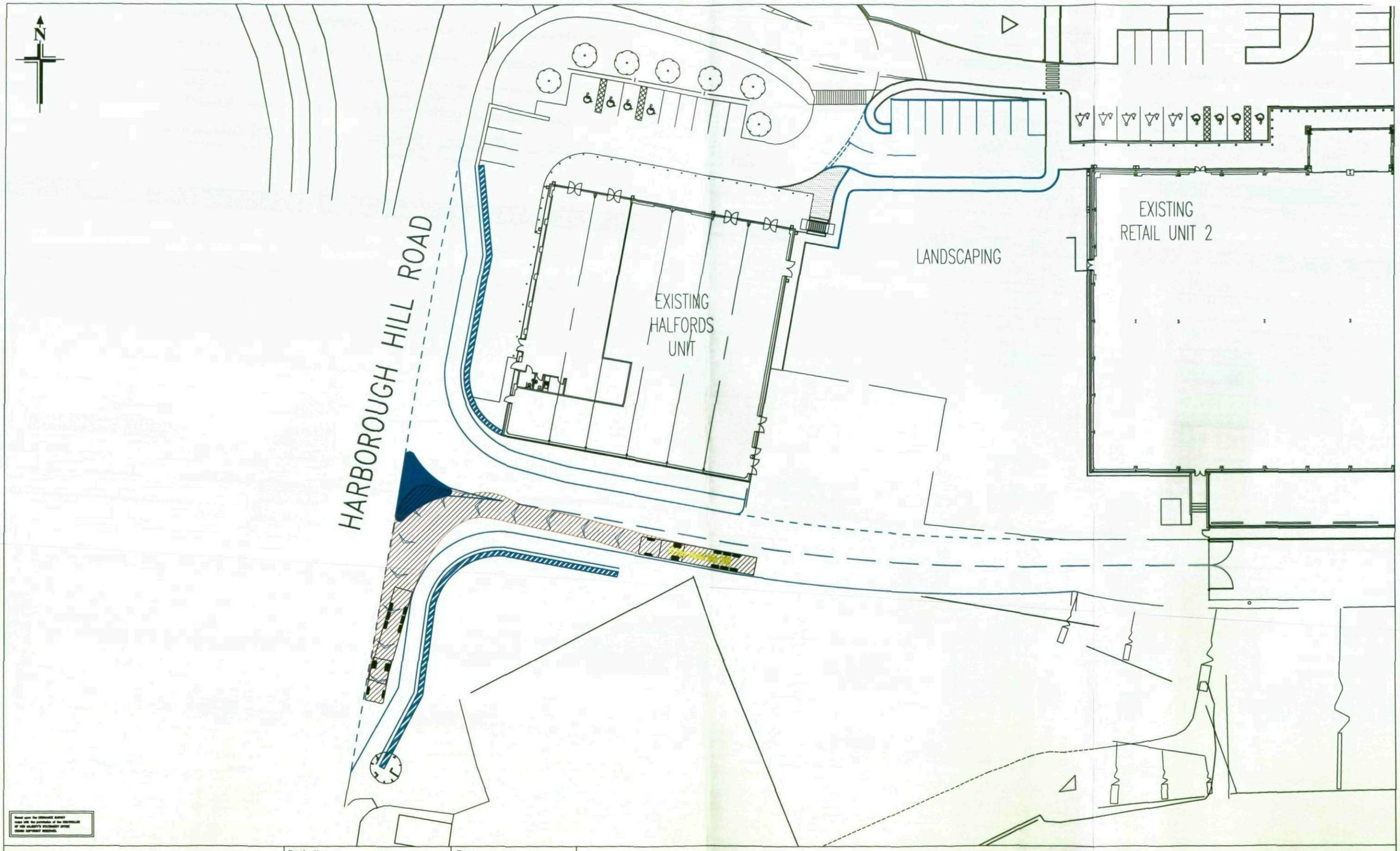


tthc the Traffic, Transport & Highway Consultancy	Drawing No. M06011-A-016	Rev B		PEEL CENTRE, BARNSLEY
	Date OCT 08	Rev Date NOV 08		PROPOSED SITE PLAN
	Drawn By UD	Authorised MH	Scale 1:500@A3	**FIGURE 5**

APPENDIX A

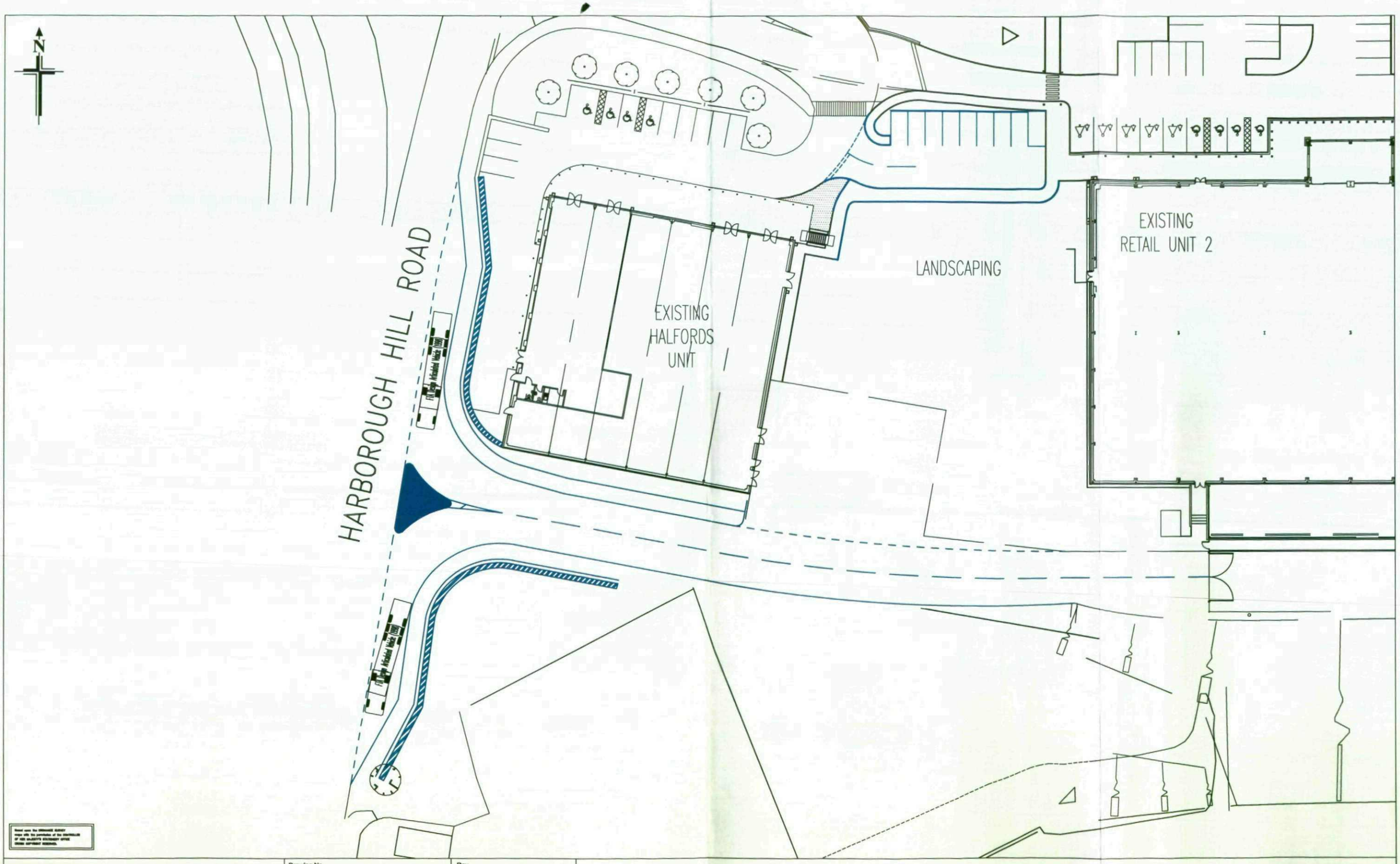


tthc the Traffic, Transport & Highway Consultancy	Drawing No. M06011-A-019	Rev A		PEEL CENTRE, BARNSLEY
	Date NOV 08	Rev Date NOV 08		SWEPT PATH ANALYSIS - SHEET 1 OF 3
	Drawn By UD	Authorised MH	Scale 1:500@A3	**APPENDIX A**



tthc
the Traffic, Transport & Highway Consultancy

Drawing No. M06011-A-019	Rev A		PEEL CENTRE, BARNSLEY
Date NOV 08	Rev Date NOV 08		SWEPT PATH ANALYSIS - SHEET 2 OF 3
Drawn By UD	Authorised MH	Scale 1:500@A3	**APPENDIX A**



tthc
the Traffic, Transport & Highway Consultancy

Drawing No. M06011-A-019	Rev A		PEEL CENTRE, BARNSLEY
Date NOV 08	Rev Date NOV 08		SWEPT PATH ANALYSIS - SHEET 3 OF 3
Drawn By UD	Authorised MH	Scale 1:500@A3	**APPENDIX A**