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PROPOSED EXTENSION TO
NETTO FOODSTORE
HIGH STREET, GRIMETHORPE
BARNSLEY

TRANSPORT STATEMENT

Ref: 5826/KS/001/02

August 2010

Checked and approved by .....

Date 18/8/2010

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PROPOSED EXTENSION TO NETTO FOODSTORE HIGH STREET, GRIMETHORPE BARNSLEY

TRANSPORT STATEMENT

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1. INTRODUCTION

1.1 Sanderson Associates (Consulting Engineers) Limited has been appointed by Netto Foodstores Limited to produce a Transport Statement in support of an extension to an existing Netto Foodstore on High Street, Grimethorpe, Barnsley. The site and surrounding area are shown on the plan attached at **Figure 1**.

1.2 This report will consider in detail:

i) The local highway network.

ii) Personal injury accident statistics.

iii) The accessibility of the site in relation to sustainable transport.

iv) Comparison of traffic movements from the existing and proposed development.

1.3 The views of the Local Highway Authority are sought on the contents and conclusions of this report.

2. EXISTING SITUATION

2.1 The Site and its Surroundings

2.1.1 The application site is located approximately 8.6 km north-east of Barnsley Town Centre situated on the corner of High Street and Queensway. Vehicular access to the site is currently gained from Queensway with pedestrian links direct to High Street/Saint Luke's Road.

2.1.2 The site is in close proximity to the recently opened Grimethorpe Centre which provides health and social care facilities for the area. Access to the health centre car park is from Queensway opposite the Netto car park access.

2.1.3 The majority of the wider surrounding area comprises a combination of both long established and recently built residential areas with a variety of local facilities such as local shops, community facilities and schools. The site sits within a small district centre which incorporates several retail and commercial premises.

2.2 Highway Network

2.2.1 High Street/Saint Luke's Road is classified as the C2 which runs from the A6195 some 600m west of the site through the village centre of Grimethorpe towards Brierley to the north. The A6195 is a recently constructed strategic route within Barnsley which forms part of the wider Coalfields Link Road route providing links to and from the area to the motorway network including the A1(M) and the M1.

2.2.2 The junction of High Street/Saint Luke's Road with Queensway is in the form of a mini-roundabout. Parking is restricted in the vicinity of the mini-roundabout. To the south of the site there is a further roundabout which links Queensway to the wider area via Acorn Way.

2.2.3 Along the site frontage to Queensway is situated the Grimethorpe Interchange which comprises of bus lay bys on both sides of the carriageway with stops and shelters. Along Queensway the carriageway is generally 7.5 metres wide with footways of 3.5 metres present.

2.2.4 The highways immediately adjacent to the site are lit to the appropriate standard and are subject to a 30mph speed limit. Along the site frontage to High Street/Saint Luke's Road there is a fairly constant carriageway width of approximately 7.4 metres. Variable width footways of between 1.8 metres and 4.4 metres are available on either side.

2.3 Personal Injury Accident Data

2.3.1 A request was submitted to Barnsley Metropolitan Borough Council on 26 July 2010 to supply information on all recorded personal injury accidents that have occurred in the last five years in the vicinity of the site.

2.3.2. The search area included High Street/Saint Luke's Road between the junctions of Acorn Way to the west and Cemetery Road to the north and Queensway between High Street/Saint Luke's Road and Acorn Way. The area of interest was selected to provide a comprehensive picture of recorded injury accidents in the locality.

2.3.3 A total number of 13 accidents occurred between 1st April 2005 and 31st March 2010. Of these 13 accidents, 11 were classed as 'slight' and 2 were classed as 'serious'. No fatal accidents occurred within this search area between the given dates. In order to achieve clarity within the analysis, the accidents within the closest proximity to the site have been analysed in an attempt to highlight any accident problems that may be apparent within the search area.

2.3.4 Accident B-01434-05 occurred on Sunday 16th October 2005 at 2300 in fine weather on a dry road. The accident was classed as slight in severity and occurred on High Street. The accident involved vehicle 1 travelling towards Engine Lane and collided with an intoxicated pedestrian. Vehicle 1 failed to stop. From the details provided it has been identified that the contributory factors were impaired by alcohol and failure to look properly on the part of the pedestrian.

2.3.5 Accident B-00534-06 occurred on Saturday 22nd April 2006 at 1725 in fine weather on a dry road surface. The accident was classed as slight in severity and occurred on Queensway/Oakroyd Crescent/Acorn Street roundabout. The accident involved vehicle 1 and 2 both travelling onto the roundabout and failed to see each other. From the details provided it has been identified that the contributory factors were failure to look properly by both parties.

2.3.6 Accident B-00049—09 occurred on Saturday 10th January 2009 at 1746 in fine weather on a wet/damp road surface. The accident was classed as slight in severity and occurred on Queensway/Oakroyd Crescent/Acorn Way roundabout. The accident involved both vehicles entering the roundabout, vehicle 2 had right of way and entered the roundabout, vehicle 1 failed to see vehicle 2 and collision occurred. Vehicle 2 then left the carriageway and collided with a wall. From the details provided it has been identified that the contributory factors were failure to look properly by both parties.

2.3.7 Accident B-00097-09 occurred on Saturday 24th January 2009 at 1829 in fine weather on a dry road surface. The accident was classed as slight in severity and occurred on Queensway/Oakroyd Crescent/Acorn Way roundabout. The accident involved vehicle 1 entering the roundabout, vehicle 2 entered the roundabout failing to give way resulting in a collision with vehicle 1. From the details provided it has been identified that the contributory factors were disobeying give way or stop signs/markings, failure to look properly, careless, reckless or in a hurry and learner or inexperienced driver. On the part of the driver of vehicle 2.

2.3.8 Accident B-01757-07 occurred on Saturday 22nd December 2007 at 1218 in fine weather on a wet/damp road. The accident was classed as slight in severity and occurred on Queensway. The accident involved vehicle 1 heading towards Acorn Way and vehicle 2 waiting to exit the Netto car park. Vehicle 2 entered Queensway then braked resulting in a collision with vehicle 1. From the details provided it has been identified that the contributory factors were failure to look properly and failure to judge other person path of speed on the part of the driver of vehicle 2.

2.3.9 Accident B-01567-06 occurred on Monday 20th November 2006 at 1440 in fine weather on a dry road surface. The accident was classed as slight in severity and occurred on High Street. The accident involved a young child pedestrian running across the road in front of vehicle 1 which swerved but collided with the pedestrian. From the details provided it has been identified that the contributory factors were failure to look properly.

2.3.10 Accident B-00432-09 occurred on Wednesday 22nd April 2009 in fine weather conditions on a dry road surface. The accident was classed as slight in severity and occurred on High Street 50m from Chapel Street. The accident involved a young child running into the path of a vehicle. From the details provided it has been identified that the contributory factors were crossing road masked by stationary or parked vehicles, failure to look properly and failure to judge vehicles path or speed.

2.3.11 The accident recorded involving a vehicle exiting the Netto car park can be attributed to an unfortunate human error and not a deficiency with the junction arrangement. Satisfactory visibility is available in both directions at the access to the site.

2.3.12 It is considered that the modest traffic movements predicted to be generated by the proposed extension are unlikely to have a material impact upon the use and operation of the highway network which would result in an increase in personal injury accidents.

3. PROPOSED DEVELOPMENT

3.1 Development Proposals

3.1.1 The development proposals consist of the erection of an extension to the existing Netto Foodstore with a Gross Floor Area (GFA) of 196 m^2. The proposed extension is to the south of the building within the existing service yard. The proposed site layout is as detailed on **Drawing No. 6968-104 Rev D** prepared by WPL Design and Management, which is attached at the rear of this report.

3.1.2 It is anticipated that the current staffing level will be maintained.

3.2 Access

3.2.1 There are no proposed alterations to vehicular or pedestrian access to the site.

3.3 Parking

3.3.1 It is not proposed to alter the number of parking bays available within the site. The proposed extension represents a modest increase in gross floor area of 196m^2 and forms part of the refurbishment programme that Netto Foodstores are currently implementing providing existing stores with improved customer facilities such as wider aisles, customer reception areas and more convenient, user-friendly check-out arrangements.

3.3.2 The increase in floor area does not, therefore, necessarily represent a pro-rata increase in available goods for sale space or customer patronage and on this basis the existing car parking provision is considered to be satisfactory.

3.3.3 However, for the sake of completeness an assessment has been undertaken to view the available car parking against National and Local guidelines. Barnsley Council's car parking standards for new developments are contained within Supplementary Planning Document 32. Car parking guidelines are categorised into planning use classes and expressed in terms of the number of spaces required per m^2 of GFA. However, there is no guidance within the document relating to Food Retail developments. It is , therefore considered appropriate to use the value contained within Annex D of PPG 13 which is 1 space per 14 m^2.

3.3.4 Using this guidance it has been established that the maximum level of parking for the existing store with a GFA of 869 m^2 size would be 62 spaces. The proposed extension would allow a further 14 spaces. It is, therefore, concluded that the parking available at the site complies with the general principles of the Council's SPD and PPG 13 in that it does not seek to provide more parking than is necessary.

3.3.5 The current site incorporates 38 parking spaces which includes 4 disabled bays. The Council's SPD 32 requires a minimum of 4% of bays be set aside for disabled drivers. The 4 spaces exceeds this level.

3.3.6 The Council's guidance does not provide advice on cycle parking standards for food retail development. The level set in relation to non-food retails and offices is considered to be robust which requires 1 space per 400 m^2. This equates to 4 spaces. Within the SPD motorcycle parking requirements are 1 space per 20 parking spaces which equates to 2 spaces.

3.3.7 It is proposed to provide 5 Sheffield Stand style cycle hoops immediately adjacent to the store entrance. An area is also to be designated as motor cycle parking which will accommodate two motorcycles.

3.4 Servicing

3.4.1 The extension to the store is proposed within the existing service yard which is to the rear of the store.

3.4.2 Bearing in mind the proposed reduction in the service yard area available a full detailed swept path analysis has been undertaken to ensure that the standard 16.5 metre long Netto articulated vehicle can manoeuvre within the area to be retained. **Drawing No. 5826/001** shows the results of this analysis.

4. SUSTAINABLE TRANSPORT

4.1 Walking

4.1.1 The Institution of Highways and Transportation publication 'Providing for Journeys on Foot' contains a range of desirable, acceptable and preferred maximum walking distances for a variety of types of journeys.

4.1.2 For commuting journeys the range of walking distances is from 500 - 2000m, for Town Centres the range is 200m – 800m. The application site is located approximately 8.6km away from Barnsley town centre which offers extensive amenities and public transport facilities. **Figure 2** shows the 2 kilometre walking distance from the site.

4.1.3 There is a small range of local facilities available within easy walking range of the listed below:

	Distance	**Time**
Fast food takeaway	33m	½ minute
Hairdresser	37m	½ minute
Deli	43m	1 minute
Bric-a-brac shop	65m	1 minute
Florist	71m	1 minute
Sports equipment shop	76m	1 minute
Bakery	85m	1 minute
Convenience store	112m	1 ½ minutes
Pharmacy	158m	2 minutes
Post office	169m	2 minutes
Newsagent	174m	2 minutes
Dentist	183m	2 ½ minutes
Library	201m	3 minutes

4.1.4 Both north and west of the site, Queensway and High Street's pedestrian facilities are in place which offer refuges with associated tactile paving and dropped kerbs across both of these roads providing safer crossing places.

4.1.5 In terms of pedestrian access to the proposed Netto Foodstore there are large areas of well established residential neighbourhoods within easy walking distance of the site. It is, therefore, likely that the customer base of the premises will be drawn from these areas thereby limiting the number of car journeys to the site.

4.2 Cycling

4.2.1 As detailed within Planning Policy Guidance PPG 13 cycling has the potential to substitute short trips, particularly those under 5km. The application site is located 8.6km from Barnsley town centre where an extensive range of employment, retail and leisure opportunities exist with excellent public transport links to the wider network. The plan attached at **Figure 3** shows the 5 km cycling distance from the site.

4.2.2 A list of nearby destinations within 5km, along with the corresponding cycle time based on 12 km per hour is summarised below:

	Distance	***Time***
Brierley	2.8km	14 minutes
Shafton	3.3km	16 ½ minutes
Great Houghton	3.3km	16 ½ minutes
Cudworth	4.3km	21 ½ minutes
South Hiendley	4.6km	23 minutes

4.3 Bus Services

4.3.1 The nearest bus stops to the development site are located on Queensway adjacent to the site. Details of the stops and the facilities are provided below and **Figure 4** shows their location:-

Bus stop reference:	**Interchange 1**
Bus stop location:	Queensway
Distance to bus stop:	30m
Direction of travel:	Southbound
Buses towards:	South Elmsall, Hemsworth, Barnsley
Available service:	36, 37A, 38

Bus stop reference:	**Interchange 2**
Bus stop location:	Queensway
Distance to bus stop:	48m
Direction of travel:	Southbound
Buses towards:	Barnsley
Available service:	35, 35A, 46, 47

Bus stop reference:	**Interchange 3**
Bus stop location:	Queensway
Distance to bus stop:	86m
Direction of travel:	Northbound
Buses towards:	Pontefract, Upton, Brierley
Available service:	35, 35A, 37, 37A, 46, 47

Bus stop reference:	**Interchange 4**
Bus stop location:	Queensway
Distance to bus stop:	55m
Direction of travel:	Northbound
Buses towards:	Barnsley
Available service:	36, 38

4.3.2 Details of the bus services along Queensway are provided below and details of each timetable and real time departures can be downloaded from www.travelsouthyorkshire.com

35 – Pontefract – Hemsworth – Barnsley

Monday to Saturday Daytime	30 minutes
Evening and Sundays	60 minutes
Operator	Stagecoach Yorkshire

35A – Grimethorpe Michaels Estate – Barnsley

Monday to Saturday Daytime	60 minutes
Evenings and Sundays	60 minutes (so Sun service)
Operator	Stagecoach Yorkshire

36 – South Elmsall – Grimethorpe – Barnsley

Monday to Saturday Daytime	60 minutes
Evenings and Sundays	60 minutes
Operator	Stagecoach Yorkshire

37 – Grimethorpe – Barnsley

Monday to Saturday Daytime	120 minutes
Evenings and Sundays	No service
Operator	Red Line Buses

37A – Willowgarth School – Barnsley

Monday to Saturday Daytime	60 minutes (No Sat service)
Evenings and Sundays	No service
Operator	Red Line Buses

38 – Barnsley – Hemsworth

Monday to Saturdays Daytime	60 - 120
Evenings and Sundays	No service
Operator	Red Line Buses

46 – Pontefract – Barnsley

Monday to Saturday Daytime	60
Evenings and Sundays	60 (No Sun service)
Operator	Stagecoach Yorkshire

47 – Upton – Barnsley

Monday to Saturday Daytime	60
Evenings and Sundays	60 (No Sun service)
Operator	Stagecoach Yorkshire

4.3.3 The IHT publication 'Guidelines for Planning for Public Transport in Developments' suggests that bus stops should be located within 400m of a site. The bus stops closest to the site are well within this distance and provide a very reasonable number of services throughout the daytime, evening and Sundays.

4.3.4 It is considered that the site is in an excellent location able to take full advantage of frequent services running to nearby residential areas which will serve the development.

4.4 Train Services

4.4.1 The closest railway station from the application site is Moorthorpe Railway Station which is located 7.6km away. No bus services are available at the application site to take passengers to Moorthorpe Railway Station, however, bus services 35, 35A, 36, 37A, 38, 46 and 47 can be used to get to the Barnsley Interchange which is situated within the town centre area.

4.4.2 Moorthorpe Railway Station located off Barnsley Road and is located 7.6 km from the application site. It is managed by Northern Rail and provides 45 car parking spaces and connections to other stations such as Sheffield and Leeds.

4.4.3 The store is situated within a well established village centre with extensive residential areas close by. As such it is not considered that customers would wish to travel by train to the store as they would generally walk or use the bus service to access the store.

4.5 Summary

4.5.1 The application site is currently well served by public transport and there is excellent provision for pedestrians. The proximity of bus services, local amenities and direct pedestrian links will increase the likelihood of customers visiting the Netto Foodstore by sustainable modes of travel.

5. MULTI MODAL ASSESSMENT

5.1 In order to give an indication of the predicted modal split the TRICS 2010 (b) database has been utilised to predict the likely total person trips generated by the proposed extension with a GFA of 196 m^2.

5.2 The TRICS Category 01 – Retail – C – Discount Food Stores has been used to predict the generation by the proposed extension to the Netto Foodstore.

5.3 The full TRICS data is contained within **Appendices B and C** at the rear of this report with the total person trip rates shown in the table below:-

Retail Discount Foodstores	Arrivals (per 100m²)	Departures (per 100m²)	2-way (per 100m²)
Weekday AM Peak 08:00-09:00	1.337	0.791	2.128
Weekday PM Peak 17:00-18:00	6.120	7.005	13.125
Saturday Peak 15:00-16:00	13.028	14.553	27.581

Table 5.3 – Total Person Trips Rates

5.4 The above rates have been used to predict the total number of additional "trips" which could potentially be generated to and from the site by the proposed extension. The table below provides the predicted trips for the proposed store extension.

Proposed Extension 196m²	Arrivals	Departures	2-way
Weekday AM Peak	3	1	5
Weekday PM Peak	12	14	26
Saturday Peak	26	28	54

Table 5.4 Total Person Trips – Proposed Store

5.5 The following tables summarise the modal split of the total person trips predicted in connection with the proposed store:

Weekday AM Peak Hour Modal Split	2-Way Trip Rate	% Split	No of Trips
Pedestrians	0.442	20.8	1
Cyclist	0.029	1.4	1*
Public Transport Users	0.226	10.6	1*
Total Vehicle Occupants	1.431	67.2	2
Total	2.128	100	5

Table 5.5 (a) Proposed Number of Two-Way Trips Weekday AM * Minimum Value 1

Weekday PM Peak Hour Modal Split	2-Way Trip Rate	% Split	No of Trips
Pedestrians	2.806	21.4	5
Cyclist	0.151	1.2	1*
Public Transport Users	0.150	1.2	1*
Total Vehicle Occupants	10.018	76.2	19
Total	13.125	100	26

Table 5.5 (b) Proposed Number of Two-Way Trips Weekday **PM*** Minimum Value 1

Saturday Peak Modal Split	2-Way Trip Rate	% Split	No of Trips
Pedestrians	5.009	18.2	10
Cyclist	0.254	0.9	1*
Public Transport Users	0.146	0.5	1*
Total Vehicle Occupants	22.172	80.4	42
Total	27.581	100	54

Table 5.5 (c) Proposed Number of Two-Way Trips Saturday Peak* Minimum Value 1

5.6 It is considered that the modal split predicted in the tables above can be satisfactorily accommodated within the existing infrastructure. The existing pedestrian and public transport facilities are more than adequate to support the stores target areas.

6. TRAFFIC IMPACT ASSESSMENT

6.1 The TRICS Multi Modal data attached at Appendix B and C is split into travel mode categories. One of these categories relates to vehicle movements. Using this it is predicted that the proposed extension would generate a maximum of 24 additional two-way vehicle movements. This is predicted to occur between the hours of 11:00 and 12:00 on Saturday.

6.2 These movements are almost equally split between arrivals and departures and it is considered that such movements would not lead to any capacity or congestion issues on the adjacent highway network.

6.3 However as previously stated the increase in floor area does not necessarily represent a pro-rata increase in available goods for sale space or customer patronage as the refurbishment programme that Netto Foodstores are currently implementing aims to provide existing stores with improved customer facilities such as wider aisles, customer reception areas and more convenient, user-friendly check-out arrangements.

7. SUMMARY AND CONCLUSIONS

7.1 Sanderson Associates (Consulting Engineers) Limited has been appointed by Netto Foodstores Limited to produce a Transport Statement in support of an extension to an existing Netto Foodstore on High Street, Grimethorpe, Barnsley.

7.2. The application site is located approximately 8.6 km north-east of Barnsley Town Centre situated on the corner of High Street and Queensway. Vehicular access to the site is currently gained from Queensway with pedestrian links direct to High Street/Saint Luke's Road. No changes are proposed to either vehicle or pedestrian access arrangements as part of the proposals.

7.3 The scope of development comprises of an extension to the existing Netto Foodstore with a GFA of 196 m^2.

7.4 The extension to the store is proposed within the existing service yard which is to the rear of the store and as such a full detailed swept path analysis has been undertaken which shows that the standard 16.5 metre long Netto articulated vehicle can manoeuvre within the area to be retained.

7.5 A detailed assessment has been undertaken with regards to the sustainability of the site. There are bus stops very close to the site giving access to several locations including Barnsley Town Centre where connections are available to an extensive range of destinations by public transport.

7.6 It is considered that the existing infrastructure providing facilities for sustainable travel is suitable to accommodate any increase in the number of sustainable trips made in connection with the proposed extended store.

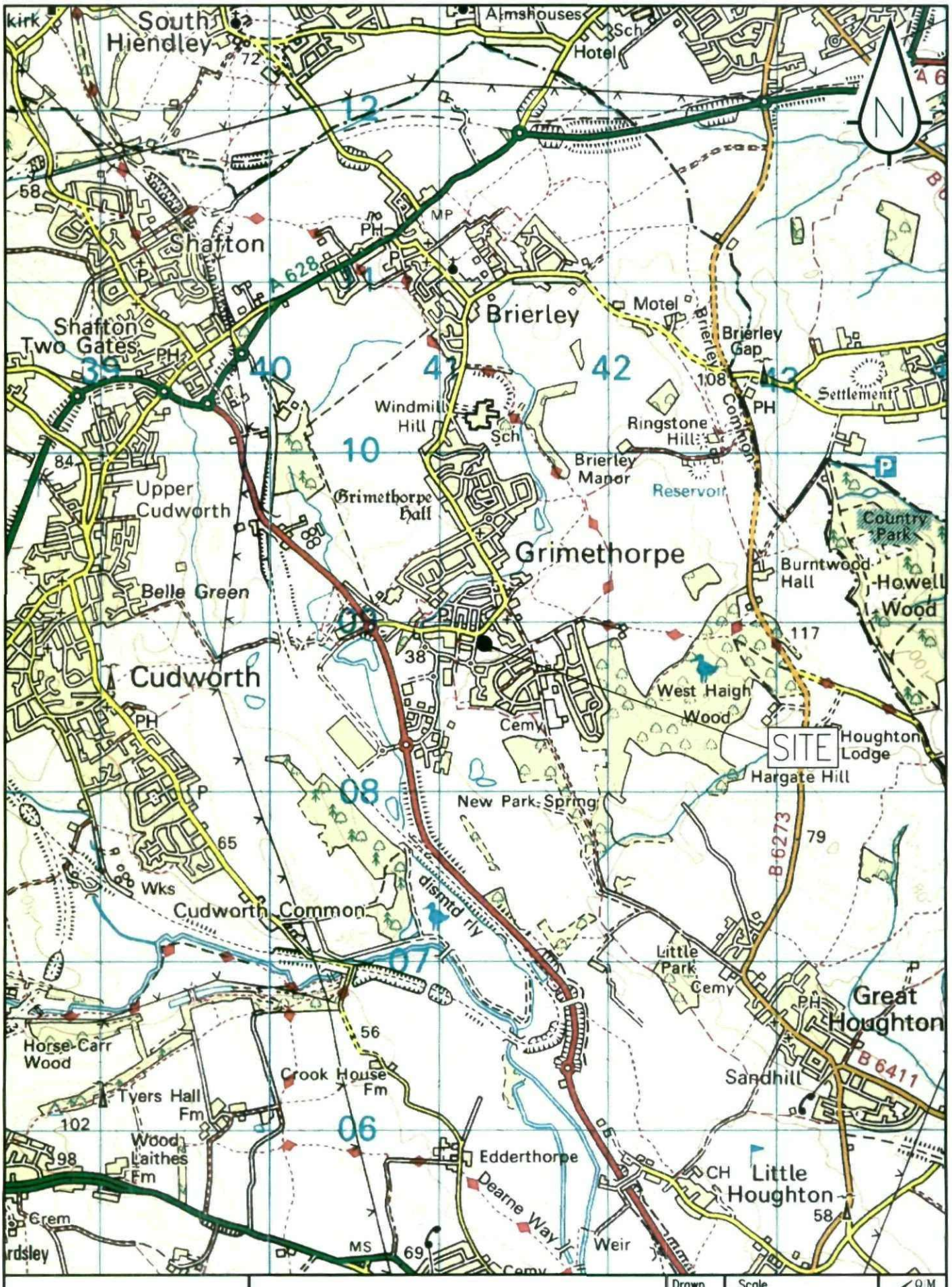
7.7 It is considered that the modest potential increase in vehicle movements predicted to be generated by the proposed extension would not lead to any capacity or congestion issues on the adjacent highway network.

7.8 However it is considered that the increase in floor area does not necessarily represent a pro-rata increase in available goods for sale space or customer patronage as the refurbishment programme that Netto Foodstores are currently implementing aims to provide existing stores with improved customer facilities such as wider aisles, customer reception areas and more convenient, user-friendly check-out arrangements.

7.9 It is, therefore, considered that there are no highway reasons why the proposed development should not proceed.

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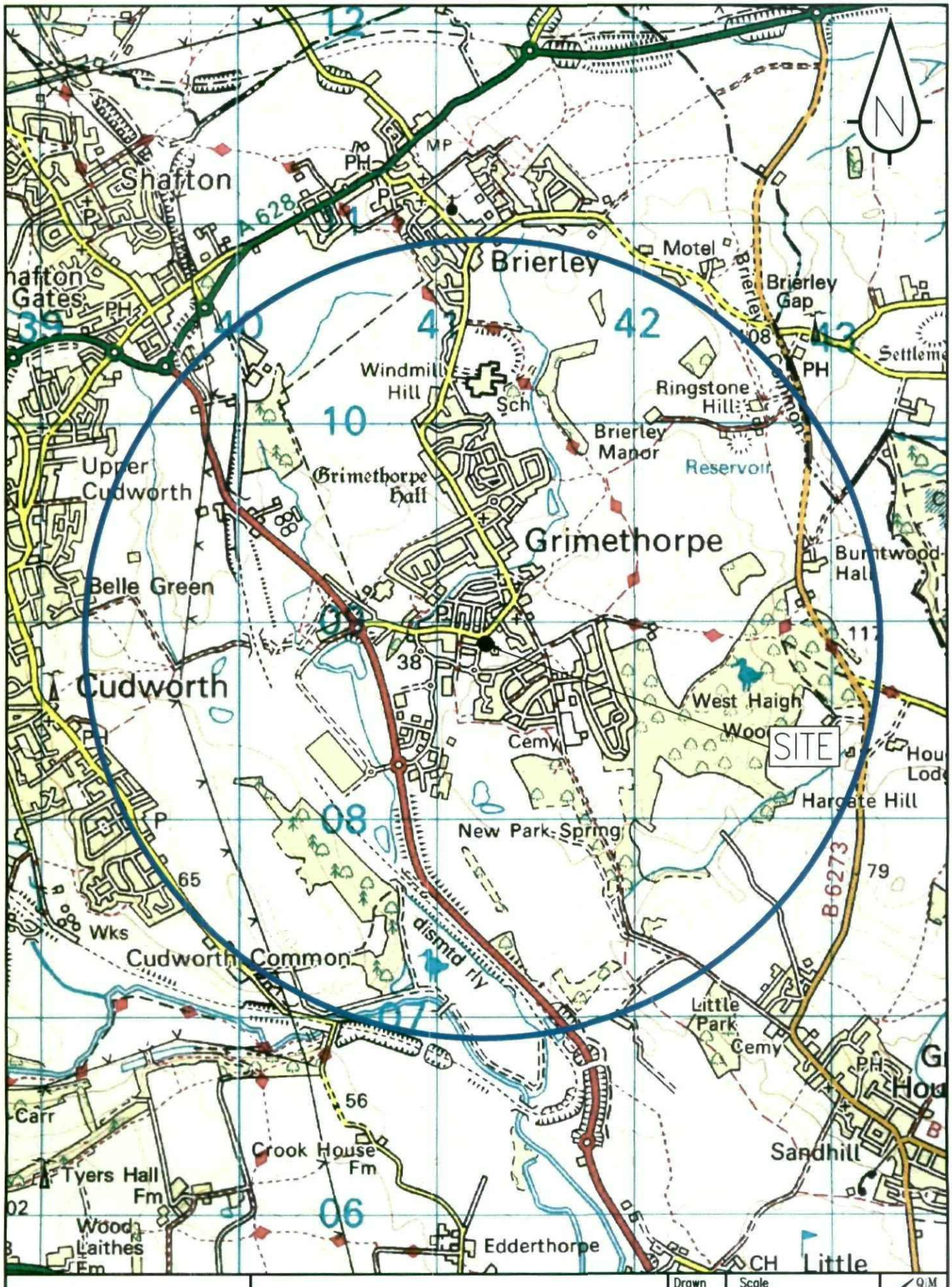
FIGURES



sanderson associates (consulting engineers) ltd Highways | Traffic | Transportation | Water T 01924 844080 mail@sandersonassociates.co.uk F 01924 844081 www.sandersonassociates.co.uk	SITE LOCATION PLAN	Drawn: DMu	Scale: N.T.S
		Checked: KS	Date: JULY 2010
	NETTO HIGH STREET, GRIMETHORPE	Approved: KS	Drawing Number: FIGURE 1 — Size: A4

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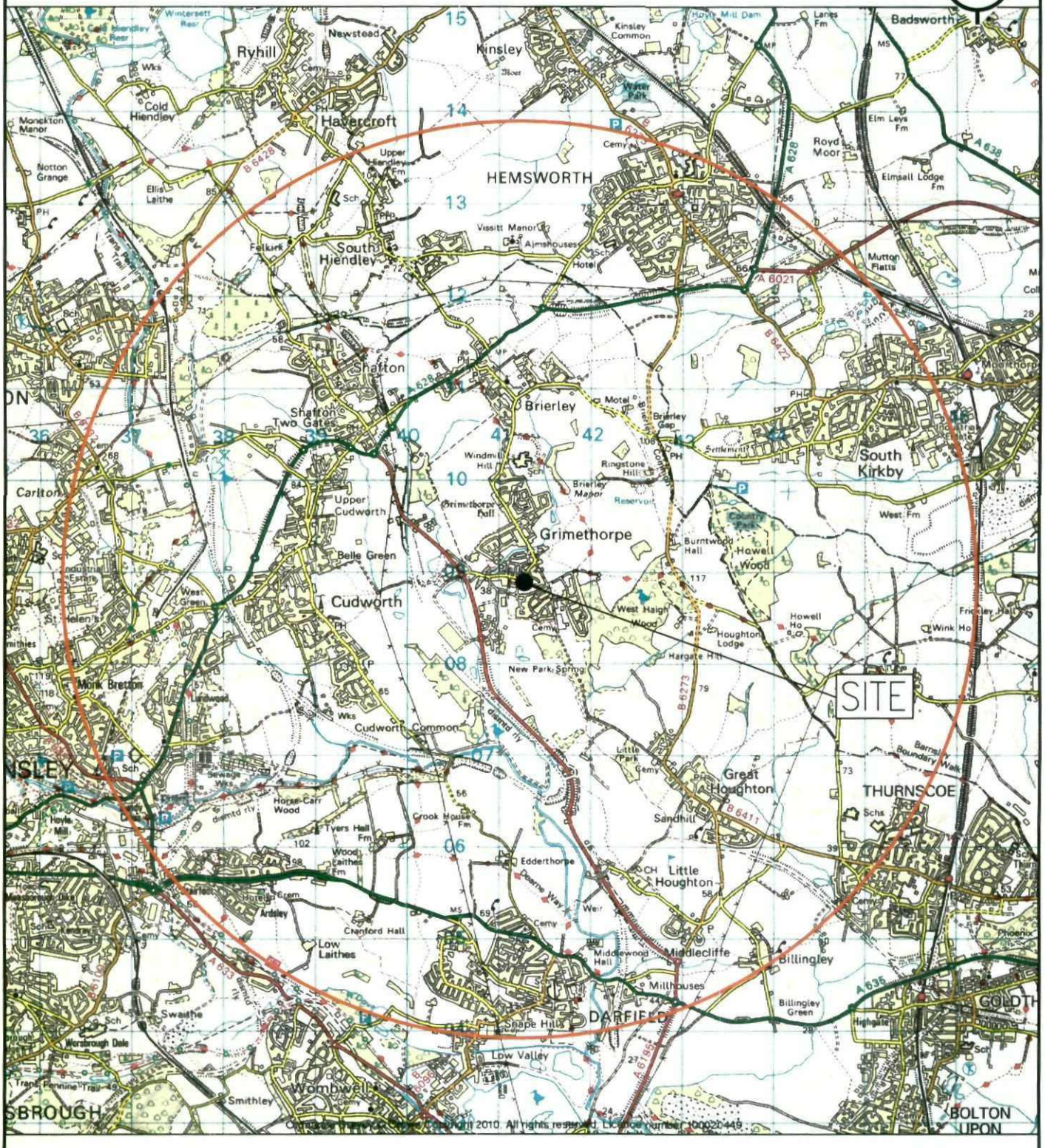
2KM WALKING PLAN

NETTO HIGH STREET, GRIMETHORPE

Drawn	Scale	
DMu	N.T.S	ISO 9001 REGISTERED FIRM
Checked	Date	
KS	JULY 2010	
Approved	Drawing Number	Size
KS	FIGURE 2	A4

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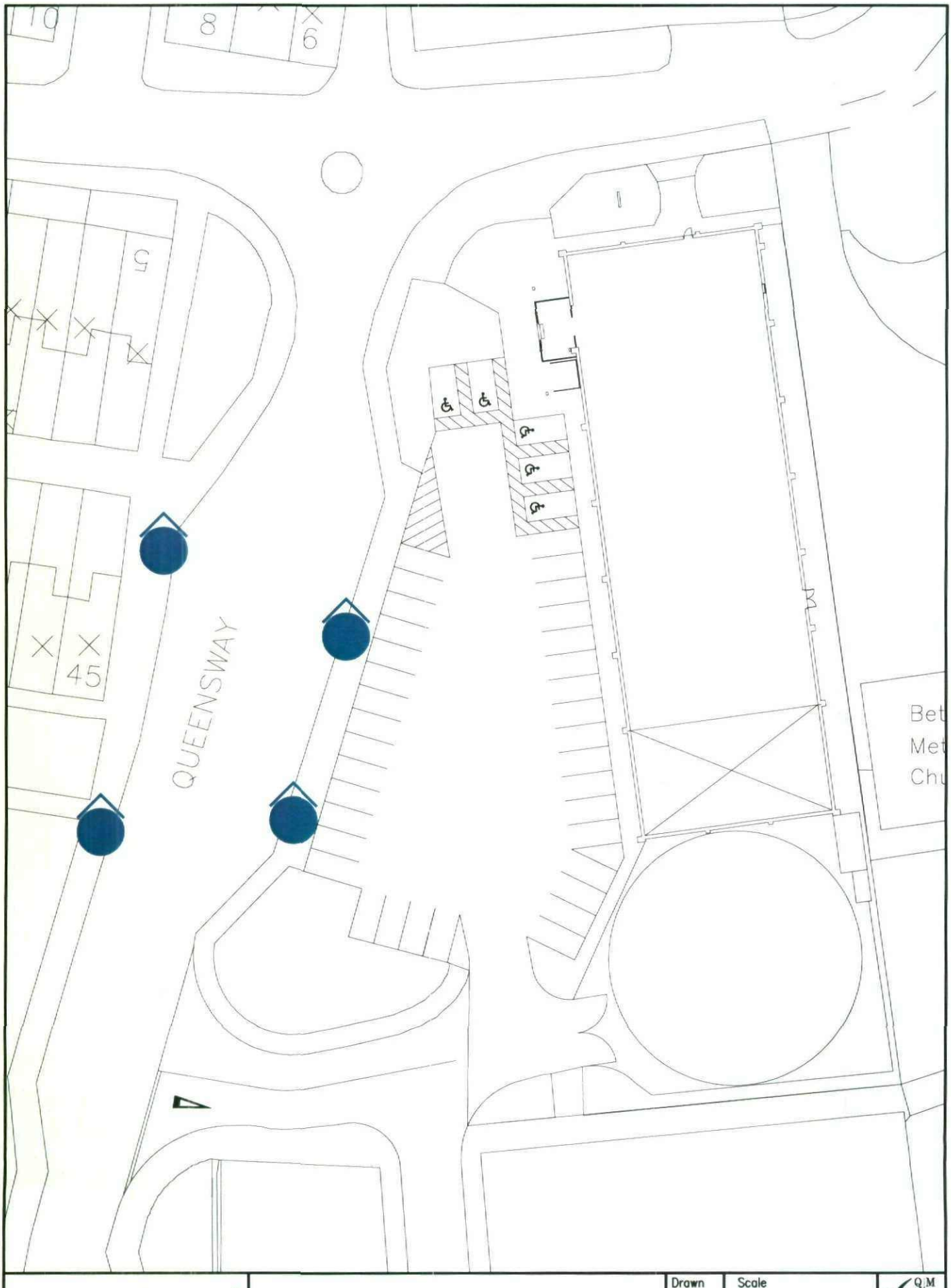
5KM WALKING PLAN

NETTO HIGH STREET, GRIMETHORPE

Drawn	Scale	
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KS	FIGURE 3	A4

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BUS STOP LOCATION PLAN

NETTO HIGH STREET, GRIMETHORPE

Drawn: DMu	Scale: 1:500	
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