



STADIUM GROUP

WOMBWELL LANE RETAIL PARK BARNESLEY

Transport Statement

N91577

April 2009

Transport Planning Specialists

REPORT CONTROL

Document: Transport Statement

Project: Proposed Development at Wombwell Retail Park, Barnsley

Client: Stadium Group

Job Number: N91577

File Origin: J:\2009\N91577 Wombwell Lane, Barnsley\Docs\Reports\Transport Statement_05.doc

Document Checking:

Primary Author	TBentley	Initialled:	TSB
-----------------------	----------	--------------------	-----

Contributor	MRae	Initialled:	MR
--------------------	------	--------------------	----

Review By	PJWooliscroft	Initialled:	PJW
------------------	---------------	--------------------	-----

Issue	Date	Status	Checked for Issue
1	28/04/09	Final	
2			
3			
4			



Contents

1	INTRODUCTION	1
2	EXISTING CONDITIONS	2
2.1	Introduction.....	2
2.2	Existing Site Information	2
2.3	Existing Development.....	2
2.4	Accessibility to the Site by Non Car Modes	3
	Accessibility by Foot.....	3
	Accessibility by Cycle	3
	Accessibility by Bus.....	4
	Accessibility Summary.....	4
2.5	Existing Traffic Generation.....	5
2.6	Existing Parking Provision.....	5
2.7	Summary.....	5
3	CAR PARKING ANALYSIS.....	6
3.1	Introduction.....	6
3.2	Car Parking Operation	6
3.3	Summary.....	9
4	RETAIL PARK ACCESS.....	10
4.1	Introduction.....	10
4.2	Existing Access Arrangements	10
4.3	Access Summary.....	11
5	CONCLUSIONS	12

PLANS

Plan 1 Site Location

APPENDICES

Appendix 1 Car Parking Survey Results



1 INTRODUCTION

- 1.1.1 Savell Bird & Axon have been instructed by the Stadium Group to advise on the highways and transportation issues relating to a proposed retrospective planning application at the Wombwell Lane Retail Park off the A633 Wombwell Lane in Barnsley.
- 1.1.2 The site has an extensive planning history following numerous applications over the years and the purpose of this application is to consolidate all previous consents and provide a revised planning permission that reflects the existing land-use, restriction of the sale of certain goods and built form on the application site.
- 1.1.3 The Wombwell Lane Retail Park is located to the east of the Wombwell area of Barnsley and the site is bounded by the A633 Wombwell Lane to the north and the Tesco Foodstore to the west. The Retail Park is approximately 2 miles to the east of Barnsley town centre.
- 1.1.4 The location of the site in a local context is indicated on **Plan 1**.
- 1.1.5 As such following this introduction, Section 2 will provide a detailed description of the existing site and describe the existing site conditions. A review of accessibility to the site by non-car modes will also be included.
- 1.1.6 Section 3 will present the information gathered from the car park beat survey and Section 4 will detail access to the Retail Park.
- 1.1.7 Section 5 will draw together the conclusions to this Statement.



2 EXISTING CONDITIONS

2.1 Introduction

- 2.1.1 This section of the report describes the existing site, as well as detailing the existing accessibility of the site and the existing parking provision and the level of traffic generated by the Retail Park.

2.2 Existing Site Information

- 2.2.1 The Wombwell Lane Retail Park is located to the east of Barnsley and the site is bounded by the A633 Wombwell Lane to the north and the Tesco Foodstore to the west. The Retail Park is approximately 2 miles to the east of Barnsley town centre and the location of the site in a local context is indicated on **Plan 1**.
- 2.2.2 To the south of the site, there is an area of undeveloped land to the east the site is bordered by an industrial unit; the land-use in the vicinity of the site is a mixture of residential, retail and employment uses.
- 2.2.3 Primary vehicular access to the Wombwell Lane Retail Park is afforded off a priority controlled junction off the Tesco Link Road. The Tesco Link Road runs in an approximate east-west alignment until it forms the A633 Wombwell Lane/Tesco Link Road signal controlled junction.
- 2.2.4 An additional vehicle access is provided to the south of the site in the form of a priority controlled junction off the A633 Wombwell Lane which is approximately 170 metres south of the signal controlled site access junction.

2.3 Existing Development

- 2.3.1 The Wombwell Retail Park comprises a total of 5 non-food units and currently accommodates the following occupiers;
- Unit 1 - Dunelm Soft Furnishings - (GIA of 2,356 sqm/25,370 sq.ft ground floor) and (916 sqm (9,864 sq.ft mezzanine level)
 - Unit 2 - Harvey's Furniture - (GIA of 945 sqm/10,178 sq.ft)
 - Unit 3 - Allied Carpets - (GIA of 943 sqm/10,153sq.ft)
 - Unit A - B&M - (GIA of 2,325 sqm/25,023sq.ft)
 - Unit B - Carpetright - (GIA of 931 sqm/10,026 sq.ft)



- 2.3.2 A total of 437 car parking spaces including 19 disabled spaces are provided in association with the above uses.

2.4 Accessibility to the Site by Non Car Modes

- 2.4.1 Although this statement is in support of a retrospective planning application and the site is fully operational, a brief assessment of the sites accessibility by non-car modes has been undertaken to demonstrate the sustainability of the site.

Accessibility by Foot

- 2.4.2 Pedestrian movement in the area is afforded via a range of pedestrian facilities in the vicinity of the Wombwell Lane Retail Park. Pedestrian access to the village of Wombwell to the south-east via the pedestrian footway on the northern side of the A633 Wombwell Lane carriageway. Whilst pedestrian movement to the north-west of the site is provided via pedestrian footways on either side of the Wombwell Lane carriageway.
- 2.4.3 In addition, pedestrian crossing facilities are provided at the A633 Wombwell Lane/Site access signal controlled junction in the form of dropped kerbs and tactile paving on the A633 Wombwell Lane east arm and the site access arms. Further pedestrian crossing facilities are provided for at the southern site access junction in the form of pedestrian refuges on A633 Wombwell Lane located on either side of the junction.
- 2.4.4 From Wombwell Lane pedestrian access can be achieved from several locations such as the pedestrian footways provided on each side of the northern and southern access junctions as well as via the pedestrian link between the car park and Wombwell Lane approximately 25 metres north of the southern site access.
- 2.4.5 In conclusion, the Wombwell Retail Park can be considered as being accessible on foot.

Accessibility by Cycle

- 2.4.6 Cyclists are provided for in the vicinity of the site in the form of the traffic free Cudsworth to Worsbrough cycle route which is located approximately 250 metres north-east of the northern access into the site.
- 2.4.7 This route provides the opportunity for journeys to Wombwell to the south and eastern and northern areas of Barnsley to be made on a traffic free route.



- 2.4.8 In conclusion, the Wombwell Retail Park can be considered as being accessible by cycle.

Accessibility by Bus

- 2.4.9 The Wombwell Lane Retail Park is located approximately 200 metres from the bus stops located on either side of the A633 Wombwell Lane. Table 2.1 provides a summary of the services available from these bus stops.

Service No	Route	Mon – Fri Frequency per hour				Sat	Sun
		AM Peak	Day	PM Peak	Eve		
68	Barnsley - Aldham House - Wombwell - Great Houghton	1	1	No service		Every 120 mins	No service
68A	Barnsley - Aldham House - Wombwell - Great Houghton	No service		1	No service		
69	Barnsley - Aldham House - Wombwell - Great Houghton	1	1	1	No Service	1	No service
222	Barnsley - Wath - Mexborough - Doncaster	2	2	2	1	2	No service
226	Barnsley - Wombwell - Wath - Thurnscoe	2	2	2	1	2	1
229	Barnsley - Wombwell - Wath - Swinton - Rotherham	2	2	2	2	2	1

Table 2.1 Bus Services Operating in the Vicinity of the Site

- 2.4.10 The proposed application site is therefore considered as being accessible by bus. Table 2.1 shows very frequent bus services to Barnsley town centre and other areas including Wombwell, Wath and Great Houghton.

Accessibility Summary

- 2.4.11 In summary, therefore, the Wombwell Retail Park can be considered as being accessible by public transport, walking and cycling in accordance with planning policy guidance.



2.5 Existing Traffic Generation

- 2.5.1 On site observations have indicated that the two site access junctions into Wombwell Retail Park operate without any operational problems.
- 2.5.2 It is therefore concluded that the immediate local highway network is sufficient to accommodate traffic generated by the existing uses on the retail park.
- 2.5.3 This will be discussed in further detail in Section 4.

2.6 Existing Parking Provision

- 2.6.1 At present, a total of 437 car parking spaces at the Wombwell Lane Retail Park.
- 2.6.2 The existing operation of the car park at the Retail Park is discussed in Section 3.

2.7 Summary

- 2.7.1 The review of accessibility demonstrates that the site is ideally located to generate trips by sustainable modes of transport.
- 2.7.2 The above review has demonstrated that the traffic levels generated by the existing uses on the site can adequately be accommodated onto the surrounding highway network.
- 2.7.3 The two points of access serving the development site operate efficiently and the impact on the local highway is minimal.



3 CAR PARKING ANALYSIS

3.1 Introduction

3.1.1 This section of the report considers the existing level of car parking provision at the Retail Park and assesses the current operation of the car park.

3.2 Car Parking Operation

3.2.1 In order to establish the existing operation of the car park at the Wombwell Retail Park, Savell Bird & Axon commissioned Signal Surveys to undertake a car parking beat survey.

3.2.2 There are a total of 437 car parking spaces at the Wombwell Retail Park and 16 of these are designated for disabled users.

3.2.3 The parking beat surveys at the Retail Park were undertaken as follows:

- Friday 3rd April 2009; and
- Saturday 4th April 2009.

3.2.4 The above surveys were undertaken for the following durations:

- PM Peak period from 1500 to 1900 hours; and
- Saturday Peak period from 1000 to 1600 hours.

3.2.5 The full results of the car parking surveys are contained in **Appendix 2**.

Friday PM Peak Operation

- 3.2.6 A summary of the occupancy rates for the car park based on the existing situation in the Friday PM peak hour are shown in **Table 3.1** below:

Time	Vehicles in Car Park
1500	91
1515	78
1530	77
1545	67
1600	64
1615	84
1630	72
1645	55
1700	52
1715	45
1730	50
1745	40
1800	49
1815	47
1830	42
1845	39
1900	43
Total Available	437

Table 3.1 – Summary of Existing Car Parking Accumulation - Weekday

- 3.2.7 The above table shows that the maximum number of vehicles in the car park during the period between 1500 and 1900 on a Friday afternoon is 91, which represents a maximum occupancy of 21%.
- 3.2.8 This demonstrates that during a typical weekday afternoon there is still on average around 91% spare capacity in the car park.



Saturday Afternoon Operation

3.2.9 A summary of the occupancy rates for the car park based on the existing situation on a Saturday are shown in **Table 3.2** below:

Time	Vehicles in Car Park
1000	45
1015	61
1030	61
1045	74
1100	82
1115	79
1130	92
1145	102
1200	106
1215	99
1230	101
1245	107
1300	110
1315	98
1330	84
1345	108
1400	116
1415	124
1430	159
1445	157
1500	135
1515	142
1530	140
1545	124
1600	110
Total Available	437

Table 3.2 – Summary of Existing Car Parking Accumulation - Saturday

- 3.2.10 The above table show that the maximum number of vehicles in the car park on a Saturday between 1000 and 1600 is 159, which represents a maximum occupancy level of 36%.
- 3.2.11 This demonstrates that during a typical weekday afternoon there is still on average around 76% spare capacity in the car park.



3.3 Summary

- 3.3.1 In conclusion, the above analysis has demonstrated that the parking provision at the Wombwell Retail Park adequately accommodates traffic associated with the current uses on the site.
- 3.3.2 The above tables identify that there is a level of spare capacity during the weekday period, one of the busiest times for this type of development. Similarly, the Saturday car parking assessment demonstrates that there is a high proportion of spare capacity in the car park.
- 3.3.3 The above calculations are considered to be robust and the results demonstrate that the current level of provision adequately meets demand of the existing uses at the Retail Park.



4 RETAIL PARK ACCESS

4.1 Introduction

- 4.1.1 This section of the report considers the existing access into the retail park and reports on the general operation of the adjoining highway network.

4.2 Existing Access Arrangements

- 4.2.1 Access into the Wombwell Retail Park is currently gained from two locations off the A633 Wombwell Lane.

Primary Access

- 4.2.2 The main point of access is a via signal controlled junction approximately 400 metres from the junction with Bleachcroft Way to the north. This point of access serves the Tesco Store as well as providing access into the northern section of the Retail Park Car Park.
- 4.2.3 The junction caters for all movements at the junction and a dedicated lane is provided to assist right turners accessing the site. The egress provides two lanes for vehicles exiting the retail park and Tesco's and traffic from the northern part of the Retail Park exits directly onto this feeder road via a priority junction.
- 4.2.4 In terms of operation, on site observations show that the junction operates satisfactorily even in the busy Friday and Saturday peak periods.

Secondary Access

- 4.2.5 As mentioned above, a further access into the Retail Park is located approximately 200 metres to the south along Wombwell Lane.
- 4.2.6 The secondary access is a simple priority junction which again permits all movements into and out of the Retail Park. As with the primary point of access, a right turn ghost island is provided to ease the movement of right turners into the site and minimise impact on the main road.



- 4.2.7 This point of access serves the southern section of the car park and following observations on site during the Friday and Saturday peak periods, it is noted that the junction currently operates efficiently.

4.3 Access Summary

- 4.3.1 The paragraphs above have described the existing access to the Wombwell Lane Retail Park and reported on the general operation of the two junctions serving the site off Wombwell Lane.
- 4.3.2 Both site access junctions have been observed to operate satisfactorily with no major delays occurring at either junction, even during the busy PM and Saturday peak periods.
- 4.3.3 In light of the above, it is considered that the existing access arrangements at the Retail Park are suitable to accommodate current traffic levels and both junctions adequately serve the site with respect to the existing uses at the Retail Park.



5 CONCLUSIONS

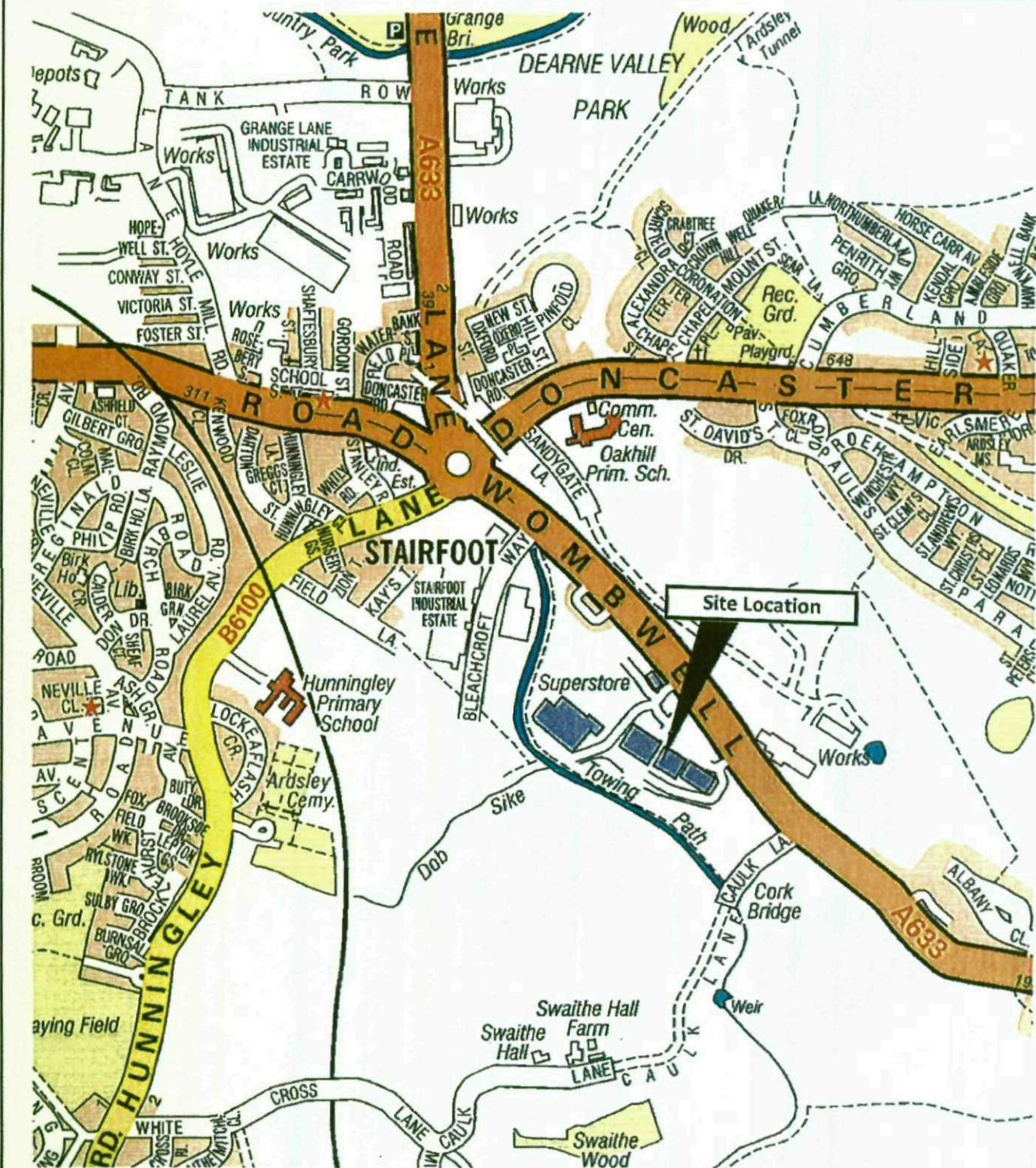
5.1.1 This Statement has considered the existing operation of the Wombwell Lane Retail Park in Barnsley with regard to the proposed retrospective planning application at the site.

5.1.2 A number of conclusions can be drawn from this Statement, namely:

- The Retail Park is accessible by a range of non-car travel modes;
- The existing Retail Park has a minimal impact on the local highway network; and
- Parking provision at the Retail Park is sufficient to accommodate the demand for parking generated by the existing uses; and
- Access to the Retail Park is suitable to accommodate current traffic levels and adequately serve the site with respect to the current uses.

5.1.3 In conclusion, this report has demonstrated there should be no objections to the retrospective planning application for the Wombwell Lane Retail Park in Barnsley.

PLANS



NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN INDEPENDENT TRANSPORT CONSULTANTS LTD. IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

Stadium Group

Wombwell Retail Park,
Barnsley,
Site Location

Savill Bid & A
A White Young Green Company

Croxtley House 14 Lloyd Street Manchester M2 5ND
t: 0161 835 2408 f: 0161 835 3400 e: sba@savill-bid-a.co.uk

DRAWN	DATE	CHECKED	DATE	SCALES	DRAWING NUMBER	REVISION
SP	Mar 09	MR	Mar 09	N.T.S.	N91577/01	

APPENDIX 1

Car Park Beat Survey Data

SURVEY CONTROL

Client: Savell Bird & Axon

Client Contact: Marty Rae

Survey Location: Wombwell Lane, Barnsley

Date(s) of Survey: Friday 3 April 2009
Saturday 4 April 2009

Notes:

On Site Supervisor: Gary Dixon

Data Checking: Peter Dixon

Survey Reference: 2009.071 Barnsley Results

Status: Final

Date of Issue: 6 April 2009

signal surveys

Time Beginning	Wombwell Retail Park - Friday 3 April 2009											
	Entrance 1						Entrance 2					
	In			Out			In			Out		
	LV	HV	PSV	LV	HV	PSV	LV	HV	PSV	LV	HV	PSV
1600	14	0	0	41	0	0	43	0	0	5	0	
1615	18	0	0	38	0	0	30	0	0	15	0	0
1630	10	0	0	39	0	0	31	0	0	17	0	0
1645	11	0	0	34	0	0	21	0	0	10	0	0
1700	6	0	0	33	0	0	32	0	0	8	0	0
1715	9	0	0	39	0	0	36	0	0	6	0	0
1730	14	0	0	35	0	0	26	0	0	8	0	0
1745	8	0	0	41	0	0	30	0	0	6	0	0
1800	16	0	0	33	0	0	27	0	0	9	0	0
1815	7	0	0	15	0	0	9	0	0	8	0	0

Time Beginning	Wombwell Retail Park - Saturday 4 April 2009											
	Entrance 1						Entrance 2					
	In			Out			In			Out		
	LV	HV	PSV	LV	HV	PSV	LV	HV	PSV	LV	HV	PSV
1000	19	0	0	33	0	0	14	0	0	4	0	0
1015	22	0	0	26	0	0	17	0	0	8	0	0
1030	23	0	0	22	0	0	16	0	0	8	0	0
1045	26	0	0	25	0	0	17	0	0	11	0	0
1100	21	0	0	39	0	0	37	0	0	15	0	0
1115	32	0	0	36	0	0	26	0	0	14	0	0
1130	25	0	0	37	0	0	30	0	0	8	0	0
1145	31	0	0	32	0	0	26	0	0	23	0	0
1200	31	0	0	45	0	0	26	0	0	18	0	0
1215	34	0	0	36	0	0	27	0	0	16	0	0
1230	31	0	0	36	0	0	25	0	0	16	0	0
1245	31	0	0	39	0	0	26	0	0	17	0	0
1300	26	0	0	48	0	0	29	0	0	20	0	0
1315	24	0	0	55	0	0	40	0	0	8	0	0
1330	24	0	0	50	0	0	41	0	0	10	0	0
1345	25	0	0	42	0	0	36	0	0	9	0	0

Time Beginning	Wombwell Retail Park - Friday 3 April 2009			
	Number of Occupied Spaces			
	Zone			Total
	A	B	C	
1500	46	0	45	91
1515	33	0	45	78
1530	39	0	38	77
1545	35	1	31	67
1600	29	2	33	64
1615	39	2	43	84
1630	34	1	37	72
1645	25	0	30	55
1700	25	0	27	52
1715	20	0	25	45
1730	23	0	27	50
1745	20	0	20	40
1800	20	0	29	49
1815	25	0	22	47
1830	20	0	22	42
1845	19	0	20	39
1900	23	0	20	43

Time Beginning	Wombwell Retail Park - Friday 3 April 2009			
	Number of Occupied Spaces			
	Zone			Total
	A	B	C	
1000	25	0	20	45
1015	32	0	29	61
1030	31	0	30	61
1045	36	2	36	74
1100	43	2	37	82
1115	41	0	38	79
1130	46	1	45	92
1145	47	3	52	102
1200	52	3	51	106
1215	49	1	49	99
1230	47	3	51	101
1245	57	2	48	107
1300	59	2	49	110
1315	50	4	44	98
1330	49	0	35	84
1345	60	0	48	108
1400	58	2	56	116
1415	62	4	58	124
1430	72	5	82	159
1445	73	4	80	157
1500	58	2	75	135
1515	65	5	72	142
1530	68	5	67	140
1545	53	4	67	124
1600	54	3	53	110