



Proposed Access/Egress Improvements Morrisons, Spalding

Transport Statement

August 2020

PROPOSED ACCESS/EGRESS IMPROVEMENTS
MORRISONS SPALDING

WM MORRISON SUPERMARKETS PLC

TRANSPORT STATEMENT

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1.0 INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Bryan G Hall (BGH) on behalf of Wm Morrison Supermarkets Plc (Morrisons) to accompany a planning application for an additional access/egress for the existing Morrisons supermarket located in Pinchbeck, Spalding. A location plan of the site is attached at **Appendix BGH1**.
- 1.2 Access to the store for customers and servicing is currently provided via a priority junction with Benner Road on the eastern boundary of the site. At peak times, delays occur for Morrisons customers entering or exiting the store car park via the existing site access.
- 1.3 The proposed scheme is to provide an additional access/egress from the store onto B1180 Wardentree Lane in the form of a left-in/left-out only arrangement to provide an alternative route for customers and to remove some of the traffic from the main store access road. In addition to improving access/egress to and from the store for Morrisons customers, there will be a net benefit to the operation of the local highway network.
- 1.4 The proposed access drawing is attached at **Appendix BGH2**.

2.0 THE SITE, THE HIGHWAY NETWORK AND THEIR OPERATION

The Site

- 2.1 The Morrisons foodstore is located to the north of the market town of Spalding. It is bounded by B1180 Wardentree Lane to the north, Benner Road to the east, existing industrial premises to the south and industrial premises and a field to the west. The store has a gross floor area of approximately 6,360m², a petrol filling station (PFS) and a 484 space car park.

The Internal Network and the Local Highway Network

- 2.2 Vehicular access to the store for customers and deliveries is currently provided to and from Benner Road via a priority junction on the eastern side of the site. The Morrisons egress has a two lane approach separating left turning and right turning vehicles respectively. Benner Road is a single carriageway route running in a general north to south direction between the B1180 Wardentree Lane / Benner Road / Unnamed Road roundabout, past the access and onto Enterprise Way.
- 2.3 Benner Road is a main route through the industrial area to the south of the store, providing access to Enterprise Way which serves the industrial estate. In the vicinity of the site Benner Lane is subject to a 30 mph speed limit. It is street lit and has a 2m wide footway to both sides of the carriageway
- 2.4 The Morrisons access has a footway to both sides. The footway on the northern side of the access terminates at the radius from Benner Road in order to restrict pedestrians from entering the PFS forecourt. There is a dropped kerb and tactile paving for pedestrians to cross south towards the store. There is a pedestrian refuge island in the middle of the access to assist with pedestrian movement across the store access.
- 2.5 Once within the site, there is access to a small area of car parking and the Morrisons service yard to the south.
- 2.6 Continuing along the access into the main store car park, the access road continues west into the site, bounded by the PFS to the north. The PFS is accessed via the internal access road approximately 120m from the existing access.
- 2.7 Approximately 35m to the north of the existing store access, Benner Road meets the B1180 and Wardentree Lane at a four arm roundabout junction. The B1180 to the east of this junction provides access to industrial premises and the A16 further

east. The A16 provides an orbital type route from the north of Spalding, around the eastern boundary of the town to the south.

- 2.8 Wardentree Lane forms the northern boundary of the site and is subject to a 40mph speed limit. It is street lit and is bound by a 2m wide footway and grass verge to the north of the carriageway. There is an existing pedestrian entrance to the Morrisons site at the northern boundary of the store. There are dropped kerbs and tactile paving across Wardentree Lane at this point.
- 2.9 Further west, B1180 Wardentree Lane provides access towards the residential area of Pinchbeck as well as Spalding Road which provides direct access towards the suburban area of Spalding and Spalding town centre to the south.
- 2.10 At present all customer traffic has to enter and exit the Morrisons store via the site access junction with Benner Road. At peak trading times, queues of vehicles leaving the store from the Morrisons store access result in some blocking back around the PFS, which impacts on vehicles departing the store. Also, on occasion, right turning traffic into the store block traffic travelling southbound on Benner Road, which sometimes results in queue back towards the B1180 Wardentree Lane / Benner Road / Unnamed Road roundabout.
- 2.11 All vehicles leaving the store must exit the car park using the exit roads to the north east of the car park, travelling around the petrol filling station and car wash facilities. There are several lanes and minor junctions along this road which can be confusing and unattractive for customers to the store. There are concerns that this exit layout and also queuing getting into and out of the store car park could result in customers shopping elsewhere instead of the Morrisons store. The proposals therefore aim to rectify this issue by the introduction of an additional access/egress.

Traffic Surveys

- 2.12 It was originally intended to carry out traffic surveys to establish traffic flows on the adjacent highway network and at the existing Morrisons access. Unfortunately, due to the impact of the Coronavirus pandemic, these surveys were not carried out. Whilst these traffic surveys could be carried out now (August 2020), the results would not be representative of previous or future traffic flow conditions and therefore there would be no benefit in carrying out such surveys.
- 2.13 However, relevant, up to date, traffic survey information has been obtained from a Transport Assessment for a mixed use, retail led development on land north of Wardentree Lane (Planning ref: H14-1252-18), located immediately to the east of the B1180 Wardentree Lane / Benner Road / Unnamed Road roundabout.

- 2.14 The Transport Assessment states in Paragraph 3.6 that the traffic surveys were undertaken on the Friday 21st and Saturday 22nd March 2016. In the appendices and all other references in the Transport Assessment, the dates are referred as 2018 therefore it is assumed that the year in paragraph 3.6 was an error and the surveys were actually carried out in 2018. The 21st and 22nd March were a Wednesday and Thursday respectively in 2018, therefore it is assumed these dates were a typo in the Transport Assessment and the surveys were done on a different date, but still on a Friday and Saturday. These surveys are relevant to the proposed junction improvements and are only 2 years and 3 months old. A period of up to three years is generally deemed to be acceptable for traffic analysis such as this. These surveys have therefore been included in the report at **Appendix BGH3**.
- 2.15 The flows show that B1180 Wardentree Lane (East) is the busiest arm in both peak periods with 803 and 648 PCU's travelling along it in the Friday evening peak period and Saturday period respectively. Benner Road has 706 and 610 PCU's using the arm in the peak periods.
- 2.16 The Transport Assessment shows that the roundabout has an RFC on the Wardentree Lane (East) approach of 0.64 and 0.51 on the Friday and Saturday peak periods respectively. The roundabout operated well within capacity in 2018 and the proposals will not generate any additional traffic, therefore the development will not have a negative impact on the local highway network.

Personal Injury Collisions

- 2.17 Details of the personal injury collision (PIC) record for the local highway network in the vicinity of the site have been obtained from the CrashMap website for the most recent five-year period available. The data obtained covers the period from January 2015 to December 2019 and is attached at **Appendix BGH4**.
- 2.18 There was a total of 7 PIC's recorded, 1 was classified as 'serious' in severity and the remaining 6 collisions were classified as 'slight'.
- 2.19 One 'slight' PIC occurred on the B1180 Wardentree Lane / Benner Road / Unnamed Road Roundabout Junction. The collision occurred on the circulatory carriageway lanes in the vicinity of the Benner Road arm.
- 2.20 The remaining 6 PIC's occurred on Benner Road to the south of the existing site access. One 'slight' PIC occurred some 40 metres to the south of the existing store access. Continuing south, there was 2 'slight' PIC's recorded at the Benner Lane / Cresswell Close junction. Finally, 1 'serious' and 2 'slight' PIC's were recorded at the Benner Road / Enterprise Way Junction.

- 2.21 From the review of the personal injury collision data for the latest five year period, it is clear that there are no road safety issues associated with the road network in the vicinity of the site. Therefore, it is clear that the highway network is operating safely and, of the collisions which do occur, the vast majority are classified as being slight.

3.0 THE PROPOSED SCHEME AND ITS IMPACT

The Scheme

- 3.1 The proposed scheme is shown on the plan at **Appendix BGH2**. The improvement consists of the introduction of a left in/left out access on the Wardentree Lane frontage to the site. The purpose of this is to relieve the pressure on the main access on Benner Road. This egress will provide an alternative for customers who live to the north, west and south of the store and the access will be an alternative for customers living to the north and east of the site.
- 3.2 The proposed access will be a left in/left out junction on the B1180 Wardentree Lane frontage to the site. The layout has been designed in accordance with relevant design guidance (Design Manual for Roads and Bridges -DMRB) and will have a pedestrian island between the access and egress. There will be kerb radii of 15 metres. Both access and egress will have a carriageway width of 4 metres.
- 3.3 A total of 7 parking spaces will be lost as part of the new access to ensure that the access operates safely and efficiently. The loss of 7 parking spaces will not be an issue, especially when the advantages of the scheme are taken into consideration.
- 3.4 The existing pedestrian and cycle crossing will be relocated some 10 metres to the east of its current location. Tactile paving will be provided at the crossing. Within the site, the current location of the zebra crossing and access to the pedestrian element of the crossing will be retained. Cyclists will access the crossing from the car park some 7 metres to the west of the pedestrian access, rather than both pedestrians and cyclists accessing it from the same point as they do currently.
- 3.5 Visibility splays of 2.4m x 120m can be achieved in both directions from the proposed access. The distance used is based on the DMRB CD 109 standards for a 40mph road. The drawing attached at **Appendix BGH5** shows the visibility splays.
- 3.6 The alternative of reconfiguring the Benner Road access has been considered but the cost of relocating the PFS is prohibitively expensive.

The Impact of the Improvement Scheme

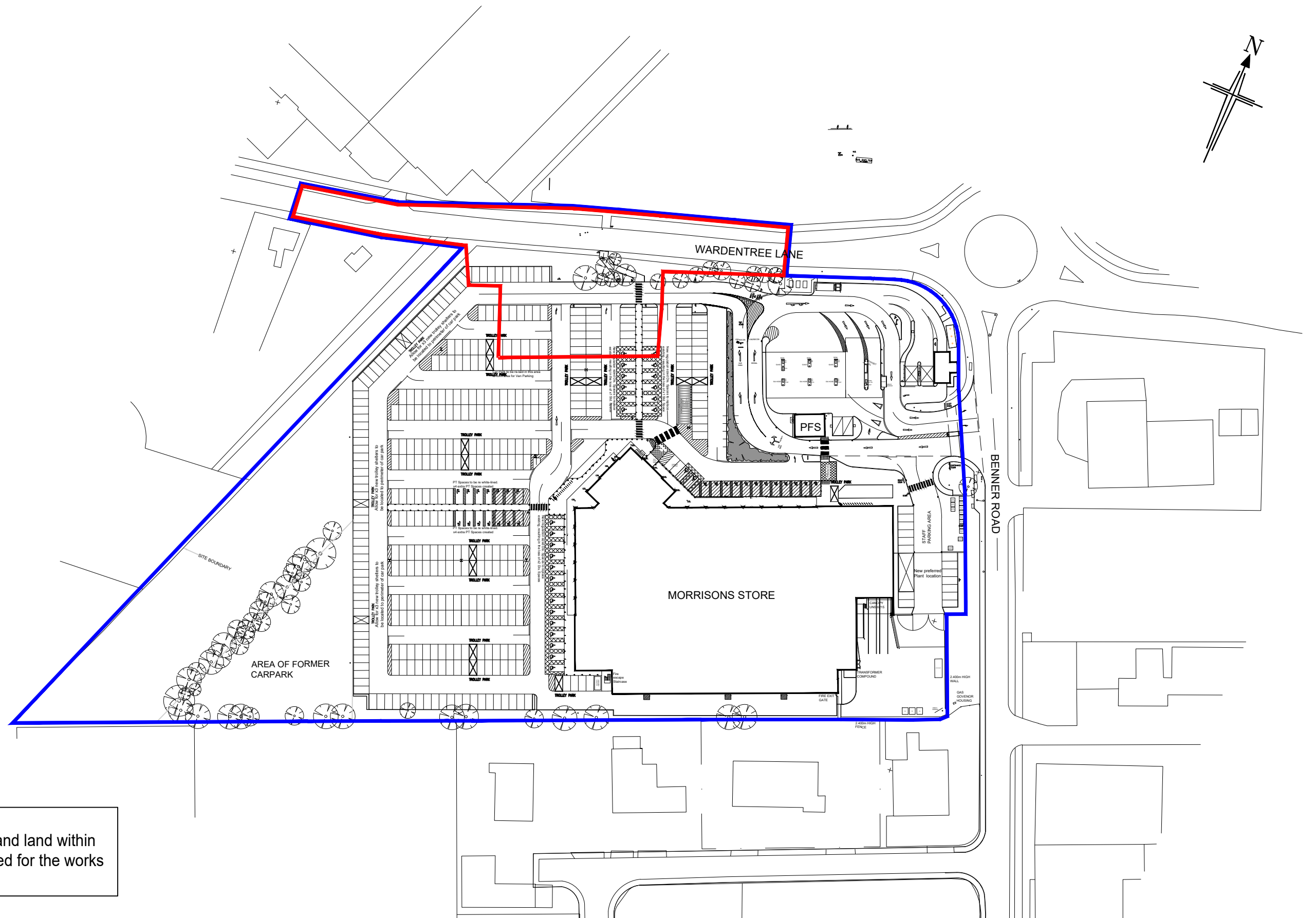
- 3.7 The impact of the new access will be wholly beneficial. Clearly, there will be no increase in size of the store, the PFS or the introduction of any additional facilities and hence the number of car borne trips generated by the store will not increase.

- 3.8 The left in / left out arrangement is relatively straight forward. The left in manoeuvre is unopposed and the left in access road runs into the customer car park which is well laid out. As a result, there will be no queuing back onto Wardentree Road. In the exceptional case, such as a breakdown, when there may be some queuing, Wardentree Road is a flat straight road with good visibility so there is no issue with road safety or forward visibility issue to the access from westbound traffic.
- 3.9 The left out manoeuvre is also straight forward and any queues that may occur would be extend back into the site and would not impact on the adjacent highway network.
- 3.10 This is a straight forward scheme which will bring immediate benefits to Morrisons and their customers and through traffic in the vicinity of the site and will have little if any detrimental impact on the adjacent network.

4.0 SUMMARY AND CONCLUSIONS

- 4.1 This Transport Statement has been prepared by Bryan G Hall to accompany a planning application made by Wm Morrison Supermarkets Plc for an additional access/egress for the existing Morrisons supermarket located in Pinchbeck, Spalding.
- 4.2 The proposed scheme is to provide an additional access/egress from the store onto B1180 Wardentree Lane in the form of a left-in/left-out only arrangement to provide an alternative route for customers and to remove some of the traffic from the main store access road. In addition to improving access/egress to and from the store for Morrisons customers, there will be a net benefit to the operation of the local highway network.
- 4.3 Presently, all customer traffic has to enter and exit the Morrisons store via the main site access junction with Benner Road. The exit layout is unattractive and confusing to customers, and at peak trading times there is queueing back around the petrol filling station impacting on vehicles departing the store and also right turning traffic from Benner Road.
- 4.4 A review of the personal injury collision data for the latest five year period has been undertaken based on data available on the CrashMap website, which has shown that there are no road safety issues associated with the road network in the vicinity of the site.
- 4.5 This Transport Statement has demonstrated that in addition to improving access/egress to and from the store for Morrisons customers, there will be a net benefit to the operation of the local highway network in terms of the operation of the existing access. It is therefore concluded that there are no justifiable transport reasons why the proposals should not be granted planning permission.

APPENDIX BGH 1



Key:

— Existing Site Boundary and land within adopted highway required for the works

— Application Site

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Status: PLANNING

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Size: A3 - 420 x 297

Drawn: DM

Chkd: MC

Appvd: MC

Rev: Date: Amendment: DRN CHK APR

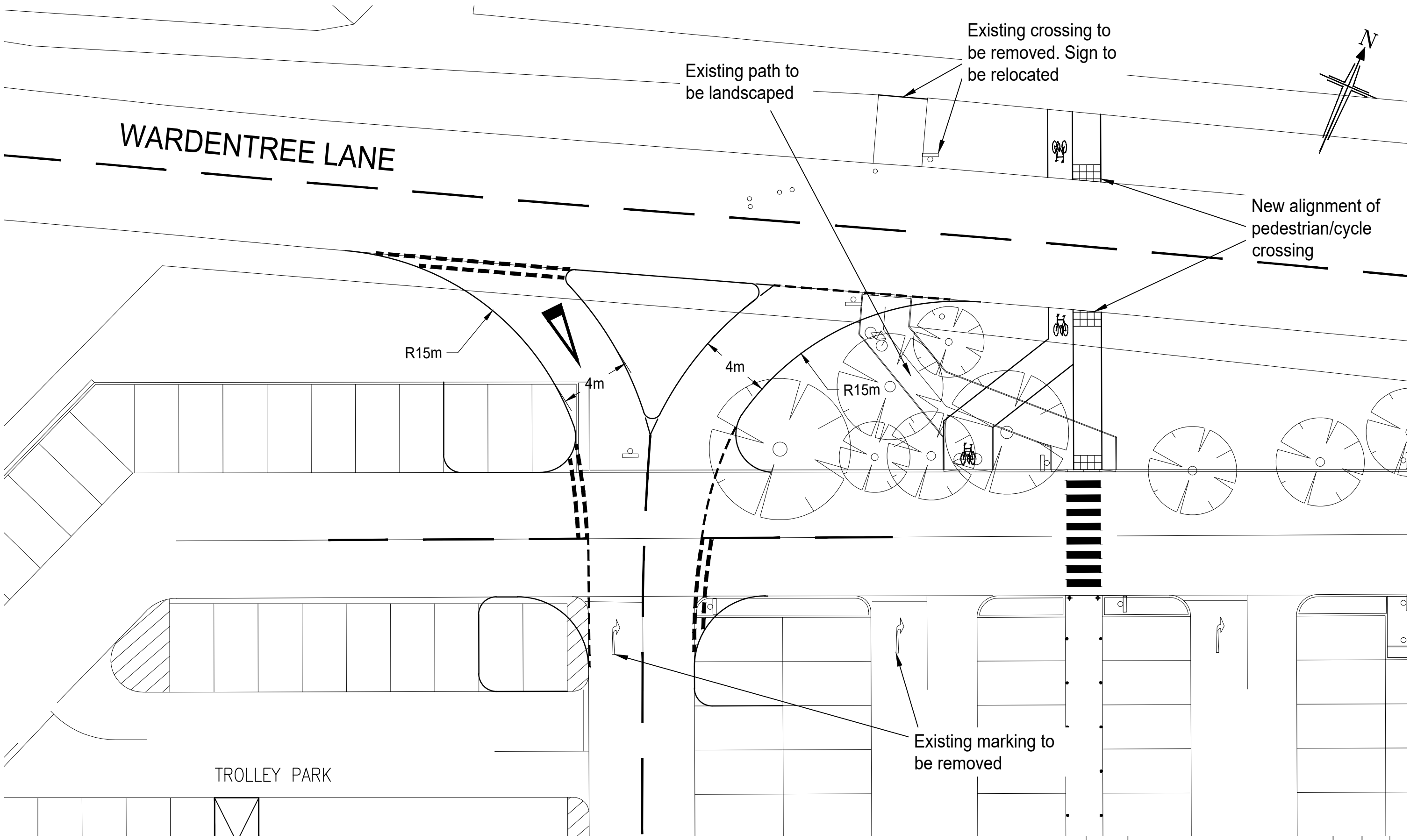
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Project: MORRISONS, SPALDING

Drawing No: 19/322/LOC/004
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Date: 12.05.2020

APPENDIX BGH 2



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Status: PLANNING

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Size: A3 - 420 x 297

Drawn: DM

Chkd: MC

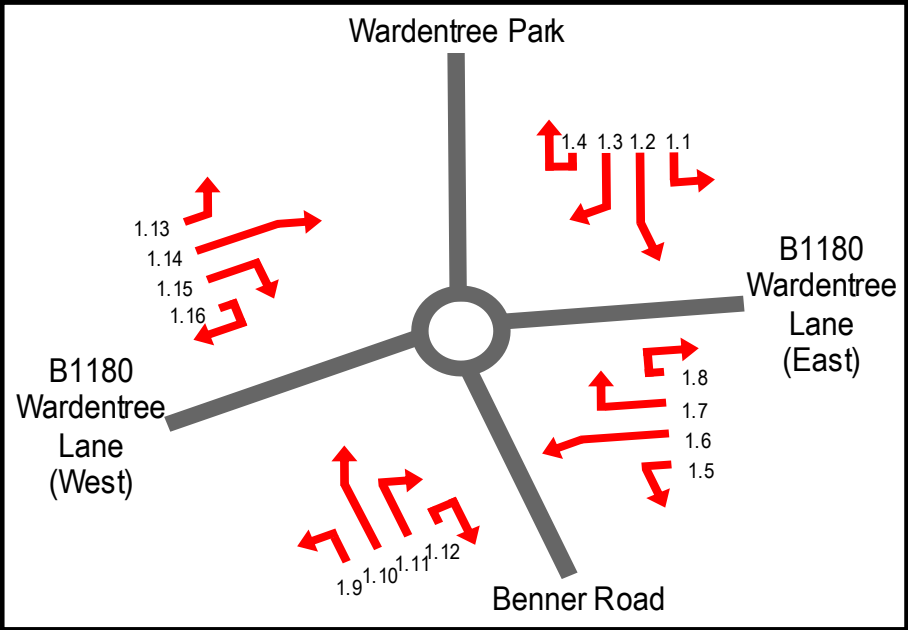
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Rev:	Date:	Amendment:	DRN	CHK	APR
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Project: MORRISONS, SPALDING					
Drawing No:		19/322/SKH/001		Revision: -	
Job No:		19-322		Date: 12.05.2020	

APPENDIX BGH 3

1.4	1.3	1.2	1.1
0	43	50	102
0	44	51	105

1.13	15	19
1.14	212	226
1.15	98	102
1.16	0	0



1.8	12	15
1.7	64	88
1.6	298	306
1.5	367	394

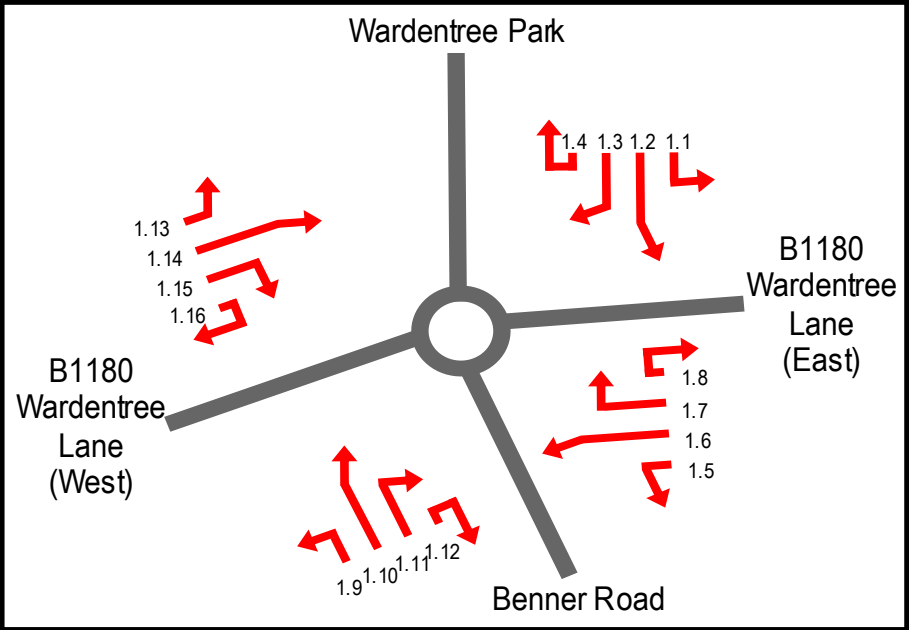
Peak Hour

16:30 - 17:30

1.9	1.10	1.11	1.12
202	20	455	0
205	23	478	0

1.4	1.3	1.2	1.1
0	23	37	41
0	23	37	42

1.13	17	17
1.14	178	186
1.15	153	152
1.16	0	0



1.8	6	14
1.7	64	86
1.6	155	170
1.5	354	378

Peak Hour

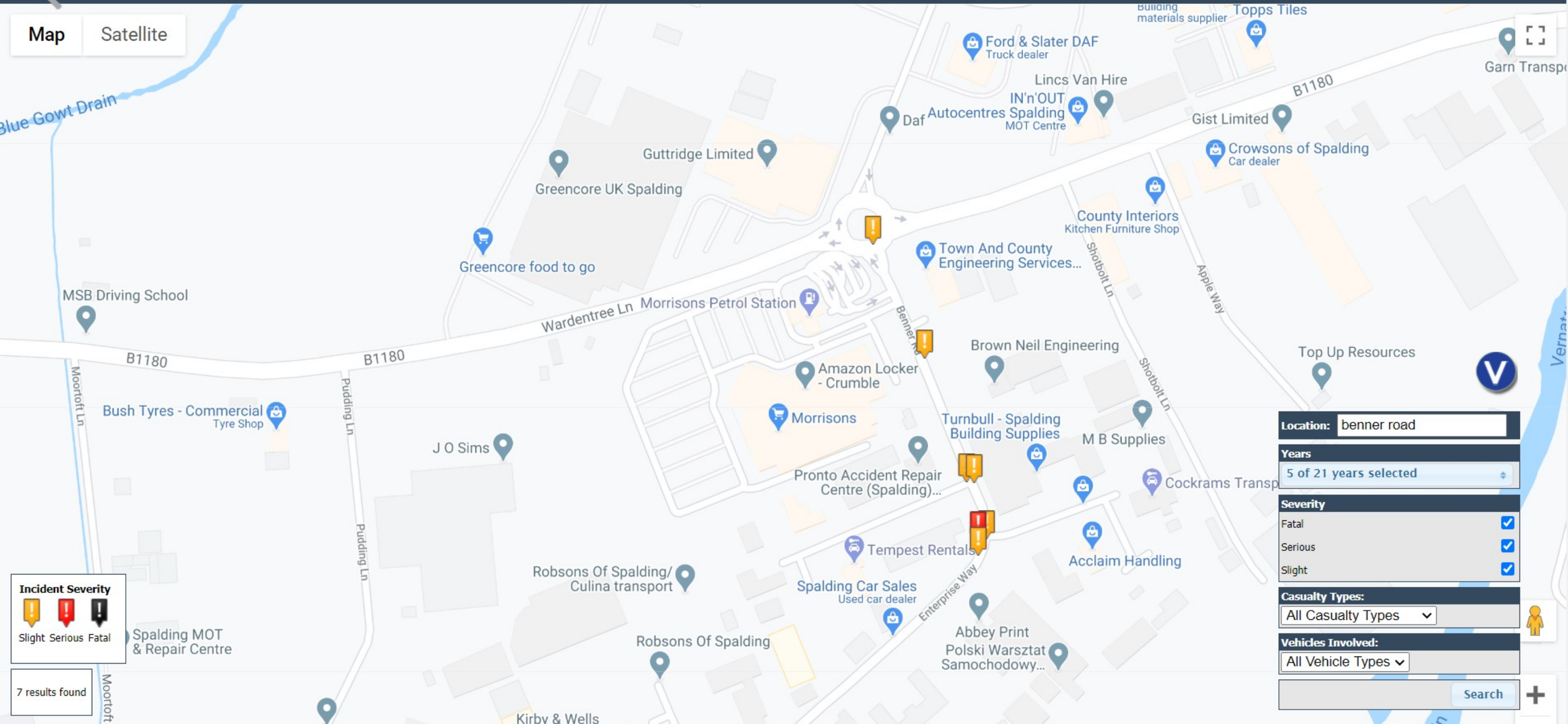
11:00 - 12:00

1.9	1.10	1.11	1.12
183	38	366	0
182	41	387	0

APPENDIX BGH 4

Map

Satellite



Location: benner road

Years

5 of 21 years selected

Severity

Fatal ☒

Serious ☒

Slight ☒

Casualty Types:

All Casualty Types

Vehicles Involved:

All Vehicle Types

Search



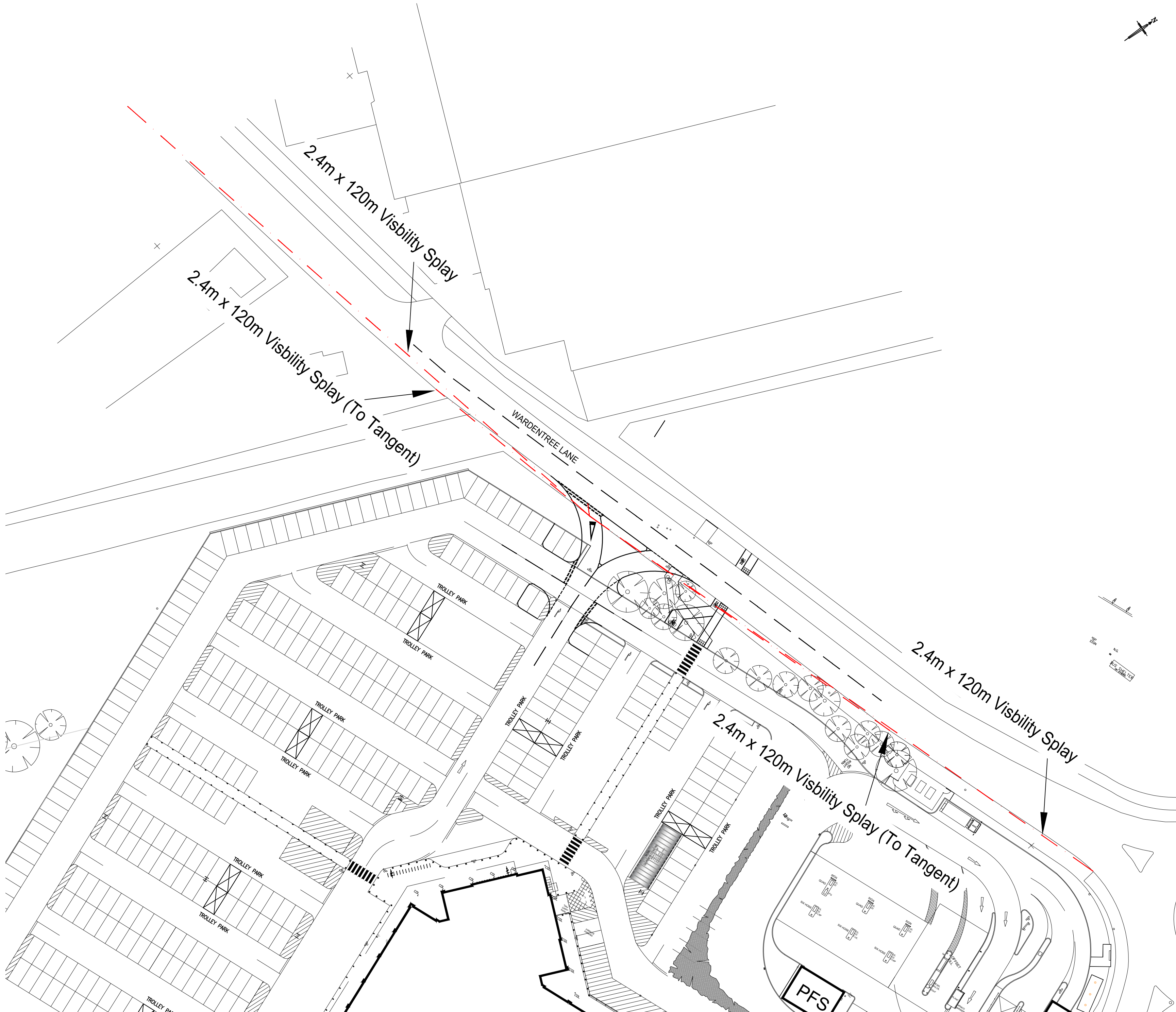
Incident Severity



Slight Serious Fatal

7 results found

APPENDIX BGH 5



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Rev:	Date:	Amendment:	DRN	CHK	APR
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Status: PLANNING

Scale: 1:500
Size: A2 - 594 x 420

Drawn: DM
Chkd: GB
Appvd: GB

Project: MORRISONS, SPALDING

Title: PROPOSED ACCESS VISIBILITY SPLAYS - 120m

Drawing No: 19/322/TR/001
Job No: 19-322

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