Transport Potential

Transport Planning and Design

Proposed Pet Food Store

THE WOODMAN, WAKEFIELD ROAD, BARNSLEY

January 2012

14-15 Regent Parade

Harrogate

HG1 5AW

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1. INTRODUCTION

1.1 This Transport Statement (TS) has been prepared in support of the planning application for a proposed Pet Food store (929 sqm GFA) on the site of the former Woodman (PH) (200sqm), Wakefield Road, Barnsley.

1.2 The proposal entirely replaces the existing land use. The access is relocated further from the signal controlled junction, offering a significant improvement.

1.3 The scale of this development dictates that a Transport Statement would provide sufficient information.

1.4 This Transport Statement has been prepared in line with the DfT guidance on the preparation of Transport Assessments and as a result of detailed scoping with officers from Barnsley Metropolitan Borough Council.

2. EXISTING SITUATION

2.1 The existing site is located on Wakefield Road, Barnsley adjacent to Quarry Street. The location plan is attached in the drawings section of this report.

2.2 The site is currently occupied by The Woodman, Public House and associated car parking. The Woodman is currently closed, this proposal entirely replaces the extant consent.

Site Context and Description

Pedestrian Audit

2.3 A comprehensive pedestrian audit has been carried out to determine site accessibility.

2.4 Both the footways on Wakefield Road are level and even with a width of approximately 2m. Controlled crossing facilities exist at the junction with Smithies Lane, providing a safe crossing opportunity. This crossing is approximately 5m from the subject site.

2.5 All the footways are tarmacked, dropped kerbs exist at crossing points, to help with easy access to the pavement from the road.

Public Transport

2.6 The site benefits from 2 no. stops on the site frontage and many within acceptable walking distance (400m), the furthest stop investigated is approximately 278m from the site, as the route uses Smithies Lane. The stops are named below and the distance is also provided:

- Smithies Lane S-Bound (Site frontage)
- Smithies Lane N-Bound (Site frontage)
- Honeywell, Smithies Lane SW-Bound (278m)
- Honeywell, Smithies Lane NE-Bound (278m)

2.7 The bus stop on the site frontage benefits from a shelter, flag and pole, on the opposite side of Wakefield Road the stop benefits from a shelter, flag and pole and a layby. The stop at Honeywell is provided a flag and pole.

2.8 The Bus services operating at these stops are summarised in the table below;

Number - route	Start/Finish approx.	Weekday Frequency	Saturday Frequency	Sunday Frequency
1- Barnsley – Mapplewell – Staincross	0635/2305	10 mins	10 mins	30 mins
11- Barnsley – Wakefield Road – Athersley	0525/2315	10 mins	10 mins	30 mins
12- Barnsley- Honeywell- Athersley	0655/2306	15 mins	15 mins	30 mins

Table 2.1 – Bus Frequency Table

2.9 Barnsley Train station is 1.07 mile (1700m) away from the site. Services go to Leeds, Derby, Nottingham and the South.

2.10 The site is highly accessible by all modes of travel, the potential walk in catchment population is high.

2.11 Given that the site is accessible by all modes it is considered to be sustainable.

Existing Vehicular Access

2.12 The site currently takes access via priority junction directly from Wakefield Road. This access is approximately 5m from the southbound stop line at the Smithies Lane signal controlled junction.

2.13 The site is currently serviced from this access as well as providing access to the car park for patrons. The car park can accommodate approximately 35 vehicles, some bays are demarcated.

2.14 The site is bound to the north by Quarry Street, this adopted highway does not provide a through route to Old street.

3. ACCIDENT DATA ANALYSIS

3.1 In order to ensure that the development would not exacerbate the accident rate a thorough investigation into existing accidents on Wakefield Road, Barnsley has been carried out.

3.2 Over the past 5 years a total of 32 accidents occurred within the study area. A total of 29 accidents were recorded as slight and 3 recorded as severe. There were no fatalities recorded within the study area.

3.3 A total of 28 accidents occurred in the dry without high winds and 4 occurred in the rain without high winds.

3.4 There were two accidents on Wakefield Road opposite Quarry Street, both were recorded as slight.

3.5 One accident occurred at the traffic signals with Smithies Lane, this was recorded as slight.

3.6 A cluster of accidents occurred at the Carlton Road signal controlled junction. These were all recorded as slight.

3.7 Out of the 32 accidents 20 involved a driver/rider, 5 no. accidents involved a pillion or passenger and 7 no. pedestrian accidents.

3.8 The trips generated by the development are predicted to be less with the development scenario, as such it is considered that there would be less turning vehicles and therefore less chance of a conflict.

3.9 There appear to be no links between the accidents other than them occurring at junctions, which is similar to national averages. The severity is all recorded as light, as such it is considered that the accidents may involve low speeds or only involve vehicles with protection measures.

3.10 It is considered that there will not be a negative effect on the accident rate as a result of this development.

3.11 The access is being located further from the junction, visibility will remain the same as provided at present, however vehicles will not be expected to turn right whilst being parallel to a stop line.

3.12 The situation has the potential to improve the accident rate as many contributory factors have been improved.

4. PROPOSED DEVELOPMENT

4.1 This Transport Statement has been prepared to support a planning application for a Pet Food Store (929 sqm GFA).

4.2 At present the site is occupied by The Woodman (PH) supported by approximately 35 spaces and benefits from a single point of access catering for all vehicular movements.

4.3 As a result of discussions with BMBC it was agreed that an improvement would be welcomed providing an in and out arrangement. This would involve using Quarry Lane as an entry and the existing junction as an exit.

4.4 It was also agreed that a strip of land at the front of the site would be held for the future use of BMBC highways for potential improvements to Wakefield Road.

4.5 The change in use would have not have am impact on the vehicle trip generation to the site, however given the sustainable location it is likely that there would be a number of trips carried out by sustainable modes. This is discussed later within this section of the report.

Parking

4.6 BMBC cycle parking guidelines require the provision of 2 no. long stay spaces for staff and 1 no. short stay space for customers. This is illustrated on the layout.

4.7 BMBC have adopted maximum parking guidelines as directed by central government specifically PPG13.

4.8 The uses on site are quite specific and are not explicitly covered by the guidelines, other than non food retail for the pet food element, the guidelines suggest that 1 space should be provided per 20sqm up to 1000 sqm.

4.9 Spaces laid out for disabled visitors should be provided at a minimum of 4%.

4.10 Based on the above the development could provide a total of 46 spaces + 2 spaces for disabled visitors. The development proposes 28 standard spaces and 2 spaces demarcated for movement impaired visitors. This is within the maximum parking guidelines and therefore adheres to the local guidance.

4.11 Wakefield Road is protected from indiscriminate parking by double yellow lines. The end user of the unit is known and is satisfied that there is sufficient parking to meet their operational requirements.

4.12 It is therefore considered that there is sufficient parking to support the proposed development. The maximum parking figure is not required in this highly accessible location. This view was supported previously as part of the consented residential development approved on this site.

Servicing

4.13 The pet food store takes delivery from suppliers, loading takes place through the front doors. Deliveries will be received outside of opening times.

4.14 The site has been designed to accommodate a delivery vehicle of any size entering and exiting the development in a forward gear.

Access

4.15 This application proposes to provide a new access from Quarry Street, with an improvement to the junction of Quarry Street with Wakefield Road.

4.16 The existing access point will be stopped up once the new access is formed.

4.17 The existing access could be utilised as formed at present, however as a result of discussions with BMBC it is considered that access and egress would be easier away from the signal controlled junction.

Trip Generation

4.18 The TRICS database has been interrogated to determine the level of trips that the existing public house could generate. The trips have been previously submitted to BMBC.

4.19 Based on the TRICS Good Practice Guide, the following parameters were selected therefore making the sample representative;

- Location - Suburban Area / Edge of Town / Residential Zone
- Public House / Pet Food Store
- Weekday surveys only

	Arrival	Departure
Public House 200 sqm GFA 17:00-18:00	12 (6.073)	9 (4.263)
Proposed Pet Food 929 sqm GFA 17:00-18:00	4 (0.460)	5 (0.504)
Net Effect 17:00-18:00	-8	-4

Table 4.1 – PM Peak Trip Generation 17:00-18:00

4.20 Based on the above it is predicted that the PM peak hour when Wakefield Road would be at its busiest there would be a significant reduction in trips as a result of this new development.

4.21 It is likely that during peak times traffic may already be travelling from work to home and therefore may call in and collect pet supplies, however this would be the same for the existing public house.

Capacity Assessment

4.22 As a result of the predicted reduction in trips generated by this redevelopment it is considered that capacity testing will not be required.

4.23 Capacity testing would show an overall improvement in delays at peak times as a result of replacing the existing use with the proposed use.

5. CONCLUSION

5.1 The site is houses the former Woodman (PH) providing 200 sqm GFA. The site is considered to be accessible by all modes of travel.

5.2 The proposed pet food store would provide 929 sqm GFA supported by 30 parking spaces.

5.3 The site is accessible by all modes, there are crossing opportunities at the surrounding junctions and a signal controlled crossing is provided on Wakefield Road.

5.4 There is a frequent bus service providing access to the suburbs as well as the town centre. The site is considered to be accessible by all modes of travel and is likely to encourage and enable sustainable travel. The bus stop is located on the site frontage.

5.5 A thorough scoping exercise was carried out with BMBC, this raised various key points. The main point related to safety, this was broken down to two elements, the existing junction location and the use of the existing junction in its current form.

5.6 A thorough Personal Injury Accident (PIA) analysis has been carried out. There were no common themes other than accidents occurring at junctions, many of which occurred at light controlled junctions, with significant opposing traffic flows.

5.7 At present the existing access is not in use, however within the 5 year accident study period the junction was in use. This sporadic and unpredictable use did not effect the safety record. The proposal involves a reduction in the number of turning vehicles, making this more regular and relocating the access/egress further from signal controlled junction.

5.8 The proposal assimilates into the existing site resulting in no offsite works, or delays whilst improvements to the network are made.

5.9 The proposed use is being promoted by a local operator and an end user, enabling the site to be developed immediately, and to become part of the community.

5.10 Overall based on the above, it is considered that there are no highways or transport related reasons why this development should not proceed.

APPENDIX A

TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
VEHICLES

Selected regions and areas:

08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
11	SCOTLAND		
	EB	CITY OF EDINBURGH	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 932 to 7989 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/12/86 to 18/06/11

Selected survey days:

Wednesday	1 days
Friday	1 days

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1

Selected Location Sub Categories:

Retail Zone	1
Built-Up Zone	1

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	1	932	0.107	1	932	0.000	1	932	0.107
09:00 - 10:00	1	932	0.858	1	932	0.858	1	932	1.716
10:00 - 11:00	2	4461	0.426	2	4461	0.314	2	4461	0.740
11:00 - 12:00	2	4461	0.437	2	4461	0.381	2	4461	0.818
12:00 - 13:00	2	4461	0.773	2	4461	0.560	2	4461	1.333
13:00 - 14:00	2	4461	0.706	2	4461	0.594	2	4461	1.300
14:00 - 15:00	2	4461	0.729	2	4461	0.706	2	4461	1.435
15:00 - 16:00	2	4461	0.773	2	4461	0.852	2	4461	1.625
16:00 - 17:00	2	4461	0.661	2	4461	0.953	2	4461	1.614
17:00 - 18:00	2	4461	0.460	2	4461	0.504	2	4461	0.964
18:00 - 19:00	2	4461	0.291	2	4461	0.347	2	4461	0.638
19:00 - 20:00	1	932	1.931	1	932	2.897	1	932	4.828
20:00 - 21:00	1	932	0.000	1	932	0.429	1	932	0.429
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			8.152			9.395			17.547

Parameter summary

Trip rate parameter range selected:	932 - 7989 (units: sqm)
Survey date date range:	01/12/86 - 18/06/11
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	35

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : C - PUB/RESTAURANT
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
	HC	HAMPSHIRE	1 days
03	SOUTH WEST		
	CW	CORNWALL	1 days
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NO	NORTH LINCOLNSHIRE	1 days
09	NORTH		
	TV	TEES VALLEY	1 days
12	CONNAUGHT		
	GA	GALWAY	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 285 to 2384 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/03 to 17/10/09

Selected survey days:

Thursday	1 days
Friday	8 days

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	3

Selected Location Sub Categories:

Residential Zone	2
No Sub Category	7

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
VEHICLES
Calculation factor: 100 sqm
Estimated TRIP rate value per 200 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
01:00 - 02:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
02:00 - 03:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
03:00 - 04:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
04:00 - 05:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
05:00 - 06:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
06:00 - 07:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
07:00 - 08:00	1	1700	0.412	0.824	1	1700	0.294	0.588	1	1700	0.706	1.412
08:00 - 09:00	1	1700	0.471	0.941	1	1700	0.412	0.824	1	1700	0.883	1.765
09:00 - 10:00	1	1700	1.882	3.765	1	1700	1.412	2.824	1	1700	3.294	6.589
10:00 - 11:00	9	1105	0.714	1.428	9	1105	0.422	0.845	9	1105	1.136	2.273
11:00 - 12:00	9	1105	1.438	2.876	9	1105	0.744	1.488	9	1105	2.182	4.364
12:00 - 13:00	9	1105	3.057	6.113	9	1105	1.478	2.956	9	1105	4.535	9.069
13:00 - 14:00	9	1105	2.584	5.168	9	1105	2.805	5.610	9	1105	5.389	10.778
14:00 - 15:00	9	1105	1.669	3.338	9	1105	2.906	5.811	9	1105	4.575	9.149
15:00 - 16:00	9	1105	1.528	3.057	9	1105	1.739	3.479	9	1105	3.267	6.536
16:00 - 17:00	9	1105	1.820	3.640	9	1105	1.408	2.815	9	1105	3.228	6.455
17:00 - 18:00	9	1105	3.036	6.073	9	1105	2.132	4.263	9	1105	5.168	10.336
18:00 - 19:00	9	1105	2.705	5.409	9	1105	2.413	4.826	9	1105	5.118	10.235
19:00 - 20:00	9	1105	2.725	5.449	9	1105	2.302	4.605	9	1105	5.027	10.054
20:00 - 21:00	9	1105	1.760	3.519	9	1105	2.182	4.364	9	1105	3.942	7.883
21:00 - 22:00	9	1105	1.227	2.453	9	1105	2.041	4.082	9	1105	3.268	6.535
22:00 - 23:00	9	1105	0.643	1.287	9	1105	1.387	2.775	9	1105	2.030	4.062
23:00 - 24:00	9	1105	0.292	0.583	9	1105	1.176	2.353	9	1105	1.468	2.936
Total Rates:			27.963	55.923			27.253	54.508			55.216	110.431

Parameter summary

Trip rate parameter range selected:	285 - 2384 (units: sqm)
Survey date date range:	01/01/03 - 17/10/09
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

APPENDIX B

Accident Data

ID	Accident_I	Location_E	Location_N	Accident_	Number_of_	Number_of_	Date	Day_of_W	Time_by_h	Time	Casualty_R	Casualty_S	Vehicle_M	anoeuvre	1st_Point_	Pedestrian	Road_Type	Weather_Cond	Light_Cond	Speed_limit	Junction_Detail	Junction_Con	Pedestrian	Pedestrian_Crossing-Road_Surf	Special_Co	Carriageway	Urban_or_	Did_Police	Vehicle_Re	Casualty_Class	Sex_of_Car	Age_Band_	Casualty_Type	Vehicle_Ty	Journey_Pi	Sex_of_Dri	Pedestrian_L	Car_Passer	Bus_or_Co	Pedestrian_Injured_at_Work	Casualty_IMD_Decile	Towing_an	Vehicle_Lo	Junction_L	Skidding_a	Hit_Object	Vehicle_Le	Hit_Object	Foreign_Re	Age_Band_of_Driver	Engine_Capacity_(CC)	Propulsion	Age_of_Vehicle
3506989	1652848	435420	408400	3	2	1	########	4	18	18:05:00	1	3	9	1	0	6	1	4	30	6	2	0	0	1	0	0	1	2	2	1	1	3	5	9	5	2	0	0	0	0	-1	0	0	8	0	0	0	0	0	3	1196	1	9
3506992	1655208	435010	408230	3	2	3	########	7	17	17:22:00	2	3	18	1	0	6	1	4	30	7	2	2	5	1	0	0	1	2	1	1	1	3	9	9	5	1	0	0	0	0	-1	0	0	8	0	0	0	0	0	3	1391	1	10
3507031	1652201	435230	408300	3	2	1	########	6	16	16:50:00	1	3	4	2	0	6	1	2	30	3	2	0	0	1	0	0	1	2	1	1	2	3	9	9	5	2	0	0	0	0	4	0	0	1	0	0	0	0	0	3	1124	1	10
3507179	1655168	435420	408400	3	1	1	########	5	15	15:45:00	1	3	18	1	1	6	1	1	30	6	2	0	5	1	0	0	1	2	1	3	2	1	0	9	5	3	1	0	0	0	2	0	0	8	0	0	0	0	0	-1	-1	-1	-1
3507236	1652666	434840	408110	3	2	1	########	6	14	14:41:00	1	3	9	3	0	6	1	1	30	3	4	0	0	1	0	0	1	2	1	1	4	9	9	5	1	0	0	0	0	0	-1	0	0	8	0	0	0	0	0	6	1299	1	-1
3507297	1650894	435010	408250	3	2	1	########	3	18	18:05:00	1	3	18	1	0	6	2	1	40	3	2	0	5	2	0	0	1	1	2	2	2	2	9	9	5	1	0	1	0	0	2	0	0	1	1	0	0	0	0	2	1242	1	7
3507323	1651828	435410	408410	3	2	1	########	4	20	20:00:00	1	3	7	2	0	6	1	2	30	3	2	0	0	1	0	0	1	1	2	1	1	3	5	9	1	1	0	0	0	0	-1	0	0	1	0	0	0	0	0	4	1753	2	5
3507369	1654548	435010	408200	3	3	1	########	5	8	08:50:00	1	3	3	2	0	6	1	1	30	0	0	0	4	1	0	0	1	1	2	1	2	4	9	9	5	1	0	0	0	0	2	0	0	0	0	0	0	0	0	4	1149	1	2
3507411	1653001	435410	408400	3	3	2	########	6	10	10:30:00	1	3	18	1	0	6	2	1	30	6	2	0	0	2	0	0	1	1	1	1	2	3	9	9	5	2	0	0	0	0	7	0	0	8	0	0	0	0	0	3	1587	1	2
3507413	1652579	435000	408120	3	2	2	########	1	0	00:20:00	1	3	16	0	0	6	2	4	30	0	0	0	0	2	0	0	1	1	2	2	2	4	10	9	5	1	0	0	0	0	-1	0	0	0	1	0	0	0	0	2	1331	1	10
3507476	1650989	435010	408220	3	2	1	########	2	11	11:17:00	1	3	18	1	0	6	1	1	30	3	2	0	4	1	0	0	1	1	1	1	2	3	9	9	2	2	0	0	0	0	3	0	0	8	0	0	0	0	0	3	-1	-1	-1
3507548	1653979	435010	408190	3	1	1	########	7	10	10:37:00	1	3	17	1	3	6	1	4	30	0	0	0	0	2	0	0	1	1	1	3	1	-1	0	5	5	1	5	0	0	0	-1	0	0	0	0	0	0	0	0	2	-1	-1	-1
3507570	1653718	435560	408150	3	2	2	########	6	7	07:15:00	1	3	18	1	0	6	1	1	30	3	4	0	0	1	0	0	1	1	2	2	2	4	9	9	2	1	0	1	0	0	4	0	0	1	0	0	0	0	0	2	1596	1	3
3701089	3078402	434900	408170	3	2	1	########	5	17	17:50:00	1	3	3	2	0	6	1	4	30	9	2	0	0	2	0	0	1	1	1	1	2	2	9	9	2	2	0	0	0	0	3	0	0	8	0	0	0	0	0	2	1124	1	1
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3701557	3078976	435230	408440	3	2	1	########	1	11	11:42:00	1	3	18	1	0	6	1	1	30	0	0	0	0	1	0	0	1	1	2	1	1	1	1	9	5	2	0	0	0	0	-1	0	0	0	0	0	0	0	0	3	1301	1	9
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3701607	3078149	435020	408170	3	3	1	########	7	13	13:00:00	1	3	3	2	0	6	1	1	30	3	2	0	5	1	0	0	1	1	1	1	1	3	9	9	5	1	0	0	0	0	2	0	0	1	0	0	0	0	0	3	2495	2	9
3701672	3078320	435030	408120	3	2	3	########	7	12	12:22:00	1	3	3	2	0	6	1	2	30	3	2	0	4	1	0	0	1	3	1	1	4	9	9	5	1	0	0	0	0	0	4	0	0	2	0	0	0	0	0	4	1988	1	12
3701708	3079086	435100	408180	3	1	1	########	4	11	11:30:00	1	3	18	1	8	6	1	2	30	0	0	0	0	1	0	0	1	1	1	1	3	1	3	0	14	5	3	8	0	0	0	-1	0	0	0	0	0	0	0	-1	-1	-1	-1
3886586	3675467	435490	408280	2	1	1	########	5	17	17:27:00	1	2	18	1	1	6	1	4	40	0	0	0	0	2	0	0	1	1	1	1	3	1	1	0	1	5	1	5	0	0	0	-1	0	0	0	2	0	0	0	3	124	1	5
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3886714	3676236	435030	408050	3	3	4	########	1	19	19:49:00	1	3	18	1	0	3	1	1	30	6	2	0	5	1	0	0	1	1	2	1	2	2	9	9	5	2	0	0	0	0	6	0	0	1	0	4	0	0	0	3	1998	2	9
3886720	3676686	434840	408110	3	2	1	########	1	17	17:50:00	1	3	10	2	0	6	1	1	30	3	4	0	0	1	0	0	1	1	1	2	2	4	9	9	5	1	0	1	0	0	6	0	0	1	0	0	0	0	0	-1	1299	1	10
3886999	3677249	435420	408400	3	2	1	########	1	14	14:52:00	1	3	18	4	0	6	1	1	30	6	2	0	5	1	0	0	1	1	2	1	2	3	9	9	5	2	0	0	0	0	1	0	0	8	0	0	7	1	0	3	1986	2	-1
3887078	3675912	435450	408420	2	1	2	########	4	22	22:30:00	1	3	18	1	0	6	1	4	30	0	0	0	0	1	0	0	1	1	1	1	1	2	2	2	5	1	0	0	0	0	-1	0	0	0	2	0	0	0	0	2	-1	-1	-1
4066576	4882612	434990	408140	2	1	1	########	1	19	19:50:00	1	2	18	4	1	6	1	1	30	0	0	0	0	1	0	0	1	1	1	1	3	2	3	0	4	5	3	5	0	0	0	3	0	0	0	0	0	0	0	-1	-1	-1	-1
4066676	4882895	435420	408400	3	2	2	########	3	17	17:30:00	1	3	3	0	0	6	1	1	30	6	2	0	4	1	0	0	1	2	1	1	2	4	9	9	5	2	0	0	0	0	2	0	0	1	0	0	0	0	0	4	998	1	9
4066731	4882608	434950	408090	3	2	1	########	1	15	15:13:00	1	3	18	1	0	6	1	1	30	0	0	0	0	2	0	0	1	1	1	1	2	4	9	9	5	2	0	0	0	0	-1	0	0	0	0	0	0	0	0	4	1560	2	-1
4066736	4882830	434960	408440	3	2	1	########	4	13	13:10:00	1	3	5	4	0	6	1	2	30	3	4	0	0	2	0	0	1	1	2	1	1	3	1	21	1	1	0	0	0	0	-1	0	0	7	0	0	0	0	0	3	11021	2	4
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				3															4	5									5																							
				29																0									7																							
																				8																																



Scale 1:3000	DRAWN BY PR	CHECKED BY CS	Transport Potential	SCHEME .
DRAWING REFERENCE T171/GIS/01		REV		ON BEHALF OF .
DATE Jan 2012	CAD REF GIS/t171		Transport Potential LTD, 14-15 Regent Parade, Harrogate, HG1 5AQ. Telephone 0845 680 7815	DRAWING TITLE Accident Plots

DRAWINGS



Scale 1:3000	DRAWN BY PR	CHECKED BY CS	
DRAWING REFERENCE T171/GIS/02		REV	
DATE Jan 2012	CAD REF GIS/t171		

Transport Potential

Transport Potential LTD, 14-15 Regent Parade, Harrogate, HG1 5AQ. Telephone 0845 680 7815

SCHEME

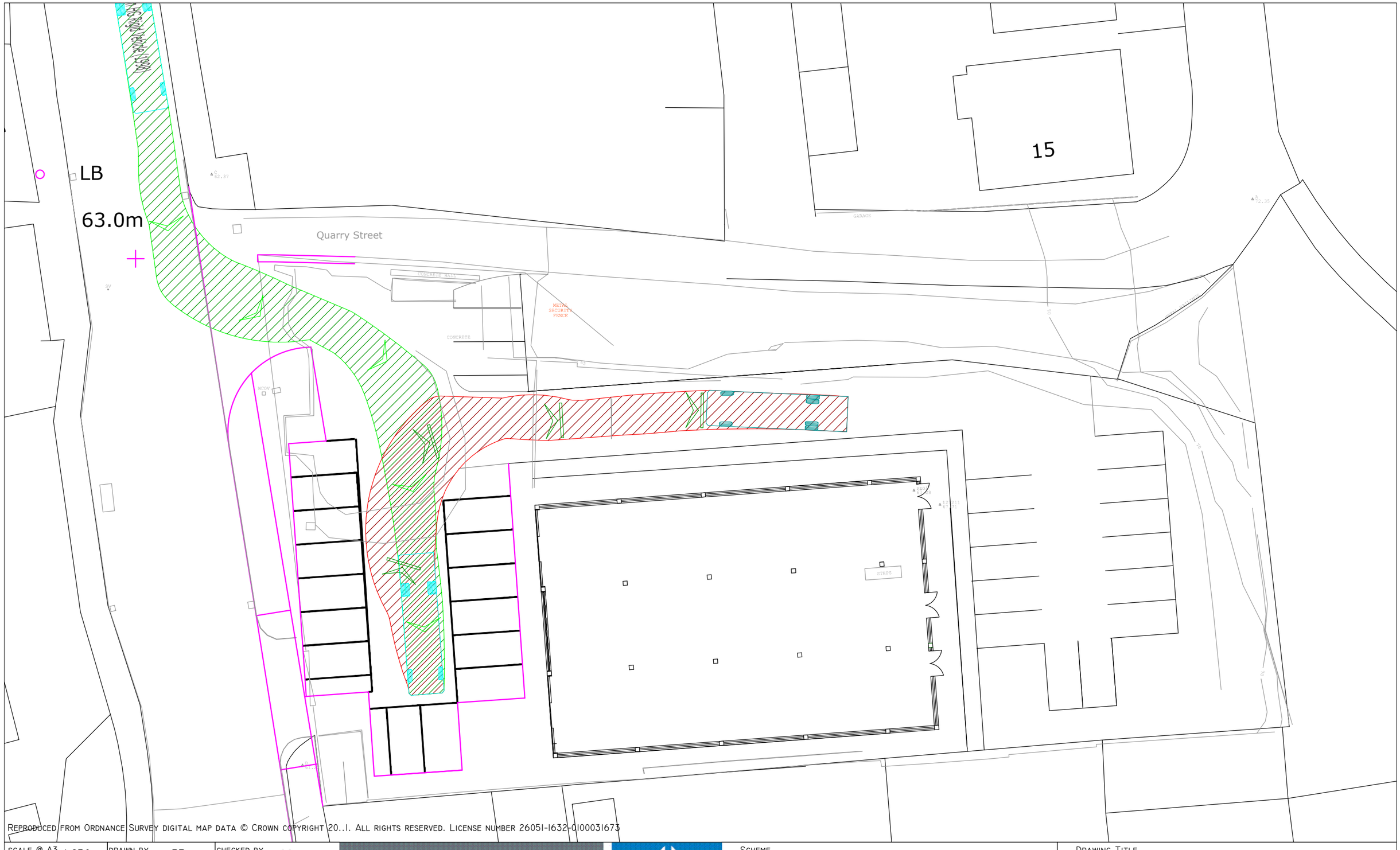
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ON BEHALF OF

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DRAWING TITLE

Site Location Plan



Scale @ A3 1:250	Drawn by PR	Checked by CS	
Drawing Reference T171/03		Revision B	
Date Jan 2012	Cad Ref T171_03B.DWG		

Transport Potential

14-15 Regent Parade, Harrogate, HG1 5AW. Telephone 0845 680 7815

Scheme

Proposed Pet Food Store
Wakefield Road

On Behalf of

Donald Cooke Ltd

Drawing Title

Suggested Junction Arrangement