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Prepared on behalf of

Dove Retail Ltd

Proposed Petrol Filling Station
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Transport Assessment

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Acknowledgements:

The online crashmap.co.uk database has been used in this report to analyse highway accident historic data.

The TRICS database has been used in this report to calculate traffic generations.

Disclaimer

The methodology adopted and the sources of information used by Sanderson Associates (Consulting Engineers) Ltd in providing its services are outlined within this Report.

Any information provided by third parties and referred to herein has not been checked or verified by Sanderson Associates (Consulting Engineers) Ltd, unless otherwise expressly stated within this report.

This report was checked and approved on the 31st May 2018 and the Report is therefore valid on this date, circumstances, regulations and professional standards do change which could subsequently affect the validity of this Report.

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1 Introduction

1.1 Overview

1.1.1 Sanderson Associates (Consulting Engineers) Ltd has been appointed by Dove Retail Ltd to advise on traffic and transportation issues surrounding a proposed redevelopment of the site at 245, A633 Barnsley Road, Wombwell to replace the existing carpet retail premises with a petrol filling station. The site location is included at **Appendix A, (Figure 1)**.

1.1.2 This Transport Statement provides information on the traffic and transportation aspects of the development and forms supplementary information to support the planning application for the development.

1.2 Planning History

1.2.1 The existing is a retail carpet sales premises and previously it was a car sales premises. The decision notice, for the planning application reference number B/05/1193/WW for the change of use from car sales premises to retail carpet sales, is dated 2005-08-14 and the application was approved with conditions.

1.3 National Planning Policy

1.3.1 On 27 March 2012 the National Planning Policy Framework (NPPF) was published, which sets out the Government's planning policies for England and how these are expected to be applied. The NPPF supersedes a number of documents, including Planning Policy Guidance 13: Transport.

1.3.2 At paragraph 14 it is stated that:

'At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.'

1.3.3 Section 4 of NPPF outlines the Government's planning policies for promoting sustainable transport. This section begins at paragraph 29, which states:

'Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.'

1.3.4 Paragraph 32 states that; 'All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether':

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*

1.3.5 In accordance with the National Planning Policy Framework paragraph 32, this Transport Statement will demonstrate that:

- Sustainable transport modes are available for residents and visitors that reduce the need for major transport infrastructure.
- Safe and suitable access to the site can be achieved for all people; and
- Improvements are not required within the transport network to limit the impacts of the development.

2 Existing Situation

2.1 The Site and Surrounding Area

2.1.1 The site is currently unoccupied and is located off the A633 Barnsley Road approximately 1.5km northwest of Wombwell, near Barnsley. The site location is shown at **Appendix A, (Figure 1)**.

2.1.2 The existing site use is A1 (non-food) shop with a gross internal floor space of 648sqm. The site was used as a retail premises which sold flooring and blinds.

2.1.3 The area surrounding the site to the south west and northwest is predominately residential, whilst to the north, northeast and east there are some retail/commercial units.

2.1.4 Within the vicinity of the site there are a number of existing Petrol Filling Stations and local shops such. The location of these are shown at **Appendix A, (Figure 2)**.

2.2 Local Highway Network

2.2.1 Access to the site is gained directly from the A633 Barnsley Road via an in/out drive arrangement which allows access to and from the site forecourt. Vehicles enter the site at its southern boundary and exit the site at its northern boundary. Along the site frontage the A633 is single carriageway with an approximate width of 11.5m. A parking layby with an approximate width of 2.5m is present on the opposite side of the road to the site. The lane width for southeast bound traffic is approximately 2.5m and for northwest bound traffic is approximately 3.1m. There is an existing right turn lane facility into Roy Kilner Road with an approximate width of 3.5m.

2.2.2 The A633 is the main road through Wombwell which runs from a roundabout junction with the A6195 in the south to a roundabout junction with the Doncaster Road (A6133) in the north.

2.2.3 Within the vicinity of the site Barnsley Road (A633) forms the northwest arm of the White Rose Roundabout junction of Barnsley Road (A633) / Bradberry Balk Lane / A633 Mitchell Way / Barnsley Road. The A633 then continues as Mitchell Way.

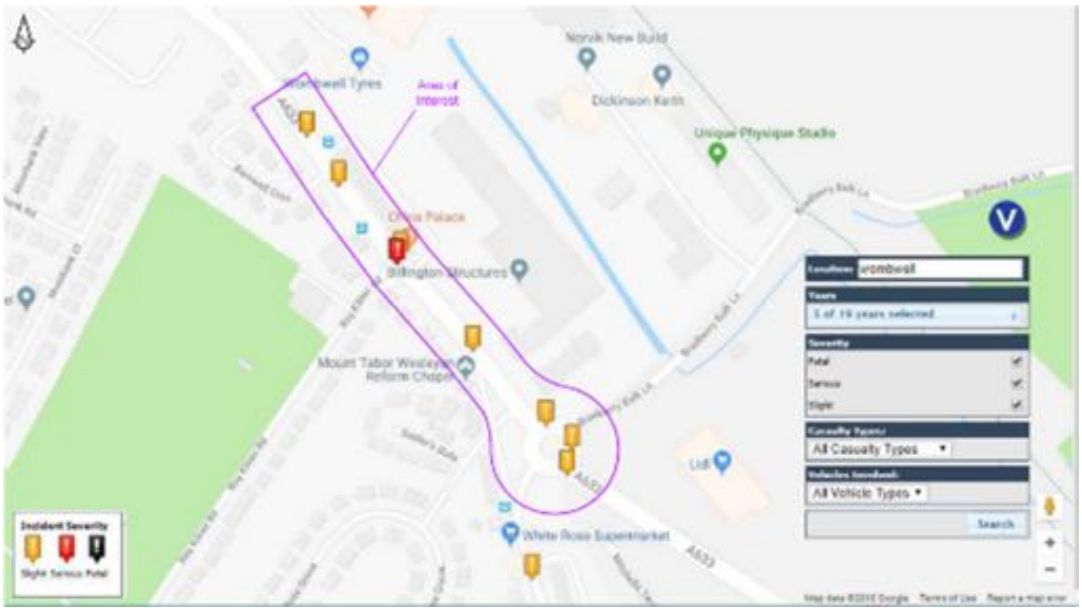
2.2.4 Existing bus stops are located on Barnsley Road (A633) on the site frontage for the northwest bound stop and approximately 50m north on the opposite side of Barnsley Road (A633) for the southeast bound stop. Further bus stops are located approximately 250m walking distance southeast of the site on Barnsley Road within the vicinity of the White Rose Roundabout.

2.2.5 Roy Kilner Road is a single carriageway road with an approximate width of 7.5m and footways on both sides of the carriageway with widths of approximately 2.0m. It is a residential cul-de-sac. The road is street lit and is subject to a 30mph speed limit.

2.3 Highway Accident Data

2.3.1 The Crashmap online database has been examined to provide an indication of the road traffic accident history of the local highway network in the vicinity of the site. The search period is for the most recent complete 5 years that are available. The outputs obtained from the Crashmap online database are provided at **Appendix B**.

2.3.2 The area of interest is detailed on the following image extracted from www.crashmap.co.uk:



Area of interest detailed on extract from www.crashmap.co.uk

2.3.3 The area of interest includes the A633 Barnsley Road from 120m north of the sites boundary to and including the White Rose Roundabout.

2.3.4 Within the area of interest a total of 9 incidents have occurred of which 7 are slight, 2 serious and 0 are fatal in severity. The slight incidents are listed as follows whilst the serious incidents are described in more detail in the paragraphs which follow:

- 2 incidents involving pedestrians.
- 1 incident involving a cyclist.
- 2 incidents involving cars losing control.
- 1 incident involving a car rear shunting another car.
- 1 incident involving g a motorcyclist and car moving off.

2.3.5 The first slight incident involving a pedestrian occurred on Saturday, October 19th, 2013 at 2:00am approximately 10m north of the sites northern boundary. The incident involved a pedestrian and a car which was moving off. The pedestrian was injured, however the report indicates that no impact was made between the car and the pedestrian.

2.3.6 The second slight incident involving a pedestrian occurred on Monday, July 28th, 2014 at 8:50pm at the Roy Kilner Road / A633 Barnsley Road junction. The incident involved a car which was reversing and a pedestrian who was stationary in the carriageway.

2.3.7 The slight incident involving a cyclist occurred on Monday, December 8th, 2014 at 9:10am on the A633 Barnsley Road arm of the White Rose Roundabout junction. The incident involved a car moving off and a cyclist proceeding normally along the carriageway, not on a bend.

2.3.8 Serious incident, crash reference: 201414B070814, occurred on Monday, July 28th, 2014at 7:55pm at the Roy Kilner Road / A633 Barnsley Road junction. Weather conditions were fine without high winds and there was a dry surface. The incident involved a car which was waiting to turn right and a vehicle which was passing another moving vehicle on its offside.

2.3.9 Serious incident, crash reference: 2013140001912, occurred on Friday. January 4th, 2013 at 4:27pm at the Roy Kilner Road / A633 Barnsley Road junction. Weather conditions were fine without high winds and there was a dry road surface; whilst it was dark the road was street lit. The incident involved a car and a pedal cycle which were proceeding normally along the carriageway, not on a bend. First point of impact for the cyclist was the front whilst for the car was the back, potentially indicating the cyclist colliding with the rear of the car.

2.3.10 The recorded accidents are not considered to represent an inherent accident issue and no accidents with the search period have been recorded at the existing site access and egress.

3 Sustainable Transport Modes

3.1 Overview

3.1.1 In order to accord with the aspirations for promoting sustainable travel any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

3.1.2 Given the primary use of the site is a petrol filling station customers will predominantly be drawn to the facility by car, and the following audit relates to the ease of staff and the occasional “nonvehicle customer”.

3.1.3 This section of the report considers the accessibility of the development by the following modes of transport.

- Accessibility on foot;
- Accessibility by cycle;
- Accessibility by bus;
- Accessibility by rail;

3.1.4 The non-car accessibility of the site is important to provide a viable alternative to the private car when considering travel to the site.

3.2 Accessibility on Foot

3.2.1 Walking is an important mode of transport in the urban area; it can replace a large number of short car journeys which contribute to congestion and pollution, and the need for car parking. Walking is the most sustainable form of transport and provides one way of reducing pressure on the environment. People walking are also travelling at a pace that gives them a greater connection with their surroundings and can have positive benefits in relation to a community's security through increased surveillance.

3.2.2 Walking stimulates both personal health and the health of communities and local economies. Government health improvement advice states that just 30 minutes brisk walking 5 times a week can bring about significant reductions in the risk of coronary heart disease, high blood pressure and diabetes.

3.2.3 In relation to acceptable walking distances Manual for Streets which is the latest national guidance on the design of residential roads offers the following guidance in Section 4.4 "The walkable neighbourhood"

"4.4.1 Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS 13 states walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents". It is noted that PPS 13 has been superseded by NPPF but the general guidance offered in Manual for Streets is considered relevant.

3.2.4 A plan indicating the 2km walking catchment is available in **Appendix A (Figure 2)**. It is noted that walking routes will not follow the simple radius of this plan and the plan is provided as an indication of where destinations lie and the general extent to which the local area can be accessed on foot.

3.3 Accessibility by Cycle

3.3.1 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. A further benefit of cycling is linked to increased general health and fitness which has personal benefits as well as economic benefits for the nation in terms of health service costs. The bicycle is generally more affordable than the car and hence there are social equity benefits to the promotion of cycling. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach.

3.3.2 In relation to the application site; cycling distances from local residential centres within 5km, along with the corresponding cycle time based on 12 km per hour are as follows. A 5km radius of possible destinations can be found in Figure 3 at the rear of this report.

Origin/Destination	Distance	Duration
Wombwell Centre	1.6km	8 minutes
Low Valley Residential Centre	2.3km	11 ½ minutes
Wombwell Railway Station	2.4km	12 minutes
Hemmingfield Residential Centre	3.5km	17 ½ minutes
Darfield Residential Centre	3.5km	17 ½ minutes
Millhouses Residential Centre	3.8km	19 minutes
Kendray Residential Centre	4.4km	22 minutes
Jump Residential Centre	4.5km	22 ½ minutes
Worsbrough Dale Residential Centre	4.6km	23 minutes
Brampton Residential Centre	4.8km	24 minutes
Measborough Dike Residential Centre	4.9km	24 ½ minutes
Worsbrough Bridge Residential Centre	5.0km	25 minutes
Ardsley Residential Centre	5.0km	25 minutes

3.3.3 Within a 5km cycling distance of the site there are a number of residential destinations and Wombwell Railway Station.

3.4 Accessibility by Bus

3.4.1 The closest bus stops are located on the site frontage within an approximate 100m walking distance of the site to the southeast bound stop on the opposite side of the road. A further service is available from the stops on Barnsley Road approximately 300m walking distance from the site. Details of the facilities provided at the stops, along with the available services are as follows, whilst the stop locations are shown at **Appendix A, (Figure 4)**.

A633 Barnsley Road

Reference:	37055307
Location:	On site frontage
Distance to stop:	25m
Direction of travel:	Northwest bound on Barnsley Road (A633)
Facilities:	Shelter with seating and timetable information
Bus services:	22x and 226

Reference:	37055348
Location:	Approximately 50m north of the sites northern boundary on the opposite side of Barnsley Road (A633)
Distance to stop:	100m
Direction of travel:	Southeast bound on Barnsley Road (A633)
Facilities:	Shelter with seating and timetable information
Bus services:	22x and 226

Barnsley Road

Reference:	37050013
Location:	Approximately 40m south of the White Rose Roundabout
Distance to stop:	250m
Direction of travel:	Northbound toward the White Rose Roundabout
Facilities:	Shelter with seating and timetable information
Bus services:	X20

Reference:	37050660
Location:	Approximately 70m south of the White Rose Roundabout
Distance to stop:	280m
Direction of travel:	Southbound from the White Rose Roundabout
Facilities:	Shelter with seating and timetable information
Bus services:	X20

3.4.2 A summary of the bus services which operate at the above stop is provided below.

Summary of Services		Frequency (mins)			
No	Overall Route	Daytime Hourly Frequency Mon - Fri	Evening Hourly Frequency Mon - Sat	Sunday Hourly Daytime Frequency	Sunday Hourly Evening Frequency
22x	Rotherham - Canklow - Rotherham - Rawmarsh - Swinton - Manvers - Wombwell	15 mins	60 mins	60 mins	60 Mins
226	Barnsley - Stairfoot - Wombwell - Wath upon Dearne - Bolton upon Dearne - Goldthorpe - Thurnscoe	30 mins	60 mins	60 mins	60 mins
X20	Barnsley - Wombwell - Old Moor - Manvers - Mexborough - Denaby Main - Conisbrough - Warmsworth - Balby - Doncaster	60 mins	60 mins	No Service	No Service

Table 3.4.2 – Summary of available bus services and frequencies within a 400m walking distance of the site

3.4.3 As can be seen from the previous table there are a range of bus services available within a 400m walking distance of the site.

3.5 Accessibility by Rail

3.5.1 The closet railway station to the site is Wombwell which is located approximately 2.8km in walking distance to the southwest of the site.

3.5.2 The railway station comprises two platforms with sheltered seating areas and sheltered cycle storage for up to 16 bicycles.

3.5.3 The following table details the services available and their frequencies.

Route	Monday to Saturday Frequency		Sunday Frequency
	Daytime	Late evening	
Huddersfield - Penistone-Barnsley – Wombwell - Sheffield	60 mins	60 mins	60/120 mins

Table 3.5.3 – Summary of rail services available from Wombwell Railway Station

3.6 Accessibility Summary

3.6.1 It is considered that the site has access by both "active transport" to local facilities and to public passenger transport arrangements. As such staff and visitors to the development will have a choice of sustainable travel options.

4 Development Proposals

4.1 A copy of the Architects site layout plan is attached at **Appendix C** and it shows a proposed Petrol Filling Station, ancillary Kiosk/retail shop and food franchise. The proposed Kiosk/retail shop having a gross external floor area of 97.1sqm and the proposed food franchise having a gross external floor area of 100.8sqm.

4.2 It is expected that the proposed Petrol Filling Station will require 2 tanker deliveries comprising 39,000 litres per week.

4.3 For the Petrol Filling Station kiosk/shop it is considered that daily deliveries would be made for newspapers, bread and dairy products, with general chilled and ambient deliveries occurring daily during the week and Saturday. Deliveries will be undertaken outside busy periods to minimise disruption to staff and customers.

4.4 The proposed food franchise is understood to be a bakery chain which specialises in the savoury products and sweets such as pasties, sausage rolls, sandwiches, doughnuts and vanilla slices etc.

4.5 A delivery service management plan will be put in place in order to limit left turn only turning movements into the site for Heavy Goods Vehicles making deliveries to the site.

4.6 The existing speed limit of the A633 within the vicinity of the site access is 30mph. The visibility achievable from the proposed access and egress was measured on site and visibility splays of 2.4m x 70m can be achieved in both directions measured to the near side kerb.

4.7 Swept path analysis has been undertaken of the proposed forecourt and this shows that delivery vehicles, such as the oil tanker and a HGV can turn into and out of the site. The swept path analysis of these vehicles is shown on drawings 10521/001 at **Appendix D**.

4.8 Swept path analysis of the petrol pump bays has been undertaken which demonstrates that cars can enter and exit these with ease. The swept path analysis of these vehicles is shown on plans A-F drawing 10521/002 at **Appendix D**.

4.9 Finally, swept path analysis of the delivery bay to the southwest of the site has been undertaken using the 7.5t box van delivery vehicle. Should a car be using petrol pump bay 1 the delivery vehicle would wait on the forecourt until this car has moved to enter the delivery bay. The swept path analysis of this vehicle is shown on plans G-H on drawing 10521/002 at **Appendix D**.

5 Multimodal Trip Generations

5.1 This section provides an estimation of the Multimodal trip rates and potential level of person trip generation by all modes of travel resulting from the proposed development. Vehicular trips are assessed separately in Section 6 of this report.

5.2 As required in UK, DfT 'Guidance on Transport Assessments' the person trips to the proposed development have been assessed. These have been assessed using information contained within the TRICS database. The full TRICS outputs are contained at **Appendix E**.

5.3 The TRICS database has been interrogated to assess the Multimodal and vehicle trips to the development. The land use category 13 – Petrol Filling Stations – PFS with Retail has been used to assess person trip rates for the development. To ensure a robust assessment, the output from the TRICS Database has been refined to exclude Greater London and Ireland where possible.

Trip Rates	Trip Rate			Trip Generation			Modal Split		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Vehicle Occupants	20.859	25.469	306.883	146	178	2148	79.4%	84.9%	84.1%
Public Transport	0.109	0.094	1.075	1	1	8	0.4%	0.3%	0.3%
Pedestrians	5.219	4.344	55.477	37	30	388	19.9%	14.5%	15.2%
Cyclists	0.093	0.078	1.662	1	1	12	0.4%	0.3%	0.5%
Total People	26.281	29.984	365.093	184	210	2556	100%	100%	100%

Table 5.3 – Multimodal trip rates and trip generations

5.4 As can be seen from the above, given the specific use the predicted level of pedestrian, cyclist and public transport users are modest in the peak hours, and it is considered that they can be accommodated within the existing infrastructure.

6 Trip Generations

6.1 Existing Use of the Site at Barnsley Road (A633)

6.1.1 The TRICS database has been utilised to calculate the likely traffic generation of the existing land use. The land use category 01 Retail/I – Local Shops has been used in order to obtain the likely vehicular trip rates for the existing land use. The TRICS data is included at **Appendix F** and the trip rates and resulting traffic generations are shown in the following table:

648sqm	Trip Rates		Traffic Generations		
	Arr	Dep	Arr	Dep	2-way
08:00 to 09:00	5.811	5.465	38	35	73
17:00 to 16:00	7.067	7.497	46	49	94

Table 6.1.1 – Indication of existing trip rates and trip generation

6.1.2 As can be seen from the above table the existing land use could potentially generate 73 vehicle movements in the AM peak hour and 94 vehicle movements in the PM peak hour.

6.1.3 It is envisaged however that during the typical AM and PM peak hours of 08:00 to 09:00am and 17:00 to 18:00pm the existing flooring shop would generate minimal traffic.

6.2 Existing Petrol Station Site at Wakefield Road, Mapplewell

6.2.1 In order provide a realistic trip generation assessment a site visit was undertaken on Wednesday 23rd May 2018 to carry out a peak hour traffic count for the typical AM and PM peak hours of 08:00 - 09:00am and 17:00pm to 18:00pm.

6.2.2 The traffic count was undertaken at the existing Turnpike Garage Petrol Filling Station at Wakefield Road, Mapplewell, Barnsley S75 6JX. This Petrol Filling Station has similar facilities to what is proposed and it is situated in a similar setting which closely resembles the site at Barnsley Road (A633). The Petrol Filling Station at Wakefield Road has the following facilities:

- 8 petrol pumps
- 2 HGV petrol pumps
- a car wash and 2 jet washes
- Air and water
- 6 parking spaces (inclusive 1 disabled)
- A kiosk and food franchises in the form of Subway and Costa Coffee.

6.2.3 The following image details the location of the existing Turnpike Garage Petrol Filling Station at Wakefield Road, Mapplewell.

Extract curtesy of Goole showing the location of the existing Turnpike Garage Petrol Filling Station

6.2.4 As can be seen from the above image the petrol filling station is located in a similar setting within the Barnsley area which closely resembles the site at A633 Barnsley Road, Wombwell.

6.2.5 The number of arrivals and departures were counted and the results of the survey are detailed in the following table:

	Arrivals	Departures
08:00 - 08:15	22	21
08:15 - 08:30	26	23
08:30 - 08:45	10	16
08:45 - 09:00	16	17
Totals	**74**	**77**
17:00 - 17:15	18	16
17:15 - 17:30	18	22
17:30 - 17:45	15	18
17:45 - 18:00	18	16
Totals	**69**	**72**

Table 5.2.1 – Results of traffic count at existing PFS

6.2.6 As can be seen from the previous table the existing PFS site at Wakefield Road currently generates 151 vehicle movements in the typical AM peak hour of 08:00 to 09:00 and 141 vehicle movements in the typical PM peak hour of 17:00 to 18:00.

6.2.7 The existing PFS at Wakefield Road has 8 petrol pumps bays and based on the number of petrol pump bays the following trip rate has been derived.

8 petrol pump bays	Trip Generation		Trip Rate	
	Arr	Dep	Arr	Dep
08:00 - 09:00	74	77	9.250	9.625
17:00 - 18:00	69	72	8.625	9.000

Table 6.2.3 – Existing PFS traffic generation and resulting Trip Rate

6.3 Proposed Traffic Generation

6.3.1 The trip rates calculated from the survey of the existing petrol filling station on Mapplewell Road, Barnsley have been used to assess the predicted number of vehicle movements likely to be generated by the proposed development. The trip rates and traffic generations are detailed in the following table:

6 petrol pump bays	Trip Rate		Trip Rate	
	Arr	Dep	Arr	Dep
08:00 - 09:00	9.250	9.625	56	58
17:00 - 18:00	8.625	9.000	52	54

Table 6.3.1 – Proposed trip rates and traffic generation

6.3.2 As can be seen the proposed petrol station could be expected to generate 114 vehicle movements in the AM peak hour and 106 vehicle movements in the PM peak hour.

6.4 Traffic Composition

6.4.1 Given the nature and type of the development, catering for motorists passing on the main A633 route together with the location of competing opportunities it is considered that not all of the predicted trips will be totally new to the highway network, and that a large proportion of trips to the development will be associated with pass by (or pass-by transferred) trips which will comprise a large proportion of the overall trips. The TRICS report suggests that only about 10% of all trips are new to the highway network with the other 90% transferring from other developments. This is logical since the potential number of customers to a store in a catchment area does not change because of the store development and the overall shopping demand is the same.

6.4.2 The research report provides details of both UK and American examples of research conducted on the proportion of 'primary' and 'non-primary' trips generated by new supermarket developments, which we believe could reasonably be also applied to this proposal.

6.4.3 The proportion of 'Primary' and 'Non-primary' trips is dependent upon a number of factors which include the proximity of the site to an arterial route, the size of the proposed supermarket and the comparative proximity of other competing supermarket developments within the area. The research report suggests that the proximity of the site to an arterial route increases the potential for pass-by trips. The research concludes that the proportion of pass-by / diverted (non-primary) will not exceed 40% of the traffic generated by the development. The remaining 60% of traffic is made up of 'new' and 'transferred' (Primary) trips and from the research presented the majority of the 'Primary' trips comprise transferred (50% of the remaining 60%). As such, only 10% of traffic generated by a supermarket development is considered to be new to the local highway network.

6.4.4 With regard to customers of the PFS with retail, these are in many respects similar to supermarkets and given the nature of the facility it is considered, for the purpose of this assessment, that 10% new trips would be generated and 90% would be pass-by / transferred. In this case transferring trips are considered to be already accessing those facilities via the A633 Barnsley Road.

6.4.5 The level of new and pass-by / transferred traffic generation for the development is summarised in the table below:-

Petrol Filling Station with Retail							
	New Trips			Pass by / Transferred			Total
	Arrivals	Departures	S/Total	Arrivals	Departures	S/Total	
0800 - 0900	6	6	12	50	52	102	114
1700 - 1800	5	5	10	46	48	94	104

Table 6.4.5 – Summary of new and pass by / transferred trips

6.4.6 As demonstrated by **Figure 2** at **Appendix A** there are a number of petrol filling stations and local shops within the local area that people could utilise, as such the proposals at Barnsley Road A633 would not in itself be a destination people are drawn to as a new vehicle trip.

6.4.7 The assessment of traffic generations demonstrates that the proposals will result in modest levels of new peak hour traffic flows and it is considered that the local highway network is capable of accommodating the likely increase without any adverse impact.

7 Summary and Conclusions

7.1 Sanderson Associates (Consulting Engineers) Ltd has been appointed by Dove Retail Ltd to advise on traffic and transportation issues surrounding a proposed redevelopment of the site at 245, Barnsley Road, Wombwell to replace the existing carpet retail premises with a petrol filling station.

7.2 Highway accident data has been examined and this has shown that there is no existing inherent road traffic accident issue within the vicinity of the site access.

7.3 Within acknowledged walking distance of the site there are a range of amenities and options available for travel by sustainable transport for staff and the occasional customers travelling by sustainable modes.

7.4 From the predicted traffic flows in section 6, it has been identified that as a result of the PFS with retail proposals the site could generate in the region 119 arrivals and 114 departures in the AM peak (0800-0900) and 106 arrivals in the PM peak hour (1700-1800). Given the nature and type of the development, catering for motorists passing on the main A633 route together with the location of competing opportunities it is considered that not all of the predicted trips will be totally new to the highway network and that a large proportion of trips to the road side PFS will be associated with pass by (or pass-by transferred) trips or linked trips which will comprise a large proportion of the overall trips. This is logical since the potential number of customers to these type of facilities in a particular catchment area does not change because of the development.

7.5 This aspect has been assessed and it is considered that 10% new trips could be generated and 90% would be pass-by / transferred with regard to the PFS.

7.6 In accordance with the National Planning Policy Framework paragraph 32, this Transport Statement has demonstrated that:

- Sustainable transport modes are available for residents and visitors that reduce the need for major transport infrastructure.
- Safe and suitable access to the site can be achieved for all people; and
- Improvements are not required within the transport network to limit the impacts of the development.

7.7 In conclusion, this Report has demonstrated that there are no highway reasons why the proposals for the PFS with retail on land off the A633 Barnsley Road, Wombwelll should not be granted planning consent.

APPENDIX A

Figure 1 –Site Location Plan

Figure 2 – Locations of Existing Petrol Filling Stations and Bakery Shops

Figure 3 – 800m and 2,000m Indicative Walking Distances

Figure 4 – 5km Indicative Cycling Distance

Figure 5 – Public Transport Information

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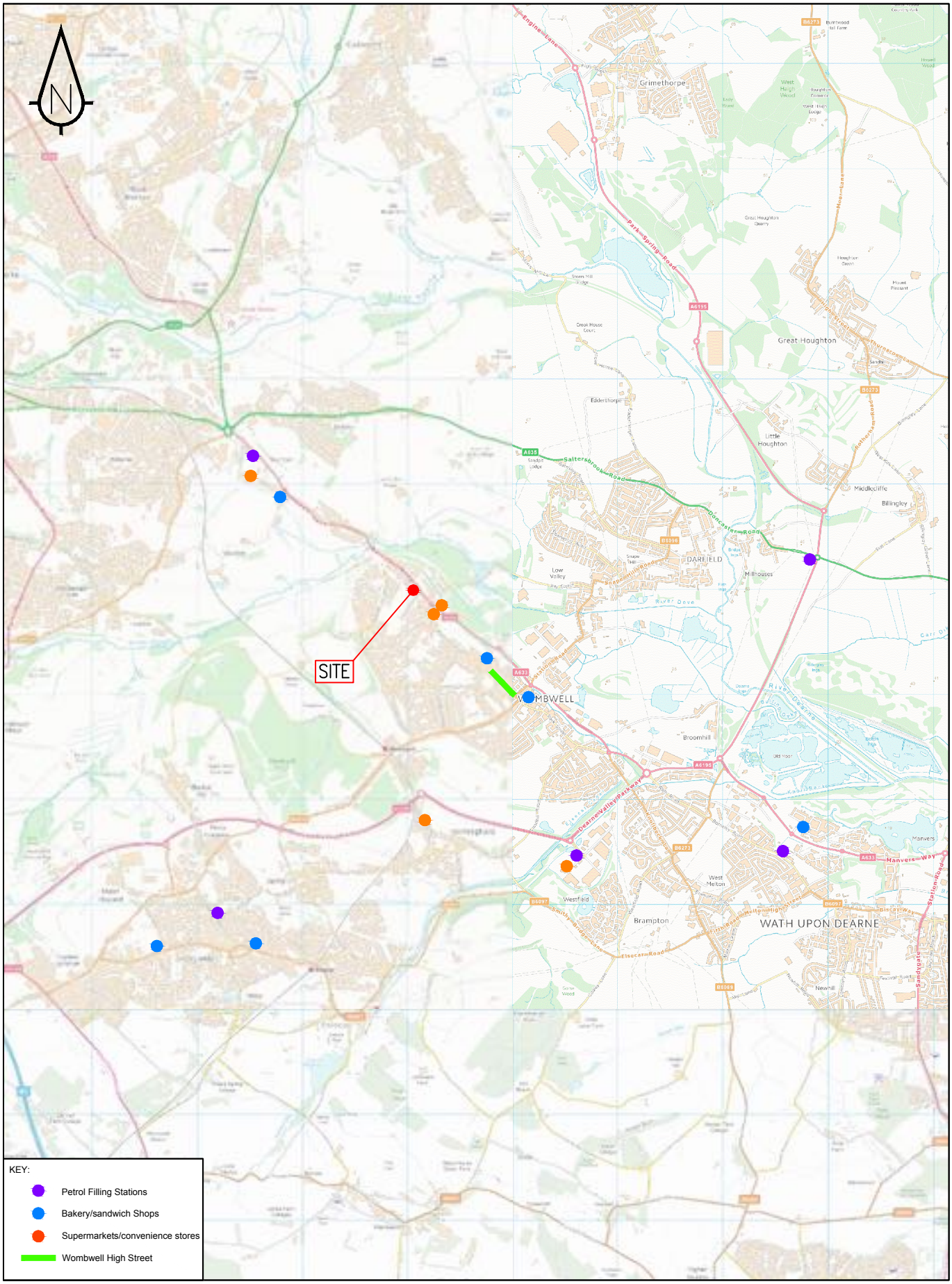
Site Location Plan

Proposed Petrol Filling Station
245 A633 Barnsley Road, Wombwell
Barnsley S73 8DT

Drawn LOB	Scale NTS	QIM ISO 9001 REGISTERED FIRM
Checked KS	Date May 2018	
Approved KS	Drawing Number Figure 1	Size A4



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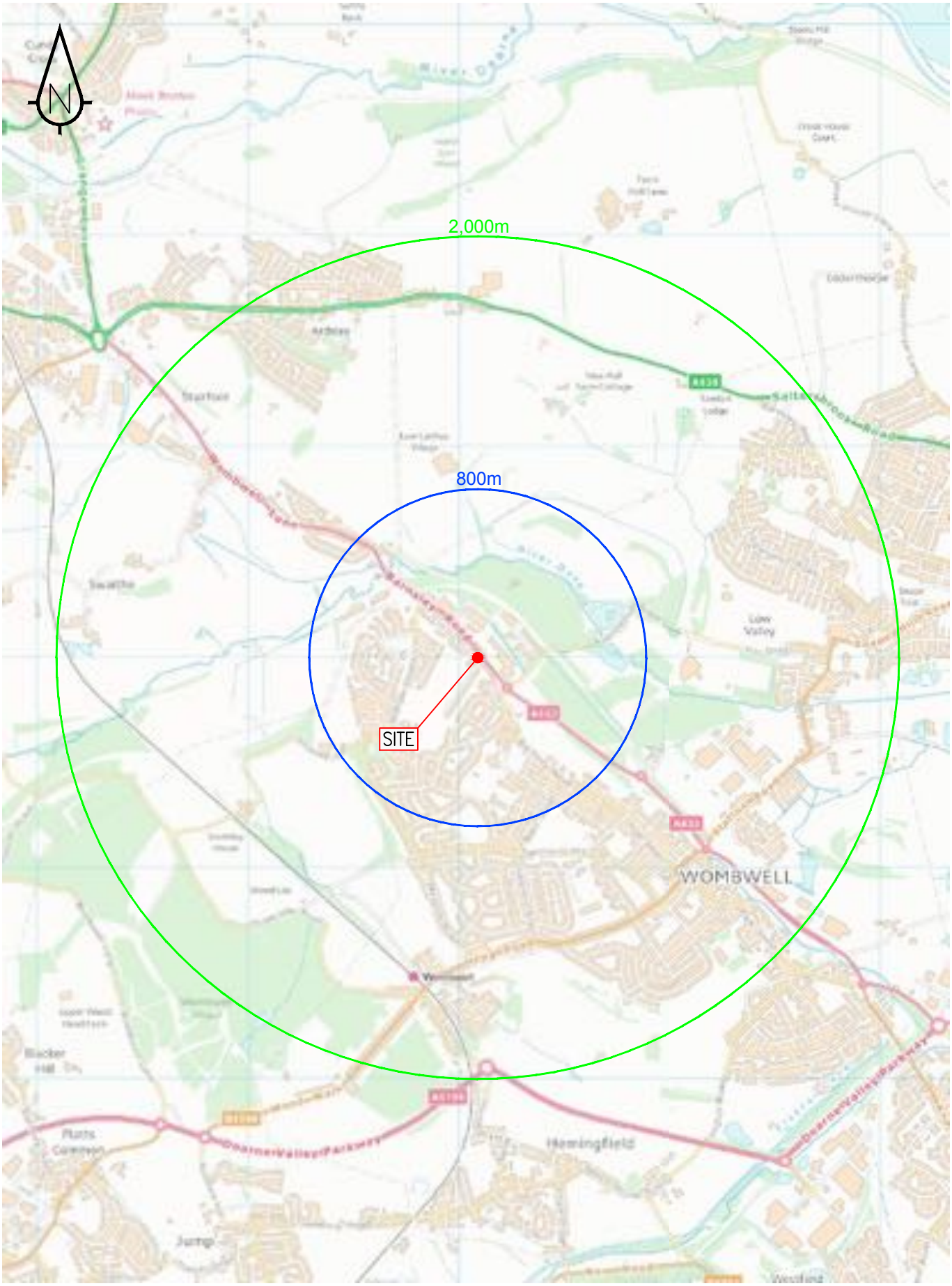
Location of Existing Similar PFS and Local Shops Within the Vicinity of the Site

Proposed Petrol Filling Station 245 A633 Barnsley Road, Wombwell Barnsley S73 8DT

Drawn	Scale	
LOB	1:50 @ A4	QIM ISO 9001 REGISTERED FIRM
Checked	Date	
KS	May 2018	
Approved	Drawing Number	Size
KS	Figure 2	A4



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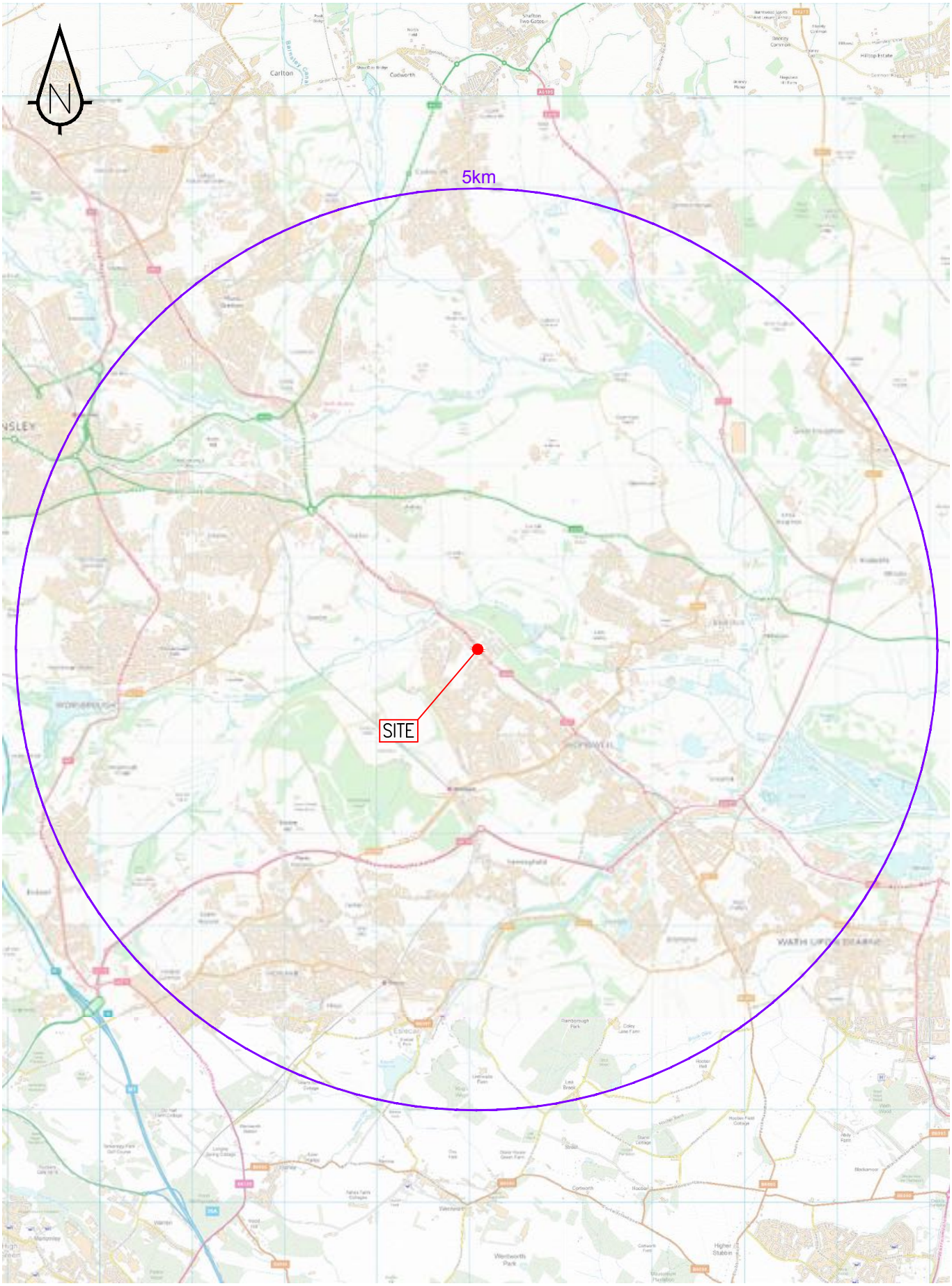
800m and 2,000m Indicative Walking Distances

Proposed Petrol Filling Station
245 A633 Barnsley Road, Wombwell
Barnsley S73 8DT

Drawn	Scale	
LOB	NTS	QIM ISO 9001 REGISTERED FIRM
Checked	Date	
KS	May 2018	
Approved	Drawing Number	Size
KS	Figure 3	A4



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5km Indicative Cycling Distance

Proposed Petrol Filling Station
245 A633 Barnsleyl Road, Wombwell
Barnsley S73 8DT

Drawn	Scale	
LOB	NTS	QIM ISO 9001 REGISTERED FIRM
Checked	Date	
KS	May 2018	
Approved	Drawing Number	Size
KS	Figure 4	A4

sanderson associates (consulting engineers) ltd
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F 01924 844081 www.sandersonassociates.co.uk

Public Transport Information

Proposed Petrol Filling Station
245 A633 Barnsleyl Road, Wombwell
Barnsley S73 8DT

Drawn	Scale	
LOB	NTS	QIM ISO 9001 REGISTERED FIRM
Checked	Date	
KS	May 2018	
Approved	Drawing Number	Size
KS	Figure 5	A4

APPENDIX B

Crashmap Outputs

crashmap.co.uk

Crash Date:	Saturday, October 19, 2013	**Time of Crash:**	2:00:00 AM	**Crash Reference:**	**201314B063713**

Highest Injury Severity:	Slight	**Road Number:**	A633	**Number of Casualties:**	1
Highway Authority:	Barnsley			**Number of Vehicles:**	1
Local Authority:	Barnsley			**OS Grid Reference:**	439068 404046
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				

For more information about the data please visit: *www.crashmap.co.uk/home/aboutthedata* and *www.crashmap.co.uk/home/definitions*

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Male	21 - 25	Vehicle is moving off	Did not impact	Pupil riding to/from school	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	16 - 20	On footway or verge	Unknown or other

Accident Description: Accident description text currently unavailable for this highway authority / police force

For more information about the data please visit: *www.crashmap.co.uk/home/aboutthedata* and *www.crashmap.co.uk/home/definitions*

crashmap.co.uk

Crash Date:	Monday, December 16, 2013	**Time of Crash:**	5:35:00 AM	**Crash Reference:**	**201314B089113**

Highest Injury Severity:	Slight	**Road Number:**	A633	**Number of Casualties:**	1
Highway Authority:	Barnsley			**Number of Vehicles:**	2
Local Authority:	Barnsley			**OS Grid Reference:**	439243 403852
Weather Description:	Raining with high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				

For more information about the data please visit: *www.crashmap.co.uk/home/aboutthedata* and *www.crashmap.co.uk/home/definitions*

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	2	Female	46 - 55	Vehicle is moving off	Front	Commuting to/from work	None	None
2	Motorcycle over 50cc and up to 125cc	2	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

Accident Description: Accident description text currently unavailable for this highway authority / police force

For more information about the data please visit: *www.crashmap.co.uk/home/aboutthedata* and *www.crashmap.co.uk/home/definitions*

crashmap.co.uk

Crash Date:	Monday, July 28, 2014	**Time of Crash:**	7:55:00 PM	**Crash Reference:**	**201414B070814**

Highest Injury Severity:	Serious	**Road Number:**	A633	**Number of Casualties:**	1
Highway Authority:	Barnsley			**Number of Vehicles:**	2
Local Authority:	Barnsley			**OS Grid Reference:**	439111 403989
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				

For more information about the data please visit: *www.crashmap.co.uk/home/aboutthedata* and *www.crashmap.co.uk/home/definitions*

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	16 - 20	Vehicle is passing another moving vehicle on its offside	Front	Pupil riding to/from school	None	None
2	Car (excluding private hire)	-1	Female	36 - 45	Vehicle is waiting to turn right	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

Accident Description: Accident description text currently unavailable for this highway authority / police force

For more information about the data please visit: *www.crashmap.co.uk/home/aboutthedata* and *www.crashmap.co.uk/home/definitions*

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Crash Date:	Monday, July 28, 2014	**Time of Crash:**	8:50:00 PM	**Crash Reference:**	**201414B071214**

Highest Injury Severity:	Slight	**Road Number:**	A633	**Number of Casualties:**	1
Highway Authority:	Barnsley			**Number of Vehicles:**	1
Local Authority:	Barnsley			**OS Grid Reference:**	439115 403994
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				

For more information about the data please visit: *www.crashmap.co.uk/home/aboutthedata* and *www.crashmap.co.uk/home/definitions*

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	1	Male	46 - 55	Vehicle is reversing	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	Unknown	In carriageway, not crossing	In carriageway, stationary - not crossing (standing or playing)

Accident Description: Accident description text currently unavailable for this highway authority / police force

crashmap.co.uk

Crash Date:	Monday, December 08, 2014	**Time of Crash:**	9:10:00 AM	**Crash Reference:**	**201414B120614**

Highest Injury Severity:	Slight	**Road Number:**	A633	**Number of Casualties:**	1
Highway Authority:	Barnsley			**Number of Vehicles:**	2
Local Authority:	Barnsley			**OS Grid Reference:**	439224 403870
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				

For more information about the data please visit: *www.crashmap.co.uk/home/aboutthedata* and *www.crashmap.co.uk/home/definitions*

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	36 - 45	Vehicle is moving off	Offside	Other	None	None
2	Pedal cycle	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

Accident Description: Accident description text currently unavailable for this highway authority / police force

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Crash Date:	Sunday, February 15, 2015	**Time of Crash:**	4:30:00 AM	**Crash Reference:**	**201514B031015**

Highest Injury Severity:	Slight	**Road Number:**	A633	**Number of Casualties:**	3
Highway Authority:	Barnsley			**Number of Vehicles:**	3
Local Authority:	Barnsley			**OS Grid Reference:**	439170 403924
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				

For more information about the data please visit: *www.crashmap.co.uk/home/aboutthedata* and *www.crashmap.co.uk/home/definitions*

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
3	Car (excluding private hire)	2	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other
2	3	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

Accident Description: Accident description text currently unavailable for this highway authority / police force

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Crash Date:	Thursday, August 20, 2015	**Time of Crash:**	2:06:00 PM	**Crash Reference:**	**201514B074415**

Highest Injury Severity:	Slight	**Road Number:**	A633	**Number of Casualties:**	1
Highway Authority:	Barnsley			**Number of Vehicles:**	1
Local Authority:	Barnsley			**OS Grid Reference:**	439045 404082
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				

For more information about the data please visit: *www.crashmap.co.uk/home/aboutthedata* and *www.crashmap.co.uk/home/definitions*

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	16	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	Lamp post

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

Accident Description: Accident description text currently unavailable for this highway authority / police force

For more information about the data please visit: *www.crashmap.co.uk/home/aboutthedata* and *www.crashmap.co.uk/home/definitions*

crashmap.co.uk

Crash Date:	Friday, January 04, 2013	**Time of Crash:**	4:27:00 PM	**Crash Reference:**	**2013140001912**

Highest Injury Severity:	Serious	**Road Number:**	A633	**Number of Casualties:**	1
Highway Authority:	Barnsley			**Number of Vehicles:**	2
Local Authority:	Barnsley			**OS Grid Reference:**	439113 403988
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				

For more information about the data please visit: *www.crashmap.co.uk/home/aboutthedata* and *www.crashmap.co.uk/home/definitions*

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Back	Journey as part of work	None	None
2	Pedal cycle	-1	Male	11 - 15	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	11 - 15	Unknown or other	Unknown or other

Accident Description: Accident description text currently unavailable for this highway authority / police force

crashmap.co.uk

Crash Date:	Tuesday, March 29, 2016	**Time of Crash:**	5:00:00 PM	**Crash Reference:**	**2016140057452**

Highest Injury Severity:	Slight	**Road Number:**	A633	**Number of Casualties:**	1
Highway Authority:	Barnsley			**Number of Vehicles:**	2
Local Authority:	Barnsley Metropolitan Borough			**OS Grid Reference:**	439240 403832
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				

For more information about the data please visit: *www.crashmap.co.uk/home/aboutthedata* and *www.crashmap.co.uk/home/definitions*

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	2	Female	21 - 25	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None
2	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle is slowing down or stopping	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other

Accident Description: Not Available