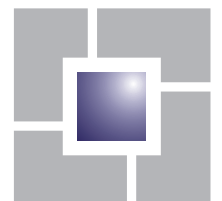


E. P. Barrus Ltd
Launton Road, Bicester

Transport Statement



david tucker associates
transport planning consultants



E. P. Barrus Ltd
Launton Road, Bicester

Transport Statement

12th November 2012

RJM/JLS/14140-01 Transport Statement

Prepared by:

David Tucker Associates

Forester House, Doctor's Lane
Henley-in-Arden
Warwickshire B95 5AW

Tel: 01564 793598
Fax: 01564 793983
inmail@dtatransportation.co.uk
www.dtatransportation.co.uk

Prepared for:

E. P. Barrus Ltd

Launton Road,
Bicester,
Oxfordshire,
OX26 4UR

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1 INTRODUCTION

- 1.1 This Transport Statement has been prepared on behalf of E. P. Barrus Ltd. E. P. Barrus located to Launton Road in Bicester in 1977. New investment in their existing site is now planned to restructure their operations and enable them to develop their new, expanding and highly successful tool division.
- 1.2 There are two key issues that E. P. Barrus are seeking to address to facilitate this investment. These are an expansion of secure warehousing on site and improvements to the site access arrangements. Accordingly David Tucker Associates have been commissioned to consider the highway and transport implications of the additional warehouse space, the reconfiguration of the internal layout and the access.
- 1.3 This Statement has been prepared in line with Department for Transport 'Guidance on Transport Assessment' issued in March 2007. The access arrangements have been considered taking into account the guidance set out in the DfT's Design Manual for Roads and Bridges (specifically TD 9/93, TD 41/95 and TD 42/95), Manual for Streets (1/2) and Oxfordshire County Council's design guidance (www.oxfordshire.gov.uk).
- 1.4 The report concludes that:
- That there will be no significant impact of the proposals on the local highway network in terms of junction operation or highway safety;
 - That the alterations to the internal layout of the site will allow the maximum articulated lorries to service the site efficiently; and,
 - That the improvements to the access are necessary to enable their operations to be efficiently managed and that such improvements can be delivered within highway land or land controlled by the applicant in accordance with the relevant design standards.
- 1.5 On this basis, it is concluded that there are no highways or transport grounds for objection.



2 SITE LOCATION

Description

- 2.1 The existing building is approximately 5,908m² and is operated by EP Barrus Ltd. Barrus are manufacturers and importers of leading brands across a diverse range of markets including Marine, Garden Machinery, Vehicle and Industrial sectors. Barrus currently carry out a wide range of functions from the site including administration, manufacturing, technical training and sales and distribution from the site.
- 2.2 To ensure the efficient servicing of the site it is proposed to form a new access onto Launton Road. This will take the form of simple priority junction. The new arrangement will overcome existing issues experienced.
- 2.3 The site is located on the eastern side of Bicester town centre within an existing industrial estate. The location of the site is shown in **Figure 1**.
- 2.4 Formal car parking bays are provided on site for 71 vehicles.

Local Road Network

- 2.5 Launton Road is a single carriageway road with a shared cycleway/footway on the western side. Street lighting is provided within the vicinity of the site.
- 2.6 Access to Granville Way from Launton Road is via a priority junction with a separate right-turn lane at the south western corner of the site. There is a dropped kerb crossing with a central refuge and tactile paving at the site frontage on Launton Road.
- 2.7 The site itself is accessed from a service road which runs parallel to Launton Road. The service road is accessed from Granville Way. The service road junction within Granville Way is approximately 35m from the junction with Launton Road. This service road is not a public highway but an estate road which provides access to both E. P. Barrus and an adjacent site.
- 2.8 A mini roundabout is located at the northern corner of the site on Launton Road linking Churchill Road and providing access to the western area of the industrial estate.



Highway Safety

- 2.9 Personal Injury Accident (PIA) data were obtained from Oxfordshire County Council for the latest 5 year period for roads surrounding the site. The study area included Launton Road approximately 400m either side of the site access. The full data and location plan are included in **Appendix A**.
- 2.10 A total of 5 accidents were recorded, one of which was classed as "serious". The remaining accidents were classed as "slight" and there were no fatalities.
- 2.11 The "serious" accident occurred at the mini roundabout junction of Launton Road with Wickes Stores to the south of the site. The accident involved a pedal cyclist who was intoxicated, hit the kerb and fell off the bicycle. A "slight" accident also occurred at this location and involved a goods vehicle hitting the rear of a car braking sharply to give way at the junction.
- 2.12 One "slight" accident occurred at the junction of Launton Road with Granville Way. This accident involved a goods vehicle turning right from Granville Way whereby the driver failed to give way/look properly at the junction and collided with a pedal cyclist.
- 2.13 The two remaining "slight" accidents took place at the priority junction of Murdock Road with Launton Road. One involved a car failing to give way to a pedestrian crossing Murdock Road. The other accident involved a car turning right into Murdock Road from Launton Road failing to give way to another car travelling northbound on Launton Road.
- 2.14 In conclusion, there did not appear to be any patterns in the location or causal factors of the accidents recorded. Subsequently, there are no specific accident issues or black spots which need to be addressed as a result of the proposed additions to the site.



3 ACCESSIBILITY

Walking and Cycling

- 3.1 The site is located in an established employment area with good linkages to nearby residential areas. Typically walking is considered to be an attractive mode for trips up to 2km in length which equates to a 20-25 minute walk. The majority of the residential areas within Bicester are within this distance.
- 3.2 Pedestrian access within the vicinity of the site is good with footways provided on all local roads. Tactile paving and dropped kerbs are provided on Launton Road. Churchill Road benefits from a zebra crossing within the vicinity of the bus stops.
- 3.3 Typically cycling is considered to be an attractive mode for trips up to 5km in length which equates to a 20-25 minute cycle ride. The whole of Bicester is within this distance as well as a number of the surrounding villages.
- 3.4 The site benefits from a shared cycleway/footway on Launton Road which links to the wider cycle network. Bicester town has several off road cycleways. The A roads forming the outer edge of the town all benefit from shared cycle/footway facilities and there are several off road routes linking the outer routes to the town centre.
- 3.5 Bicester is connected further afield via designated on-road cycleway National Route 51.
- 3.6 Overall, the site is very well located with respect to the local workforce within Bicester who have a choice of non-motorised modes of travel to work.

Bus Services

- 3.7 For employees who live further afield there are bus stops on Churchill Road approximately 600m from the site. Services include 18 and S5. The frequency and routes of these services are summarised in **Table 1**.

**Table 1** – Bus Services on Churchill Road

Service	Operator	Route	Frequency		
			Monday-Friday	Saturday	Sunday
18	Langston and Tasker	Bicester-Launton-Steeple Clayton-Buckingham-Aylesbury	5 journeys	No service	No service
S5	Stagecoach	Oxford-Gosford-Bicester-Glory Farm-Launton	Every 60 mins	Every 60 mins	Every 60 mins (Not to Launton)

Rail Services

- 3.8 There are two railway stations in Bicester.
- 3.9 Bicester Town Railway Station is situated approximately 1.2km to the south of the site. Actual walking distances are slightly longer, but there are relatively few main roads cross and journey times are likely to be around 15 minutes. The station provides services to Oxford.
- 3.10 Bicester North Station situated approximately 800m to the west of the site. Actual walking distances are slightly over 1km equating to a 10-15 minute walk. The station is on the Chiltern Line and provides up to 3 trains per hour to London Marylebone, and an hourly service to Banbury and Birmingham Snow Hill.



4 DEVELOPMENT PROPOSALS

Expanded Warehousing

4.1 The proposals involve the erection of two RUBB tension membrane structures totalling 1,100m² (20m × 40m and 15m × 20m) in size to the north of the existing building. The units will be located within the secure servicing yard on space currently used for outdoor storage. The extent of the proposed buildings is shown on **DTA drawing 14140-12** in **Appendix B**.

4.2 The larger of the two units (20m × 40m) will be contiguous with the existing warehouse and internal access between the two will be via an existing loading door.

4.3 Access to the dock levellers will be largely unaffected by the proposed structures. The reconfigured service yard has been tracked to ensure that the layout will allow the dock levellers to be utilised. As a result minor changes to the loading ramp will be required involving a localised re-profiling of the ramp down to the dock levellers and modification to wall along the edge of the loading bays. These amendments are shown on **DTA drawing 14140-14b** in **Appendix C**.

Improved Access

4.4 E. P. Barrus operations extend not only to manufacturing, import, and distribution of goods but the on-going support and maintenance of their products. These are often time-critical spare parts to their customers, hence E.P. Barrus are seeking to adopt efficient management systems to meet their clients' needs and expectations. To achieve this, it is important that the internal layout and access arrangements support their logistic requirements.

4.5 The site is currently served from a service road which runs parallel to Launton Road. This service road ties into Granville Way which in turn ties back into Launton Road. The spacing of the junction of the service road and Launton Road is around 35m. At peak periods, blocking back from the Launton Road junction means vehicles leaving the service road a reliant on drivers on Granville Way allowing them out.



- 4.6 On the approach to the Granville Way the service road does not flare as recommended by the relevant design standards (e.g. TD 41/95). Whilst this is satisfactory for cars and light vehicles, articulated lorries require the full sweep of the service road carriageway. Blockages such as vehicles waiting to turn out of the service road impede access and introduce additional conflict. This is illustrated on **DTA Drawing 14140-15 in Appendix D**.
- 4.7 Additional conflicts and blockage occur on the service road with on-street parking and large vehicles servicing the adjacent buildings.
- 4.8 A number of potential options have been explored to address these issues with improvements to the existing Granville Way – Launton Road Junction and to the service road. However, these options have all been discounted as:
- The physical spacing between Launton Road and the service road cannot be increased and therefore on the fundamental constraint cannot be addressed.
 - The service road is an estate road rather than public highway over which E. P. Barrus have limited ability to impose or enforce controls that would be required.
- 4.9 Given that the existing constraints are insurmountable it is proposed to construct a new access directly onto Launton Road. The new access would be a simple priority junction. It has been designed taking into account the best practice guidance in DMRB TD 41/95.
- 4.10 Good minor visibility can be achieved at the proposed access location in both directions. Launton Road at this location is reasonably straight and forward visibility through this section is good in both directions.
- 4.11 The direct access aligned with the service yard to minimise conflict.
- 4.12 The new access would not form part of the internal estate roads. As such it will be managed by E. P. Barrus. This will allow them to ensure that parking on the new access road will be strictly prohibited and appropriately enforced.



-
- 4.13 The layout of the proposed access is shown on **DTA Drawing 14140-12** in **Appendix B**.
- 4.14 The estate road will remain in-site with access onto Granville Way primarily for non-Barrus related traffic.



5 TRAFFIC IMPACT

- 5.1 The additional storage areas will not generate a significant number of traffic movements. It is estimated by E. P. Barrus that the additional warehouse area would generate an additional 2 large HGV deliveries per week (two HGV movements in - two HGV movements out).
- 5.2 In terms of employment there is likely to be around 8 full time jobs which would be new to the Launton Road site.
- 5.3 On this basis, it is anticipated that any increase in traffic on the local network will be modest. There will therefore be no material impact in terms of traffic generation which warrants the assessment of off-site highway impacts or mitigation.
- 5.4 The proposed new access arrangement conforms to current design standards and should address the existing operational issues at the existing access. It is not considered that the proposed access would adverse impact on existing traffic movements on Launton Road.



6 CONCLUSIONS

6.1 This Transport Statement has been prepared on behalf of E. P. Barrus Ltd. New investment in their existing site is now planned to restructure their operations and enable them to develop their new, expanding and highly successful tool division. This report has been prepared to consider the transport implications of their proposals.

6.2 The report concludes that:

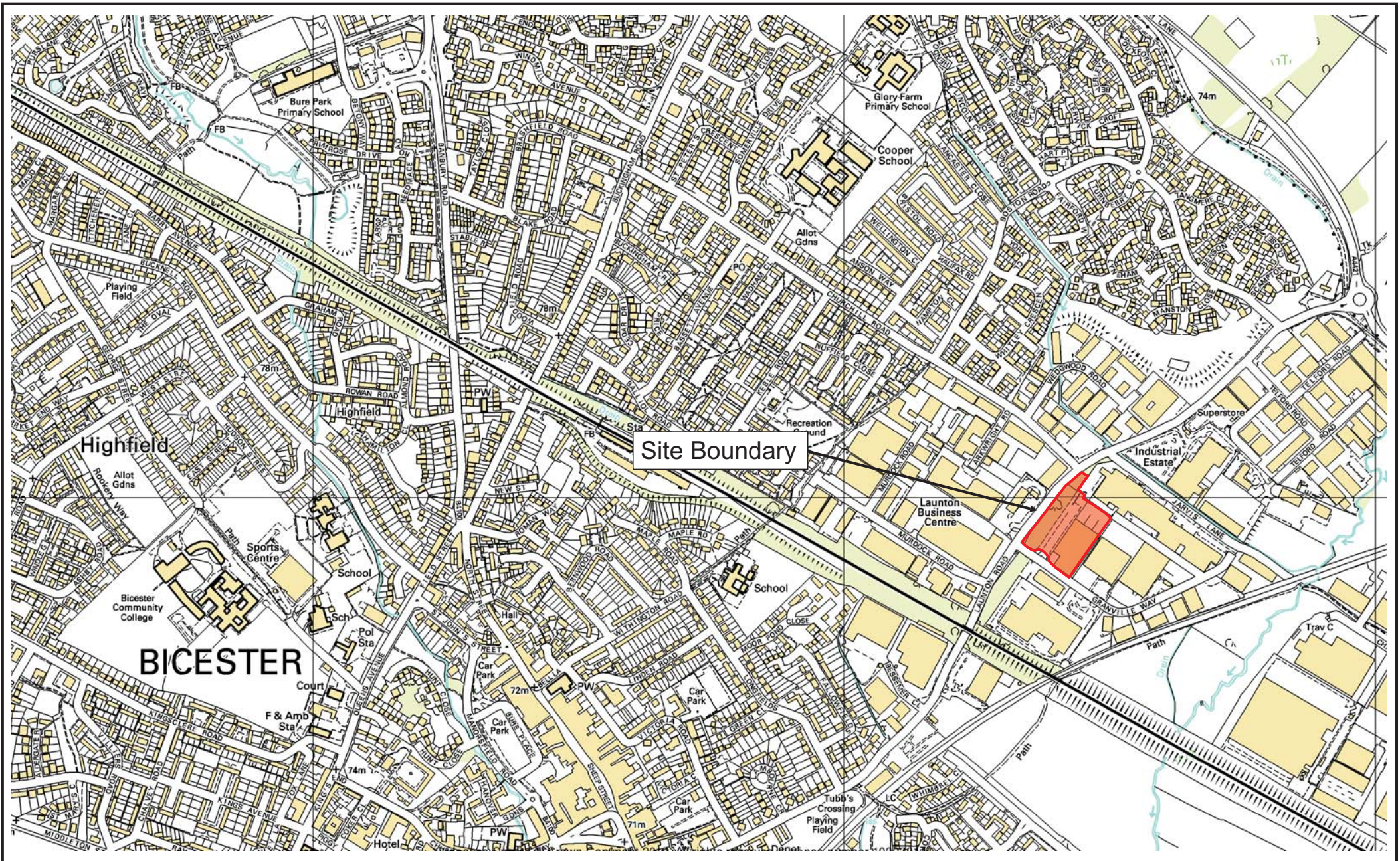
- There are no existing highway safety measures that warrant interventions;
- The site is in a highly accessible location and therefore capable of supporting increased employment;
- The extension of the warehousing on the site will not have a material impact on the overall traffic generation of the site;
- The existing access arrangements are constrained. A new access junction will be provided to improve the ability to efficiently service; and,
- The internal changes to the layout will not prejudice efficient servicing within the site.

6.3 On this basis, it is concluded that there are no highways or transport grounds for objection.

RJM/JLS/14140-01 Transport Statement
12th November 2012



Figure 1



David Tucker Associates
 Transport Planning Consultancy
 Forester House, Doctors Lane, Henley-in-Arden
 Warwickshire, B95 5AW
 Tel: +44(0) 1564 793598 Fax: +44(0) 1564 793983
 www.dtatransportation.co.uk

Notes:

Figure 1
 Drawing Title
 Job Title
 Client

Drawing No : 14140-05
 Site Location Plan
 Launton Road, Bicester
 E. P. Barrus Ltd

Scale : NTS





Appendix A

Accidents between dates 01/01/2007 and 30/06/2012 (66) months
 Selection: Notes:
 Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 25/05/2007 Time 1533 Slight at LAUNTON ROAD AT MINI RBT J/W ACCESS TO WICKES STORE BICESTER
 E: 459167 N: 222620 Junction Detail: 2 Control 4
 Fine without high winds Road surface Wet/Damp Daylight:street lights present
 GDS1 TRAV NE ON LAUNTON ROAD HIT REAR OF STAT C2 WHICH HAD BRAKED SHARPLY TO GIVE WAY TO VEH
 TURNING RT FROM WICKES STORE ONTO LAUNTON ROAD
 Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P4050507 Speed limit 30
 Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Sudden braking	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:	Failed to look properly	Vehicle 2	
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 tonnes mgw Moving from to 0 Stopping
 Not in restricted lane Skidded
 First point of impact Front Age of Driver 43 Sex of Driver Male Breath test Negative
 Vehicle Reference 2 Car Moving from to 0 Stopping
 Not in restricted lane Skidded
 First point of impact Back Age of Driver 34 Sex of Driver Male Breath test Negative
 Casualty Reference: 1 Age: 34 Male Driver/rider Severity: Slight Injured by vehicle: 2
 Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 30/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 20/06/2007 Time 1712 Slight at LAUNTON ROAD J/W GRANVILLE WAY BICESTER

E: 459325 N: 222908 Junction Detail: 3 Control 4

Fine without high winds Road surface Dry Daylight:street lights present

HGV1 TURNED RT FROM GRANVILLE WAY FAILING TO GIVE WAY TO PC2 TRAV SW ON LAUNTON ROAD

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2250607 Speed limit 30

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1	Goods 7.5 tonnes mgw and over	Moving from SE to NE	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact Front	Age of Driver 44	Sex of Driver Male	Breath test Negative
Vehicle Reference 2	Pedal Cycle	Moving from NE to S	Going ahead other
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact Front	Age of Driver 48	Sex of Driver Male	Breath test Positive
Casualty Reference: 1	Age: 48	Male	Driver/rider
Ped. Location	Ped. Movement	Ped. Direction	Severity: Slight Injured by vehicle: 2
			Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 30/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 25/10/2010 Time 0627 Slight at LAUNTON RD J/W MURDOCK RD BICESTER

E: 459266 N: 222837 Junction Detail: 3 Control 4

Other Road surface Dry Darkness: street lights present and lit

C1 TRAV NE ON LAUNTON RD TURNED LT AT J/W MURDOCK RD BUT FAILED TO GIVEWAY TO PED TRAV SW XING
MURDOCK RD TO SW & HIT OCCURRED

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P2651010 Speed limit 30

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Turning left
 Not in restricted lane No skidding, jack-knifing or overturning
 First point of impact Front Age of Driver 30 Sex of Driver Male Breath test Negative
 Casualty Reference: 1 Age: 61 Male Pedestrian Severity: Slight Injured by vehicle: 1
 Ped. Location 5 Ped. Movement 3 Ped. Direction 6 Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 30/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 25/02/2011 Time 1330 Slight at LAUNTON RD J/W MURDOCK RD BICESTER

E: 459270 N: 222838 Junction Detail: 3 Control 4

Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV E ON MURDOCK RD TURNED RIGHT INTO LAUNTON RD FAILING TO GIVE WAY TO C2 TRAV N ON LAUNTON RD & HIT OCCURRED

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2480211 Speed limit 30

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

Factor:	Participant:	Confidence:
1st: Poor turn or manoeuvre	Vehicle 1	Possible
2nd: Junction restart	Vehicle 1	Possible
3rd: Failed to judge other persons path or speed	Vehicle 1	
4th:		
5th:		
6th:		

Vehicle Reference 1	Car	Moving from W to S	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver 42	Sex of Driver Male
			Breath test Negative
Vehicle Reference 2	Car	Moving from S to N	Going ahead other
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 46	Sex of Driver Male
			Breath test Not requested
Casualty Reference: 1	Age: 14	Female	Passenger
			Severity: Slight
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0
Unknown		General	School pupil: 0
			Injured by vehicle: 2

Accidents between dates 01/01/2007 and 30/06/2012 (66) months
 Selection: Notes:
 Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 22/04/2011 Time 0020 Serious at LAUNTON ROAD AT MINI RBT J/W ACCESS TO WICKES STORE BICESTER
 E: 459172 N: 222632 Junction Detail: 2 Control 4
 Fine without high winds Road surface Dry Darkness: street lights present and lit
 PC1 (RIDER INTOXICATED / WEARING HIGH HEEL SHOES) TRAV NE ON LAUNTON RD ENTERED MINI RBT J/W ACCESS
 TO WICKES STORE LOST CONTROL FOR U/K REASON HIT KERB & RIDER FELL
 Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P2490411 Speed limit 30
 Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Pedal Cycle Moving from S to NE Going ahead other
 Not in restricted lane No skidding, jack-knifing or overturning
 First point of impact Front Age of Driver 49 Sex of Driver Female Breath test Not applicable
 Casualty Reference: 1 Age: 49 Female Driver/rider Severity: Serious Injured by vehicle: 1
 Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 30/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

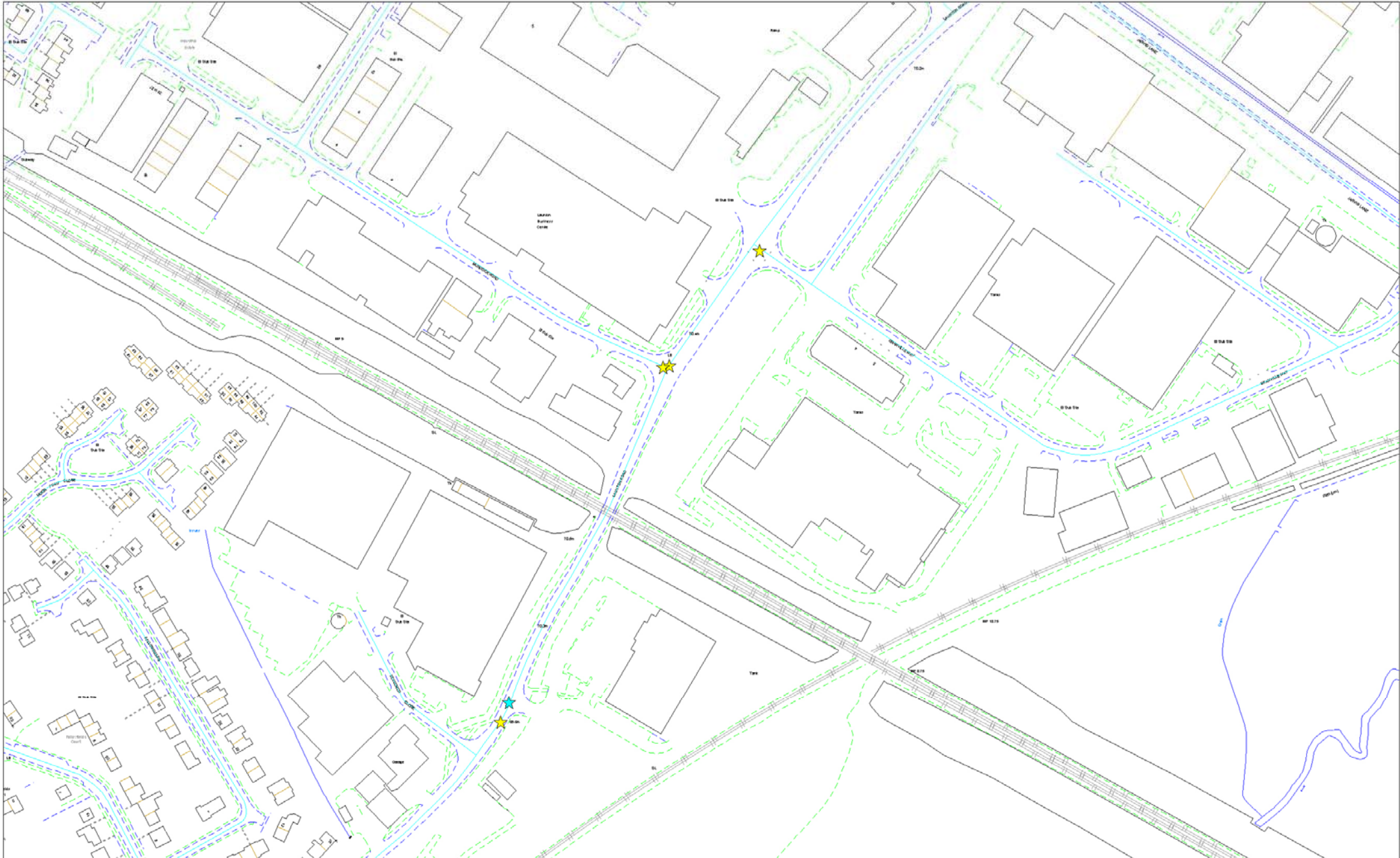
CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Accidents involving:

	Fatal	Serious	Slight	Total
Vehicles only	0	0	3	3
Motor cycles	0	0	0	0
Bicycles	0	1	1	2
Total	0	1	4	5

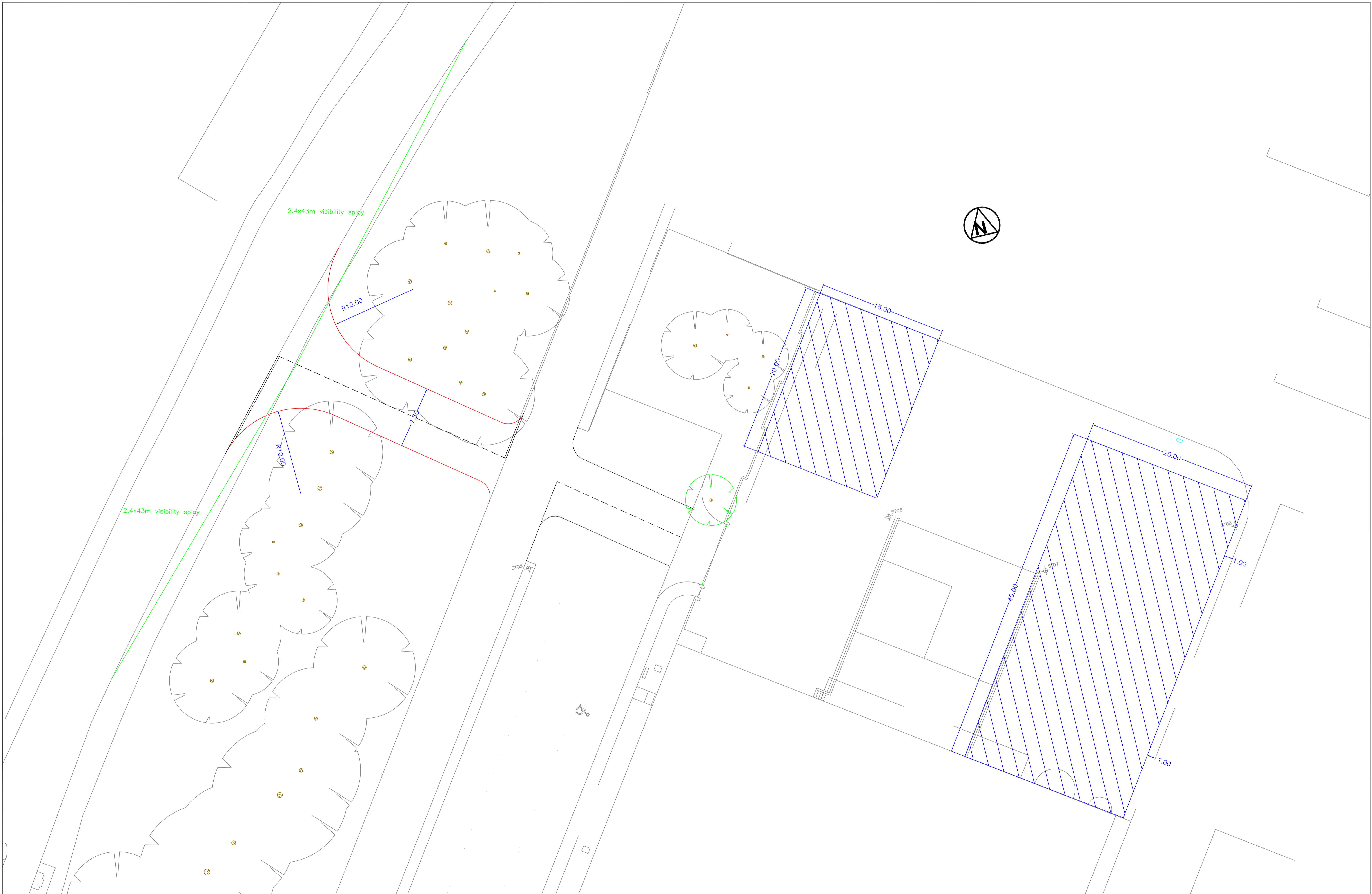
Casualties:

	Fatal	Serious	Slight	Total
Vehicle Driver	0	0	1	1
Passenger	0	0	1	1
Motorcyclist	0	0	0	0
Cyclist	0	1	1	2
Pedestrian	0	0	1	1
Total	0	1	4	5



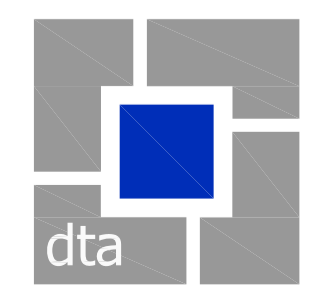


Appendix B



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REV	DESCRIPTION	DRAWN	INITIALS	DATE	DRAWING STATUS	CHECKED BY	DATE

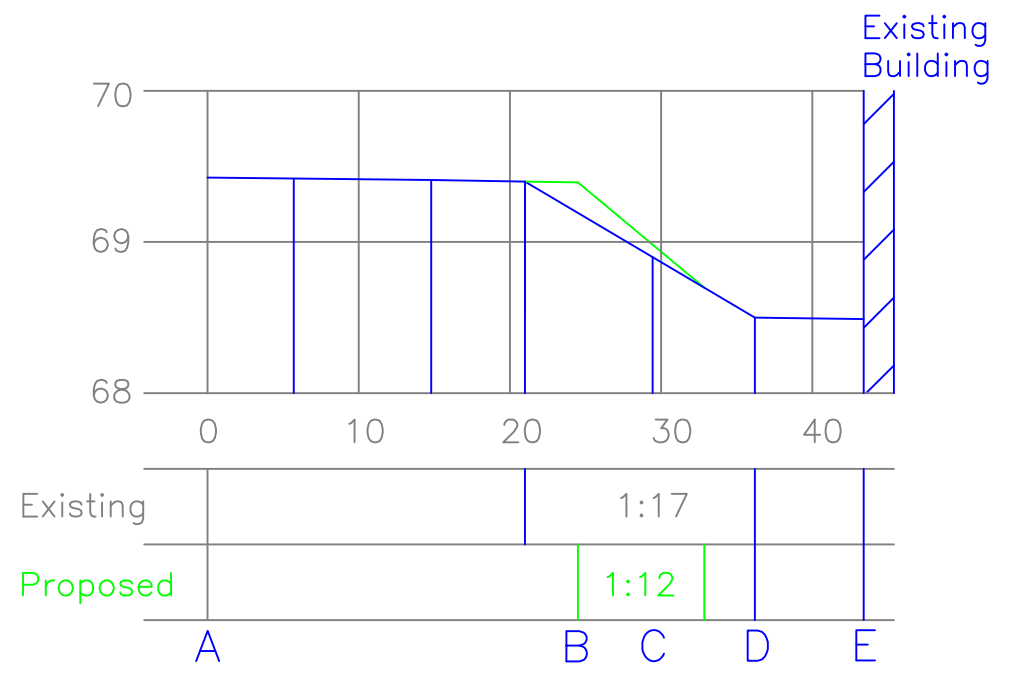
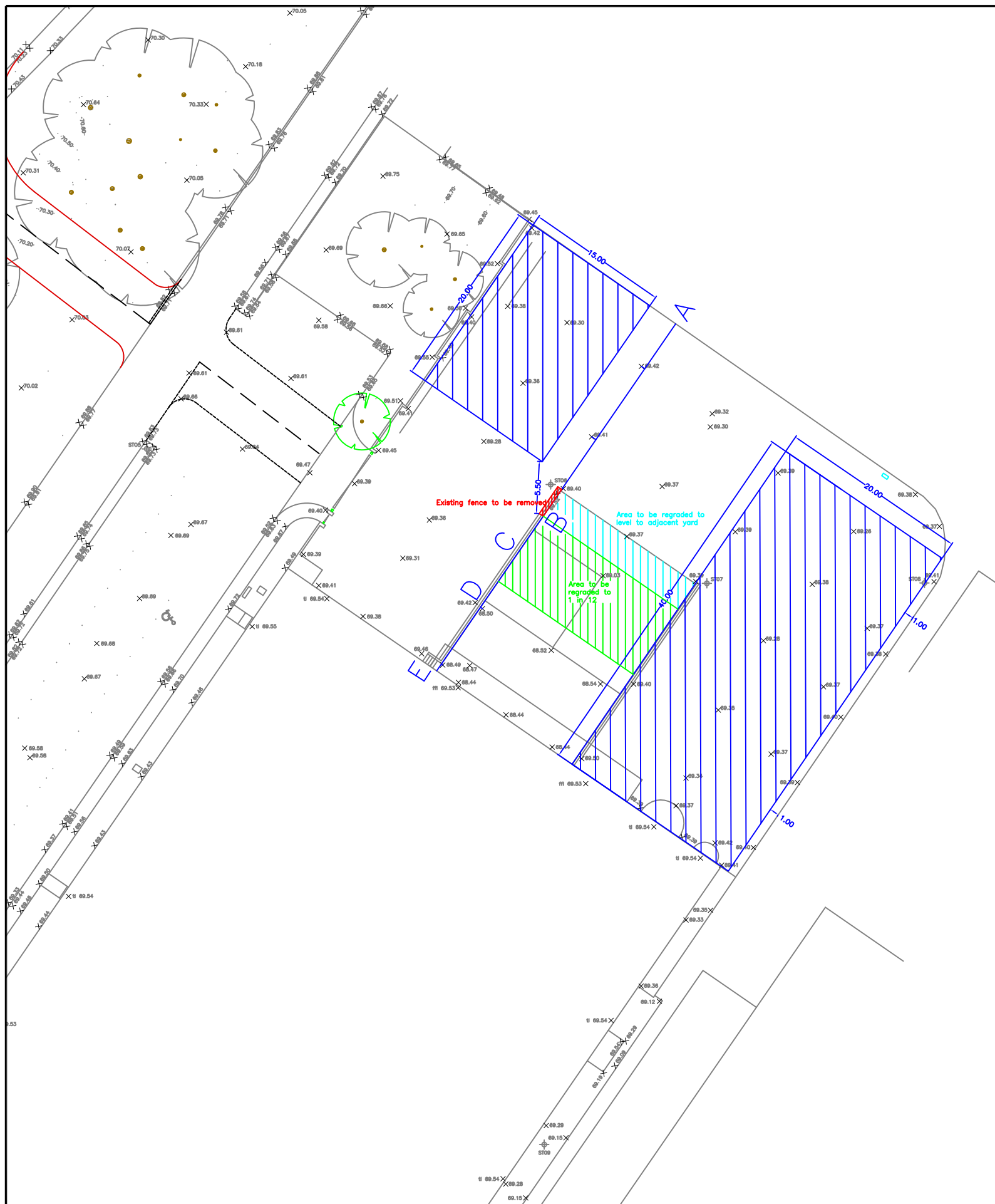


david tucker associates
 transport planning consultants
 Forester House, Doctors Lane
 Henley-in-Arden
 Warwickshire B95 5AW
 Tel: +44(0)1564 793598
 Fax: +44(0)1564 793983
 www.dtatransportation.co.uk

JOB TITLE Launton Road, Bicester		CLIENT E P Barrus Ltd	
DRAWING TITLE Proposed Access and Service Yard			
SCALE 1:200@A1	DRAWN BY JS	DATE Oct2012	DRAWING No 14140-12
REVISION			-



Appendix C



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REV	DESCRIPTION	DRAWN	INITIALS	DATE	DRAWING STATUS	CHECKED BY	DATE

david tucker associates
 transport planning consultants
 Forester House, Doctors Lane,
 Henley In Arden,
 Warwickshire B95 5AW
 Tel: +44(0)1564 793598
 Fax: +44(0)1564 793983
 www.dtatransportation.co.uk

JOB TITLE Launton Road, Bicester		CLIENT EP Barrus Ltd	
DRAWING TITLE Service Yard including Long Section			
SCALE 1/250@A3	DRAWN BY BP	DATE Oct2012	DRAWING No 14140-14
REVISION B			



Appendix D



david tucker associates

Forester House

Doctor's Lane

Henley-in-Arden

Warwickshire B95 5AW

Tel: +44(0)1564 793598

Fax: +44(0)1564 793983

inmail@dtatransportation.co.uk

www.dtatransportation.co.uk