



**Advance**  
Consulting Engineers Ltd

# **PENZANCE HARBOUR, WHARF ROAD, PENZANCE, TR18 4AH**

Transport Statement

*for*



February 2024

# DOCUMENT CONTROL SHEET

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## Project Summary

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# CONTENTS

1.	<b>INTRODUCTION &amp; SCOPE</b> .....	4
1.1	Preface .....	4
1.2	Introduction and Scope .....	4
1.3	Planning History .....	5
1.4	Pre-Application Consultation .....	5
2.	<b>TRANSPORT POLICY / GUIDANCE</b> .....	7
2.1	Preface .....	7
2.2	National Policy .....	7
2.3	Local Policy .....	8
3.	<b>SITE LOCATION &amp; EXISTING CONDITIONS</b> .....	12
3.1	Site Location .....	12
3.2	The Highway Network - Local, Primary & Strategic Road Network (SRN) .....	12
4.	<b>HIGHWAY SAFETY</b> .....	14
4.1	Personal Injury Accident (PIA) Data .....	14
4.2	Extent of Area Assessed .....	14
4.3	Summary of Results .....	14
4.4	Conclusion .....	16
5.	<b>SUSTAINABLE TRANSPORT ACCESS</b> .....	17
5.1	Preface .....	17
5.2	Accessibility by Walking and Cycling .....	17
5.3	Accessibility by Public Transport .....	19
5.4	Car Sharing .....	20
5.5	Linked Trips .....	21
5.6	Electric Vehicles (EVs) .....	21
5.7	Local Services, Facilities & Amenities .....	22
6.	<b>THE PROPOSED DEVELOPMENT</b> .....	23
6.1	Schedule of Accommodation .....	23
6.2	Access Arrangements (Vehicular / Non-Vehicular) .....	23
6.3	‘Penzance Town Deal Transport Projects’ Scheme .....	24
6.4	Parking Strategy & Provision .....	25
7.	<b>DEVELOPMENT TRIP GENERATION &amp; HIGHWAY IMPACT</b> .....	27
7.1	Preface .....	27



7.2	Methodology .....	27
7.3	Existing Vehicular Trip Generation.....	27
7.4	Forecast Vehicular Trip Generation & Comparative Assessment .....	29
8.	<b>SUMMARY AND CONCLUSIONS.....</b>	<b>30</b>
8.1	Summary.....	30
8.2	Conclusions.....	30

## Appendices

Appendix A	PIA Incident Records
Appendix B	Walking / Cycling Isochrone Plans
Appendix C	Onward Travel Information (Penzance)
Appendix D	Local Bus Service Timetables
Appendix E	Proposed Site Plans
Appendix F	Visibility Splay Plan
Appendix G	TRICS Outputs

## Tables

Table 4.1:	Number of PIA Incidents.....	15
Table 4.2:	Location of PIA Incidents .....	15
Table 5.1:	Local Bus Service Timetables .....	20
Table 5.2:	Distances to Local Services, Facilities & Amenities.....	22
Table 7.1:	Existing Vehicular Trip Generation (Penwith Marine Services - 615sqm) .....	27
Table 7.2:	Existing Vehicular Trip Generation (Steamship Company - 537sqm) .....	27
Table 7.3:	Existing Vehicular Trip Generation (Harbour Masters Office - 72.6sqm) .....	28
Table 7.4:	Existing Vehicular Trip Generation (The Waterside Meadery - 657sqm) .....	28
Table 7.5:	Combined Existing Vehicular Trip Generation.....	28
Table 7.6:	Comparative Trip Generation Assessment .....	29

## Figures

Figure 3.1:	Site Location & Highway Network.....	12
Figure 4.1:	PIA Study Extent .....	14
Figure 5.1:	Walking Accessibility Isochrone (2.0km) .....	18
Figure 5.2:	Cycling Accessibility Isochrone (5.0km).....	18
Figure 6.1:	Coinagehall Street Improvements (Source: Penzance Town Fund) .....	24
Figure 6.2:	Proposed Harbour Staff & PMS Parking Areas.....	25





## 1. INTRODUCTION & SCOPE

### 1.1 Preface

1.1.1 The Department for Transport (DfT) defines a Transport Statement (TS) as per the following: -

*“A Transport Statement is a simplified version of a transport assessment where it is agreed the transport issues arising from development proposals are limited and a full transport assessment is not required”.*

1.1.2 A TS can positively contribute to the following transport aspects: -

- Encouraging sustainable travel;
- Lessening traffic generation and its detrimental impacts;
- Reducing carbon emissions and climate impacts;
- Creating accessible, connected, inclusive communities;
- Improving health outcomes and quality of life;
- Improving road safety; and
- Reducing the need for new development to increase existing road capacity or provide new roads.

### 1.2 Introduction and Scope

1.2.1 This TS has been prepared by Advance Consulting Engineers Ltd on behalf of MWJV Ltd and is intended to support the proposed demolition and re-development works of the ‘Rank Building’, ‘Boston Shed’, Penwith Marine Services (PMS) building and ‘Meadery Building’ at Penzance Harbour, Wharf Road, Penzance, TR18 4AH.

1.2.2 This TS sets out any transport issues associated with the application site (existing conditions) and provides details of the development proposals; including accessibility and connectivity, an assessment of the traffic predicted to be generated by the proposals and the resultant traffic impact on the surrounding local highway network.

1.2.3 This TS serves to demonstrate that the development proposals are acceptable in terms of transportation, highway safety, access (both vehicular / non-vehicular) and that the development will be provided in accordance with relevant national and local planning policies.

1.2.4 This TS will provide details on the following key sections: -

- Planning History & Pre-Application Consultation;
- Transport Policy / Guidance;
- Site Location and Existing Conditions;
- Highway Safety;
- Sustainable Transport Access;
- The Planning Application (Including Access Arrangements & Parking Provision);
- Development Trip Generation & Highway Impact Assessment; and
- Summary & Conclusions.



### 1.3 Planning History

1.3.1 It is apparent that there are no recent planning submissions of note at the application site.

### 1.4 Pre-Application Consultation

Pre-App Ref: PA18/00850/PREAPP

1.4.1 On the 30<sup>th</sup> of May 2018, pre-application advice was supplied from the Local Planning Authority (LPA) and the Local Highway Authority (LHA), both being Cornwall Council (CC), with regard to a re-development scheme of Penzance Harbour.

1.4.2 The 'Traffic & Highways Matters' section is replicated below as follows: -

*"As part of the PPA, specific advice was sought from the Council's Highways Development Management Officer and his comments are given are below:-*

*Parking – the terminal building would remove parking, therefore understanding how this loss of parking will be mitigated would need to be provided in any supporting documentation.*

*Operation - The likely increase in freight handling could impact on the ongoing issue of freight vehicles parking on the highway whilst waiting to be unloaded/loaded. Therefore the operation of the freight aspect of the proposal would need consideration on how this can be addressed.*

*Tracking - The terminal building would reduce the width of the carriageway therefore tracking would need to be provided to demonstrate that vehicles can adequately access the quayside.*

*Altering the highway - the spur onto the quayside to the west of the proposed terminal building would likely require the alteration to the adopted highway, therefore full construction plans would be required and would in due course be subject to a S278 agreement.*

*Layout - the proposed lining for parking, pedestrian routes and freight loading/unloading areas should be provided for consideration. This may assist in addressing the issues identified above.*

*A Transport Statement should be provided addressing the above matters."*

Pre-App Ref: PA20/00877/PREAPP

1.4.3 On the 16<sup>th</sup> of December 2020, pre-application advice was supplied from the LPA & LHA (CC) with regard to the proposed works and replacement of dangerous fixtures at Penzance Harbour. Given the nature of the works disclosed within the pre-application submission, no transportation / highways advice is available for review.

Pre-App Ref: PA23/01133/PREAPP

1.4.4 On the 23<sup>rd</sup> of January 2024, pre-application advice was supplied from the LPA & LHA (CC) with regard to various works to the harbour. The 'Highway Development Management' consultation response has been replicated below: -

*"I have considered the submitted report and have the following highway comments:-*

*I note that the relocated HGV parking is proposed to be located where the harbour staff parking is located, therefore further detail on the where and how car parking is to provided/regulated.*



*Alterations to the adopted highway are included in the proposal including a potential pedestrian crossing point, further detail including a road safety audit would need to be included in any planning application submission, to ensure that any changes to the highway could be acceptable at Section 278 stage. The pedestrian crossing is near to a bend where forward visibility is constrained by buildings and could leave crossing pedestrians vulnerable to conflict.*

*Adequate emerging visibility would be required for HGVs exiting the waiting area and visibility from pedestrians particularly when entering and exiting the unloading area, whereby there may be a requirement to reverse prior to exiting in forward to the north.*

*Signage and road markings would need to be detailed at submission stage to ensure pedestrians are not left vulnerable with HGV moving in the vicinity of footways and crossing points.”*

- 1.4.5 Overall, the content set out within this TS has reviewed the pre-application advice set out above and therefore has been produced to provide the reassurance that safe and suitable access can be achieved at the application site and why there would be no material highways matters that would preclude the LPA / LHA (CC) from approving a forthcoming planning application on highways grounds.



## 2. TRANSPORT POLICY / GUIDANCE

### 2.1 Preface

2.1.1 It is important that any new development accords with national and local transport policies and government guidance. The transport policy & guidance considered applicable to the application site are considered / discussed below.

### 2.2 National Policy

#### National Planning Policy Framework (December 2023)

2.2.1 The National Planning Policy Framework (NPPF), presents a clear strategy on planning for change and growth and requires that development which is considered to be sustainable should be approved without delay. Section 9 of the NPPF 'Promoting sustainable transport' sets out the significance of developing transport policies which help to facilitate how sustainable development is underlined.

2.2.2 Paragraph 108 sets out how *"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that: -*

- a. the potential impacts of development on transport networks can be addressed;*
- b. opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c. opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d. the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e. patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places".*

2.2.3 Paragraph 114 goes on to state *"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: -*

- a. appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b. safe and suitable access to the site can be achieved for all users;*
- c. the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d. any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree".*

2.2.4 Paragraph 115 & 117 conclude that *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed".*



## Manual for Streets 1 & 2 (MfS) - 2007 / 2010

- 2.2.5 Manual for Streets (MfS), published in March 2007 and 2010, provides guidance for practitioners involved in the planning, design, provision and approval of new streets, and modifications to existing ones. It aims to increase the quality of life through good design which creates more people-oriented streets. It is used predominantly for the design, construction, adoption, and maintenance of new residential streets, but it is also applicable to existing residential streets subject to re-design.
- 2.2.6 MfS recommends that schemes should follow a user hierarchy which should prioritise the following from top to bottom: -
- Pedestrians;
  - Cyclists;
  - Public transport users;
  - Specialist service vehicles (e.g. emergency services, waste etc.); and
  - Other motor traffic.
- 2.2.7 Manual for Streets 2: Wider Application of the Principles (MfS2) forms a companion guide to MfS. MfS2 builds on the guidance contained in MfS, exploring in greater detail how and where its key principles can be applied to busier streets and non-trunk roads.

## 2.3 Local Policy

### Cornwall Local Plan (2010 - 2030)

- 2.3.1 The Cornwall Local Plan was adopted on the 22<sup>nd</sup> of November 2016, covering the period up to 2030. The Local Plan outlines the vision and objectives of 'Future Cornwall', for sustainable future growth & development within Cornwall and establishes the framework for all development plan documents.
- 2.3.2 'Policy 27: Transport and Accessibility' of the Local Plan Strategic Policies states the following: -

*"All developments should: -*

*Provide safe and suitable access to the site for all people and not cause a significantly adverse impact on the local or strategic road network that cannot be managed or mitigated. For major developments to ensure a resilient and reliable transport system for people, goods and services, development proposals should: -*

- *Be consistent with and contribute to the delivery of Connecting Cornwall 2030, Cornwall's Local Transport Plan or any subsequent LTPs;*
- *Locate development and / or incorporate a mix of uses so that the need to travel will be minimised and the use of sustainable transport modes can be maximised by prioritising safe access by walking, cycling and public transport to minimise car travel;*
- *Locate larger developments which attract a proportionally larger number of people in the city and main towns or locations which are highly accessible by public transport. Any proposals which do not accord with this will require significant justification and provide clear transport benefits;*
- *Be designed to provide convenient, accessible and appropriate cycle and pedestrian routes, public transport, and road routes within and in the immediate vicinity of the development;*

- *Be accompanied by an effective travel plan that delivers hard and soft measures to support new occupants in adopting sustainable travel habits;*
- *Safeguard land for the delivery of strategic transport opportunities including land around existing facilities to allow for expansion and use for future sustainable modes of travel e.g. closed branch rail lines and links to the Isles of Scilly; and*
- *Provide public transport solutions including park and ride where there is evidence that it will remove traffic from the highway network, is economically viable and that which accord with the appropriate transport strategy for the area”.*

#### Local Transport Plan Connecting Cornwall (LTP3): 2030

2.3.3 Connecting Cornwall: 2030 is the Local Transport Plan for Cornwall which sets out the policies for transport covering a 20 year period from 2010 to 2030. The Connecting Cornwall: 2030 vision is stated as follows: -

*“Transport in Cornwall will be excellent. Our transport system will connect people, communities, businesses, and services in a way that is reliable, efficient, safe, inclusive, and enjoyable.*

*Transport in Cornwall will: -*

- *Respond to the challenges of climate change by ensuring we have a resilient transport network, reduce our reliance on fossil fuels in recognition of peak oil and support communities to live locally;*
- *Support economic prosperity and raise income levels by improving transport links for business and access to employment, education, and training;*
- *Respect and enhance our beautiful natural and built surroundings through the way in which we travel and deliver transport;*
- *Encourage healthy active lifestyles by providing people with the opportunity to walk and cycle;*
- *Ensure our communities are safer and more enjoyable places to live and improve individual wellbeing by reducing the negative impacts of transport; and*
- *Provide equal opportunities for everyone regardless of age, postcode, income level or ability, to feel safe and access the services they need.*

*Connecting Cornwall: 2030 sets out a strategy that will improve the quality of life for everyone who lives or works in, and visits Cornwall. This vision is supported by goals and objectives (set out in chapter 3)”.*

#### Climate Emergency Development Plan Document (CEDPD) (February 2023)

2.3.4 The CEDPD forms part of the Cornwall Local Plan and seeks to provide further guidance for sustainable development and a sustainable future within Cornwall. ‘Policy T1 - Sustainable Transport’ of the CEDPD states the following: -

*“New development should be designed and located in order to minimise the need to travel and support a modal hierarchy which prioritises walking, then cycling, then public transport, then car clubs, electric vehicles and lastly private fossil-fuelled vehicles.*

*Development should be designed to:*

- 1) *Facilitate integration between different modes of travel, especially walking, cycling and public transport. Every opportunity should be taken to connect to, and benefit from, existing walking and cycling networks and to maximise permeability for these modes within and outside of sites;*
- 2) *Integrate with the existing settlement through inclusive, active travel networks ensuring easy and sustainable connections to community facilities and infrastructure and enabling connections to potential future travel modes;*
- 3) *Provide conveniently located and secure cycle parking, including private home provision throughout the development, including close to the development access points, and benefiting from natural surveillance;*
- 4) *Provide an appropriate level of safe, secure, accessible and usable parking provision having regard to policy T2 and reflecting principles set out in the Cornwall Design Guide and the level of accessibility by walking, cycling and public transport;*
- 5) *Deliver more sustainable streets including by;*
  - *Making it easier and more attractive to walk, cycle and considering access only streets to create green networks;*
  - *Enabling greater use of public transport;*
  - *Making streets accessible for users with disabilities;*
  - *Providing varied spaces for people to meet and rest, and for children to play, enabling greater social interaction;*
  - *Incorporating high levels of green and blue infrastructure.*
- 6) *Support the use of electric vehicles (including electric bikes) by providing electric vehicle charging points.”*

2.3.5 ‘Policy T2 - Parking’ of the CEDPD states the following: -

*“Development proposals will be expected to meet the following parking requirements:*

- 1) *Follow the travel hierarchy by prioritising parking and storage for non-vehicular modes in terms of proximity to dwellings, followed by car club spaces, electric vehicle charging spaces and finally parking for other vehicles; and*
- 2) *Proposals should meet the Council’s parking standards, including the provision of dedicated cycling facilities, as set out in the Parking Standards Guidance, taking into account opportunities for reducing the need to travel, creating opportunities and incentives for active travel and the local context; and*
- 3) *Provide accessible, secure, and convenient cycle parking for all users, located in prominent locations; and*
- 4) *Parking provision for vehicles and bicycles should incorporate integrated green infrastructure, street trees and sustainable drainage in line with the Cornwall Design Guide; and*
- 5) *Cars should be accommodated in, but not dominate layouts. Residential car parking should generally be provided off-plot in specifically designed on-street parking bays or other purposely designed spaces that are well designed in terms of safety, supervision, circulation, appearance and assist access by pedestrians and cyclists taking into account any particular user or site conditions that might indicate*





*otherwise. Layouts should not increase pressure for off-site parking and should contribute to on-street parking controls where necessary; and*

*6) Parking and charging infrastructure should be carefully sited and designed so as to conserve and enhance the significance of heritage assets, including their settings, and historic streetscapes.”*

#### [Cornwall Design Guide \(December 2021\)](#)

2.3.6 The Cornwall Design Guide, adopted in December 2021, sits alongside the Cornwall Local Plan in order to provide a comprehensive guide for the delivery of high quality places to live and will inform new developments of all sizes / stages in Cornwall.

2.3.7 Section Five: Movement states *“development proposals should be located and designed to promote active travel and access to public transport to reduce dependence on car travel and to improve air quality. Walking and cycling routes must be attractive and safe options in scale with the size of the development, making them realistic choices for residents. It is important that we create streets that are places with people in mind. The Council has developed guidance to help create 'Streets for People' which sets out principles and approaches to co-design and delivery of healthier streets for people”.*

#### [Development Layout Design: General Design Considerations for Adoptable Highways \(June 2012\)](#)

2.3.8 The document outlines the general principles for the construction of new highway networks associated with developments in Cornwall and contains the estate road hierarchy, general design parameters, statutory undertakers, Public Rights of Way (PRoW), landscaping and adoption details.

#### [Travel Plans and Parking Standards - Advice for Developers \(July 2023\)](#)

2.3.9 The document outlines the requirements and provisions for developing transportation planning documents in Cornwall. The document contains CC parking guidelines (Expected Standards) for a number of land uses for car parking, disabled parking, cycle parking and Electric Vehicle (EV) parking. The relevant CC parking guidelines will be reviewed within **Section 6.5**, if applicable.

#### [Neighbourhood Plan For Penzance Parish \(2020 - 2030\) \(Submission Version - November 2023\)](#)

2.3.10 ‘Pen1: Penzance Transport, Accessibility and the Public Realm Plan’ states the following: -

1. *Development proposals, measures and schemes (which require planning permission) which deliver or support the enhancement of the Gateway Areas identified on Map 120, and the improvement of connectivity and permeability between them, and through and beyond Penzance town centre, as identified in this Plan, the Cornwall Council Local Transport Plan, and the Penzance Local Cycling and Walking Infrastructure Plan, will be supported.*
2. *Development proposals within or relating to the town centre must:*
  - i) *consider and, where feasible, contribute towards, the delivery of such measures and schemes;*
  - ii) *demonstrate that accessibility by walking, cycling and mobility aids has been considered and where feasible, embedded into their design; and,*
  - iii) *where relevant, encourage and support sustainable travel links to and within the town by providing supporting infrastructure such as secure and covered cycle storage, electric bike and motor vehicle charging points and clear and convenient information which offers clarity to visitors and residents about the different options for travel, both in terms of mode and destination.”*



### 3. SITE LOCATION & EXISTING CONDITIONS

#### 3.1 Site Location

3.1.1 The application site forms part of the southern extent of Penzance Harbour, which is located approximately 600m to the south-east of Penzance Town Centre. The application site itself consists of the 'Rank Building' including the harbour masters office upon the North Arm (Pier) and the 'Boston Shed', PMS building and Meadery restaurant upon the West Quay.

3.1.2 Further information regarding the wider Penzance Harbour and its facilities can be found at <https://www.cornwallharbours.co.uk/our-harbours/penzance/>.

3.1.3 **Figure 3.1** illustrates the location of the application site in relation to the indicative ownership boundary of Penzance Harbour, the built-up extent of Penzance and the adjacent highway network.



Figure 3.1: Site Location & Highway Network

#### 3.2 The Highway Network - Local, Primary & Strategic Road Network (SRN)

##### The Quay / Wharf Road

3.2.1 The Quay forms the western boundary of the application site, which extends north from Battery Road / Quay Street for approximately 300m before transitioning into Wharf Road. The Quay comprises of a single-carriageway with an average carriageway width of approximately 7.5m, is street lit and is subject to a 20mph speed limit.

3.2.2 The Quay provides footways of varying width on both sides of the carriageway for approximately 35.0m before reducing to one footway on its western edge where an uncontrolled crossing point in



the form of dropped kerbs & tactile paving is present adjacent to the application site. The footway provision returns to both sides of the carriageway where The Quay meets Wharf Road. Wharf Road towards Penzance Town Centre offers excellent pedestrian / cycle infrastructure along its extent.

#### Quay Street

- 3.2.3 Quay Street extends in a south-east to north-west alignment between The Quay / Battery Road and Under Chapel Yard. Quay Street is subject to a 20mph speed limit.

#### Battery Road

- 3.2.4 Battery Road borders the application site to the south, which extends south and then west for approximately 200m before transitioning into Western Promenade Road. Battery Road is a single carriageway with an average carriageway width of 5.5m, flanked by footway either side of the carriageway of a minimum 2.0m in width and is subject to a 20mph speed limit. A zebra crossing is available at the entrance to Jubilee Pool allowing pedestrians to traverse Battery Road.

#### Western Promenade Road

- 3.2.5 Western Promenade Road extends west from Battery Road along the southern extent of Penzance and adjacent to the South West Coast Path (SWCP). Western Promenade Road is subject to a 20mph speed limit and provides excellent pedestrian / cycle infrastructure, in particular the Penzance Promenade, throughout.

#### A3071

- 3.2.6 Access onto the A3071 is available approximately 2.6km (1.6 miles) to the west of the application site at the Mount Misery Roundabout. The A3071 extends west and provides a connection for St Just.

#### A394

- 3.2.7 Access onto the A394 is available approximately 4.1km (2.6 miles) to the north-east of the application site at the Newtown Roundabout. The A394 extends south-east and then north-east, providing connections towards Penryn and Falmouth via Helston.

#### A30 (De-trunked)

- 3.2.8 The de-trunked section of the A30 routes along the northern and western sections of Penzance, with the nearest point of access onto the SRN, being the A30(T), located via the Branwell Lane Roundabout. The section of the A30 at the northern extent of Penzance is subject to a 50mph speed limit and extends north-west to a three-arm roundabout known as Treneare Roundabout. The A30 continues south-west via the western periphery of Penzance before terminating at Land's End / Sennen Cove.

#### A30(T)

- 3.2.9 The A30(T) forms part of the SRN which carries approximately a third of all traffic upon 4,300 miles of motorways and trunk roads throughout England. The A30(T) routes between Exeter and Penzance, providing a primary link between the M5, Devon and Cornwall. The A30(T) also provides a connection to a wider range of destinations throughout Cornwall and Devon including Newquay via the A3075, Falmouth via the A393, Truro via the A390.

- 3.2.10 The nearest point of access onto the A30(T) is available approximately 1.5km (0.9 miles) to the north-east of the application site at the Branwell Lane Roundabout.

## 4. HIGHWAY SAFETY

### 4.1 Personal Injury Accident (PIA) Data

4.1.1 Obtaining PIA data is an important factor in determining if there are any deficiencies within the existing highway design / infrastructure that act as a factor in PIA events. The extent of recorded road traffic collisions in the vicinity of the application site has been established from CrashMap.

4.1.2 Information / data has been obtained covering the latest available five-year period (2018 - 2022). Current guidance suggest that PIA data should be assessed for a minimum period of three years and therefore, the data obtained and analysed is considered robust for the purpose of this assessment.

4.1.3 It is important to note that the statistics relate only to PIA's on public roads that are reported to the police, and subsequently recorded, using the STATS19 accident reporting form. Information on damage-only accidents, with no human casualties or accidents on private roads or car parks are not included within the data obtained.

### 4.2 Extent of Area Assessed

4.2.1 **Figure 4.1** showcases the PIA study extent in relation to the application site.

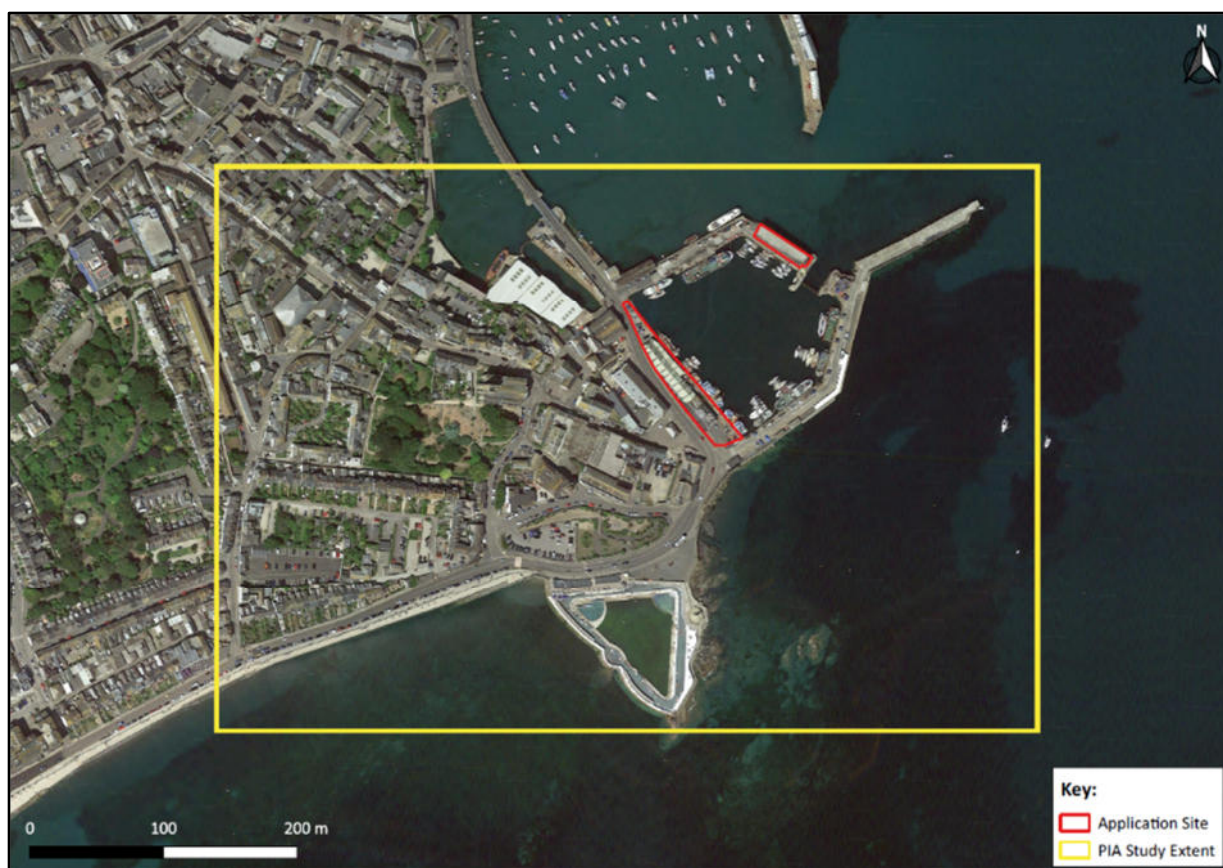


Figure 4.1: PIA Study Extent

### 4.3 Summary of Results

4.3.1 **Table 4.1** overleaf illustrates the number of the PIA incidents that have occurred within the analysis period. Collision classification is categorised into three main types; slight, serious, and fatal.

**Table 4.1: Number of PIA Incidents**

Year	Slight	Serious	Fatal	Total
2018	1	0	0	1
2019	0	1	0	1
2020	1	1	0	2
2021	2	1	0	3
2022	1	0	0	1
<b>Total</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>8</b>

4.3.2 **Table 4.2** showcases the location and collision categorisation of the PIA incidents recorded within the extent of area assessed over the analysis period.

**Table 4.2: Location of PIA Incidents**

Location	Slight	Serious	Fatal	Total
Battery Road	2	0	0	2
Coinagehall Street	0	1	0	1
Chapel Street	1	0	0	1
Queen Street	1	0	0	1
Western Promenade Road	1	2	0	3
<b>Total</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>8</b>

4.3.3 It is apparent from the analysis presented above that eight PIA incidents totalling five slight incidents, three serious incidents and no fatal incidents have occurred within the study extent across the latest five-year period assessed. A descriptive summary of each incident is provided below and copies of the PIA incidents are attached within **Appendix A**.

#### Battery Road

- 4.3.4 A PIA incident (ref: 2018500282705) occurred on the 24<sup>th</sup> of March 2018 and involved a car and a pedestrian, resulting in slight injury to the pedestrian. The car was proceeding normally along the carriageway, not on a bend, before colliding with the pedestrian crossing the carriageway from the driver's nearside. The pedestrian was located within 50m of the pedestrian zebra crossing.
- 4.3.5 A PIA incident (ref: 2021501103657) occurred on the 10<sup>th</sup> of September 2021 upon Battery Road to the immediate south of the Meadery restaurant and involved a car and a motorcycle, resulting in slight injury to the motorcyclist. The motorcyclist was proceeding normally along the carriageway, not on a bend, with the car in the act of moving off. The first point of impact was listed as the front for the car and nearside for the motorcyclist.

#### Coinagehall Street

- 4.3.6 A PIA incident (ref: 2019500856407) occurred on the 5<sup>th</sup> of June 2019 and involved a car and a pedestrian, resulting in serious injury to the pedestrian. The car was proceeding normally along the





carriageway, not on a bend, before colliding with the pedestrian walking within the carriageway facing the oncoming traffic.

#### Chapel Street

- 4.3.7 A PIA incident (ref: 2022501143683) occurred on the 3<sup>rd</sup> of February 2022 and involved two cars, resulting in slight injury to a driver. One car was proceeding normally along the carriageway before colliding with the nearside of the second car, which was parked within the carriageway.

#### Queen Street

- 4.3.8 A PIA incident (ref: 2021501040020) occurred on the 9<sup>th</sup> of April 2021 and involved a car and a pedestrian, resulting in slight injury to the pedestrian. The car was in the act of reversing before colliding with the pedestrian in the act of crossing the carriageway from the driver's nearside.

#### Western Promenade Road

- 4.3.9 A PIA incident (ref: 2020500936132) occurred on the 13<sup>th</sup> of February 2020 and involved a car and a pedestrian, resulting in serious injury to the pedestrian. The car was proceeding normally along the carriageway, not on a bend, before colliding within the pedestrian in the act of crossing the carriageway from the driver's offside.
- 4.3.10 A PIA incident (ref: 2021501067581) occurred on the 3<sup>rd</sup> of July 2021 and involved a car and a cyclist, resulting in serious injury to the cyclist. Both the car and cyclist were proceeding normally along the carriageway, not on a bend. The first point of impact was listed as the front for the cyclist and did not impact for the car. Therefore, it is unclear what caused the incident to occur.
- 4.3.11 A PIA incident (ref: 2020500968354) occurred on the 11<sup>th</sup> of July 2020 and involved a car and a pedestrian, resulting in slight injury to the pedestrian. The car was proceeding normally along the carriageway, not on a bend, before colliding with the pedestrian walking within the carriageway facing the oncoming traffic.

## 4.4 Conclusion

- 4.4.1 A review of each incident does not suggest an inherent deficiency with the existing highway layout / infrastructure and can be attributed to highway user error. Whilst a number of the incidents recorded have involved pedestrians, these all appear to be isolated incidents, occurring at differing locations with no evidence of an accident cluster spot being present.
- 4.4.2 The quantity and type of incidents recorded within the most recent five-year review period are not considered unusual given the nature of the surrounding highway network within the vicinity of the application site.
- 4.4.3 Therefore, it is concluded that the highway network within the vicinity of the application site operates in a low-risk manner that is unlikely to be exacerbated by any additional vehicular trip movements generated by the proposed development at Penzance Harbour.

## 5. SUSTAINABLE TRANSPORT ACCESS

### 5.1 Preface

5.1.1 The current emphasis on Government transport policy is sustainability. It is not focussed on removing the availability of car use for individuals, more accurately it is aimed at promoting the appropriate use of cars, such as Electric Vehicles (EVs) and car sharing, as well as encouraging the use of alternative travel modes such as walking, cycling and public transport.

### 5.2 Accessibility by Walking and Cycling

5.2.1 MfS (paragraph 4.4.1) states that ‘walkable neighbourhoods’ are typically characterised by having a range of facilities within ten minutes (up to 800m) walking distance of residential areas, which may be accessed comfortably on foot.

5.2.2 A distance of 2.0km (1.2 miles) has been supported by planning policy and this figure is still accepted as being suitable for walking to replace short car journeys, which are generally the least efficient in terms of fuel consumption and emissions. This distance is referenced in MfS. It is therefore commonly accepted that journeys of up to 2.0km (1.2 miles) are ideally placed to be undertaken on foot.

5.2.3 Cycling has the potential to replace short car journeys for distances under 5.0km (3.1 miles) and could form part of a linked trip using public transport. The ‘acceptable’ cycling distances presented in MfS are generally recognised as being appropriate distances.

5.2.4 The application site is situated in a prominent and accessible location in relation to the built-up extent of Penzance, with the surrounding highway network offering a low-risk environment for future users to access the site on-foot or by-bike.

5.2.5 As alluded to previously, the adjacent highway network including The Quay, Wharf Road, Quay Street, Battery Road & Western Promenade Road offers footways on both sides of the carriageway, supplemented by low-speed limits and controlled / uncontrolled crossing points.

5.2.6 Reference has been made to the Sustrans website and the National Cycle Network (NCN) map in order to assess any existing designated cycle routes within Penzance. The nearest point of access onto the NCN, being NCN Route 3, is located onto The Quay adjacent to the application site. NCN Route 3 provides a connection north-east towards Truro via Hayle and the Camborne, Pool & Redruth (CPR) conurbation and a connection to the south-west towards Land’s End and Sennen Cove.

5.2.7 Where designated or shared cycle lanes are not provided, the existing alignment / geometry of the roads are considered suitable to accommodate cyclists within the carriageway and the network of street lighting throughout Penzance offers a low-risk environment for pedestrian and cycle trips during hours of darkness. Overall, it is evident that future site users can access the application site comfortably on-foot or by bike.

#### Walking / Cycling Accessibility Isochrones

5.2.8 An isochrone generator via the GIS software package, QGIS (3.32.0), has been utilised in order to produce an isochrone consisting of a 2.0km walking catchment with 400m increments (see **Figure 5.1** overleaf) and an isochrone consisting of a 5.0km cycling catchment with 1.0km increments (see **Figure 5.2** overleaf).

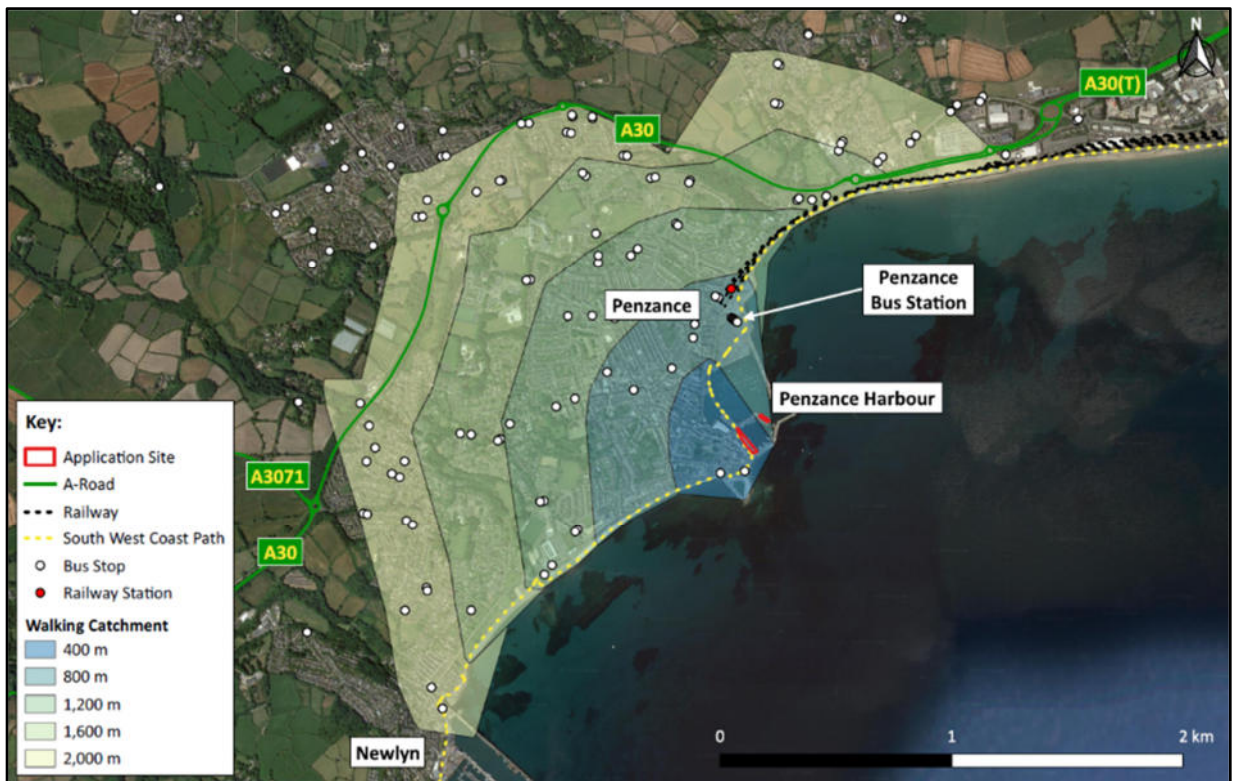


Figure 5.1: Walking Accessibility Isochrone (2.0km)



Figure 5.2: Cycling Accessibility Isochrone (5.0km)

5.2.9 Both of these isochrone catchment maps are available to view in further detail within **Appendix B**.



### Public Rights of Way (PRoW)

- 5.2.10 PRoW are highways over which the public have linear rights of access and are protected and maintainable at public expense by the Highway Authority (Highways Act 1980). The Definitive Map & Statement of Public Rights of Way (DMS) provides the legal record of all recorded PRoW and is conclusive evidence that public rights exist over land (Section 56 Wildlife & Countryside Act 1981).
- 5.2.11 The Definitive Map of PRoW (CC - online version) highlights that there are no PRoW that cross the application site, however, it is important to note that the SWCP routes along The Quay adjacent to the application site. The proposed development at Penzance Harbour will not have an adverse impact on the existing PRoW and SWCP. The wider PRoW routes can be viewed on the 'Cornwall Council Interactive Map' at <https://map.cornwall.gov.uk/website/ccmap/>.

## 5.3 Accessibility by Public Transport

### Penzance Ferry Terminal

- 5.3.1 The Penzance Ferry Terminal is located within a 200m distance, to the immediate east of the application site. The ferry service provides a connection to / from the Isle of Scilly and operates between March and November. Further information can be found at <https://www.islesofscilly-travel.co.uk/scillonian-iii/>.

### Rail Services

- 5.3.2 Penzance Railway Station is situated approximately 600m to the north of the application site. The station forms the terminus of the Cornish Main Line which provides a connection to a range of destinations between Penzance and London Paddington. Penzance Railway Station is managed by Great Western Railway (GWR) and provides a ticket office readily available with ticket machines, 15 CCTV operated bicycle storage spaces and 90 car parking spaces (charged).
- 5.3.3 The onward travel information for Penzance Railway Station which includes a local area map and bus timetable information is available to view within **Appendix C**. Further information on rail routes and frequency can be obtained from <https://www.nationalrail.co.uk/stations/penzance/>.

### Bus Services

- 5.3.4 The 'Jubilee Pool' bus stops are situated to the south-west of the application site and fall well within the recommended 400m walking distance / five minutes walking time to bus stops, as set out within the Chartered Institution of Highways and Transportation (CIHT) 'Planning for Walking' document. Both stops are delineated by a bus flag pole, however, the westbound stop benefits from a dedicated bus lay-by measuring 77.0m in length supplemented with seating and timetable information.
- 5.3.5 The 'Penzance Bus Station' is situated approximately 600m to the north of the application site, to the immediate south of the Penzance Railway Station. Penzance Bus Station offers a wider range of bus services, via Stands A to F, to a number of destinations throughout Cornwall.
- 5.3.6 **Table 5.1** overleaf summarises the available bus services and frequencies via 'Jubilee Pool' bus stops and the Penzance Bus Station, with the local bus timetables included within **Appendix D**. More information regarding local bus services can be found at [www.travelinesw.com](http://www.travelinesw.com).





Table 5.1: Local Bus Service Timetables

Service No.	Operator	Days of Operation	Hours of Operation	Route	Approximate Weekday Frequency
<b>'Jubilee Pool' Bus Stops</b>					
Land's End	Cornwall by Kernow	Mon - Sun	0903 - 17:43	Penzance - Land's End	Every Two Hours
MOUS	Cornwall by Kernow	Mon - Sat	09:18 - 17:02	Penzance - Newlyn - Mousehole	Every 30 Minutes (Each Direction)
<b>Penzance Bus Station (Stands A to F)</b>					
5	Go Cornwall Bus	Mon - Sat	08:45 - 22:25	Penzance - Newlyn - Sheffield	Every Two Hours
5A	Go Cornwall Bus	Mon - Sat	10:10 - 16:10	Penzance - Newlyn - Sheffield	Every Two Hours
8	Go Cornwall Bus	Mon - Sat	07:30 - 19:19	Long Rock - Penzance - St Just	Hourly
15	Go Cornwall Bus	Mon - Sat	10:00 - 17:20	Penzance - Hayle	Three Service Per Day
16	Go Cornwall Bus	Mon - Sat	06:30 - 17:30	Rosehill Gardens - Penzance - St Ives	Hourly
16A	Go Cornwall Bus	Mon - Sat	09:25 - 17:40	Mounts Bay School - Penzance - St Ives	Every Two Hours
17	Cornwall by Kernow	Mon - Sun	06:47 - 22:17	St Ives - Penzance	Every 30 Minutes
18	Go Cornwall Bus	Mon - Sat	06:05 - 23:20	Penzance - St Just - Lower Boscaswell	Four Services Per Day
19	Cornwall by Kernow	Mon - Sun	07:45 - 17:50	Penzance - Madron	Hourly
39A	Go Cornwall Bus	Mon - Sat	09:38 - 17:48	Penzance - Camborne	Every Two Hours
100	Cornwall by Kernow	Mon - Fri	07:58	Penzance - Hayle - Truro College	One Service Per Day
160	Cornwall by Kernow	Mon - Fri	07:32 - 16:32	St Erth – St Ives – Penwith College	Three Service Per Day
200	Cornwall by Kernow	Mon - Fri	10:34	Penzance - St Ives - Truro College	Two Services Per Day
347	Logan Rock Cars	Mon - Fri	12:30	Penzance - Sheffield - Lamorna	One Service Per Day
T1	Go Cornwall Bus	Mon - Sat	06:03 - 22:38	Penzance - Hayle - Camborne - Redruth	Three Services Per Day
T1	Cornwall by Kernow	Mon - Sun	06:45 - 18:45	Penzance - St Erth - Camborne - Redruth - Chacewater - Truro	Every 30 Minutes
U4	Cornwall by Kernow	Mon - Sun	07:25 - 23:30	Penzance - Porthleven - Helston - Tremough	Hourly
U4X	Cornwall by Kernow	Mon - Fri	08:55 & 16:33	Penzance - Rosudgeon - Helston	Two Services Per Day
Land's End	Cornwall by Kernow	Mon - Sun	09:00 - 17:40	Penzance - Land's End	Every Two Hours
MOUS	Cornwall by Kernow	Mon - Sun	06:30 - 22:45	Penzance - Newlyn - Mousehole	Every 15 Minutes
Tin Coaster	Cornwall by Kernow	Mon - Sun	07:15 - 18:25	Penzance - St Just - Boscaswell	Hourly

## 5.4 Car Sharing

5.4.1 Car sharing provides a sustainable modal choice by which two or more people share a car to any destination, such as work. Many people already informally car share with relatives and friends.



However, a formal car share system can maximise the benefits of car sharing and can significantly reduce the number of vehicles on the local highway network.

5.4.2 The benefits of car sharing to individuals can be significant and include cost savings and reduced commuter stress levels (by both not having to drive during rush hour traffic and the reduced levels of congestion overall). Car sharing can be particularly beneficial to those who require a car but cannot afford to keep up with the running costs.

5.4.3 Future site users can sign up to car share schemes in Cornwall via numerous websites, which include [www.liftshare.com/community/cornwall](http://www.liftshare.com/community/cornwall) and Cornwall's own car sharing website [www.pastyconnection.com](http://www.pastyconnection.com).

## 5.5 Linked Trips

5.5.1 A linked trip involves the combination of two or travel modes, i.e. this can involve walking / cycling being combined with trips made by public transport including bus and rail. Given the close proximity of the application site to frequent bus and rail services, it is considered feasible for future site users to use a combination of walking or cycling with public transport (bus / rail) to access Penzance Harbour.

## 5.6 Electric Vehicles (EVs)

5.6.1 EVs use electric motors to drive their wheels. They derive some or all of their power from large, rechargeable batteries. The distance an EV can drive between recharges is known as its range. EV technology is fast maturing and as range increases and prices come down, running one is becoming an attractive option for many drivers.

5.6.2 The main types of EVs are highlighted below: -

- **All-electric (EVs)**, where the battery is the only power source. Most current (non-luxury) models have a quoted range of up to 300 miles (482km). In practice, range varies according to driving style, terrain and the use of auxiliary equipment such as heating / air conditioning;
- **Plug-in Hybrids (PHEVs)**, can switch between running on electricity or fossil fuels. They typically have a smaller battery, and therefore a lower battery powered range of between 10-40 miles (15-60 km). However, their maximum range is equivalent to a petrol car. Both plug-in hybrid and all-electric EVs are recharged by plugging them into the electricity grid;
- **Hybrids (HEVs)**, which do not plug in, such as the Toyota Prius, have a much smaller battery which is recharged while driving. HEVs can drive in electric mode for a few miles; and
- **Fuel Cell Vehicles** generate their own electricity on-board from a fuel such as hydrogen, and do not need to plug in to the electricity grid to recharge. Re-fuelling is similar to a petrol car.

5.6.3 In regard to environmental sustainability, all plug-in vehicles provide improved fuel economy and either zero or reduced emissions. EVs offer a number of potential savings compared to conventional vehicles including: -

- The cost of fuelling a petrol or diesel car can cost around four times the cost of charging a pure EV, depending on current fuel prices and tariff costs. The cost savings will be greatest when owners have access to an off-peak overnight electricity tariff;
- There are fewer mechanical components in an EV when compared with conventional vehicles, which often results in lower servicing and maintenance costs;



- Pure EVs costing no more than £40,000 have a zero rate of Vehicle Excise Duty (VED). However, from April 2025, EV's will be liable to pay VED;
- Grants are available from The Office for Low Emission Vehicles (OLEV) that can assist with the initial purchase cost of eligible EVs and towards the cost and installation of charge points;
- The lower or zero emissions of EVs mean that they will attract lower charges from Clean Air Zones being implemented around the UK and the Ultra-Low Emission Zone in London;
- Free parking may also be available to further encourage the uptake of EVs; and
- For company cars, Benefit in Kind (BIK) rates act as an incentive for EV uptake.

5.6.4 EVs can be charged in a variety of places including at home, workplace or at designated EV charging points across the UK, including at fuel stations or service stations. Zap-Map have created a map that enables EV drivers to locate and navigate to charging points across the UK. The map identifies charge points from both the major networks and smaller providers across the UK.

5.6.5 A Zap-Map app is available on both IOS and Android and can be found via the following link <https://www.zap-map.com/app/>. Overall, it is considered that future site users at Penzance Harbour consider the significant benefits for transitioning to an EV.

## 5.7 Local Services, Facilities & Amenities

5.7.1 **Table 5.2** identifies the distances to a number of local services and facilities provided as actual walking / cycle distances rather than 'as the crow flies' distances. The distances highlighted have been measured from The Quay adjacent to the application site.

Table 5.2: Distances to Local Services, Facilities & Amenities

Service / Facility	Indicative Distance from Site	Approximate Journey Time on Foot <sup>1</sup> (Minutes)	Approximate Journey Time by Cycle <sup>2</sup> (Minutes)
Public House	50m	40 Seconds	10 Seconds
Penzance Ferry Terminal	50m	40 Seconds	10 Seconds
Jubilee Pool	200m	2 Minutes 30 Seconds	40 Seconds
Jubilee Pool Bus Stops	200m	2 Minutes 30 Seconds	40 Seconds
Wharfside Shopping Centre	500m	6 Minutes 20 Seconds	1 Minute 30 Seconds
Co-Op Food	500m	6 Minutes 20 Seconds	1 Minute 30 Seconds
Penzance Post Office	550m	6 Minutes 50 Seconds	1 Minute 40 Seconds
Tesco Express	550m	6 Minutes 50 Seconds	1 Minute 40 Seconds
Boots Pharmacy	550m	6 Minutes 50 Seconds	1 Minute 40 Seconds
Penzance Town Centre	600m	7 Minutes 30 Seconds	1 Minute 50 Seconds
Penzance Railway Station	600m	7 Minutes 30 Seconds	1 Minute 50 Seconds
Penzance Bus Station	600m	7 Minutes 30 Seconds	1 Minute 50 Seconds
Bupa Dental Practice	700m	8 Minutes 50 Seconds	2 Minutes 10 Seconds
St Mary C of E School	900m	11 Minutes 20 Seconds	2 Minutes 50 Seconds
Lidl Foodstore	1,000m	12 Minutes 30 Seconds	3 Minutes 10 Seconds
Penzance & Newlyn RFC	1,200m	15 Minutes	3 Minutes 50 Seconds
West Cornwall Hospital	1,200m	15 Minutes	3 Minutes 50 Seconds
Penzance Leisure Centre	1,500m	18 Minutes 50 Seconds	4 Minutes 40 Seconds

<sup>1</sup> Based on walking speed of 80m/minute, taken from 'Providing for Journeys on Foot', CIHT

<sup>2</sup> Based on cycling speed of 320m/minute (19.2kph), taken from Cycling England Design Guide



## 6. THE PROPOSED DEVELOPMENT

### 6.1 Schedule of Accommodation

6.1.1 The proposed development at the applications seek to demolish the 'Boston Shed' (184sqm) and The Waterside Meadery Restaurant (657sqm), which will give way for new Heavy Goods Vehicle (HGV) waiting and delivery areas.

6.1.2 The 'Rank Building' is currently occupied by a steamship company and the harbour masters offices and the 'Freight Shed' is occupied by PMS. The existing PMS and steamship company will simply relocate / swap buildings, with no additional staffing proposed. The harbour masters offices will also remain and will not increase staffing levels. The existing / proposed staffing levels are listed as follows: -

- **Harbour Masters Offices:** 3 members of staff;
- **PMS:** 15 members of staff; and
- **Steamship Company:** 9 full-time & 3 seasonal members of staff.

6.1.3 The 'Freight Shed' will be retained and there are no proposed works to the internals, with the existing areas of 390sqm ground floor and 225sqm upper deck mezzanines remaining unchanged following the development. The 'Rank Building' will be retained and refurbished along with ground floor infill / extension works to provide 72.6sqm of harbour office space and 564.5sqm PMS space.

6.1.4 Whilst this is an increase of 27sqm in comparison to the existing Rank Building (610sqm), the staffing levels will remain unchanged following the development.

6.1.5 The 'Proposed Site Plans', as shown on Drawing No's. **3817-PBWC-02-XX-DR-A-1204** & **3817-PBWC-02-XX-DR-A-1205**, are attached within **Appendix E**.

### 6.2 Access Arrangements (Vehicular / Non-Vehicular)

#### Vehicular Access Arrangements

6.2.1 Vehicular access will be provided to / from The Quay & Battery Road. The Boston Shed will be demolished to allow for a new HGV waiting area, which will be accessed via the existing dropped kerb arrangement. HGVs / delivery vehicles will then exit back onto The Quay and route south.

6.2.2 The Waterside Meadery restaurant will be demolished to allow for a new HGV delivery area, which will be accessed via the existing dropped kerb vehicular arrangement. HGVs / delivery vehicles will then exit at the existing priority T-junction onto The Quay / Battery Road.

6.2.3 The exit will crossover the proposed footway which will be delivered by Cormac (please see **Section 6.3**) and therefore, a dropped kerb vehicular crossover arrangement will need to be constructed to allow for HGVs / delivery vehicles to egress.

6.2.4 The provision of a pedestrian barrier within the delivery area adjacent to the footway will be provided, acting as an HGV protection measure. The delivery area access / egress points will be supplemented with demountable bollards.

6.2.5 In accordance with the posted 20mph speed limit, a visibility splay of 2.4m (x) by 25.0m (y) has been demonstrated at the egress points. However, it is important to note a larger visibility splay exceeding the 20mph speed requirements can be achieved from both egress points.



6.2.6 The ‘Visibility Splay Plan’, which illustrates the proposed visibility splays from the egress points, is shown on Drawing No. **C23207-TP001(A)** and is attached within **Appendix F**. It is considered that the proposed vehicular access arrangements are suitable to serve proposals at the application site.

#### Non-Vehicular Access Arrangements

6.2.7 Pedestrian and cycle movements will take priority within the scheme wherever possible and the application site will be designed to connect onto the existing infrastructure upon The Quay / Battery Road. As detailed within **Section 6.3**, the works at the site will tie into the Cormac works upon The Quay / Battery Road which include new footways and a zebra crossing point.

### 6.3 ‘Penzance Town Deal Transport Projects’ Scheme

6.3.1 Cormac have produced a concept design as part of the ‘Penzance Town Deal Transport Projects’ scheme, which includes improvements to the highway / pedestrian network along the roads surrounding the application site including Quay Street, Battery Road, Green Street, Coinagehall Street and Under Chapel Yard.

6.3.2 **Figure 6.1** illustrates the ‘Coinagehall Street’ proposals within the immediate vicinity of the site.

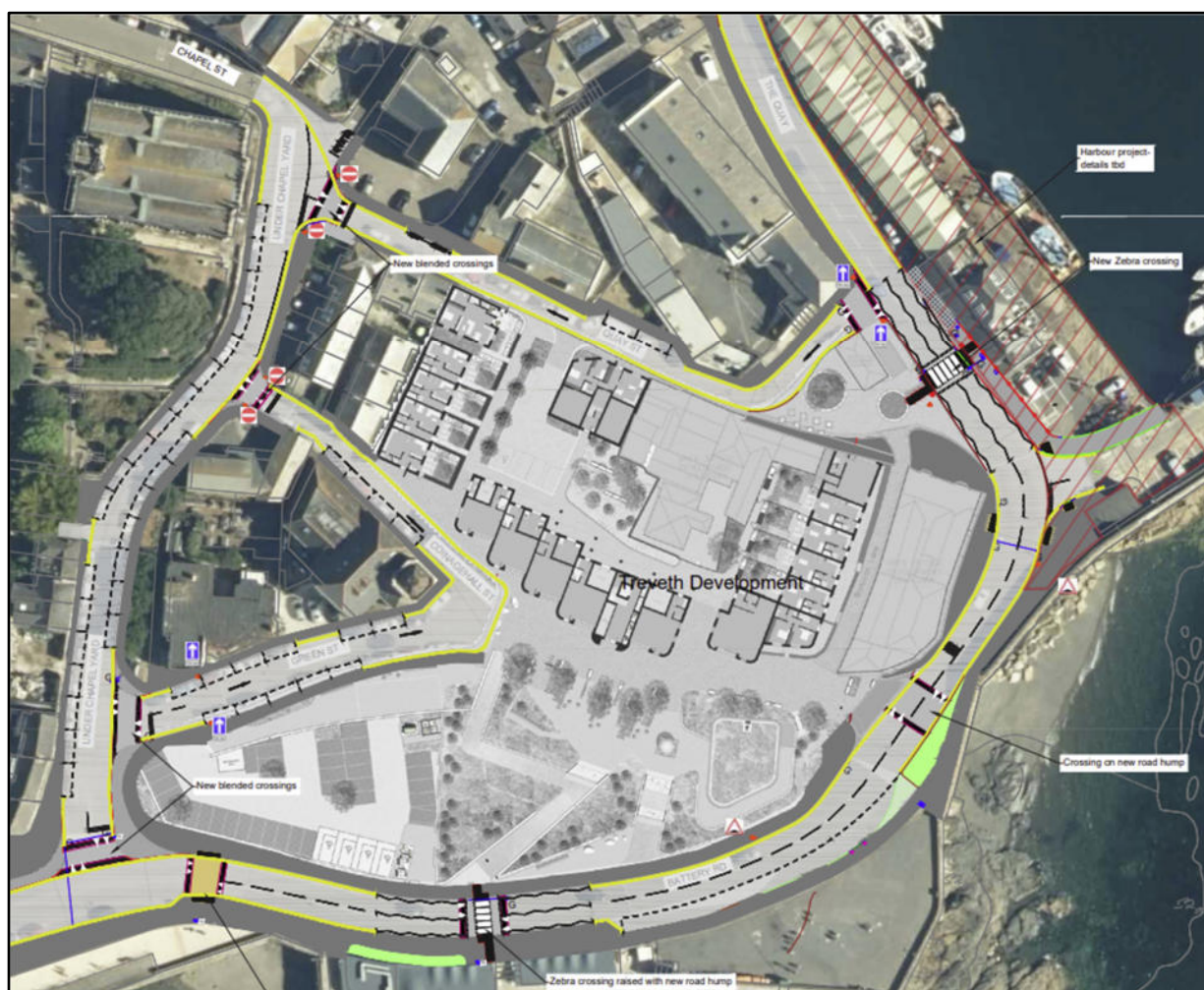


Figure 6.1: Coinagehall Street Improvements (Source: Penzance Town Fund)

6.3.3 The proposals seek to implement a network of Traffic Regulation Orders (TRO’s) in the form of double yellow lining along with a new one-way system and significant public realm & pedestrian infrastructure

improvements. In particular, a new zebra crossing point will be located upon The Quay adjacent to the application site, providing a direct connection towards the improved public realm and nearby Treveth development (ref: PA23/0859) which seeks to obtain approval for dwellings and commercial units.

6.3.4 The proposed development will be developed in a manner to ensure that a joined-up approach occurs between the application site and the wider Penzance Town Fund proposals. Further information regarding the proposals, including proposals upon Wharf Road to the north, can be found at <https://penzancetownfund.co.uk/projects/sustainable-travel-network/>.

## 6.4 Parking Strategy & Provision

### Existing Car Parking Provision

6.4.1 The existing car parking arrangements provides four spaces for Harbour staff and seven spaces shared between the PMS and the Waterside Meadery Restaurant, which is inclusive of two customer parking spaces.

### Proposed Car Parking Provision

6.4.2 **Figure 6.2** illustrates the locations of the new harbour staff and PMS parking areas.

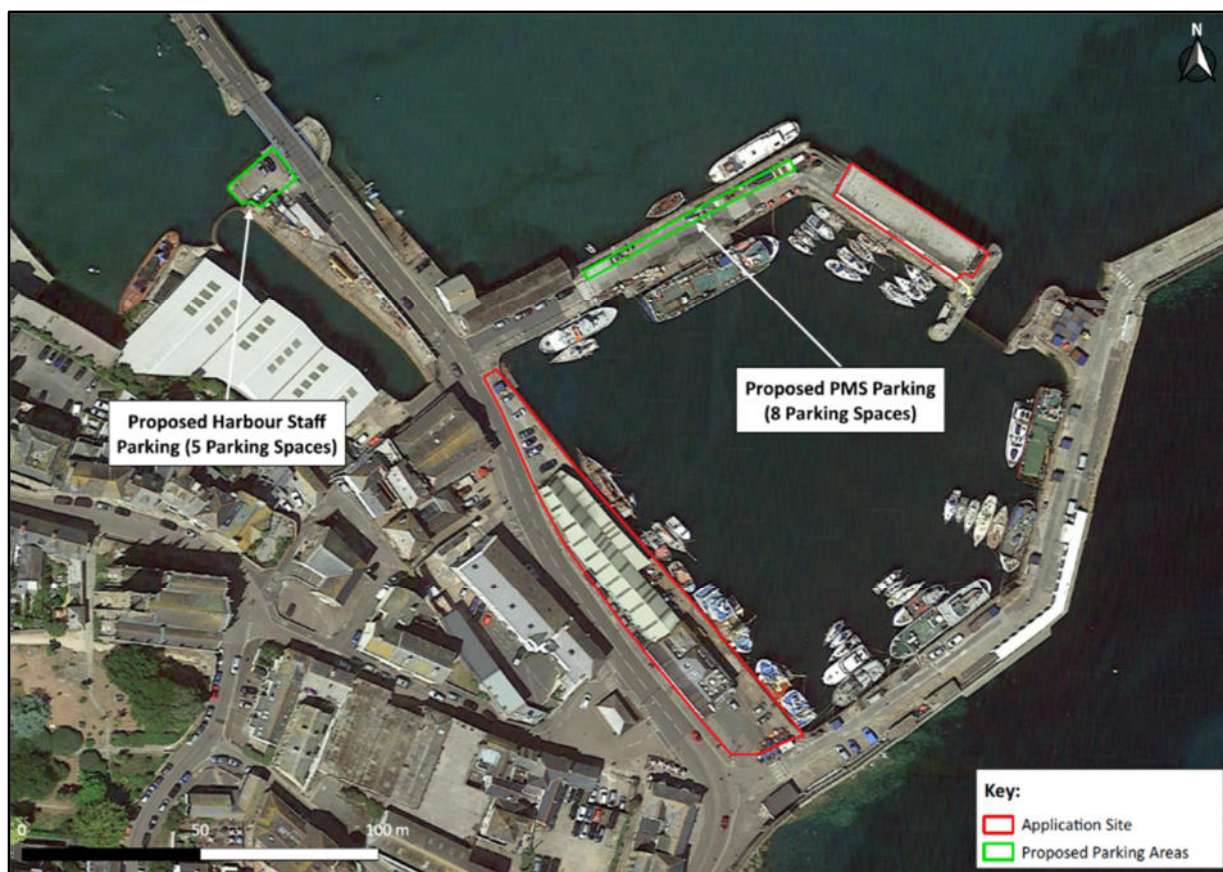


Figure 6.2: Proposed Harbour Staff & PMS Parking Areas

6.4.3 The new harbour staff parking area will provide five parking spaces, which is an increase of one space in comparison to the existing arrangements. The new PMS parking area will provide eight parking spaces, which is an increase of one in comparison to the existing 'shared' arrangements. As the Waterside Meadery Restaurant will be demolished, car parking for this use will no longer be required.



- 6.4.4 Given that the proposed development simply seeks to relocate / swap the PMS and steamship companies whilst retaining the harbour masters offices, with no increases in staffing levels, the proposed car parking provision is deemed acceptable to serve the development at Penzance Harbour.

#### Proposed Cycle & EV Charging Provision

- 6.4.5 Paragraphs 5.6.2 to 5.6.5 of the Cornwall Design Guide (December 2021) expect that *“cycle parking is provided for new homes, schools, places of work and community facilities”* and that *“EV charging points for both cycles and cars is provided at the origin and destination points for all new development”*.
- 6.4.6 Policy T1 of the CEDPD (February 2023) states that development should be designed to *“Provide conveniently located and secure cycle parking”* and to *“Support the use of electric vehicles (including electric bikes) by providing electric vehicle charging points”*.
- 6.4.7 Two cycle spaces will be provided at the rank building as part of the development, however, it is anticipated that any new cycle parking and EV charging points at Penzance Harbour can be agreed with CC Highways and subsequently secured by way of a condition as part of a planning approval.





## 7. DEVELOPMENT TRIP GENERATION & HIGHWAY IMPACT

### 7.1 Preface

7.1.1 This section identifies the likely vehicular impact to be generated by the development proposals upon the surrounding highway network. It is important to note that the existing site forms part of the wider Penzance Harbour and therefore, does generate a material level of trips.

### 7.2 Methodology

7.2.1 In order to assess the vehicular impact of the development upon the surrounding highway network during the network AM and PM peak periods, the vehicular trip generation has been calculated using trip rates derived from the Trip Rate Information Computer System (TRICS® 7.10.3) database.

7.2.2 TRICS is the national industry standard system of trip generation and analysis and is a fundamental part of supporting a TA. The TRICS database establishes the potential levels of trip generation associated with a proposed development by comparing the application site with existing developments with similar characteristics across the United Kingdom (UK).

### 7.3 Existing Vehicular Trip Generation

#### Penwith Marine Services (615sqm)

7.3.1 In order to generate a robust vehicular trip generation for the existing PMS company on-site, a TRICS assessment has been undertaken for the category 'EMPLOYMENT - INDUSTRIAL UNIT'. **Table 7.1** presents the existing PMS vehicular trip generation.

Table 7.1: Existing Vehicular Trip Generation (Penwith Marine Services - 615sqm)

Time Period	Trip Rate per 100sqm		Total Trips		Total Two-Way Trips
	Arrivals	Departures	Arrivals	Departures	
Network AM Peak Period (08:00 - 09:00)	0.655	0.240	4	2	6
Network PM Peak Period (17:00 - 18:00)	0.109	0.393	1	2	3
Daily 12hr Period (07:00 - 19:00)	4.168	4.124	26	25	51

#### Steamship Company (537sqm)

7.3.2 In order to generate a robust vehicular trip generation for the existing steamship company on-site, a TRICS assessment has been undertaken for the category 'EMPLOYMENT - INDUSTRIAL UNIT'. **Table 7.2** presents the existing steamship company vehicular trip generation.

Table 7.2: Existing Vehicular Trip Generation (Steamship Company - 537sqm)

Time Period	Trip Rate per 100sqm		Total Trips		Total Two-Way Trips
	Arrivals	Departures	Arrivals	Departures	
Network AM Peak Period (08:00 - 09:00)	0.655	0.240	4	1	5
Network PM Peak Period (17:00 - 18:00)	0.109	0.393	1	2	3
Daily 12hr Period (07:00 - 19:00)	4.168	4.124	22	22	44



### Harbour Masters Offices (72.6sqm)

- 7.3.3 In order to generate a robust vehicular trip generation for the existing harbour masters offices on-site, a TRICS assessment has been undertaken for the category ‘EMPLOYMENT - OFFICE’. **Table 7.3** presents the existing harbour masters offices vehicular trip generation.

**Table 7.3: Existing Vehicular Trip Generation (Harbour Masters Office - 72.6sqm)**

Time Period	Trip Rate per 100sqm		Total Trips		Total Two-Way Trips
	Arrivals	Departures	Arrivals	Departures	
Network AM Peak Period (08:00 - 09:00)	3.933	0.749	3	0	3
Network PM Peak Period (17:00 - 18:00)	0.375	2.247	0	2	2
Daily 12hr Period (07:00 - 19:00)	21.725	21.911	16	16	32

### The Waterside Meadery (657 sqm)

- 7.3.4 In order to generate a robust vehicular trip generation for the existing Waterside Meadery Restaurant on-site, a TRICS assessment has been undertaken for the category ‘HEALTH, FOOD & DRINK - RESTAURANTS’. **Table 7.4** presents the existing Waterside Meadery Restaurant vehicular trip generation.

**Table 7.4: Existing Vehicular Trip Generation (The Waterside Meadery - 657sqm)**

Time Period	Trip Rate per 100sqm		Total Trips		Total Two-Way Trips
	Arrivals	Departures	Arrivals	Departures	
Network AM Peak Period (08:00 - 09:00)	0.000	0.000	0	0	0
Network PM Peak Period (17:00 - 18:00)	0.000	0.000	0	0	0
Restaurant PM Peak (18:00 - 19:00)	2.705	1.788	18	12	30

- 7.3.5 It is noted from The Waterside Meadery website (<https://www.thewatersidemeadery.uk/>) that the opening hours are 18:00 to 21:00 hrs (Sunday to Thursday) and 18:00 to 21:30 hours (Friday & Saturday). Therefore, a ‘first principals’ approach has been applied to the TRICS output to illustrate zero vehicular trip movements across the network AM & PM peak periods. The daily 12hr period trip generation would only include the restaurant PM peak flows illustrated above.

### Combined Existing Vehicular Trip Generation

- 7.3.6 **Table 7.5** presents the combined existing vehicular trip generation from the application site during the network AM & PM peak periods. The TRICS outputs are attached for review within **Appendix G**.

**Table 7.5: Combined Existing Vehicular Trip Generation**

Time Period	Arrivals	Departures	Total Two-Way
Network AM Peak Period (08:00 - 09:00)	11	3	14
Network PM Peak Period (17:00 - 18:00)	2	6	8
Daily 12hr Period (07:00 - 19:00)	82	75	157



- 7.3.7 The TRICS trip generation assessment highlights that during the network AM peak period, the existing uses at the application site generate 11 arrivals and three departures, totalling 14 two-way vehicular trip movements. During the network PM peak period, the existing uses at the application site will generate two arrivals and eight departures, totalling eight two-way vehicular trip movements.
- 7.3.8 The existing TRICS trip generation assessment equates to approximately one two-way vehicular trip movement every five minutes and 30 seconds across both the network AM & PM peak periods.
- 7.3.9 The TRICS trip generation highlights that the existing uses at the application site generates 157 two-way vehicular trip movements throughout the daily 12hr period. TRICS does not provide appropriate categories for the nature of the PMS, steamship company and harbour masters offices on-site. On this basis, it is considered that the TRICS assessment is robust in comparison to the existing uses and therefore, the existing trip generation demonstrates a robust assessment for the site.

#### 7.4 Forecast Vehicular Trip Generation & Comparative Assessment

- 7.4.1 As set out within **Section 6.1** of this TS, the existing PMS Building (also known as the 'Freight Shed') will be retained. The 'Rank Building' will also be retained and refurbished, totalling a minor increase of 27sqm in comparison to the existing building (610sqm). The existing PMS and steamship company will simply relocate / swap buildings, with no additional staffing proposed. The existing harbour offices will remain and will not increase staffing levels.
- 7.4.2 Therefore, there will be no increase or decrease in vehicular trip movements in respect to these elements of the proposals. However, the development will result in the demolition of the 'Boston Shed' and the 'Meaderly Building'. Whilst the existing 'Boston Shed' is not in use and is in a poor condition, the 'Meaderly Building' comprises of The Waterside Meaderly restaurant.
- 7.4.3 **Table 7.6** provides a forecast trip generation at the application site (discounting the existing vehicular trip generation associated with The Waterside Meaderly restaurant).

Table 7.6: Comparative Trip Generation Assessment

Time Period	Existing Trip Generation	Forecast Trip Generation	Difference (+ / -)
Network AM Peak Period (08:00 - 09:00)	14	14	0
Network PM Peak Period (17:00 - 18:00)	8	8	0
Daily 12hr Period (07:00 - 19:00)	157	127	-30

- 7.4.4 Whilst the demolition of The Waterside Meaderly restaurant will not remove vehicular trip movements across the network AM & PM peak periods, the development at the site will result in a highway gain of approximately 30 fewer two-way vehicular trip movements across the daily 12hr period.
- 7.4.5 As customers will no longer be accessing the restaurant between 18:00 to 21:00 hrs (Sunday to Thursday) and 18:00 to 21:30 hours (Friday & Saturday), the TRICS output suggests that up to 81 two-way vehicular trip movements will be removed from the highway network between 18:00 to 21:00 hrs respectively.
- 7.4.6 As identified above, it is considered that the TRICS assessment demonstrates a robust assessment for the site as there are no suitable categories for the nature of the existing PMS, steamship company and harbour masters offices. It is therefore concluded that the proposed development will have an imperceptible impact onto the surrounding highway network throughout Penzance.



## 8. SUMMARY AND CONCLUSIONS

### 8.1 Summary

- 8.1.1 This TS has been prepared by Advance Consulting Engineers Ltd on behalf of MWJV Ltd and is intended to support the proposed demolition and re-development works of the 'Rank Building', 'Boston Shed', Penwith Marine Services (PMS) building and 'Meadery Building' at Penzance Harbour, Wharf Road, Penzance, TR18 4AH.
- 8.1.2 The content set out within this TS has considered the pre-application advice and has been produced to provide the reassurance that safe and suitable access can be achieved at the application site and why there would be no material highways matters that would preclude the LPA / LHA (CC) from approving a forthcoming planning application on highways grounds.

### 8.2 Conclusions

- 8.2.1 The key points outlined and assessed within this TS, are provided below: -

#### Development Trip Generation & Highway Impact

- A robust TRICS trip generation assessment has been undertaken which highlights that the existing site generates 22 two-way vehicular trip movements across the network AM & PM peak periods and 157 two-way vehicular trip movements throughout the daily 12hr period;
- TRICS does not provide appropriate categories for the nature of the PMS, steamship company and harbour masters offices on-site. Therefore, it is considered that the TRICS assessment demonstrates a robust assessment for the site in comparison to the existing uses;
- The existing PMS and steamship company will simply relocate / swap buildings, with no additional staffing proposed. The existing harbour offices will remain and will not increase staffing levels. Therefore, there will be no increase or decrease in vehicular trip movements in respect to these elements of the proposals;
- The development will result in the demolition of the 'Boston Shed' and the 'Meadery Building'. Whilst the existing 'Boston Shed' is not in use and is in a poor condition, the 'Meadery Building' comprises of The Waterside Meadery restaurant;
- The comparative assessment suggests that the development will result in a highway gain of approximately 30 fewer two-way vehicular trip movements across the daily 12hr period. Furthermore, the TRICS output suggests that up to 81 two-way vehicular trip movements will be removed from the highway network between 18:00 to 21:00 hrs respectively;
- It is therefore concluded that the proposed development will have an imperceptible impact onto the surrounding highway network throughout Penzance;

#### Highway Safety

- PIA incident data has been examined in relation to the application site within the latest available five-year review period (2018 - 2022) and a closer review of each incident does not suggest an inherent deficiency with the existing highway layout / infrastructure and therefore, can be attributed to highway user error;
- The quantity and type of incidents recorded are not considered unusual given the nature of the surrounding highway network within the vicinity of the application site and whilst a number of

incidents involved pedestrians, these all appear to be isolated incidents, occurring at differing locations with no evidence of an accident cluster spot being present;

- Therefore, it is concluded that the highway network within the vicinity of the application site operates in a low-risk manner that is unlikely to be exacerbated by the proposed development at Penzance Harbour;

#### Access Arrangements

- Vehicular access will be provided to / from The Quay & Battery Road. The Boston Shed will be demolished to allow for a new HGV waiting area, which will be accessed via the existing dropped kerb arrangement. HGVs / delivery vehicles will then exit back onto The Quay and route south;
- The Waterside Meadery restaurant will be demolished to allow for a new HGV delivery area, which will be accessed via the existing dropped kerb vehicular arrangement. HGVs / delivery vehicles will then exit to the south at the existing priority T-junction onto The Quay / Battery Road;
- The exit will crossover the proposed footway which will be delivered by Cormac (Penzance Town Deal Projects) and therefore, a dropped kerb vehicular crossover arrangement will need to be constructed to allow for HGVs / delivery vehicles to egress;
- The provision of a pedestrian barrier within the delivery area adjacent to the footway will be provided, acting as an HGV protection measure. The delivery area access / egress points will be supplemented with demountable bollards;
- In accordance with the posted 20mph speed limit, a visibility splay of 2.4m (x) by 25.0m (y) has been demonstrated at the egress points. However, it is important to note a larger visibility splay exceeding the 20mph speed requirements can be achieved from both egress points;
- Pedestrian and cycle movements will take priority within the scheme wherever possible and the application site will be designed to connect onto the existing infrastructure upon The Quay / Battery Road. The works at the site will tie into the Cormac works upon The Quay / Battery Road which include new footways and a zebra crossing point;

#### 'Penzance Town Deal Projects' Wider Proposals

- The 'Penzance Town Deal Transport Projects' proposals seek to implement a network of TRO's in the form of double yellow lining along with a new one-way system and significant public realm & pedestrian infrastructure improvements within the vicinity of the application site. In particular, a new zebra crossing point will be located upon The Quay adjacent to the site;
- The proposed development will be developed in a manner to ensure that a joined-up approach occurs between the application site and the wider Penzance Town Fund proposals. Further information regarding the proposals, including proposals upon Wharf Road to the north, can be found at <https://penzancetownfund.co.uk/projects/sustainable-travel-network/>;

#### Parking Provision

- The new harbour staff parking area will provide five parking spaces, which is an increase of one space in comparison to the existing arrangements (four spaces). The new PMS parking area will provide eight parking spaces, which is an increase of one in comparison to the existing 'shared' arrangements (seven spaces). As the Waterside Meadery Restaurant will be demolished, car parking for this use will no longer be required;

- As the proposed development simply seeks to relocate / swap the PMS and steamship companies whilst retaining the harbour masters offices, with no increases in staffing levels, the proposed car parking provision is deemed acceptable to serve the development at Penzance Harbour;
- Two cycle spaces will be provided at the rank building as part of the development, however, it is anticipated that any new cycle parking and EV charging points at Penzance Harbour can be agreed with CC Highways and subsequently secured by way of a condition as part of a planning approval;

#### Site Sustainability

- The application site is situated in a prominent and accessible location in relation to the built-up extent of Penzance, with the surrounding highway network offering a low-risk environment for future users to access the site on-foot or by-bike;
- Access onto the NCN Route 3 is available upon The Quay adjacent to the application site. NCN Route 3 provides a connection north-east towards Truro via Hayle and the CPR conurbation and a connection to the south-west towards Land's End and Sennen Cove;
- The network of street lighting throughout Penzance offers a low-risk environment for pedestrian and cycle trips during hours of darkness. Overall, it is evident that future site users can access the application site comfortably on-foot or by bike;
- The 'Jubilee Pool' bus stops are situated to the south-west of the application site and fall well within the recommended 400m walking distance / five minutes walking time to bus stops, as set out within the CIHT 'Planning for Walking' document;
- The 'Penzance Bus Station (Stands A to F)' is situated approximately 600m to the north of the application site, offering a range of bus services to a number of destinations throughout Cornwall;
- Penzance Railway Station is situated approximately 600m to the north of the application site. The station forms the terminus of the Cornish Main Line which provides a connection to a range of destinations between Penzance and London Paddington; and
- The Penzance Ferry Terminal is located within a 200m distance, to the immediate east of the application site. The ferry service provides a connection to / from the Isle of Scilly and operates between March and November.

8.2.2 On the basis of the analysis presented within this TS, the proposed development will not result in adverse impacts in terms of highway safety, access and operational capacity of the surrounding highway network in accordance with the principles and guidelines set out within 'Policy 27: Transport and accessibility' of the Cornwall Local Plan, 'Policy T1 & T2' of the Climate Emergency Development Plan Document (CEDPD) (February 2023) and Paragraphs. 108, 114, 115, 116 & 117 of the NPPF: -

*“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed”.*

**Advance Consulting Engineers Ltd**



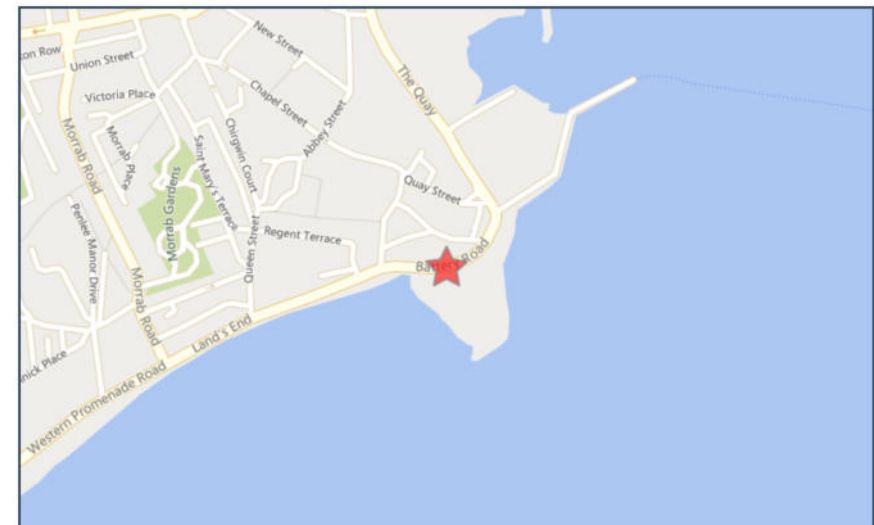
## Appendix A PIA Incident Records



Validated Data

**Crash Date:** Saturday, March 24, 2018      **Time of Crash:** 11:45:00 AM      **Crash Reference:** 2018500282705

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Cornwall			<b>Number of Vehicles:</b>	1
<b>Local Authority:</b>	Cornwall (from 2009)			<b>OS Grid Reference:</b>	147612 29889
<b>Weather Description:</b>	Other				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	T or staggered junction				
<b>Junction Pedestrian Crossing:</b>	Zebra crossing				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



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**Validated Data**

**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	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	66 - 75	In carriageway, crossing elsewhere within 50 metres of pedestrian crossing	Crossing from driver's nearside

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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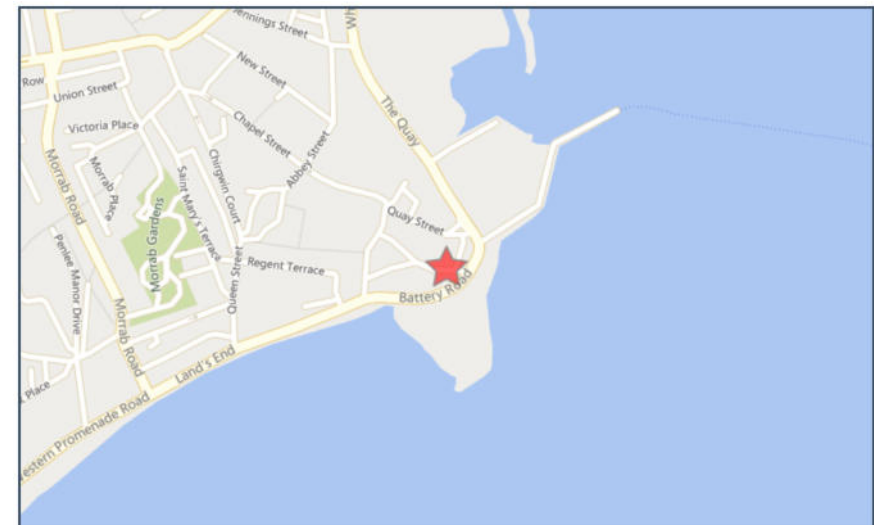




Validated Data

**Crash Date:** Wednesday, June 05, 2019      **Time of Crash:** 7:40:00 PM      **Crash Reference:** 2019500856407

<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Cornwall			<b>Number of Vehicles:</b>	1
<b>Local Authority:</b>	Cornwall (from 2009)			<b>OS Grid Reference:</b>	147639 29929
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Female	66 - 75	In carriageway, not crossing	Walking along in carriageway - facing traffic

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

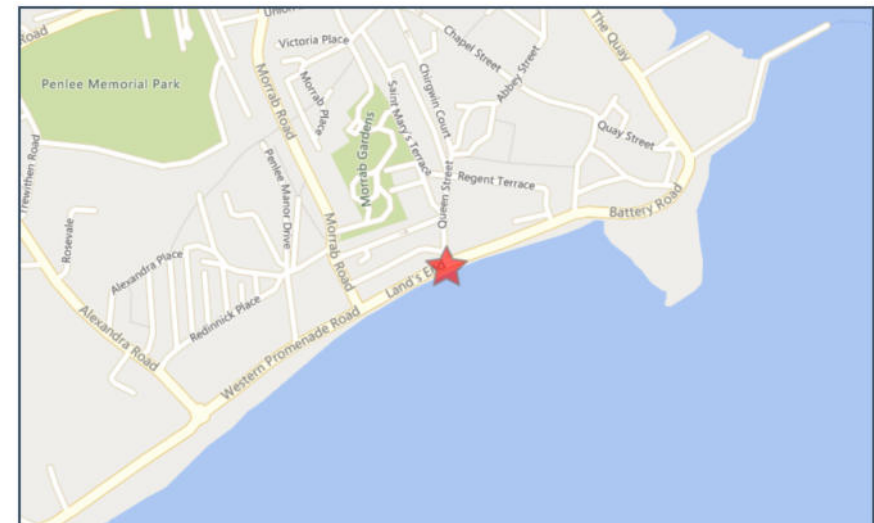
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Validated Data

**Crash Date:** Thursday, February 13, 2020      **Time of Crash:** 7:39:00 PM      **Crash Reference:** 2020500936132

<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Cornwall	<b>Number of Vehicles:</b>	1	<b>OS Grid Reference:</b>	147327 29828
<b>Local Authority:</b>	Cornwall (from 2009)				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Darkness: street lights present and lit				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	T or staggered junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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**Validated Data**

**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)	17	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	36 - 45	In carriageway, crossing elsewhere	Crossing from driver's offside

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

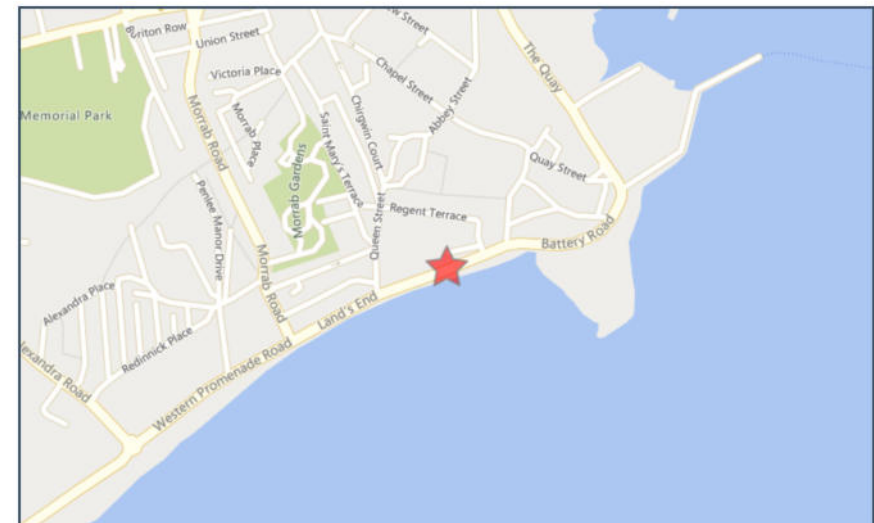
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Validated Data

**Crash Date:** Saturday, July 11, 2020      **Time of Crash:** 8:46:00 PM      **Crash Reference:** 2020500968354

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Cornwall	<b>Number of Vehicles:</b>	1	<b>OS Grid Reference:</b>	147428 29859
<b>Local Authority:</b>	Cornwall (from 2009)				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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**Validated Data**

**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	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	21 - 25	In carriageway, not crossing	Walking along in carriageway - facing traffic

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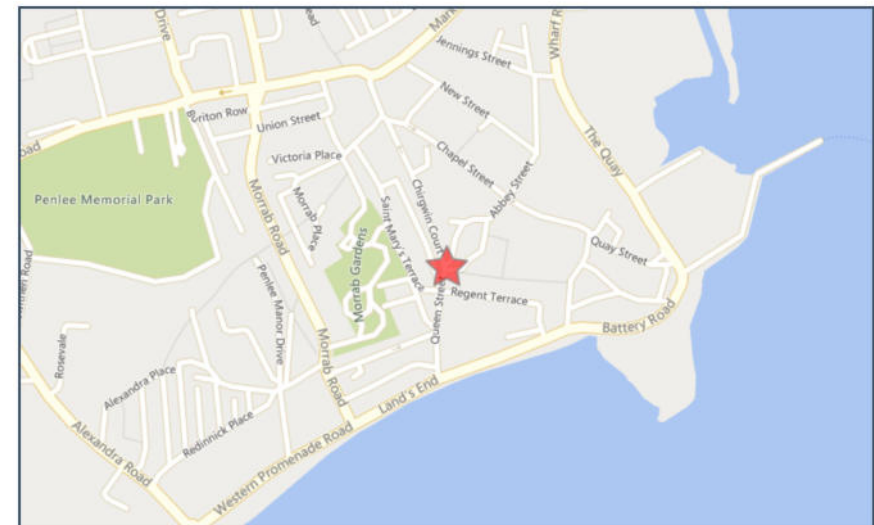




**Validated Data**

**Crash Date:** Friday, April 09, 2021      **Time of Crash:** 12:00:00 PM      **Crash Reference:** 2021501040020

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Cornwall			<b>Number of Vehicles:</b>	1
<b>Local Authority:</b>	Cornwall (from 2009)			<b>OS Grid Reference:</b>	147346 29988
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	T or staggered junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Stop sign				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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**Validated Data**

**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 is reversing	Back	Unknown	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	56 - 65	In carriageway, crossing elsewhere	Crossing from driver's nearside

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

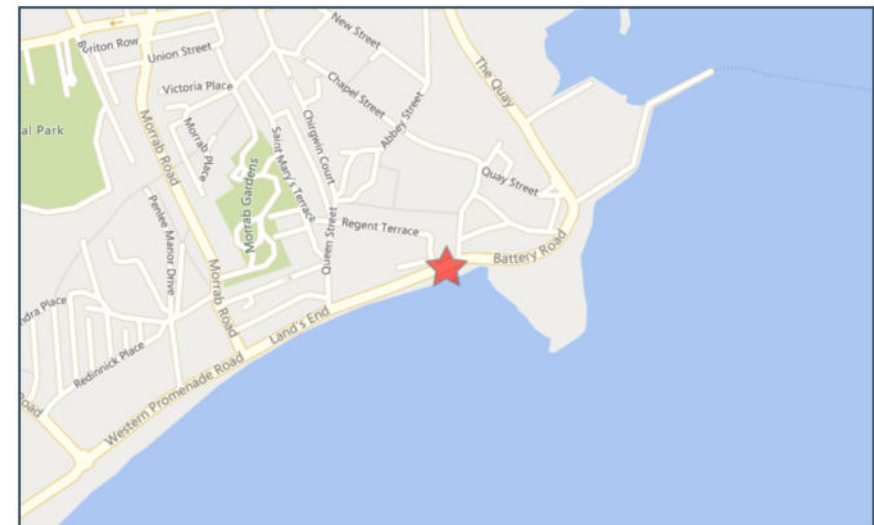
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Validated Data

**Crash Date:** Saturday, July 03, 2021      **Time of Crash:** 1:26:00 PM      **Crash Reference:** 2021501067581

<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Cornwall			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Cornwall (from 2009)			<b>OS Grid Reference:</b>	147500 29885
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	T or staggered junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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**Validated Data**

**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	Pedal cycle	-1	Male	11 - 15	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	-1	Male	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Unknown	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	11 - 15	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

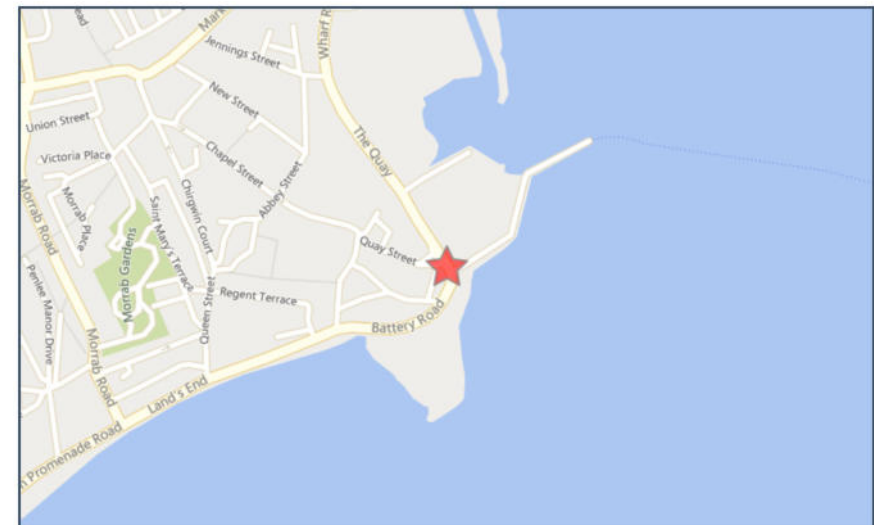
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**Validated Data**

**Crash Date:** Friday, September 10, 2021      **Time of Crash:** 7:47:00 PM      **Crash Reference:** 2021501103657

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Cornwall			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Cornwall (from 2009)			<b>OS Grid Reference:</b>	147682 29980
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	20				
<b>Light Conditions:</b>	Darkness: street lights present and lit				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	T or staggered junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	36 - 45	Vehicle is moving off	Front	Unknown	None	None
2	Motorcycle over 500cc	-1	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	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

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)

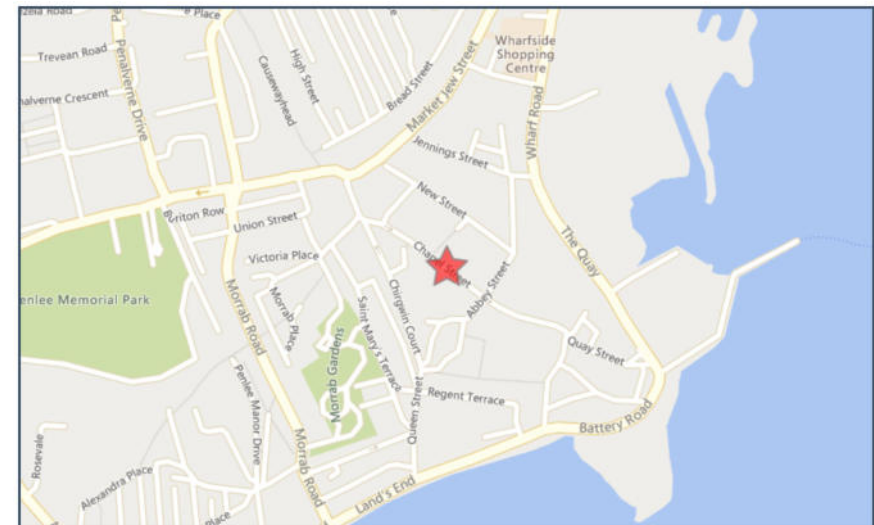




**Validated Data**

**Crash Date:** Thursday, February 03, 2022      **Time of Crash:** 6:05:00 PM      **Crash Reference:** 2022501143683

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Cornwall	<b>Number of Vehicles:</b>	2	<b>OS Grid Reference:</b>	147383 30134
<b>Local Authority:</b>	Cornwall (from 2009)				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Darkness: street lights present and lit				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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**Validated Data**

**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	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	Parked vehicle	None
2	Car (excluding private hire)	1	Female	26 - 35	Vehicle is parked in the carriageway	Nearside	Unknown	None	None

**Casualties**

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

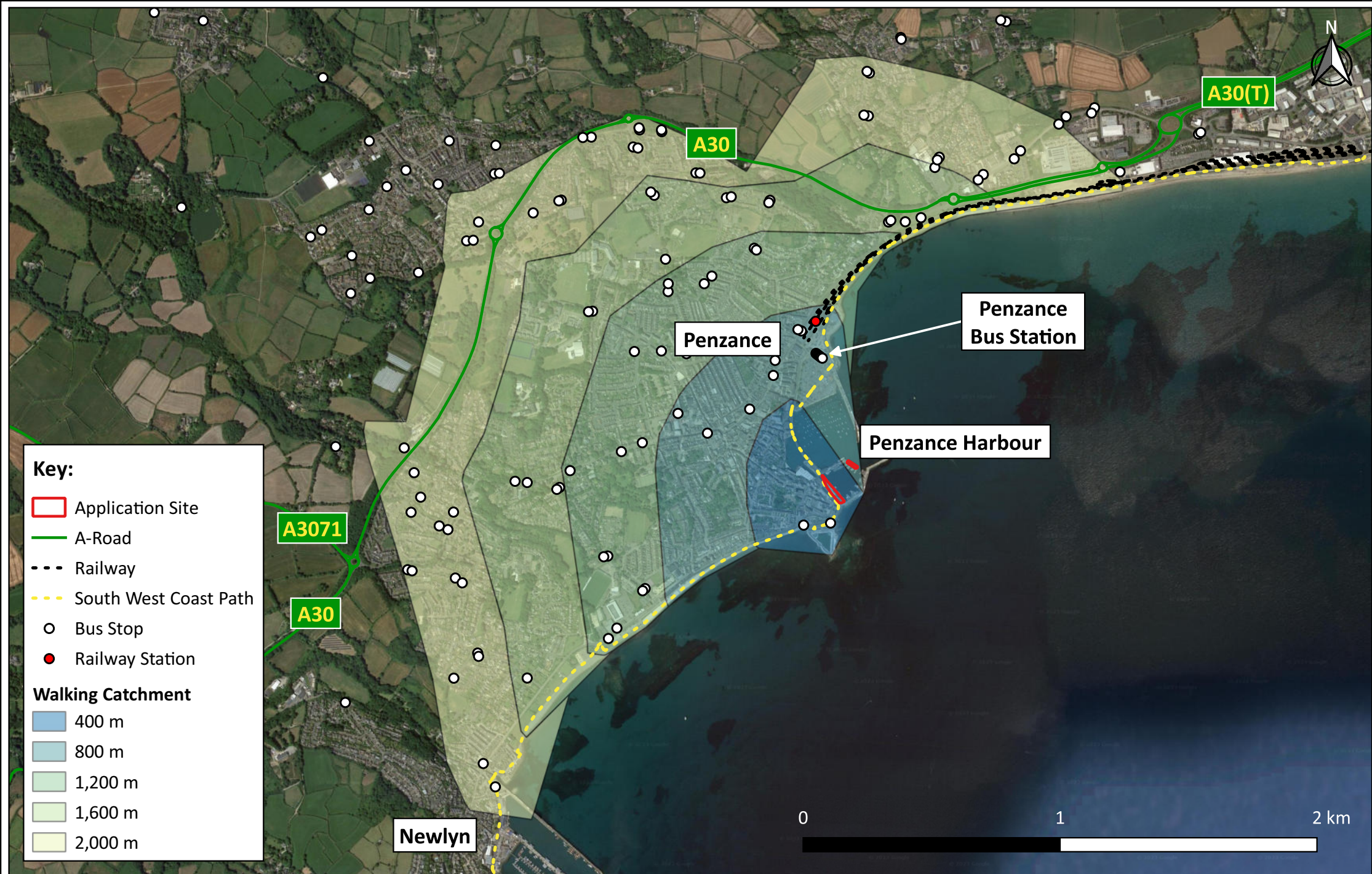
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



## Appendix B Walking / Cycling Isochrone Plans





**Key:**

- Application Site
- A-Road
- Railway
- South West Coast Path
- Bus Stop
- Railway Station

**Walking Catchment**

- 400 m
- 800 m
- 1,200 m
- 1,600 m
- 2,000 m







## Appendix C Onward Travel Information (Penzance)





# Penzance Station

# Onward Travel Information

## Buses and Taxis

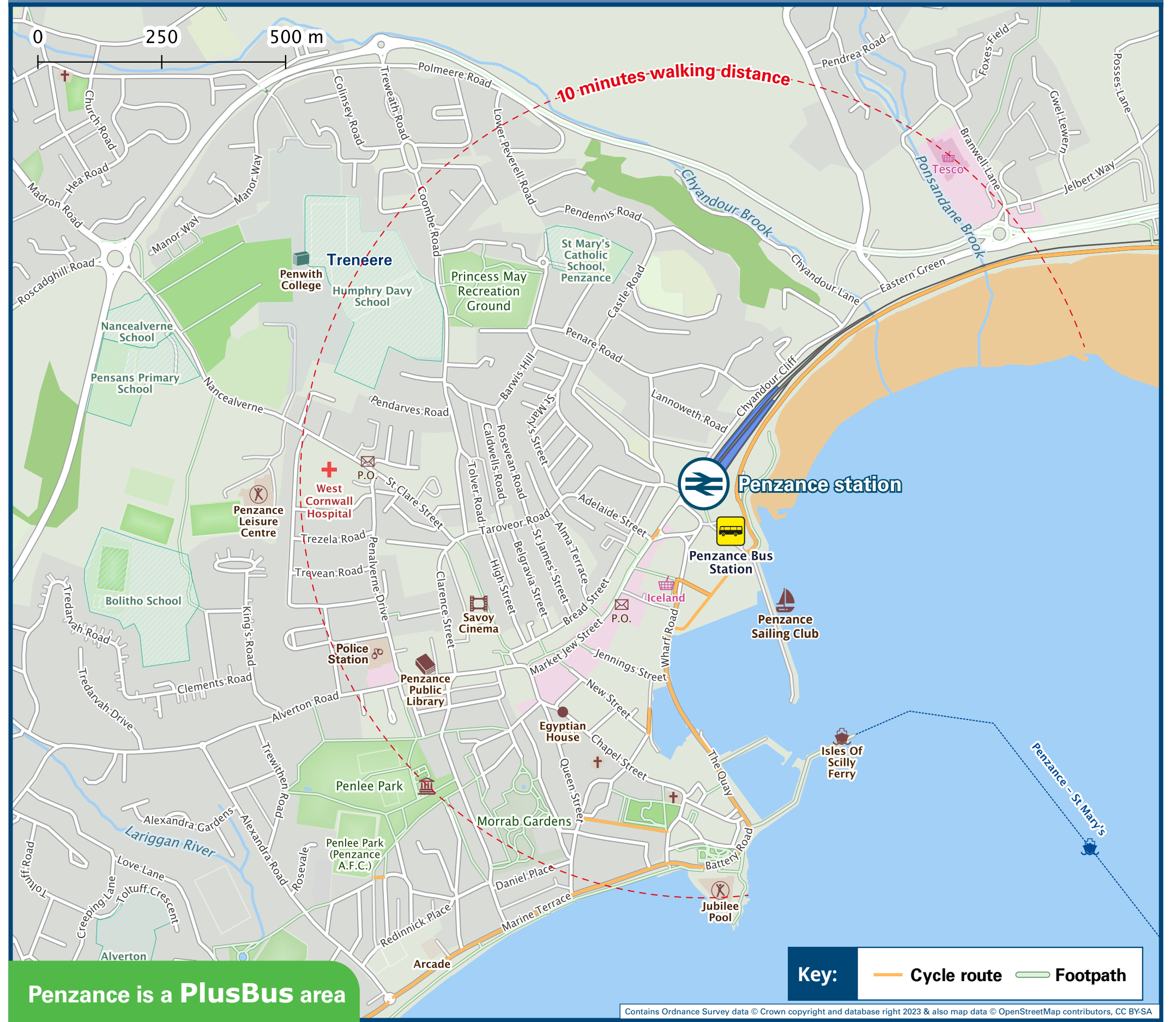


- Key**
- Bus Stop
  - Rail replacement Bus Stop
  - Station Entrance/Exit
  - Taxi Rank
  - Bus station (Stands A-F)



Rail replacement buses/coaches will depart from the bus station

## Local area map



**PlusBus**

PlusBus is a discount price 'bus pass' that you buy with your train ticket. It gives you unlimited bus travel around your chosen town, on participating buses. Visit [www.plusbus.info](http://www.plusbus.info)

## Main destinations by bus

(Data correct at November 2023)



DESTINATION	BUS ROUTES	BUS STOP
Ashton	U4	E
Botallack	18, TINC	C
Breage	U4	E
Camborne	39A##	B
	T1	F
Carbis Bay	LAND~	E
	17	D
Connor Downs	T1	F
	LAND	E
Crowlas	17	D
	T1	F
Germoe	U4	E
• Goldsithney	39A##	B
	U4	E
Grumbla	8##	C
• Gulval	16	D
	16A##	D
Gumard's Head	LAND~	E
Gwallon	15##	A
• Gwavas	5	B
	15##	A
Hayle	T1	F
• Heamoor	18, 19, TINC	C
	16	D
Helston	U4	E
Lamorna Turn	LAND	B
Land's End	LAND	B
Leedstown	39A##	B
	LAND~	E
Lelant	17	D
	15##	A
	39A##	B
• Long Rock	17	D
	39A##	B
	LAND~, U4	E
	T1	F

DESTINATION	BUS ROUTES	BUS STOP
• Madron	18, 19	C
• Marazion (for St Michael's Mount)	15##	A
	LAND~, U4	E
• Mousehole	MOUS	A
Nancledra	16	D
Newbridge	18, TINC	C
Newtown	U4	E
• Newlyn (Bridge)	MOUS	A
	5, 5A, LAND	B
• Paul	5, 5A	B
	MOUS	A
• Penzance (Town Centre)	5, 5A	B
	8##, 18, 19	C
Perran Downs	39A##	B
Perranuthnoe	39A##	B
	U4#	E
Portcurno (for The Minack Theatre)	LAND	B
Porthleven	U4	E
Praa Sands	U4	E
Reawla	39A##	B
Rosudgeon	39A##	B
	U4	E
Sancreed	8##	C
Sennen/Sennen Cove	LAND	B
• Sheffield	5, 5A, LAND	B
St Buryan	LAND	B
	15##	A
St Erth (for Park & Ride)	17	D
	LAND~	E
St Hilary	39A##	B
St Ives	LAND~	E
	16, 16A##, 17	D
St Just	8##, 18, LAND~, TINC	B, C
Townshend	39A##	B

DESTINATION	BUS ROUTES	BUS STOP
Treen	LAND	B
Trethewey	LAND	B
Trewennack	U4	E
• West Cornwall Hospital	8##, 18, 19	C
	16, 16A##	D
Zennor	LAND	B
	16A##	D

### Notes

- PlusBus destination, please see below for details.
- Bus route 18 runs early morning and evenings Mondays to Saturdays.
- PlusBus tickets are valid within the Penzance PlusBus zone on all bus routes.
- For bus times and days of operation please see bus timetables at the Bus Station adjacent to this station or contact Traveline.
- Direct trains operate from this Station to this destination.
- Direct and connecting trains operate to this destination from this station.
- \* Limited service, Mondays to Saturdays, only. No Sunday service.
- # To this destination bus route U4 runs calls at the main road, but not in Perranuthnoe Village.
- ## Bus routes 8, 15, 16A & 39A run limited Mondays to Saturdays service, only. No Sunday service.
- ~ LAND only operates extended Summer timetable to these stops.



## Taxis

Penzance station is served by a taxi rank or a cab office. Check availability before travelling, and pre-book if necessary. Please consider using the following local operators: (Inclusion of this number doesn't represent any endorsement of the taxi firm)

**Stones Taxis**  
01736 363 400

**Penzance Taxi Co**  
01736 888 888

**Nippy Taxis**  
01736 874 774

## Further information about all onward travel

<b>Local Cycle Info</b> <a href="http://cornwall.gov.uk">cornwall.gov.uk</a> For more information about cycle routes.	<b>National Cycle Info</b> <a href="http://sustrans.org.uk">sustrans.org.uk</a> Sustrans is the UK's leading sustainable transport charity.	<b>Bus Times</b> See timetable displays at bus stops. <a href="http://www.traveline.info">www.traveline.info</a> 0871 200 22 33 calls cost 12p per minute plus your phone company's access charge	<b>NextBuses</b> <b>Find the bus times for your stop.</b> Search for a bus stop by entering a postcode, street & town or a stop name & town.	<b>PlusBus</b> <b>plusbus.info</b> A discount price 'bus pass' that you buy with your train ticket. It gives you unlimited bus travel around your chosen town, on participating buses.
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## National Rail Enquiries

<b>Online</b> <a href="http://nationalrail.co.uk">nationalrail.co.uk</a>	<b>NRE App</b> Free National Rail Enquiries app for iOS and Android	<b>Social Media</b> <a href="https://www.facebook.com/nationalrailenq">facebook.com/nationalrailenq</a> <a href="https://twitter.com/nationalrailenq">@nationalrailenq</a>	<b>Alert Me</b> You can sign up to Alert Me messages on the National Rail Enquiries website where you can receive train and platform notifications directly to your smart phone. <a href="http://nationalrail.co.uk/alertme">nationalrail.co.uk/alertme</a>	<b>Contact Centre</b> 03457 48 49 50 Calls cost no more than calls to geographic numbers (01 or 02) and may be recorded.	<b>PlusBike</b> <a href="http://nationalrail.co.uk/plusbike">nationalrail.co.uk/plusbike</a> For more information.
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**National Rail**  
Britain's train companies working together



This poster shows details of popular destinations and main, frequent bus routes. Additional services may run, so please check with Traveline or see posters at local bus stops. Whilst considerable care has been taken to ensure the information contained on this poster is correct and accurate, National Rail cannot accept responsibility for any loss or inconvenience caused by any errors or omissions, or for loss, damage, injury or inconvenience relating to the cancellation, alteration, delay or diversion of a service. For any feedback, please e-mail [comments@onwardtravelposters.com](mailto:comments@onwardtravelposters.com)

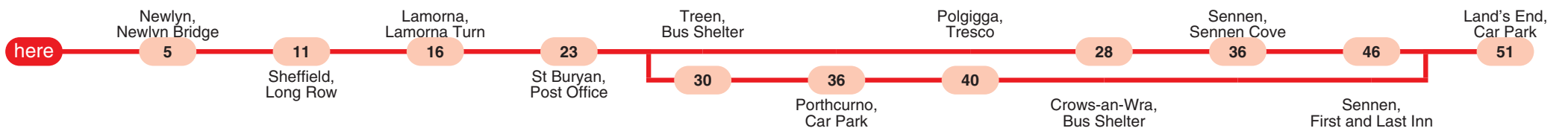
Scan this code with your mobile for full station information.



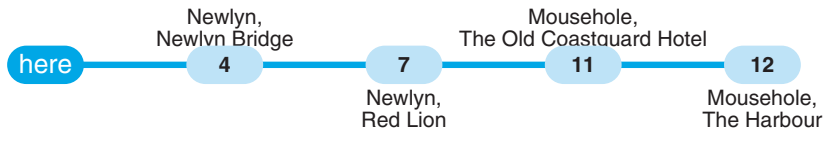


## Appendix D Local Bus Service Timetables

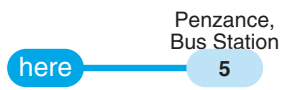
**Land's End** Penzance - Land's End **Cornwall by Kernow**



**MOUS** Penzance - Newlyn - Mousehole **Cornwall by Kernow**



**MOUS** Mousehole - Newlyn - Penzance **Cornwall by Kernow**



The numbers circled indicate approximate timings in minutes from Penzance, Jubilee Pool

**Mondays to Fridays** **Bus times as at 11th December 2023**

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0903	Land's End		1048	MOUS	M	1218	MOUS	M	1348	MOUS	M	1532	MOUS	P	1648	MOUS	M
0918	MOUS	M	1102	MOUS	P	1232	MOUS	P	1402	MOUS	P	1533	Land's End	1,SH	1702	MOUS	P
0932	MOUS	P	1103	Land's End	1	1248	MOUS	M	1418	MOUS	M	1548	MOUS	M	1743	Land's End	
0948	MOUS	M	1118	MOUS	M	1302	MOUS	P	1432	MOUS	P	1602	MOUS	P			
1002	MOUS	P	1132	MOUS	P	1303	Land's End		1448	MOUS	M	1618	MOUS	M			
1018	MOUS	M	1148	MOUS	M	1318	MOUS	M	1502	MOUS	P	1632	MOUS	P			
1032	MOUS	P	1202	MOUS	P	1332	MOUS	P	1518	MOUS	M	1637	Land's End	1,Col			

**Saturdays** **Bus times as at 16th December 2023**

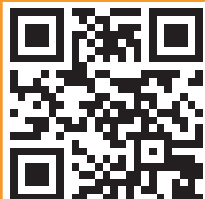
Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0903	Land's End		1048	MOUS	M	1218	MOUS	M	1348	MOUS	M	1532	MOUS	P	1702	MOUS	P
0918	MOUS	M	1102	MOUS	P	1232	MOUS	P	1402	MOUS	P	1533	Land's End	1	1743	Land's End	
0932	MOUS	P	1103	Land's End	1	1248	MOUS	M	1418	MOUS	M	1548	MOUS	M			
0948	MOUS	M	1118	MOUS	M	1302	MOUS	P	1432	MOUS	P	1602	MOUS	P			
1002	MOUS	P	1132	MOUS	P	1303	Land's End		1448	MOUS	M	1618	MOUS	M			
1018	MOUS	M	1148	MOUS	M	1318	MOUS	M	1502	MOUS	P	1632	MOUS	P			
1032	MOUS	P	1202	MOUS	P	1332	MOUS	P	1518	MOUS	M	1648	MOUS	M			

**Sundays** **Bus times as at 17th December 2023**

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0903	Land's End		1103	Land's End	1	1403	Land's End		1643	Land's End	1

**Notes:** SH - Cornwall School Holidays Col - Truro College Days 1 - serves also from Treen, Bus Shelter to Polgigga, Tresco M - towards Mousehole P - towards Penzance

**BY SMS**  
Bus times by text message



Get the times of the next four buses from this stop on your phone


Scan the QR code or send the stop code below to:

84268

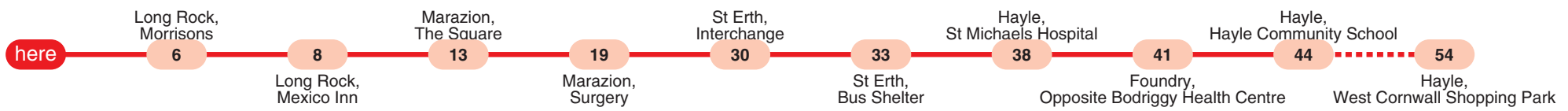
Return texts cost up to 25p, plus normal text messaging charge. Normal mobile internet charges apply.

Code for this stop: **corgpppd**

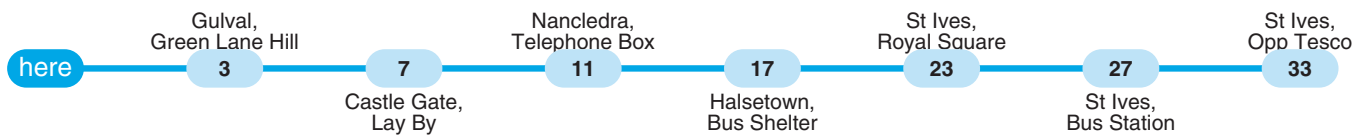
**NextBuses**  
Bus times by mobile browser



**15 Penzance - Hayle** Go Cornwall Bus



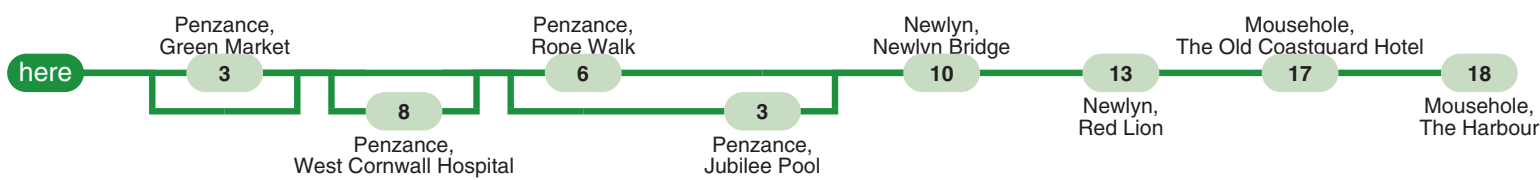
**160 St Erth - St Ives - Penwith College** Cornwall by Kernow



**160 St Erth - St Ives - Penwith College** Cornwall by Kernow



**MOUS Penzance - Newlyn - Mousehole** Cornwall by Kernow



The numbers circled indicate approximate timings in minutes from Penzance, Bus Station

**Mondays to Fridays** Bus times as at 11th December 2023

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0630	MOUS		0915	MOUS	1,2	1100	MOUS		1300	15		1445	MOUS	1,2	1630	MOUS	Hol	1900	MOUS	
0700	MOUS		0930	MOUS		1115	MOUS	1,2	1300	MOUS		1500	MOUS		1632	160	Col,S	1945	MOUS	
0730	MOUS		0945	MOUS	1,2	1130	MOUS		1315	MOUS	1,2	1515	MOUS	1,2	1645	MOUS	1,2	2030	MOUS	
0732	160	Col,S	1000	15		1145	MOUS	1,2	1330	MOUS		1530	MOUS		1700	MOUS		2115	MOUS	
0800	MOUS		1000	MOUS		1200	MOUS		1345	MOUS	1,2	1545	MOUS	1,2	1720	15		2200	MOUS	
0830	MOUS		1015	MOUS	1,2	1215	MOUS	1,2	1400	MOUS		1600	MOUS		1730	MOUS		2245	MOUS	
0848	160	Col,P	1030	MOUS		1230	MOUS		1415	MOUS	1,2	1615	MOUS	1,2	1800	MOUS				
0900	MOUS		1045	MOUS	1,2	1245	MOUS	1,2	1430	MOUS		1625	MOUS	3,Col	1830	MOUS				

**Saturdays** Bus times as at 16th December 2023

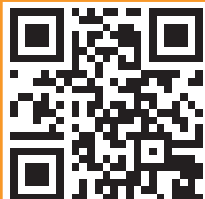
Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0630	MOUS		0945	MOUS	1,2	1130	MOUS		1315	MOUS	1,2	1515	MOUS	1,2	1720	15		2200	MOUS	
0700	MOUS		1000	15		1145	MOUS	1,2	1330	MOUS		1530	MOUS		1730	MOUS		2245	MOUS	
0730	MOUS		1000	MOUS		1200	MOUS		1345	MOUS	1,2	1545	MOUS	1,2	1800	MOUS				
0800	MOUS		1015	MOUS	1,2	1215	MOUS	1,2	1400	MOUS		1600	MOUS		1830	MOUS				
0830	MOUS		1030	MOUS		1230	MOUS		1415	MOUS	1,2	1615	MOUS	1,2	1900	MOUS				
0900	MOUS		1045	MOUS	1,2	1245	MOUS	1,2	1430	MOUS		1630	MOUS		1945	MOUS				
0915	MOUS	1,2	1100	MOUS		1300	15		1445	MOUS	1,2	1645	MOUS	1,2	2030	MOUS				
0930	MOUS		1115	MOUS	1,2	1300	MOUS		1500	MOUS		1700	MOUS		2115	MOUS				

**Sundays** Bus times as at 17th December 2023

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0900	MOUS		1100	MOUS		1300	MOUS		1500	MOUS		1700	MOUS		1945	MOUS		2245	MOUS	
0930	MOUS		1130	MOUS		1330	MOUS		1530	MOUS		1730	MOUS		2030	MOUS				
1000	MOUS		1200	MOUS		1400	MOUS		1600	MOUS		1815	MOUS		2115	MOUS				
1030	MOUS		1230	MOUS		1430	MOUS		1630	MOUS		1900	MOUS		2200	MOUS				

**Notes:** Col - Truro College Days    1 - does not serve Penzance, Green Market    3 - serves Penzance, West Cornwall Hospital    P - towards Penzance    S - towards St Ives  
Hol - Truro College Holidays    2 - serves Penzance, Jubilee Pool

**BY SMS**  
Bus times by text message



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# 84268

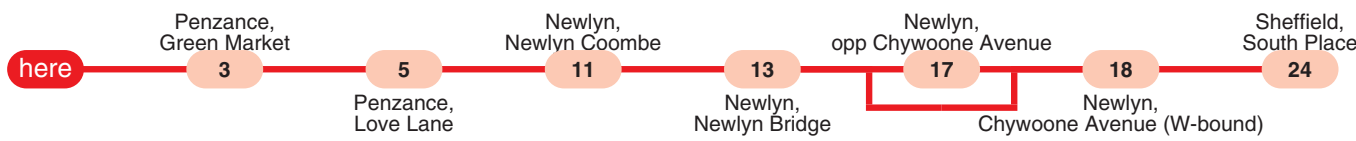
Return texts cost up to 25p, plus normal text messaging charge. Normal mobile internet charges apply.

**Code for this stop: coradwmt**

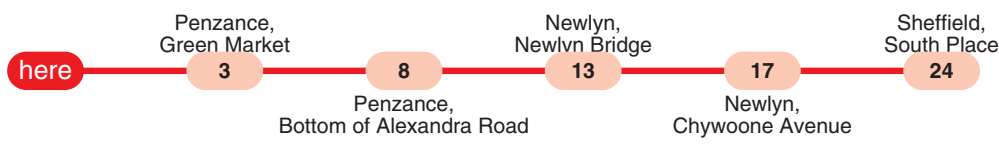
**NextBuses**  
Bus times by mobile browser



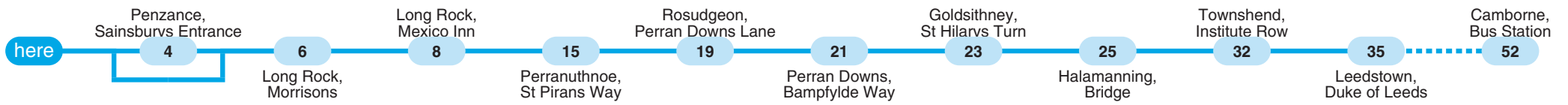
**5 Penzance - Newlyn - Sheffield** Go Cornwall Bus



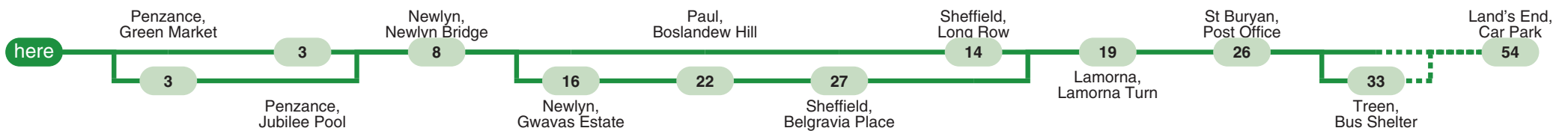
**5A Penzance - Newlyn - Sheffield** Go Cornwall Bus



**39A Penzance - Camborne** Go Cornwall Bus



**Land's End Penzance - Land's End** Cornwall by Kernow



The numbers circled indicate approximate timings in minutes from Penzance, Bus Station

**Mondays to Fridays** Bus times as at 11th December 2023

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0845	5	7	1100	Land's End	4	1310	5		1530	Land's End	4,SH	1638	39A		2025	5	1,6
0900	Land's End		1110	5		1338	39A		1530	Land's End	3,4,5,Sch	1710	5		2225	5	1,6
0910	5		1138	39A		1410	5A		1538	39A	SH	1740	Land's End				
0938	39A		1210	5A		1510	5		1610	5A		1748	39A				
1010	5A		1300	Land's End		1518	39A	2,Sch	1634	Land's End	4,Col	1825	5	1,6			

**Saturdays** Bus times as at 16th December 2023

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0845	5	7	1010	5A		1210	5A		1410	5A		1610	5A		1748	39A	
0900	Land's End		1100	Land's End	4	1300	Land's End		1510	5		1638	39A		1825	5	1,6
0910	5		1110	5		1310	5		1530	Land's End	4	1710	5		2025	5	1,6
0938	39A		1138	39A		1338	39A		1538	39A		1740	Land's End		2225	5	1,6

**Sundays** Bus times as at 17th December 2023


Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0900	Land's End		1100	Land's End	4	1400	Land's End		1640	Land's End	4

- Notes:**
- Sch - Cornwall School Days
  - SH - Cornwall School Holidays
  - Col - Truro College Days
  - 1 - does not serve Newlyn, opp Chywoone Avenue
  - 2 - does not serve Penzance, Sainsburys Entrance

- 3 - serves Penzance, Green Market
- 4 - serves Treen, Bus Shelter
- 5 - serves also from Newlyn, Gwavas Estate to Sheffield, Belgravia Place
- 6 - terminates at Newlyn, Chywoone Avenue (W-bound)
- 7 - terminates at Penzance, Love Lane

**BY SMS**

Bus times by text message



**Get the times of the next four buses from this stop on your phone**

Scan the QR code or send the stop code below to:


# 84268

Return texts cost up to 25p, plus normal text messaging charge. Normal mobile internet charges apply.

**Code for this stop: coradwmw**

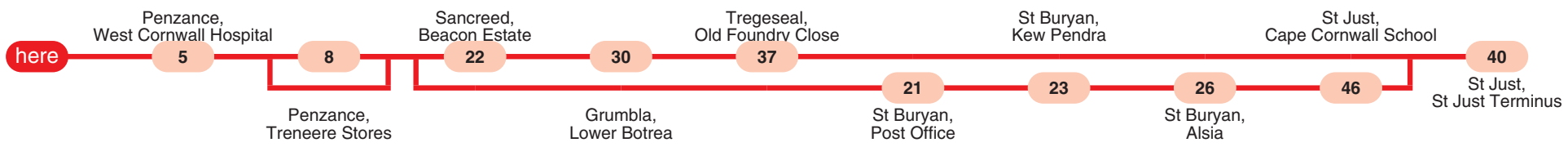
**NextBuses**

Bus times by mobile browser

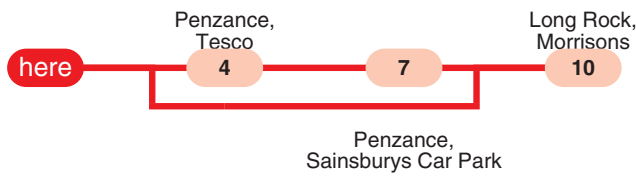




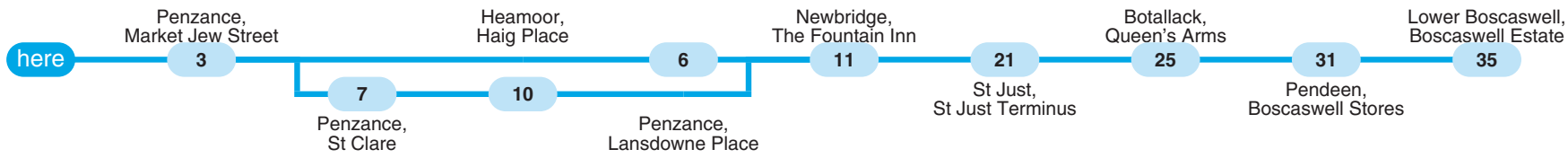
**8 Long Rock - Penzance - St Just** Go Cornwall Bus



**8 St Just - Penzance - Long Rock** Go Cornwall Bus



**Tin Coaster Penzance - St Just - Boscaswell** Cornwall by Kernow



The numbers circled indicate approximate timings in minutes from Penzance, Bus Station

**Mondays to Fridays** Bus times as at 11th December 2023

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0715	Tin Coaster		0905	8	S	1120	Tin Coaster		1320	Tin Coaster		1535	8	L,SH	1720	Tin Coaster	3
0730	8	1,S,SH	0920	Tin Coaster		1135	8	S	1405	8	S	1600	8	L,Sch	1805	8	S
0730	8	1,4,S,Sch	1020	Tin Coaster		1220	Tin Coaster		1420	Tin Coaster		1620	Tin Coaster	3	1825	Tin Coaster	3
0820	Tin Coaster		1035	8	L	1305	8	L	1520	Tin Coaster		1635	8	S	1919	8	2,L

**Saturdays** Bus times as at 16th December 2023

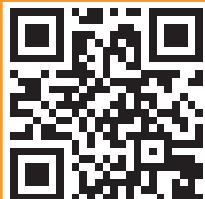
Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0730	8	1,S	1020	Tin Coaster		1220	Tin Coaster		1420	Tin Coaster		1635	8	S	1919	8	2,L
0820	Tin Coaster		1035	8	L	1305	8	L	1520	Tin Coaster		1720	Tin Coaster	3			
0905	8	S	1120	Tin Coaster		1320	Tin Coaster		1535	8	L	1805	8	S			
0920	Tin Coaster		1135	8	S	1405	8	S	1620	Tin Coaster	3	1825	Tin Coaster	3			

**Sundays** Bus times as at 17th December 2023

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0920	Tin Coaster		1120	Tin Coaster		1320	Tin Coaster		1520	Tin Coaster		1720	Tin Coaster	3
1020	Tin Coaster		1220	Tin Coaster		1420	Tin Coaster		1620	Tin Coaster	3			

**Notes:** Sch - Cornwall School Days  
SH - Cornwall School Holidays  
1 - does not serve Penzance, Treneere Stores  
2 - does not serve from Penzance, Tesco to Penzance, Sainsburys Car Park  
3 - serves also from Penzance, St Clare to Heamoor, Haig Place  
4 - serves also from St Buryan, Post Office to St Just, Cape Cornwall School  
L - towards Long Rock  
S - towards St Just

**BY SMS**  
Bus times by text message



Get the times of the next four buses from this stop on your phone


Scan the QR code or send the stop code below to:

84268

Return texts cost up to 25p, plus normal text messaging charge. Normal mobile internet charges apply.

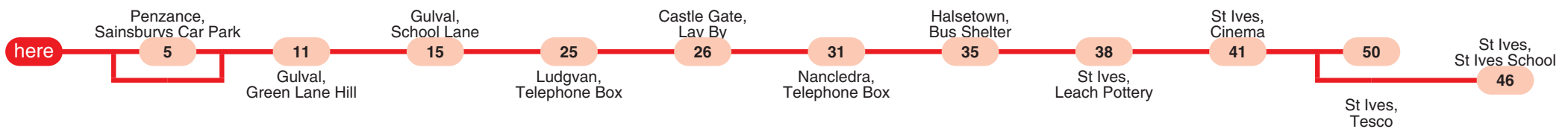
Code for this stop: coradwpa

**NextBuses**  
Bus times by mobile browser





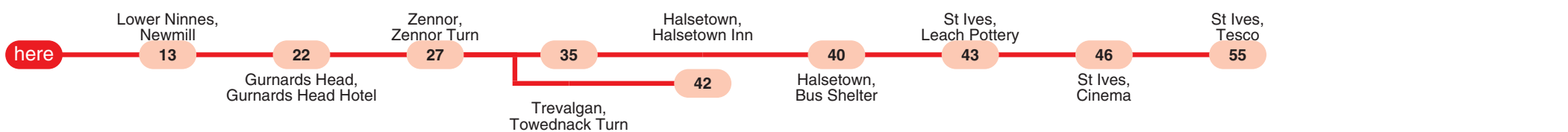
**16 Rosehill Gardens - Penzance - St Ives** Go Cornwall Bus



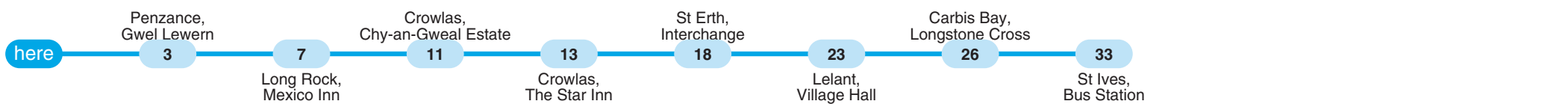
**16 St Ives - Penzance - Rosehill Gardens** Go Cornwall Bus



**16A Mounts Bay Sch - Penzance - St Ives** Go Cornwall Bus



**17 St Ives - Penzance** Cornwall by Kernow



The numbers circled indicate approximate timings in minutes from Penzance, Bus Station

**Mondays to Fridays** Bus times as at 11th December 2023

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0630	16	1,S	0840	16	1,S	1030	16	S	1230	16	2,H	1430	16	2,H	1530	16A	3,Sch	1730	16	S
0647	17		0840	16	H	1035	16	2,H	1232	17		1447	17		1547	17		1740	16A	
0717	17		0847	17		1102	17		1317	17		1517	17	SH	1617	17		1747	17	
0740	16	1,S,SH	0925	16A		1130	16	S	1330	16	S	1522	17	Sch	1630	16	S,SH	1832	17	
0740	16	1,4,S,Sch	0930	16	H	1130	16	H	1335	16	H	1525	16A	SH	1635	16	2,H,Sch	1917	17	
0747	17		0932	17		1147	17		1402	17		1530	16	S,Sch	1655	16	S,Sch	2047	17	
0817	17		1017	17		1225	16A		1430	16	S	1530	16	H,SH	1702	17		2217	17	

**Saturdays** Bus times as at 16th December 2023


Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0630	16	1,S	0847	17		1035	16	2,H	1230	16	2,H	1430	16	S	1617	17		1747	17	
0717	17		0925	16A		1102	17		1232	17		1430	16	2,H	1630	16	S	1832	17	
0740	16	1,S	0930	16	H	1130	16	S	1317	17		1447	17		1635	16	2,H	1917	17	
0802	17		0932	17		1130	16	H	1330	16	S	1525	16A		1702	17		2047	17	
0840	16	1,S	1017	17		1147	17		1335	16	H	1530	16	H	1730	16	S	2217	17	
0840	16	H	1030	16	S	1225	16A		1402	17		1532	17		1740	16A				

**Sundays** Bus times as at 17th December 2023

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note			
0817	17		1017	17		1217	17		1417	17		1617	17		1817	17		2047	17	
0917	17		1117	17		1317	17		1517	17		1717	17		1917	17		2217	17	

**Notes:** Sch - Cornwall School Days    1 - does not serve Penzance, Sainsburys Car Park    3 - terminates at Halsetown, Halsetown Inn    H - towards Heamoor  
SH - Cornwall School Holidays    2 - serves Penzance, Manor Way    4 - terminates at St Ives, St Ives School    S - towards St Ives

**BY SMS**  
Bus times by text message



**Get the times of the next four buses from this stop on your phone**


Scan the QR code or send the stop code below to:

# 84268

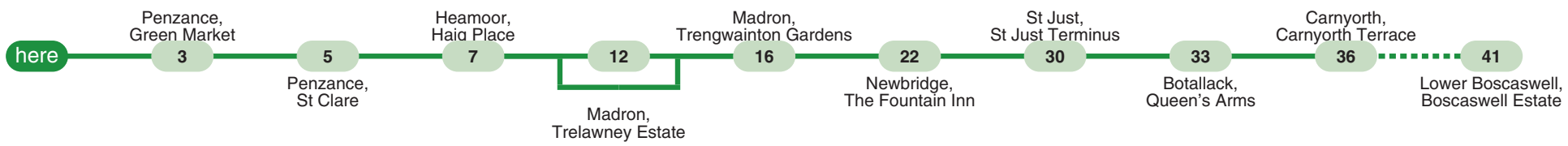
Return texts cost up to 25p, plus normal text messaging charge. Normal mobile internet charges apply.

**Code for this stop: coradwpd**

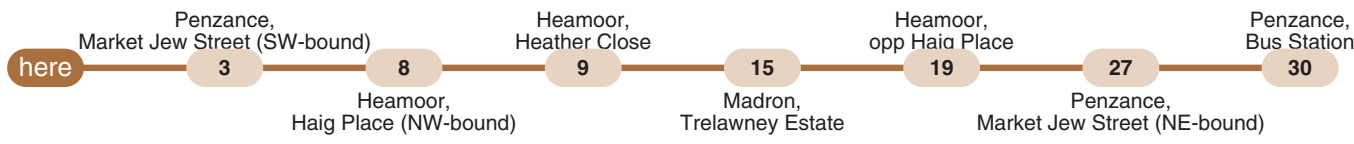
**NextBuses**  
Bus times by mobile browser



**18 Penzance - St Just - Lower Boscaswell** Go Cornwall Bus



**19 Penzance - Madron - Penzance** Cornwall by Kernow



The numbers circled indicate approximate timings in minutes from Penzance, Bus Station

**Mondays to Fridays** Bus times as at 11th December 2023

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note						
0605	18	1	0845	19		1045	19		1245	19		1445	19		1645	19		1900	18		2320	18	
0745	19		0945	19		1145	19		1345	19		1545	19		1750	19		2100	18				

**Saturdays** Bus times as at 16th December 2023

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note					
0605	18	1	0945	19		1145	19		1345	19		1545	19		1750	19		2100	18			
0845	19		1045	19		1245	19		1445	19		1645	19		1900	18		2320	18			

**Sundays** Bus times as at 17th December 2023

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note					
0945	19		1045	19		1145	19		1245	19		1345	19		1445	19		1545	19		1645	19

Notes: 1 - does not serve Madron, Trelawney Estate

**BY SMS**

Bus times by text message



**Get the times of the next four buses from this stop on your phone**

Scan the QR code or send the stop code below to:

**84268**

Return texts cost up to 25p, plus normal text messaging charge. Normal mobile internet charges apply.

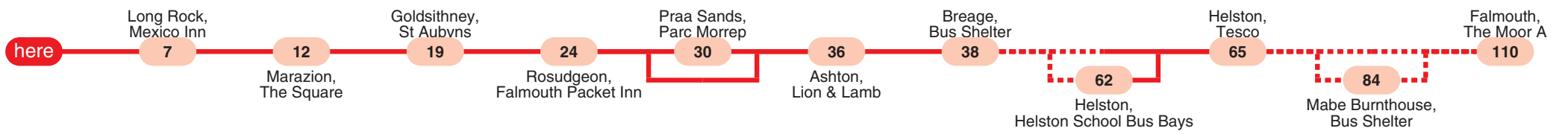
**Code for this stop: coradwpd**

**NextBuses**

Bus times by mobile browser



**U4 Penzance - Porthleven - Helston - Falmouth** **Cornwall by Kernow**



**U4X Penzance - Rosudgeon - Helston** **Cornwall by Kernow**



The numbers circled indicate approximate timings in minutes from Penzance, Bus Station

**Mondays to Fridays** **Bus times as at 11th December 2023**

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0725	U4	1,2,Sch	0930	U4		1230	U4		1430	U4	1,2,3,Sch
0730	U4	SH	1030	U4		1330	U4		1530	U4	
0830	U4		1130	U4		1430	U4	SH	1630	U4	SH
									1730	U4	
									1830	U4	4
									2130	U4	
									2330	U4	4

**Saturdays** **Bus times as at 16th December 2023**


Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0830	U4		1030	U4		1230	U4		1430	U4	
0930	U4		1130	U4		1330	U4		1530	U4	
									1730	U4	
									1830	U4	4
									2130	U4	
									2330	U4	4

**Sundays** **Bus times as at 17th December 2023**

Time	Service	Note	Time	Service	Note	Time	Service	Note
0930	U4		1130	U4		1330	U4	
1030	U4		1230	U4		1430	U4	
						1530	U4	4
						1630	U4	4
						1730	U4	4

**Notes:** Sch - Cornwall School Days    SH - Cornwall School Holidays    Col - Truro College Days    1 - does not serve Praa Sands, Parc Morrep    2 - serves Helston, Helston School Bus Bays    3 - serves Mabe Burnthouse, Bus Shelter    4 - terminates at Helston, Tesco

**BY SMS**  
Bus times by text message



Get the times of the next four buses from this stop on your phone


Scan the QR code or send the stop code below to:

84268

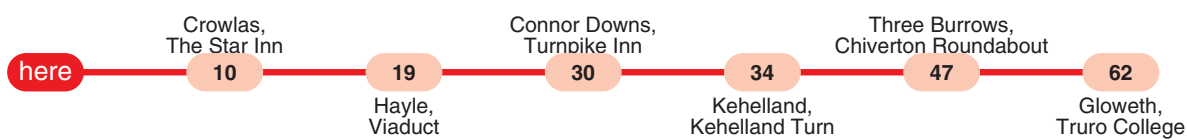
Return texts cost up to 25p, plus normal text messaging charge. Normal mobile internet charges apply.

Code for this stop: coradwpg

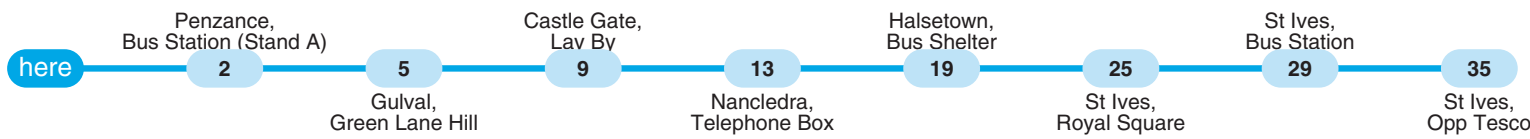
**NextBuses**  
Bus times by mobile browser



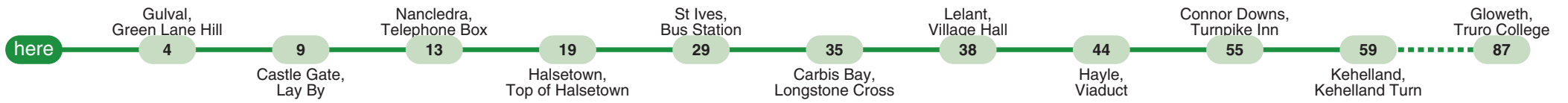
**100 Penzance - Hayle - True College** Cornwall by Kernow



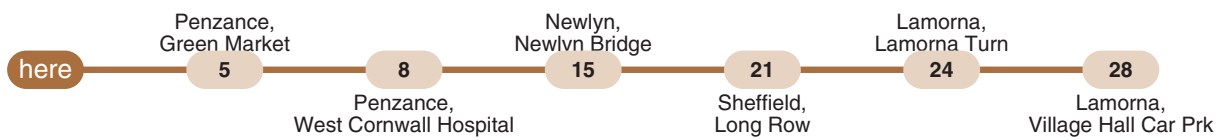
**160 St Erth - St Ives - Penwith College** Cornwall by Kernow



**200 Penzance - St Ives - Truro College** Cornwall by Kernow



**347 Penzance - Sheffield - Lamorna** Logan Rock Cars



The numbers circled indicate approximate timings in minutes from Penzance, Bus Station

**Mondays to Fridays** Bus times as at 11th December 2023

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0758	100	Col	1034	200	Col	1230	347		1630	160	Col

**Saturdays**

No Service

**Sundays**

No Service

Notes: Col - Truro College Days

**BY SMS**

Bus times by text message



Get the times of the next four buses from this stop on your phone

Scan the QR code or send the stop code below to:

**84268**

Return texts cost up to 25p, plus normal text messaging charge. Normal mobile internet charges apply.

Code for this stop: **coradwpj**

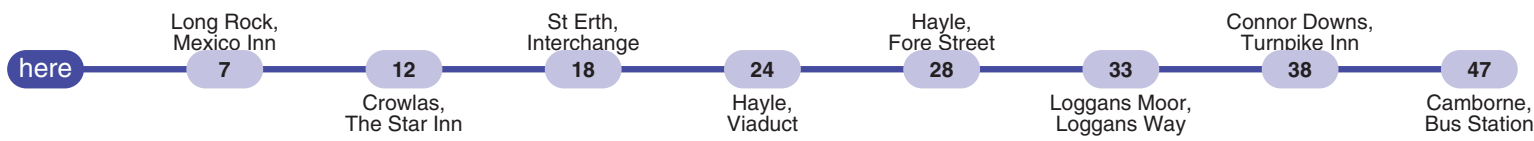
**NextBuses**

Bus times by mobile browser

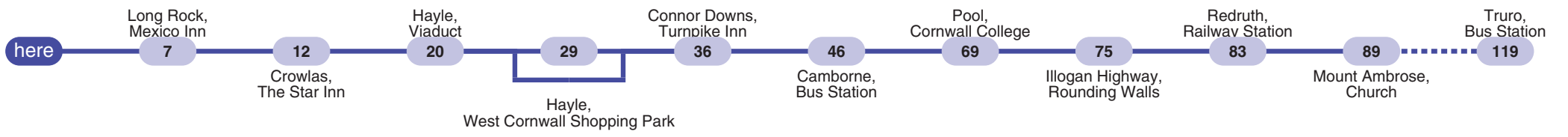




**T1 Penzance - Hayle - Camborne** Go Cornwall Bus



**T1 Penzance - St Erth - Camborne - Redruth - Chacewater - Truro** Cornwall by Kernow



**U4X Helston - Rosudgeon - Penzance** Cornwall by Kernow



The numbers circled indicate approximate timings in minutes from Penzance, Bus Station

**Mondays to Fridays** Bus times as at 11th December 2023

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note			
0603	T1	GC	0850	T1	FDC	1025	T1	FDC	1225	T1	FDC	1425	T1	FDC	1635	T1	1,FDC	2038	T1	GC
0645	T1	FDC	0855	U4X	Col	1055	T1	FDC	1255	T1	FDC	1450	T1	FDC	1710	T1	1,FDC	2238	T1	GC
0735	T1	FDC	0925	T1	FDC	1125	T1	FDC	1325	T1	FDC	1525	T1	FDC	1740	T1	1,FDC			
0810	T1	FDC	0955	T1	FDC	1155	T1	FDC	1355	T1	FDC	1555	T1	1,FDC	1845	T1	1,FDC			

**Saturdays** Bus times as at 16th December 2023

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note			
0603	T1	GC	0845	T1	FDC	1055	T1	FDC	1255	T1	FDC	1455	T1	FDC	1708	T1	1,FDC	2238	T1	GC
0645	T1	FDC	0920	T1	FDC	1125	T1	FDC	1325	T1	FDC	1528	T1	FDC	1748	T1	1,FDC			
0725	T1	FDC	0950	T1	FDC	1155	T1	FDC	1355	T1	FDC	1558	T1	1,FDC	1828	T1	1,2,FDC			
0805	T1	FDC	1025	T1	FDC	1225	T1	FDC	1425	T1	FDC	1633	T1	1,FDC	2038	T1	GC			

**Sundays** Bus times as at 17th December 2023

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0747	T1	1,FDC	0947	T1	1,FDC	1147	T1	1,FDC	1347	T1	1,FDC	1547	T1	1,FDC
0847	T1	1,FDC	1047	T1	1,FDC	1247	T1	1,FDC	1447	T1	1,FDC	1647	T1	1,FDC

**Notes:** FDC - Cornwall by Kernow GC - Go Cornwall Bus Col - Truro College Days 1 - does not serve Hayle, West Cornwall Shopping Park 2 - terminates at Camborne, Bus Station

**BY SMS**

Bus times by text message



**Get the times of the next four buses from this stop on your phone**

Scan the QR code or send the stop code below to:

**84268**

Return texts cost up to 25p, plus normal text messaging charge. Normal mobile internet charges apply.

**Code for this stop: coradwpj**

**NextBuses**

Bus times by mobile browser





## Appendix E Proposed Site Plans



HGV SWEEP PATH ANALYSIS SHOWN ON THE PLAN HAS BEEN TAKEN FROM MBA CONSULTING DRAWING 23202-325 REV P3 AND IS A AMALGAMATION OF THREE SEPARATE SWEEP PATH ANALYSIS SHOWING THE FULL EXTENT OF VEHICLE MOVEMENT



Fig 1. NDHA Granite pavers - tram turntable

NOTES

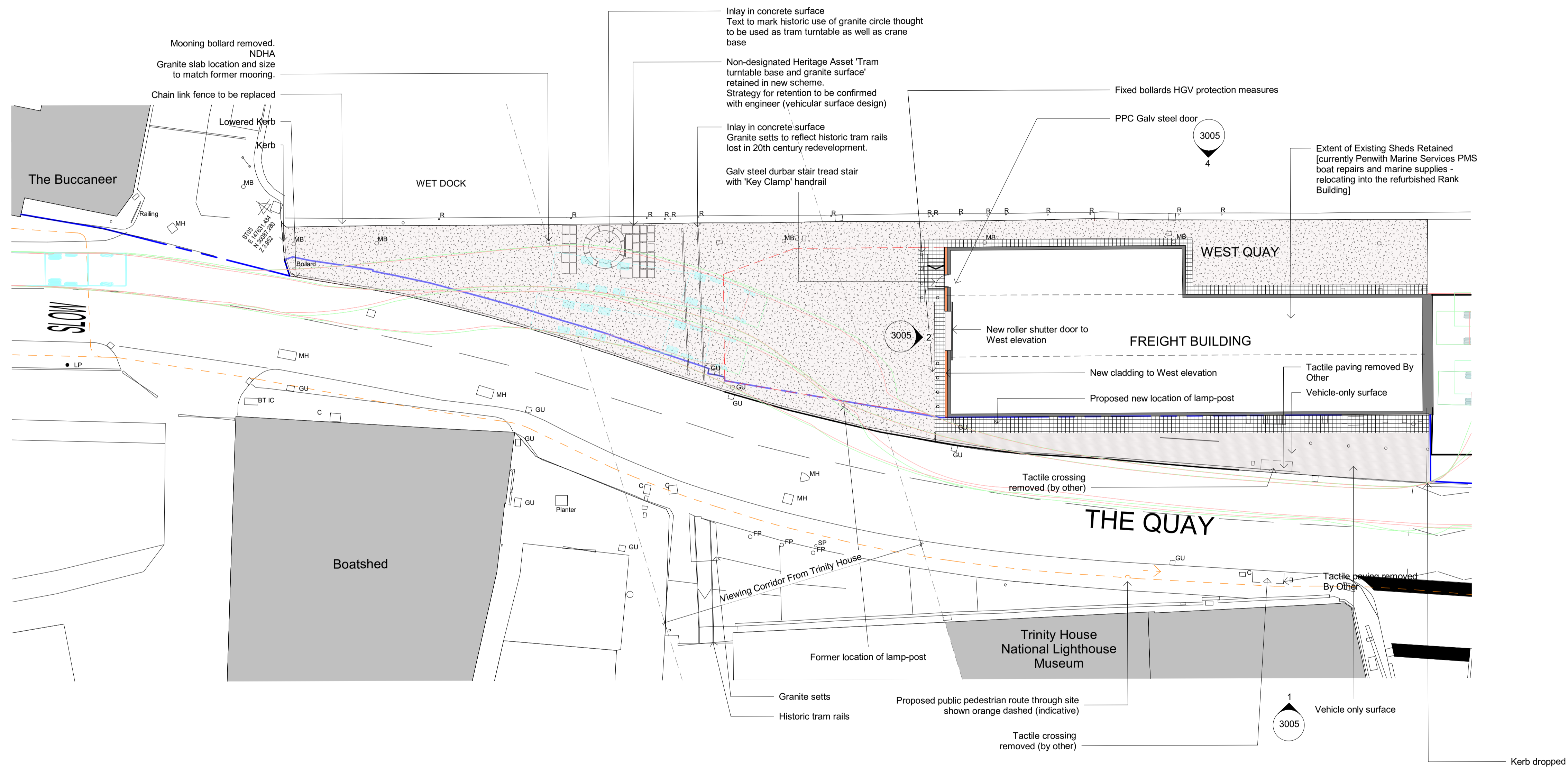
- 1 THIS DRAWING IS THE COPYRIGHT OF THE ARCHITECT AND MAY NOT BE REPRODUCED WITHOUT LICENCE.
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- 3 ALL DIMENSIONS AND LEVELS ARE TO BE CHECKED ON SITE BY THE CONTRACTOR BEFORE COMMENCEMENT OF WORK AND ANY DISCREPANCIES REPORTED TO THE ARCHITECT.
- 4 NO RESPONSIBILITY CAN BE ACCEPTED FOR ERRORS ARISING ON SITE DUE TO UNAUTHORISED VARIATIONS FROM THE ARCHITECTS DRAWINGS.
- 5 DRAWINGS ISSUED ELECTRONICALLY MAY LOSE SOME DETAIL.

NOTES:

This drawings contains the following model files:  
3817-PBWC-00-ZZ-M3-A-0001-Site Model-S1-P02

AMENDMENTS

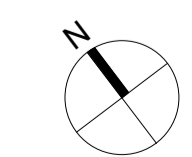
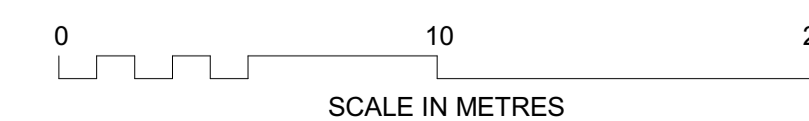
Rev. No	Revision Description	Rev. Date	Review by	Issued by
P1	First Issue	26.01.24		CF



2 Site Plan - Freight Waiting Zone Boston Planning  
1 : 200

KEY

- External works included within Penzance Harbour TD Scheme
- Smooth coloured concrete surface
- Indicative pedestrian route
- Demolished structure
- HGV Vehicle tracking



Project Number: **MW1089**

Project Name: **Penzance Harbour**

**Poynton Bradbury**  
**Wynter Cole Architects**  
ATLANTIC STUDIO, TRELION AVENUE  
ST. IVES, CORNWALL, TR26 2AD  
Tel: 01736 792000  
architects@pbwc.co.uk  
www.pbwc.co.uk

Job  
**Penzance Harbour**

**Harbour Office North Arm,**  
**Wharf Road TR18 4AH**

Title  
**Prop Site Plan - Freight Loading Zone Boston**

Project  
**3817 - PBWC - 02 - XX - DR - A - 1205**

Purpose of Issue	Status	Revision
<b>Planning</b>	<b>S2</b>	<b>P1</b>

Scale  
**As indicated@A1**

Director In Charge	Project Lead	Off. Project No.
<b>CT</b>	<b>CCF</b>	<b>3817</b>



HGV SWEEP PATH ANALYSIS SHOWN ON THE PLAN HAS BEEN TAKEN FROM MBA CONSULTING DRAWING 23202-325 REV P3 AND IS A AMALGAMATION OF THREE SEPARATE SWEEP PATH ANALYSIS SHOWING THE FULL EXTENT OF VEHICLE MOVEMENT

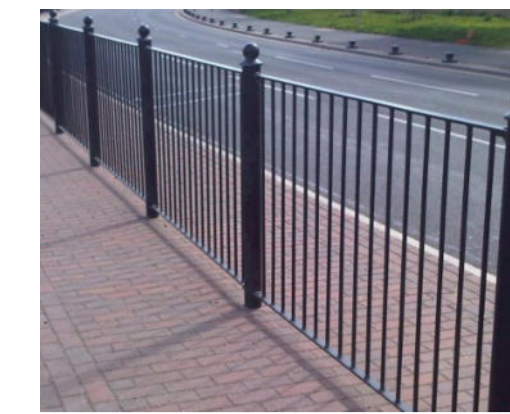


Fig 1. Pedestrian barrier - Metal Railing reference image



Fig 2. Reference image - Stone spherical bollard (Granite)

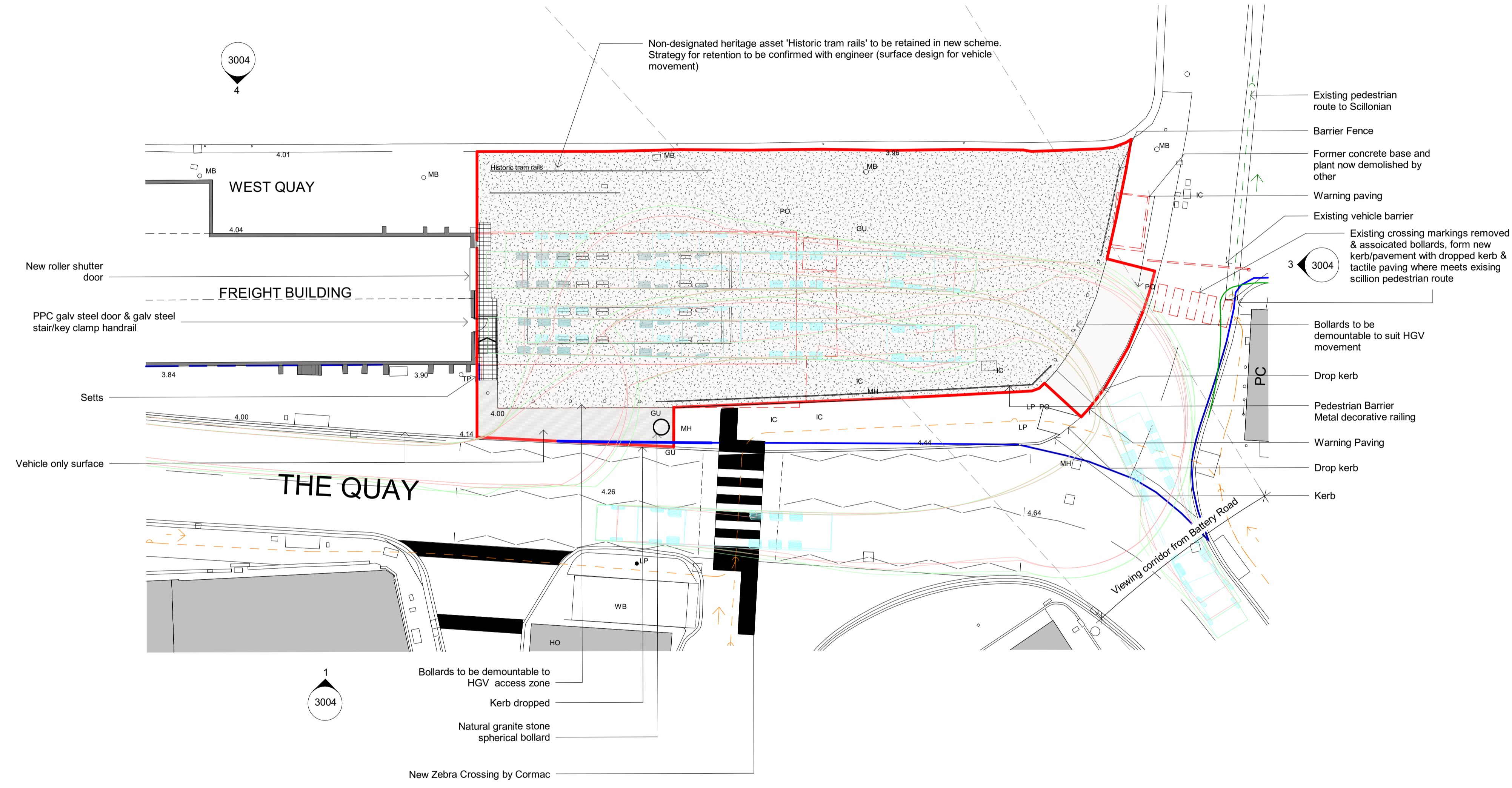
**NOTES**

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- 3 ALL DIMENSIONS AND LEVELS ARE TO BE CHECKED ON SITE BY THE CONTRACTOR BEFORE COMMENCEMENT OF WORK AND ANY DISCREPANCIES REPORTED TO THE ARCHITECT.
- 4 NO RESPONSIBILITY CAN BE ACCEPTED FOR ERRORS ARISING ON SITE DUE TO UNAUTHORISED VARIATIONS FROM THE ARCHITECTS DRAWINGS.
- 5 DRAWINGS ISSUED ELECTRONICALLY MAY LOSE SOME DETAIL.

NOTES:  
This drawings contains the following model files:  
3817-PBWC-00-ZZ-M3-A-0001-Site Model-S1-P02

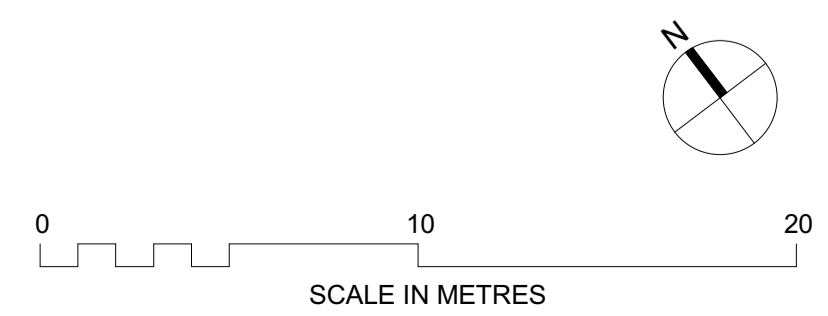
**AMENDMENTS**

Rev. No	Revision Description	Rev. Date	Review by	Issued by
P1	First Issue	26.01.24		CF



1 Site Plan - Freight Delivery Zone Meadery  
1:200

- KEY**
- External works included within Penzance Harbour TD Scheme
  - Smooth coloured concrete surface
  - Indicative pedestrian route
  - Demolished structure
  - HGV Vehicle tracking



Project Number: **MW1089**

Project Name: **Penzance Harbour**

**Poynton Bradbury**  
**Wynter Cole Architects**

ATLANTIC STUDIO, TRELYON AVENUE  
ST. IVES, CORNWALL, TR26 2AD  
Tel: 01736 792000  
architects@pbwc.co.uk  
www.pbwc.co.uk

Job  
**Penzance Harbour**

**Harbour Office North Arm,  
Wharf Road TR18 4AH**

Title  
**Prop Site Plan - Freight Loading Zone Meadery**

Project  
**3817 - PBWC - 02 - XX - DR - A - 1204**

Purpose of Issue	Status	Revision
<b>Planning</b>	<b>S2</b>	<b>P1</b>

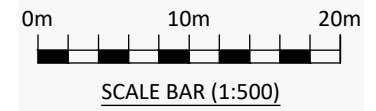
Scale  
**As indicated@A1**

Director In Charge	Project Lead	Off. Project No.
<b>CT</b>	<b>CCF</b>	<b>3817</b>



## Appendix F Visibility Splay Plan





1. All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer for verification.
2. This drawing is to be read in conjunction with all relevant Engineers' and Service Engineers' drawings and specifications. This drawing is copyright.
3. All levels are shown in metres above ordnance datum.
4. No liability is accepted for errors incurred through scaling from this drawing.
5. HMPE provided by Cornwall Council.
6. Existing Penzance Harbour Ownership Boundary obtained from the 'Site Plan\_Existing' (Drawing Ref: 3817-PBWC-00-XX-DR-A-1101), provided by the client team.

KEY	
	Limit of HMPE (Highway Maintainable at Public Expense)
	Penzance Harbour Ownership Boundary
	MFS Visibility Splay

REVISIONS			

A	PRELIMINARY	H. SKINNER	02/02/24	M. ROWE	02/02/24
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REV	REVISION NOTES	DATE	APPROVED BY	DATE

CLIENT

PROJECT  
PENZANCE HARBOUR, WHARF ROAD,  
PENZANCE, TR18 4AH

DRAWING TITLE  
VISIBILITY SPLAY PLAN -  
PROPOSED EGRESS POINTS FROM NEW  
HGV WAITING & DELIVERY AREAS

PROJECT NO. C23207	SCALE @ A3 1:500
-----------------------	---------------------

DRAWING STATUS  
PRELIMINARY

DRAWING NO. C23207-TP001	REVISION A
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## Appendix G TRICS Outputs

Calculation Reference: AUDIT-164301-231218-1203

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 02 - EMPLOYMENT  
 Category : C - INDUSTRIAL UNIT

**TOTAL VEHICLES**

Selected regions and areas:

<b>04</b>	<b>EAST ANGLIA</b>	
	NF NORFOLK	1 days
<b>05</b>	<b>EAST MIDLANDS</b>	
	NN NORTH NORTHAMPTONSHIRE	1 days
<b>08</b>	<b>NORTH WEST</b>	
	LC LANCASHIRE	2 days
<b>09</b>	<b>NORTH</b>	
	CU CUMBERLAND	1 days
<b>13</b>	<b>MUNSTER</b>	
	KE KERRY	1 days
<b>15</b>	<b>GREATER DUBLIN</b>	
	DL DUBLIN	1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*



**Primary Filtering selection:**

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area  
Actual Range: 400 to 775 (units: sqm)  
Range Selected by User: 300 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 21/04/22

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Wednesday 1 days  
Thursday 5 days  
Friday 1 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count 7 days  
Directional ATC Count 0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Suburban Area (PPS6 Out of Centre) 3  
Edge of Town 4

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Industrial Zone 7

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected  
Servicing vehicles Excluded 6 days - Selected

**Secondary Filtering selection:**Use Class:

Not Known 7 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.*

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

**Secondary Filtering selection (Cont.):**

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
500,001 or More	1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	1 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

No	7 days
----	--------

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present	7 days
-----------------	--------

*This data displays the number of selected surveys with PTAL Ratings.*

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

<b>1</b>	<b>CU-02-C-01</b>	<b>STEEL FABRICATION</b>	<b>CUMBERLAND</b>
	BLACKDYKE ROAD		
	CARLISLE		
	KINGSTOWN IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	715 sqm	
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL
<b>2</b>	<b>DL-02-C-01</b>	<b>NAILS/STAPLES COMPANY</b>	<b>DUBLIN</b>
	ROWAN AVENUE		
	DUBLIN		
	SANDYFORD		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	400 sqm	
	Survey date: THURSDAY	26/09/19	Survey Type: MANUAL
<b>3</b>	<b>KE-02-C-01</b>	<b>PRINT &amp; GRAPHIC DESIGN</b>	<b>KERRY</b>
	WOODLANDS ROAD		
	KILLARNEY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	600 sqm	
	Survey date: THURSDAY	17/10/19	Survey Type: MANUAL
<b>4</b>	<b>LC-02-C-05</b>	<b>NUTRITION MANUFACTURE</b>	<b>LANCASHIRE</b>
	FURNESS DRIVE		
	POULTON-LE-FYLDE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	775 sqm	
	Survey date: WEDNESDAY	30/06/21	Survey Type: MANUAL
<b>5</b>	<b>LC-02-C-06</b>	<b>STEEL FABRICATION</b>	<b>LANCASHIRE</b>
	TOLLGATE ROAD		
	BURSCOUGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	700 sqm	
	Survey date: THURSDAY	21/04/22	Survey Type: MANUAL
<b>6</b>	<b>NF-02-C-04</b>	<b>EXHIBITION DESIGN &amp; MANUF.</b>	<b>NORFOLK</b>
	FLETCHER WAY		
	NORWICH		
	UPPER HELLESDON		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	690 sqm	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
<b>7</b>	<b>NN-02-C-01</b>	<b>RENEWABLE ENGINEERING</b>	<b>NORTH NORTHAMPTONSHIRE</b>
	TREVITHICK ROAD		
	CORBY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	702 sqm	
	Survey date: THURSDAY	22/10/20	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

**TOTAL VEHICLES**

Calculation factor: 100 sqm

Estimated TRIP rate value per 615 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	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												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00	3	601	0.000	0.000	3	601	0.000	0.000	3	601	0.000	0.000
06:00 - 07:00	3	601	0.166	1.024	3	601	0.055	0.341	3	601	0.221	1.365
07:00 - 08:00	7	655	0.415	2.550	7	655	0.109	0.671	7	655	0.524	3.221
08:00 - 09:00	<b>7</b>	<b>655</b>	<b>0.655</b>	<b>4.027</b>	7	655	0.240	1.476	<b>7</b>	<b>655</b>	<b>0.895</b>	<b>5.503</b>
09:00 - 10:00	7	655	0.327	2.013	7	655	0.306	1.879	7	655	0.633	3.892
10:00 - 11:00	7	655	0.480	2.953	7	655	0.415	2.550	7	655	0.895	5.503
11:00 - 12:00	7	655	0.349	2.148	7	655	0.371	2.282	7	655	0.720	4.430
12:00 - 13:00	7	655	0.349	2.148	7	655	0.371	2.282	7	655	0.720	4.430
13:00 - 14:00	7	655	0.436	2.684	7	655	0.436	2.684	7	655	0.872	5.368
14:00 - 15:00	7	655	0.393	2.416	7	655	0.371	2.282	7	655	0.764	4.698
15:00 - 16:00	7	655	0.393	2.416	7	655	0.458	2.819	7	655	0.851	5.235
16:00 - 17:00	7	655	0.240	1.476	<b>7</b>	<b>655</b>	<b>0.567</b>	<b>3.490</b>	7	655	0.807	4.966
17:00 - 18:00	7	655	0.109	0.671	7	655	0.393	2.416	7	655	0.502	3.087
18:00 - 19:00	7	655	0.022	0.134	7	655	0.087	0.537	7	655	0.109	0.671
19:00 - 20:00	3	601	0.000	0.000	3	601	0.055	0.341	3	601	0.055	0.341
20:00 - 21:00	3	601	0.000	0.000	3	601	0.000	0.000	3	601	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
<b>Total Rates:</b>			4.334	26.660			4.234	26.050			8.568	52.710

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.

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#### Parameter summary

Trip rate parameter range selected:	400 - 775 (units: sqm)
Survey date range:	01/01/15 - 21/04/22
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*



**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 02 - EMPLOYMENT  
 Category : C - INDUSTRIAL UNIT

**TOTAL VEHICLES**

Selected regions and areas:

<b>04</b>	<b>EAST ANGLIA</b>	
	NF NORFOLK	1 days
<b>05</b>	<b>EAST MIDLANDS</b>	
	NN NORTH NORTHAMPTONSHIRE	1 days
<b>08</b>	<b>NORTH WEST</b>	
	LC LANCASHIRE	2 days
<b>09</b>	<b>NORTH</b>	
	CU CUMBERLAND	1 days
<b>13</b>	<b>MUNSTER</b>	
	KE KERRY	1 days
<b>15</b>	<b>GREATER DUBLIN</b>	
	DL DUBLIN	1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

**Primary Filtering selection:**

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area  
Actual Range: 400 to 775 (units: sqm)  
Range Selected by User: 300 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 21/04/22

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Wednesday 1 days  
Thursday 5 days  
Friday 1 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count 7 days  
Directional ATC Count 0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Suburban Area (PPS6 Out of Centre) 3  
Edge of Town 4

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Industrial Zone 7

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected  
Servicing vehicles Excluded 6 days - Selected

**Secondary Filtering selection:**Use Class:

Not Known 7 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.*

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

**Secondary Filtering selection (Cont.):**

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
500,001 or More	1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	1 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

No	7 days
----	--------

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present	7 days
-----------------	--------

*This data displays the number of selected surveys with PTAL Ratings.*

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

<b>1</b>	<b>CU-02-C-01</b>	<b>STEEL FABRICATION</b>	<b>CUMBERLAND</b>
	BLACKDYKE ROAD		
	CARLISLE		
	KINGSTOWN IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	715 sqm	
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL
<b>2</b>	<b>DL-02-C-01</b>	<b>NAILS/STAPLES COMPANY</b>	<b>DUBLIN</b>
	ROWAN AVENUE		
	DUBLIN		
	SANDYFORD		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	400 sqm	
	Survey date: THURSDAY	26/09/19	Survey Type: MANUAL
<b>3</b>	<b>KE-02-C-01</b>	<b>PRINT &amp; GRAPHIC DESIGN</b>	<b>KERRY</b>
	WOODLANDS ROAD		
	KILLARNEY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	600 sqm	
	Survey date: THURSDAY	17/10/19	Survey Type: MANUAL
<b>4</b>	<b>LC-02-C-05</b>	<b>NUTRITION MANUFACTURE</b>	<b>LANCASHIRE</b>
	FURNESS DRIVE		
	POULTON-LE-FYLDE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	775 sqm	
	Survey date: WEDNESDAY	30/06/21	Survey Type: MANUAL
<b>5</b>	<b>LC-02-C-06</b>	<b>STEEL FABRICATION</b>	<b>LANCASHIRE</b>
	TOLLGATE ROAD		
	BURSCOUGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	700 sqm	
	Survey date: THURSDAY	21/04/22	Survey Type: MANUAL
<b>6</b>	<b>NF-02-C-04</b>	<b>EXHIBITION DESIGN &amp; MANUF.</b>	<b>NORFOLK</b>
	FLETCHER WAY		
	NORWICH		
	UPPER HELLESDON		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	690 sqm	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
<b>7</b>	<b>NN-02-C-01</b>	<b>RENEWABLE ENGINEERING</b>	<b>NORTH NORTHAMPTONSHIRE</b>
	TREVITHICK ROAD		
	CORBY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	702 sqm	
	Survey date: THURSDAY	22/10/20	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

**TOTAL VEHICLES**

Calculation factor: 100 sqm

Estimated TRIP rate value per 537 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	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												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00	3	601	0.000	0.000	3	601	0.000	0.000	3	601	0.000	0.000
06:00 - 07:00	3	601	0.166	0.894	3	601	0.055	0.298	3	601	0.221	1.192
07:00 - 08:00	7	655	0.415	2.227	7	655	0.109	0.586	7	655	0.524	2.813
08:00 - 09:00	<b>7</b>	<b>655</b>	<b>0.655</b>	<b>3.516</b>	7	655	0.240	1.289	<b>7</b>	<b>655</b>	<b>0.895</b>	<b>4.805</b>
09:00 - 10:00	7	655	0.327	1.758	7	655	0.306	1.641	7	655	0.633	3.399
10:00 - 11:00	7	655	0.480	2.578	7	655	0.415	2.227	7	655	0.895	4.805
11:00 - 12:00	7	655	0.349	1.875	7	655	0.371	1.992	7	655	0.720	3.867
12:00 - 13:00	7	655	0.349	1.875	7	655	0.371	1.992	7	655	0.720	3.867
13:00 - 14:00	7	655	0.436	2.344	7	655	0.436	2.344	7	655	0.872	4.688
14:00 - 15:00	7	655	0.393	2.110	7	655	0.371	1.992	7	655	0.764	4.102
15:00 - 16:00	7	655	0.393	2.110	7	655	0.458	2.461	7	655	0.851	4.571
16:00 - 17:00	7	655	0.240	1.289	<b>7</b>	<b>655</b>	<b>0.567</b>	<b>3.047</b>	7	655	0.807	4.336
17:00 - 18:00	7	655	0.109	0.586	7	655	0.393	2.110	7	655	0.502	2.696
18:00 - 19:00	7	655	0.022	0.117	7	655	0.087	0.469	7	655	0.109	0.586
19:00 - 20:00	3	601	0.000	0.000	3	601	0.055	0.298	3	601	0.055	0.298
20:00 - 21:00	3	601	0.000	0.000	3	601	0.000	0.000	3	601	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
<b>Total Rates:</b>			4.334	23.279			4.234	22.746			8.568	46.025

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.

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#### Parameter summary

Trip rate parameter range selected:	400 - 775 (units: sqm)
Survey date range:	01/01/15 - 21/04/22
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*



**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

**TOTAL VEHICLES**

Selected regions and areas:

<b>02 SOUTH EAST</b>	
ES EAST SUSSEX	1 days
<b>07 YORKSHIRE &amp; NORTH LINCOLNSHIRE</b>	
NY NORTH YORKSHIRE	1 days
<b>16 ULSTER (REPUBLIC OF IRELAND)</b>	
CV CAVAN	1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

**Primary Filtering selection:**

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area  
Actual Range: 170 to 186 (units: sqm)  
Range Selected by User: 118 to 200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 25/10/22

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Tuesday 2 days  
Thursday 1 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count 3 days  
Directional ATC Count 0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Edge of Town Centre 2  
Suburban Area (PPS6 Out of Centre) 1

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Residential Zone 2  
Built-Up Zone 1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected  
Servicing vehicles Excluded 1 days - Selected

**Secondary Filtering selection:**Use Class:

Not Known 3 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.*

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

**Secondary Filtering selection (Cont.):**

Population within 1 mile:

1,001 to 5,000	1 days
25,001 to 50,000	2 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

Yes	1 days
No	2 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present	3 days
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*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

<b>1</b>	<b>CV-02-A-02</b> GRANARD STREET BALLYJAMESDUFF	<b>SOLICITORS</b>	<b>CAVAN</b>
	Edge of Town Centre Residential Zone		
	Total Gross floor area:	170 sqm	
	Survey date: TUESDAY	25/10/22	Survey Type: MANUAL
<b>2</b>	<b>ES-02-A-11</b> THE SIDINGS HASTINGS ORE VALLEY	<b>HOUSING COMPANY</b>	<b>EAST SUSSEX</b>
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Gross floor area:	186 sqm	
	Survey date: TUESDAY	17/11/15	Survey Type: MANUAL
<b>3</b>	<b>NY-02-A-01</b> NORTH PARK ROAD HARROGATE	<b>SOLICITORS</b>	<b>NORTH YORKSHIRE</b>
	Edge of Town Centre Built-Up Zone		
	Total Gross floor area:	178 sqm	
	Survey date: THURSDAY	04/10/18	Survey Type: MANUAL

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**TOTAL VEHICLES**

Calculation factor: 100 sqm

Estimated TRIP rate value per 72.6 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	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												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	2	178	0.000	0.000	2	178	0.000	0.000	2	178	0.000	0.000
08:00 - 09:00	3	178	3.933	2.855	3	178	0.749	0.544	3	178	4.682	3.399
09:00 - 10:00	<b>3</b>	<b>178</b>	<b>4.307</b>	<b>3.127</b>	3	178	3.184	2.311	<b>3</b>	<b>178</b>	<b>7.491</b>	<b>5.438</b>
10:00 - 11:00	3	178	2.809	2.039	3	178	2.809	2.039	3	178	5.618	4.078
11:00 - 12:00	3	178	1.311	0.952	3	178	1.498	1.088	3	178	2.809	2.040
12:00 - 13:00	3	178	1.311	0.952	3	178	2.247	1.631	3	178	3.558	2.583
13:00 - 14:00	3	178	1.873	1.360	3	178	1.498	1.088	3	178	3.371	2.448
14:00 - 15:00	3	178	2.622	1.903	3	178	2.622	1.903	3	178	5.244	3.806
15:00 - 16:00	3	178	1.124	0.816	3	178	1.124	0.816	3	178	2.248	1.632
16:00 - 17:00	3	178	1.498	1.088	<b>3</b>	<b>178</b>	<b>3.371</b>	<b>2.447</b>	3	178	4.869	3.535
17:00 - 18:00	3	178	0.375	0.272	3	178	2.247	1.631	3	178	2.622	1.903
18:00 - 19:00	2	178	0.562	0.408	2	178	0.562	0.408	2	178	1.124	0.816
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
<b>Total Rates:</b>			21.725	15.772			21.911	15.906			43.636	31.678

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.



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#### Parameter summary

Trip rate parameter range selected:	170 - 186 (units: sqm)
Survey date range:	01/01/15 - 25/10/22
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

Calculation Reference: AUDIT-164301-231218-1219

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 06 - HOTEL, FOOD & DRINK

Category : B - RESTAURANTS

**TOTAL VEHICLES**

Selected regions and areas:

<b>02</b>	<b>SOUTH EAST</b>	
	HC HAMPSHIRE	1 days
	PO PORTSMOUTH	1 days
<b>05</b>	<b>EAST MIDLANDS</b>	
	LN LINCOLNSHIRE	1 days
<b>06</b>	<b>WEST MIDLANDS</b>	
	WM WEST MIDLANDS	1 days
<b>07</b>	<b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b>	
	LS LEEDS	1 days
<b>17</b>	<b>ULSTER (NORTHERN IRELAND)</b>	
	AN ANTRIM	2 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

**Primary Filtering selection:**

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area  
Actual Range: 275 to 1136 (units: sqm)  
Range Selected by User: 75 to 2400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 09/03/23

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Monday	3 days
Tuesday	1 days
Thursday	1 days
Friday	2 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	1

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Development Zone	2
Residential Zone	1
Retail Zone	1
Built-Up Zone	2
High Street	1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	7 days - Selected

**Secondary Filtering selection:**Use Class:

E(b) 7 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

**Secondary Filtering selection (Cont.):**

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days
500,001 or More	1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	4 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

No	7 days
----	--------

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present	7 days
-----------------	--------

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

- |          |  |                              |                            |
|----------|--|------------------------------|----------------------------|
| <b>1</b> | <b>AN-06-B-02</b>  | <b>FRANKIE &amp; BENNY'S</b> | <b>ANTRIM</b>              |
|          | HILSBOROUGH ROAD<br>LISBURN<br><br>Edge of Town<br>Retail Zone<br>Total Gross floor area: 275 sqm<br><i>Survey date: FRIDAY 19/06/15</i>                                 |                              | <i>Survey Type: MANUAL</i> |
| <b>2</b> | <b>AN-06-B-03</b>  | <b>MODERN CUISINE</b>        | <b>ANTRIM</b>              |
|          | LISBURN ROAD<br>BELFAST<br><br>Suburban Area (PPS6 Out of Centre)<br>High Street<br>Total Gross floor area: 320 sqm<br><i>Survey date: FRIDAY 25/09/15</i>               |                              | <i>Survey Type: MANUAL</i> |
| <b>3</b> | <b>HC-06-B-02</b>  | <b>CHINESE REATAURANT</b>    | <b>HAMPSHIRE</b>           |
|          | BRIDGE ROAD<br>PARK GATE<br><br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Gross floor area: 645 sqm<br><i>Survey date: MONDAY 18/10/21</i>         |                              | <i>Survey Type: MANUAL</i> |
| <b>4</b> | <b>LN-06-B-01</b>  | <b>PREZZO</b>                | <b>LINCOLNSHIRE</b>        |
|          | BRAYFORD WHARF NORTH<br>LINCOLN<br>BRAYFORD WHARF<br>Edge of Town Centre<br>Development Zone<br>Total Gross floor area: 1136 sqm<br><i>Survey date: TUESDAY 10/10/17</i> |                              | <i>Survey Type: MANUAL</i> |
| <b>5</b> | <b>LS-06-B-01</b>  | <b>CHINESE RESTAURANT</b>    | <b>LEEDS</b>               |
|          | BINGLEY STREET<br>LEEDS<br><br>Edge of Town Centre<br>Built-Up Zone<br>Total Gross floor area: 950 sqm<br><i>Survey date: MONDAY 19/10/15</i>                            |                              | <i>Survey Type: MANUAL</i> |
| <b>6</b> | <b>PO-06-B-01</b>  | <b>PIZZA HUT</b>             | <b>PORTSMOUTH</b>          |
|          | BINNACLE WAY<br>PORTSMOUTH<br>COSHAM<br>Suburban Area (PPS6 Out of Centre)<br>Development Zone<br>Total Gross floor area: 325 sqm<br><i>Survey date: MONDAY 23/11/15</i> |                              | <i>Survey Type: MANUAL</i> |
| <b>7</b> | <b>WM-06-B-05</b>  | <b>AKBARS</b>                | <b>WEST MIDLANDS</b>       |
|          | THE BUTTS<br>COVENTRY<br><br>Edge of Town Centre<br>Built-Up Zone<br>Total Gross floor area: 600 sqm<br><i>Survey date: THURSDAY 17/11/16</i>                            |                              | <i>Survey Type: MANUAL</i> |

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BT-06-B-01	-
LB-06-B-01	-
LU-06-B-02	-



TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

**TOTAL VEHICLES**

Calculation factor: 100 sqm

Estimated TRIP rate value per 657 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	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	1	950	0.211	1.383	1	950	0.211	1.383	1	950	0.422	2.766
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00												
08:00 - 09:00												
09:00 - 10:00												
10:00 - 11:00	3	415	0.723	4.749	3	415	0.562	3.694	3	415	1.285	8.443
11:00 - 12:00	6	609	1.096	7.198	6	609	0.356	2.339	6	609	1.452	9.537
12:00 - 13:00	<b>6</b>	<b>609</b>	<b>2.821</b>	<b>18.535</b>	6	609	0.740	4.859	6	609	3.561	23.394
13:00 - 14:00	6	609	1.534	10.077	6	609	2.027	13.316	6	609	3.561	23.393
14:00 - 15:00	6	609	0.931	6.118	6	609	1.780	11.697	6	609	2.711	17.815
15:00 - 16:00	6	609	0.685	4.499	6	609	1.315	8.638	6	609	2.000	13.137
16:00 - 17:00	7	607	0.941	6.182	7	607	0.682	4.482	7	607	1.623	10.664
17:00 - 18:00	7	607	1.576	10.355	7	607	0.565	3.709	7	607	2.141	14.064
18:00 - 19:00	7	607	2.705	17.773	7	607	1.788	11.746	<b>7</b>	<b>607</b>	<b>4.493</b>	<b>29.519</b>
19:00 - 20:00	7	607	2.235	14.682	7	607	2.070	13.601	7	607	4.305	28.283
20:00 - 21:00	7	607	1.129	7.418	<b>7</b>	<b>607</b>	<b>2.446</b>	<b>16.073</b>	7	607	3.575	23.491
21:00 - 22:00	7	607	0.823	5.409	7	607	1.600	10.510	7	607	2.423	15.919
22:00 - 23:00	7	607	0.353	2.318	7	607	1.176	7.728	7	607	1.529	10.046
23:00 - 24:00	7	607	0.259	1.700	7	607	0.612	4.018	7	607	0.871	5.718
Total Rates:			18.022	118.396			17.930	117.793			35.952	236.189

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.

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**Parameter summary**

Trip rate parameter range selected: 275 - 1136 (units: sqm)  
 Survey date range: 01/01/15 - 09/03/23  
 Number of weekdays (Monday-Friday): 7  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 3

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.