

Whitby Maritime Hub

Framework Travel Plan

March 2024

WHIT-BGH-XX-XX-RP-Y-00002 P03

WHITBY MARITIME HUB

WILLMOTT DIXON

FRAMEWORK TRAVEL PLAN

Report by: Lewis Demetriou

Bryan G Hall
Consulting Civil & Transportation Planning Engineers
Suite E15, Joseph's Well, Hanover Walk, Leeds, LS3 1AB

Ref: 22-452-003.03

March 2024

Report Reference No: 22-452-003.03

	Name	Signed	Date
Report prepared by	Lewis Demetriou	[Redacted]	11/03/2024
Report checked by	Geoff Bowman	[Redacted]	11/03/2024
Overview by	Martin Crabtree	[Redacted]	11/03/2024

Distribution of Copies

Revision	Electronic	Number of bound copies	Issued to	Date Issued
01	Y	-	Draft	15/02/2024
02	Y	-	Draft	08/03/2024
03	Y	-	Submission	11/03/2024

CONTENTS

1.0	INTRODUCTION	1
2.0	NATIONAL AND LOCAL POLICY	4
3.0	SITE ACCESSIBILITY	8
4.0	TRAVEL PLAN COORDINATOR	13
5.0	TARGETS AND MONITORING	14
6.0	TRAVEL PLAN MEASURES AND ACTION PLAN	16
7.0	ACTION PLAN	21

APPENDICES

Appendix TP1	Site Layout Plan
Appendix TP2	2km Pedestrian TRACC Accessibility Plan
Appendix TP3	8km Cycling TRACC Accessibility Plan
Appendix TP4	Public Transport TRACC Accessibility Plan
Appendix TP5	Occupants Travel Survey Example

1.0 INTRODUCTION

- 1.1 This Framework Travel Plan (FTP) has been prepared by Bryan G Hall (BGH) on behalf of Willmott Dixon in support of a full planning application for the development of a three-storey building for marine based activities with associated car parking, vehicle and pedestrian access roads, footpaths and limited soft landscaping.
- 1.2 The site lies to the west of the River Esk, to the east of Langborne Road and to the south of the Whitby Swing Bridge. The location of the site is shown in Figure 1.1 below.

Figure 1.1 – Site Location



- 1.3 The site presently operates as the Endeavour Wharf Long Stay Car Park and includes the Harbour Master offices. The car park has a total of 234 spaces.
- 1.4 The development proposals are for the construction of a three-storey building for marine based activities with associated car parking, vehicle and pedestrian access roads, footpaths and limited soft landscaping. A site layout plan is attached at Appendix TP1.

1.5 The development proposals will result in a reduction of 52 parking spaces, from 234 spaces to 182 spaces. The Endeavour Wharf Long Stay Car Park will continue to operate as a public car park with the proposed development in place.

1.6 Vehicular access to the proposed development will be taken from the existing Endeavour Wharf Long Stay Car Park access adjacent to the Whitby Tourist Information Centre. Pedestrian access to the proposed development will be taken from the north-western corner of the site via a dedicated pedestrian access.

Travel Plan Objectives

1.7 In line with National Planning Policy Framework (NPPF), the following objectives have been identified for this FTP:

- To minimise the number of single occupant car trips to and from the site, particularly by petrol and diesel vehicles;
- To increase awareness of the advantages and potential for travel by environmentally friendly modes of transport; and
- To encourage occupants to adopt sustainable modes of travel for most of their journeys to and from the site.

1.8 This FTP represents a long-term commitment to reducing reliance on the private car. All prospective occupants will be made aware of the FTP and the associated commitments from the outset. Through the provision of this FTP, the applicant is committed to ensuring that the measures outlined will support sustainable travel to the site.

1.9 A FTP is not a static document; it evolves over time and adapts to reflect new guidance and emerging best practice. This FTP will be updated by the Travel Plan Coordinator (TPC) to incorporate additional measures and best practice where appropriate.

Report Structure

1.10

Following this introduction, the FTP is divided into the following sections:

Table 1.1 Travel Plan Report Structure

Section	Title	Description
2.0	National and Local Policy	This section will set out the local and national planning and transport policy relevant to the application site
3.0	Access by Sustainable Transport	This section describes the opportunities to travel to and from the site by sustainable modes of transport
3.0	Travel Plan Coordinator	This section outlines the role of the TPC and sets out their responsibilities.
4.0	Targets and Monitoring	This section sets out the existing modal split for the area in the vicinity of the site, sets out appropriate targets for the site and explains how the FTP will be monitored.
5.0	Travel Plan Measures and Action Plan	This section provides a package of initial measures for the site to promote sustainable travel, and an associated action plan.

2.0 NATIONAL AND LOCAL POLICY

National Policy

National Planning Policy Framework (NPPF)

2.1 The National Planning Policy Framework (NPPF) was first published in 2012 and most recently revised in December 2023. It sets out the Government’s planning policies for England and how these should be applied.

2.2 Paragraph 11 of the NPPF sets out the ‘presumption in favour of sustainable development’, this states:

“Plans and decisions should apply a presumption in favour of sustainable development.

...For decision-taking this means:

- a) Approving development proposals that accord with an up-to-date development plan without delay; or
- b) Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposal; or
 - ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”

2.3 Paragraph 114 of the NPPF states that:

“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.”

2.4 Paragraph 115 of the NPPF states 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.”

2.5 All developments that will generate significant amounts of movement should be supported by a Transport Statement (TS) or Transport Assessment so that the likely impacts of the proposal can be assessed. The application includes the associated TS in line with this requirement. The TS ensures that the proposed development provides good opportunities to travel by sustainable modes of transport and that the residual cumulative impact is not severe, in line with the NPPF.

Planning Practice Guidance

2.6 The Department for Transport web-based resource Planning Practice Guidance (PPG) contains the chapter “Travel plans, transport assessments and statements in decision-taking” (March 2014). With reference to the NPPF statement that “all developments that generate significant amounts of transport movement should be supported by a Transport Statement or Transport Assessment”, the guidance advises that local planning authorities must make a judgement as to whether a development proposal would generate significant amounts of movement on a case-by-case basis.

2.7 The PPG acknowledges that the necessary scope and specific details required as part of a TS will inevitably differ between sites. However, the guidance sets out that in general when agreeing the scope for assessment with the local planning authority, a number of factors should be considered.

2.8 In accordance with PPG the scope of the associated TS has been discussed with highway officers at North Yorkshire Council (NYC), as the local highway authority, as part of pre-application discussions. The scope and approach to assessment has been agreed appropriately based on the scale of the development proposals.

Local Policy

North Yorkshire Local Transport Plan (LTP4)

- 2.9 The North Yorkshire Local Transport Plan 4 (LTP4) covers the period between 2016 and 2045 and sets five main objectives, which are broadly in line with current national guidance:

Economic Growth – Contributing to economic growth by delivering reliable and efficient transport networks and services;

Road Safety – Improving road and transport safety;

Access to Services – Improving equality of opportunity by facilitating access to services;

Environment and Climate Change – Managing the adverse impact of transport on the environment; and

Healthier Travel – Promoting healthier travel opportunities.

- 2.10 The proposed development will be in close proximity to a number of local residential facilities and amenities. Therefore, the proposal will assist in minimising trips by private car and encouraging travel by sustainable modes in accordance with the LTP4.

Emerging North Yorkshire Local Plan

- 2.11 North Yorkshire Council are currently preparing the North Yorkshire Local Plan following the merging of eight councils into one combined authority. Scarborough Borough Council was one of these Councils and in the past, it administered Whitby.

- 2.12 The North Yorkshire Local Plan is in the early stages of development and will set out where development should take place across the county over the next 15 to 20 years as well as policies and strategies which planning applications will be considered against.

- 2.13 Until the North Yorkshire Local Plan is adopted, North Yorkshire Council will continue to assess planning applications with respect to the existing local plans for the former district authorities.

Scarborough Borough Local Plan (2011 – 2032)

- 2.14 The Scarborough Borough Council Local Plan was adopted in July 2017 and sets out local planning policies to guide development in the area. The Local Plan also identifies and determines sites for future construction up to a future year of 2032. The document sets out the following 10 key aims that are to be taken into account when planning for future development:

To minimise the impacts of the built environment on climate change and mitigate associated localised impacts;
To concentrate development within and adjacent to the main settlements along the coast;
To facilitate the delivery of a range of housing to meet local needs;
To support growth and diversify the economic base including the rural and marine economy;
To recognise and build upon the tourism opportunities the area offers in respect of its unique position having easy access to both the coast and the countryside (including the North York Moors National Park);
To minimise the use of resources and to safeguard, enhance and realise the potential offered by the natural, built and historic environment;
To safeguard and reinforce the distinctive character of the various settlements;
To make best use of existing infrastructure and secure new or improved infrastructure where required;
To build upon the excellent opportunities for communities to access good quality open space for recreational and reflective purposes and to increase opportunities for participation in sport and health benefiting activities;
To enhance accessibility and connectivity to and from key services, between settlements and outside of the Borough.

2.15 Policy INF3 of the Local Plan relates to ‘Sustainable Transport and Travel Plans’ states that proposals will be supported which improve transport choice and encourage travel to work and school by sustainable transport modes. Additionally, the policy also states that proposals that minimise the distance people need to travel would be supported.

North Yorkshire County Council’s Interim Guidance on Transport Issues including Parking Standards and Advice on Transport Assessments and Travel Plans

2.16 This document provides car and cycle parking guidance for new developments in North Yorkshire. This guidance has been referenced when designing the proposed development.

Summary

2.17 This FTP and the accompanying TS demonstrate that the development proposals are in compliance with the aims and objectives of the adopted and emerging national and local transport and planning policy.

3.0 SITE ACCESSIBILITY

3.1 National and local transport policies seek to reduce the need to travel and to promote the use of alternative sustainable modes to the private petrol/diesel powered car such as on foot, by bike, public transport, car share or electric vehicles. The proposed development is consistent with these objectives and can play a meaningful part in reducing emissions.

Pedestrian Accessibility

3.2 With regard to pedestrian provision at the site, the Chartered Institution of Highways and Transportation (CIHT) 'Guidelines for Providing for Journeys on foot' sets out the suggested acceptable walking distances to and from development for commuting and other journeys (including retail and shopping). This is shown at Table 3.1 below.

Table 3.1: CIHT Recommended Walking Distances

	Trip Purpose
	Commuting/School
Desirable	500 metres
Acceptable	1,000 metres
Preferred Maximum	2,000 metres

3.3 As can be seen above, the preferred maximum walking distance for 'commuting / school' is 2,000 metres. A walking catchment illustrating the destinations accessible within 2,000 metres has been prepared using the TRACC accessibility software, which is attached at Appendix TP2.

3.4 The TRACC accessibility plan shows that there are many residential areas within the preferred maximum distance for schools of 2,000 metres, including the entirety of Whitby town centre and surrounding areas including Stakesby and West Cliff.

3.5 Pedestrian access to the proposed development site will be taken from the north-west, where level access will be provided to the War Memorial square. This is on the main pedestrian desire line to and from the centre of Whitby and key local transport hubs such as Whitby Railway Station and Whitby Bus Station. This pedestrian access minimises the walking distances to these facilities. Further

information regarding the rail and bus transport hubs is provided later in this section.

3.6 Within the vicinity of the site, the pedestrian infrastructure is excellent. Footways border Langborne Road along its length. Tactile paving and dropped crossings are provided across all junctions to both sides of Langborne Road. A signalised crossing is provided across Langborne Road adjacent to the Whitby railway station car park.

3.7 At the Station Square/New Quay Road/Langborne Road roundabout, pedestrian refuge islands are provided across both the Langborne Road and New Quay Road arms.

Cycle Accessibility

3.8 With regard to cycling, the Department for Transport 'Cycling and Walking Investment Strategy' (April 2017) notes that two out of three personal trips are within 5 miles (8000 metres) distance, which is an achievable distance to cycle for most people. The IHT's 'Planning for Cycling' (October 2014) notes that 80% of cycling trips are less than five miles and 40% are less than two miles.

3.9 A 5 and 8 kilometre cycling catchment has been prepared using the TRACC accessibility software and is illustrated at Appendix TP3 to demonstrate the locations accessible within a preferred cycle distance. This cycling catchment illustrates that the entirety of Whitby is accessible within a 5 kilometre cycling catchment from the site. Also accessible within an 8 kilometre cycle ride are the villages of Sleights and Stainsacre.

3.10 National Cycle Network Route 1 runs along both Station Square and New Quay Road to the north of the site. Cyclists can access this route by cycling along Langborne Road for 150 metres from the site access. The wider National Cycle Network Route 1 runs from Dover to the north of Scotland and this particular section of National Cycle Network Route 1 runs from Whitby to Scarborough.

3.11 Cycle access to the proposed development will also be taken from the same point as vehicular access, along the western boundary of the site.

3.12 The proposed development will benefit from the introduction of 12 Sheffield stands which will provide parking for up to 24 cycles.

Public Transport Accessibility

Bus Services

- 3.13 With regard to public transport provision at new development, the CIHT publication ‘Buses in Urban Developments’ (January 2018) recommends that sites be designed to enable access to public transport services and to ensure that they are located within reasonable walking distances, as shown in Table 3.2. This guidance also notes that these standard distances should not be applied uniformly without regard to the specific characteristics of the particular location or route.

Table 3.2: CIHT Recommended Maximum Walking Distances to Bus Stops

Situation	Maximum Walking Distance
Core bus corridors with two or more high-frequency services	500 metres
Single high-frequency routes (every 12 minutes or better)	400 metres
Less frequent routes	300 metres
Town/city centres	250 metres

- 3.14 The closest bus stop to the site is located on Langborne Road and is located opposite the car park access. This bus stop provides a layby, shelter and seating and is served by the Whitby Town Tour’s grey and yellow lines.
- 3.15 The next closest bus stops to the site are located at Whitby Bus Station to the south of Station Square. Whitby Bus Station is a 180 metre walk from the centre of the site and can be accessed by walking or cycling along Station Square after exiting the site at the pedestrian access to the north-west of the site.
- 3.16 Table 3.3 provides a summary of the bus services which stop both on Langborne Road and at Whitby bus station.

Table 3.3: Bus Services and Frequencies

Service	Route	Frequency		
		Mon to Fri Daytime (mins)	Sat Daytime (mins)	Evenings & Sun (mins)
Langborne Road				
Yellow Line	Whitby – Whitby	60	60	60 No evening service
Grey Line	Whitby – Whitby	60	60	60 No evening service
Whitby Bus Station				
X4/X4A	Whitby – Middlesbrough	30	30	60
X93	Middlesbrough – Whitby – Scarborough	60	60	60
95	Stainsacre – Whitby – Sleights	60	60	-
96	Whitby – Lealholmside	120 - 180	120 - 180	-
840	Leeds – Whitby	120	120	2 services on a Sunday No evening service

3.17 Table 3.3 demonstrates that the site is readily accessible by a wide range of bus services which serve a number of destinations.

Park and Ride

3.18 Between April and October, the Whitby Park and Ride provides a direct service between the Whitby Park and Ride Car Park located off of A171 and Whitby Bus Station at a frequency of approximately every 15 minutes. As discussed previously, Whitby Bus Station is located an approximate 180 metre walk from the site, and therefore provides a good opportunity for occupants to utilise the Park and Ride facility, helping to further minimise the number of single occupancy vehicular trips to the site during the summer months.

Rail

- 3.19 Whitby railway station is located a 130 metre walk or cycle from the centre of the proposed development site and is therefore very accessible. Whitby railway station provides step-free access to all platforms and cycle parking for 12 cycles.
- 3.20 A number of destinations can be reached from Whitby railway station including Sleights, Danby, Battersby, Marton and Middlesbrough.

Public Transport Catchment

- 3.21 TRACC accessibility plans have been produced to demonstrate how far occupants can travel to and from the site in both the morning and evening peak periods in a 60 minute journey using public transport.
- 3.22 The plans are attached at Appendix BGH4 and demonstrate that in a 60 minute travel time, occupants can reach the outskirts of Middlesbrough to the northwest and Scarborough to the south.

Summary

- 3.23 Given the wide range of sustainable transport infrastructure within the vicinity of the site including the extensive footway provision, National Cycle Route 1 and public transport hubs, it is considered that the site is well located to promote trips by sustainable modes of transport.

4.0 TRAVEL PLAN COORDINATOR

4.1 It is widely recognised that a TPC plays a key role in the success of any TP. The TPC will be responsible for the overall management and implementation of the FTP including establishing the measures contained in this report, travel surveys, future monitoring and the review process.

4.2 The TPC will be in place at least 3 months prior to first occupation, so that travel information in the form of a welcome pack can be prepared and included in promotional literature to prospective occupants. It is acknowledged that the TPC may change from time to time as the site moves from initial marketing through to implementation and then during the early years of occupation. If the TPC changes, NYC will be advised of the relevant changes and contact details within 10 days of the change occurring.

4.3 The TPC will work closely with NYC to ensure a partnership approach is adopted and the FTP accords with the requirements set out by the authority.

Budget

4.4 A dedicated budget will be made available for the TPC to cover the cost of implementing the measures outlined within the FTP. The ongoing cost of providing a TPC will be funded by the site developer throughout the FTP implementation period.

Contact Details of the TPC

4.5 At this stage Bryan G Hall will be the primary contact for this FTP, during the interim period prior to the formal appointment of the TPC. The contact details for the interim TPC are as follows:

Travel Plan Coordinator
(ref: Maritime Hub, Whitby)
Bryan G Hall
Suite E15, Josephs Well, Hanover Walk
Leeds LS3 1AB
Email: [REDACTED]
Telephone: 0113 246 1555

5.0 TARGETS AND MONITORING

- 5.1 The primary objective of this FTP is to achieve a reduction in dependence on private car journeys (particularly single occupancy journeys) to the site. In order to determine the impact of the FTP, challenging but realistic targets must be established. These targets will be set and monitored using travel surveys.

Surveys and Targets

- 5.2 The baseline travel surveys will be undertaken within the first six months of occupation. The travel surveys will ask occupants where and when they are going to travel, how they intend to travel and what would encourage them to consider sustainable modes of travel. A suitable target response rate will be agreed with NYC, but an initial response rate of 50% will be sought. An example of the baseline surveys are attached at Appendix TP5.

- 5.3 It is standard practice as part of the preparation of a travel plan to determine an initial target baseline position with regards to travel plan targets using either census data or trip rate data. The nature of the site however does not owe itself to the utilisation of either of these methods. Initial baseline targets will therefore be established at the time of the baseline surveys and subsequently agreed with NYC.

Monitoring

- 5.4 Baseline monitoring will be undertaken within 6 months of occupation of the development. Annual monitoring will then be undertaken for a period of at least 5 years. The TP Annual Monitoring Report will then be submitted to NYC for approval within 3 months of monitoring surveys being undertaken.

- 5.5 As part of monitoring and review, a review of occupation to date and a site visit will be undertaken to coincide with the annual travel surveys. The TPC will review onsite parking, the condition of footways and cycleways and identify any areas for concern within the development. Any notable findings will be highlighted within the monitoring report and discussed with the developer.

Other Targets

- 5.6 Whilst the primary objective of this FTP will be to achieve a reduction in dependence on private cars, and particularly single occupancy journeys, a less direct objective will be to increase the awareness of occupants of the advantages and the potential for more environmentally friendly modes of travel.

- 5.7 In addition to the modal split targets outlined previously, the objectives of this FTP will be actively pursued as the FTP is implemented to:
- Minimise the number of single occupant car trips to and from the site;
Target – that occupants utilise the existing and future facilities within the local area.
Measure – through travel surveys
 - Increase awareness of the advantages and potential for travel by environmentally friendly modes of transport;
Target - to ensure that awareness of the health, financial and environmental benefits of sustainable modes of travel increase each year.
Measure – through travel newsletters and guides
 - Encourage occupants to adopt sustainable modes of travel for most of their journeys to and from the site;
Target – that occupants are choosing sustainable modes of travel where reasonably practicable for their journeys to and from the site.
Measure – through the implementation of the TPC action plan
- 5.8 The FTP will strive to achieve these objectives through the measures described in Section 5.0. The objectives and targets will be refined following the initial travel surveys and adjusted accordingly. The targets will be agreed in consultation with NYC following the first survey.
- 5.9 In the event that the objectives and targets are not met at the end of the minimum 5-year period, it may be necessary for monitoring to continue to work towards achieving the targets for the proposed development over an additional period of time, with additional measures to be agreed with NYC at the appropriate time.

6.0 TRAVEL PLAN MEASURES AND ACTION PLAN

- 6.1 It is an important principle that the implementation of the FTP can establish a pattern of travel behaviour, favouring sustainable modes of travel from the inception of the development.
- 6.2 The following measures have been selected to make existing sustainable modes of travel to the site more attractive. By introducing a variety of measures, occupants can pick and choose the most appropriate. It is unlikely that a single measure will ever address all transport needs. Therefore, having a range of measures enables users to choose the most appropriate to them, thus providing flexibility to choose different measures at different times.
- 6.3 The FTP is not a static document. It will be developed further once approved and baseline travel surveys have been collected. The measures outlined below are not exhaustive and as the FTP evolves, they will include emerging best practice and measures. It will also respond to local changes, as and when appropriate. It will be subject to change in light of progression and completion of the development and will remain responsive to change in line with the findings from future travel surveys.

Measures to encourage sustainable modes of travel through site design

The development has been designed in accordance with relevant design guidance and standards, ensuring that the development promotes and encourages walking and cycling, use of public transport and to reduce the dependence on the private car. Existing pedestrian access to the north-west of the site will be maintained, to provide a route along the existing pedestrian desire line to and from war memorial square.

Measure 2 Site Specific Travel Guide

A site specific travel guide will be prepared by the TPC and provided to all occupants upon the opening of the hub and as part of the induction process going forward.

This information will allow occupants to understand the travel options available to them whilst attending the site.

The site specific travel guide will include reference to the following (this information will be kept up to date by the TPC):

Journey Planning

<https://www.northyorks.gov.uk/roads-parking-and-travel/public-transport>

Walking Information

<https://www.northyorks.gov.uk/roads-parking-and-travel/public-rights-way/rights-way-map>

Cycle Information

www.sustrans.org

<https://www.bikemap.net/en/l/2634135/>

Public Transport

<http://www.traveline.info/>

<https://www.northyorks.gov.uk/roads-parking-and-travel/public-transport/yorbus-connecting-north-yorkshire>

National train travel and real time information:

www.nationalrail.co.uk

<https://www.northyorks.gov.uk/roads-parking-and-travel/park-and-ride/whitby-park-and-ride>

<https://www.northyorks.gov.uk/roads-parking-and-travel/major-transport-schemes-and-plans/local-cycling-and-walking-infrastructure-plans-lcwips>

Car Share

<https://liftshare.com/uk/search/from/whitby>

Measure 3

Sustainable Travel Meeting

The TPC will organise a travel meeting for occupants, at least once a year as a minimum.

This will provide a forum where occupants can talk about travel to the site and any improvements, they see necessary with the TPC.

Measure 4 Site Specific Travel Board

A sustainable travel board will be prepared by the TPC and agreed with NYC to be displayed in a location with high footfall, somewhere which is clearly visible to occupants.

The travel board will contain travel information, details of local initiatives, infrastructure and contact details for the TPC.

A map will be prepared and include a summary of the location of appropriate local walking and cycling routes, local bus stops and their routes and services.

The travel board will also highlight the health benefits of walking and cycling and the location and associated details and benefits of using local car clubs and car sharing.

All occupants will be made aware of the sustainable travel boards, being shown where the boards are located as part of the induction process.

The information displayed will be updated on a regular basis to ensure all information is up to date and remains relevant.

Measure 5 Personalised Travel Planning

All occupants will be contacted within one month of occupation to offer personalised travel planning with the TPC, this could be face to face, on the telephone or via email.

It is anticipated that one month post occupation, occupants will have had time to deal with any issues associated with travelling to site and may be in a position to consider their travel options and travel initiatives in more detail.

The process of personalised travel planning can help guide people through their potential travel options and alleviate some of the pressure regarding journey planning, for example identifying where the closest bus services travel to and local walking and cycling options.

Measure 6
Periodic Travel Newsletter

A means of updating occupants of national and local events, changes to infrastructure or local services.

The travel newsletter will be produced and distributed at a minimum of twice per year, this could increase if required in order to report any travel related items of interest.

Measure 7
Bicycle User Group (BUG)

To support keen cyclists and those considering cycling the TPC would suggest a Bicycle User Group (BUG) as a forum for cyclists to share tips and tricks and cycling good practice.

This could be set up as soon as reasonably practicable, dependent upon interest and demand.

Measure 8
Provision of Cyclist Facilities

A cycle repair kit will be provided in a suitable location for access by occupants conveniently located for cyclists to use and replenished when required.

By providing an on-site cycle repair kit and pump this can be helpful for cyclists if they encounter difficulties on their journey.

In addition to the communal repair kits, lockers and drying facilities will be provided for all to use at the site.

Measure 9
Communication Strategy

The Travel Plan Co-ordinator, along with the site senior management, will set up social media accounts for the site to promote sustainable travel options, and the survey, the incentives available, and the leaflets and newsletters.

Measure 10
Promotion of National and Local Events

The TPC will promote national and local travel events for all modes of transport. National events such as Walk to School week, Bike Week and Love Parks Week. These events will be promoted through the periodic travel newsletter.

Measure 11
Cycle Toolbox

A cycle toolbox with a pump will be provided within the marketing/sales suite to assist occupants in undertaking repairs to their bicycle on-site.

Measure 12
Measures to encourage car sharing

North Yorkshire Car Share is a dedicated car share scheme which is free to use for people living and working in North Yorkshire, providing a tool for finding a suitable car share match. North Yorkshire Car Share will be promoted through the site-specific travel guide. Consideration will be given to setting up a site-specific car share scheme, whereby occupants of the development can share journeys with each other, with journey matches facilitated by the TPC.

Occupants will also be made aware of the North Yorkshire Car Share website:

<https://liftshare.com/uk/community/golocal>

Measure 13
Cycle Events

Local cycle shops will be contacted to investigate the potential for cycle training to be held on site for occupants

Bike mechanics such as Dr Bike would also be engaged with and would attend site to carry out basic repairs on bikes or advise on further work required. Discounts may be offered for occupants at local cycle shops for repairs.

These events help to remove the barrier of cycling by educating people and increasing confidence on the road, as well as increasing knowledge of repairs and providing discounts on parts. Details of these events will be promoted to occupants via the travel guide and newsletters.

7.0 ACTION PLAN

- 7.1 An Action Plan has been prepared to assist in the implementation of this FTP which will be reviewed annually following the travel survey. The Action Plan clearly sets out the tasks involved for the identified measures, the person responsible and a date by which this will be achieved.
- 7.2 It will be the responsibility of the TPC to manage the implementation of this FTP between annual reviews to ensure that the tasks are being carried out in accordance with the FTP. The TPC and FTP will be in place for a minimum of five years. Following each travel survey, the FTP will be reviewed in conjunction with NYC and the annual Action Plan will be updated, agreeing where measures, monitoring and initiatives can be amended, added and removed as necessary.
- 7.3 The initial Action Plan is set out in Table 7.1. Following the analysis of the first travel surveys, the FTP and Action Plan will be reviewed and refined in response to this data.

Table 7.1: Initial FTP Action Plan

Action	Date	Responsibility	Progress to date
Appoint Travel Plan Co-ordinator	At least 3 months prior to occupation	Developer	
Provide Cycle Parking	Prior to occupation	Developer	
Pedestrian links to be built	During construction, in line with development proposals	Developer	Completed through design being constructed
Prepare site specific travel guide	On first occupation	Travel Plan Co-ordinator in conjunction with NYC	
Promote benefits of sustainable travel as part of curriculum	Once a year minimum	Travel Plan Co-ordinator in association with senior staff	
Prepare site specific travel board	On first occupation	Travel Plan Co-ordinator in conjunction with NYC	
Sustainable Travel Meeting	Once a year minimum	Travel Plan Co-ordinator in association with senior staff	
Undertake personalised travel planning	Within 1 month of occupation	Travel Plan Co-ordinator	
Prepare periodic travel newsletter	Bi-annually	Travel Plan Co-ordinator	
Provide measures to encourage walking (Walking Groups)	During construction and on first occupation to be promoted within site specific travel guide and newsletters	Travel Plan Coordinator	To be completed within six months of occupation
Provide measures to encourage cycling (Cycle User Group and Cycle Vouchers)	During construction and on first occupation to be promoted within site specific travel guide and newsletters	Travel Plan Coordinator	To be completed within six months of occupation
Provide measures to encourage car sharing	Within 1 month of occupation Promoted through site specific travel guide and individual travel plans	Travel Plan Coordinator	
Cycle to work scheme	Within 1 month of occupation	Travel Plan Coordinator	
Offer reduced/free public transport tickets	Annually	Travel Plan Coordinator	

Undertake travel surveys	Within three months of first occupation) and every year thereafter for a period of five years	Travel Plan Co-ordinator	
Review Travel Plan/Action Plan	Annually	Travel Plan Co-ordinator in conjunction with NYC	

APPENDIX TP 1

SITE FURNITURE EXAMPLES



Door Barriers



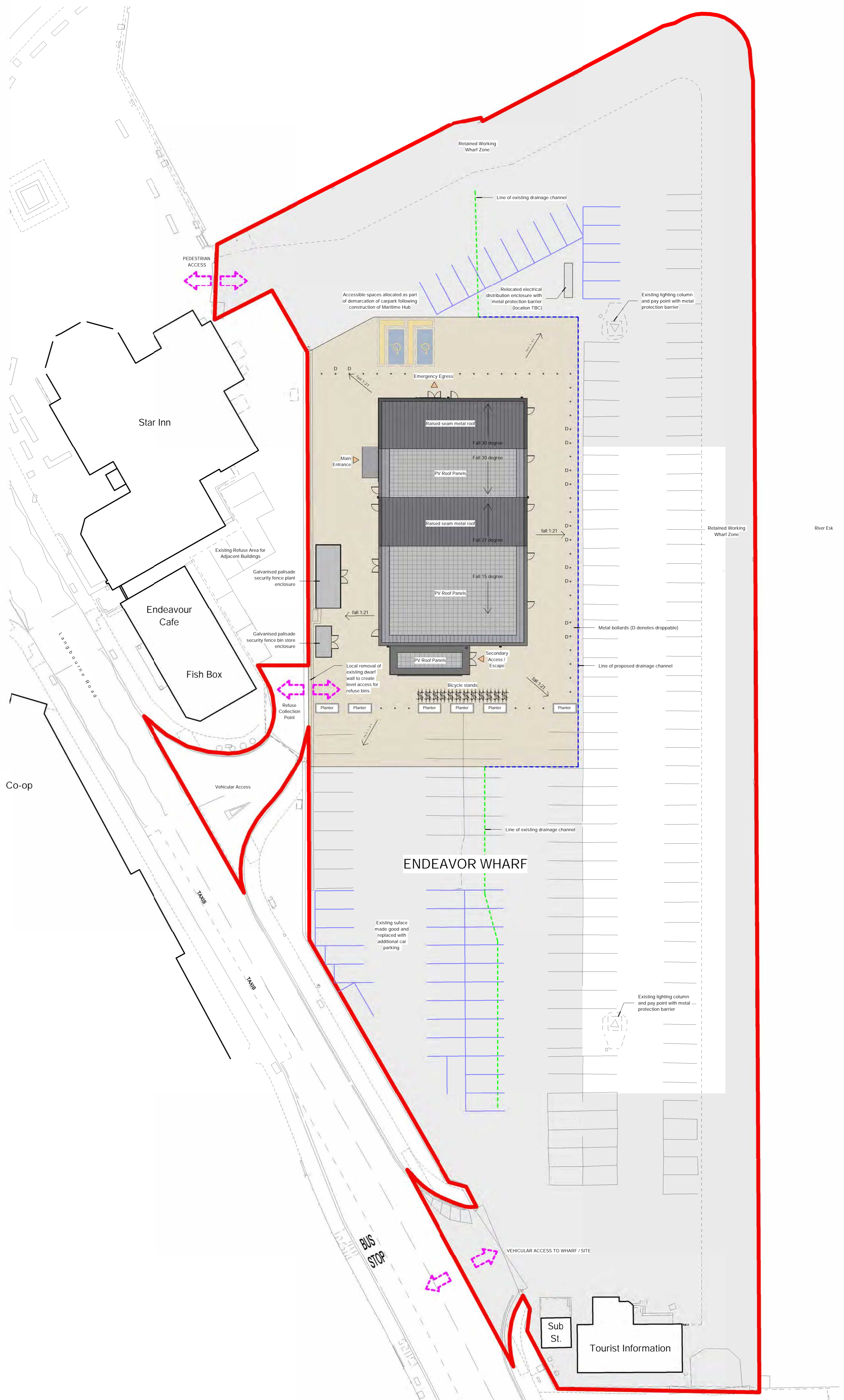
Planters



Cycle Stands



Bollards



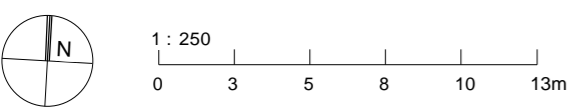
Planning Landscape Key

- New tarmacadam surface. Falling at 1:21 from building
- Existing surface & levels maintained
- Application Boundary
- Proposed new car parking spaces
- Proposed drainage channel
- Existing drainage channel

CORROSION CLASSIFICATION NOTES

1. All materials & fixings are to comply with C4 corrosion classification based on ISO 12944-2.
2. All materials & fixings below level 01 should be specified to resist long term contact with sea water - refer to the Flood Risk Assessment for further details.

PROPOSED SITE PLAN_Scale 1:250



Notes.
TOPOGRAPHICAL SURVEY BASED ON MET SURVEYS DRAWING
P22-01573-MET-EXT-XX-TOP-M2-G-1-2D Topographical Survey

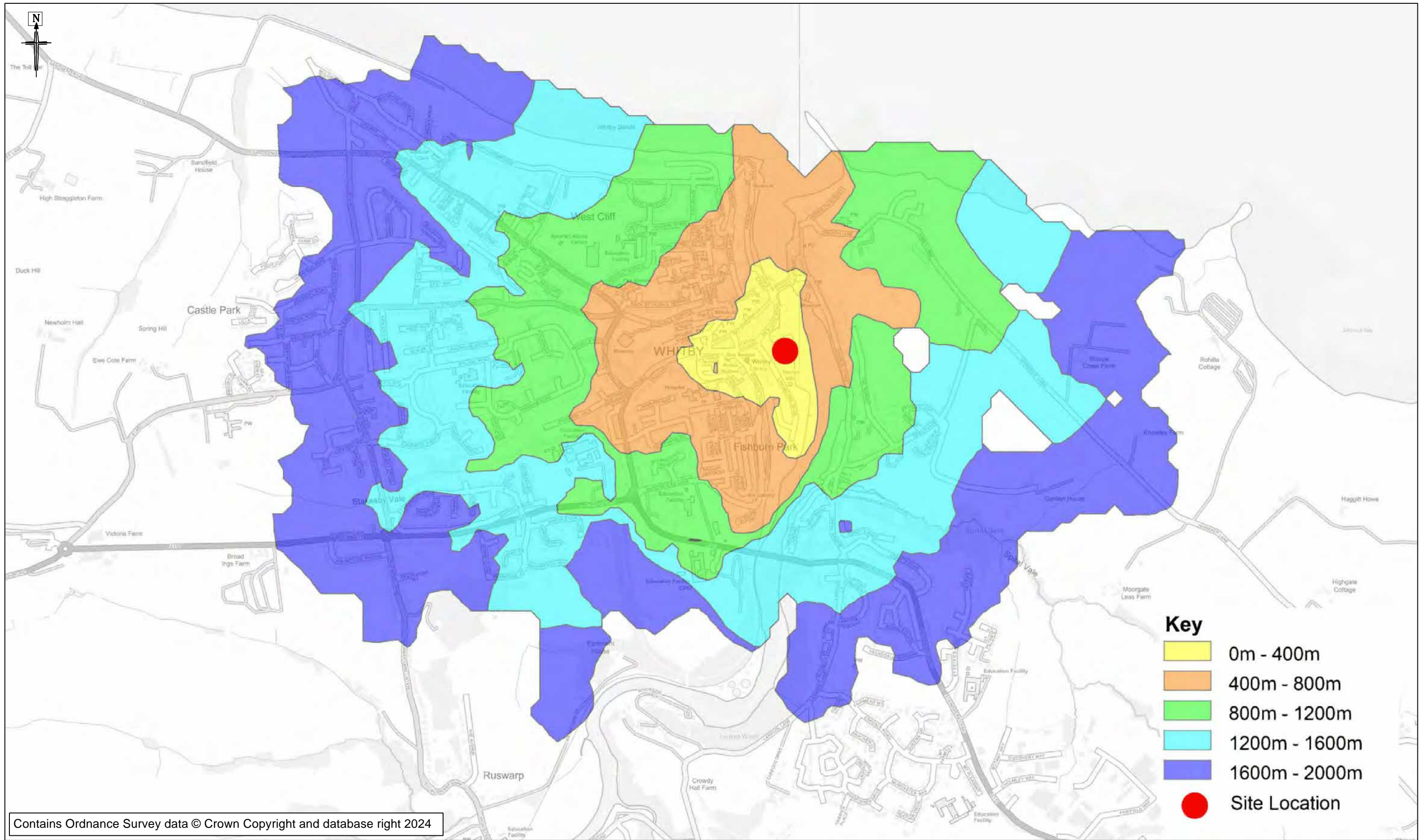
P03	Bin store updated	MP	2024.03.07	RG
P02	Entrance projection reduced & pallsade to plant	MP	2024.03.06	RG
P01	First Issue: Issued for Planning	MP	2024.02.23	RG
Rev.	Des.	By	Date	Ch.

Suitability	S2
Client:	Enjoy Design Ltd The Old Brewery High Court Leeds LS2 7ES Tel: 0113 242 3622
Author:	@EnjoyDesignLtd
Designer:	@enjoy_design
Drawn:	enjoy design ltd

Client:	WILLMOTT DIXON CONSTRUCTION	Job No:	22,101
Project:	WHITBY MARITIME HUB		
Title:	PROPOSED SITE PLAN		
Date:	02/16/23	Scale:	As indicated @ A1
Drawn:	RG	Check:	RG
Drawing No:	WHIT ENJ - Z0 - ZZ - DR - A - 99304	Rev:	P03



APPENDIX TP 2



Contains Ordnance Survey data © Crown Copyright and database right 2024



BRYAN G HALL
 CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS
 Copyright Reserved Bryan G Hall Ltd.

LEEDS T 0113 246 1555 LONDON T 0203 5532336

Suite E15 | Josephs Well
 Hanover Walk | LEEDS | LS3 1AB
 E transportleeds@bryanghall.co.uk

www.bryanghall.co.uk
twitter.com/Bryanghall1
[Bryan G Hall](https://www.linkedin.com/company/bryanghall)

CHAS
 Accredited Contractor
 CHAS.uk

smas
 WORKSAFE

Bryan G Hall Ltd. Registered In England & Wales Co No. 4104802

This drawing is copyright and shall not be reproduced nor used for any other purpose without the written permission of the Bryan G Hall Ltd. This drawing must be read in conjunction with all other related drawings and documentation.

Bryan G Hall Limited shall not be liable for the use of this or any associated document, for any purpose, by any person other than that for which they were provided.

Do not scale from this drawing, use figured dimensions only. It is the contractors responsibility to check and verify all dimensions on site. Any discrepancies to be reported immediately. IF IN DOUBT ASK.

Bryan G Hall Limited has not checked or verified, and shall therefore not be liable for any inaccuracies which may be attributable to any base plan(s) reports, data or information provided by the client, or purchased by the consultant on the client's behalf, that may have been utilised within this drawing.

TWITTER, TWEET, RETWEET and the Twitter logo are trademarks of Twitter, Inc. or its affiliates. LinkedIn, the LinkedIn logo, the IN logo and InMail are registered trademarks or trademarks of LinkedIn Corporation and its affiliates in the United States and/or other countries.

Title: TRACC 2KM WALKING CATCHMENT PLAN

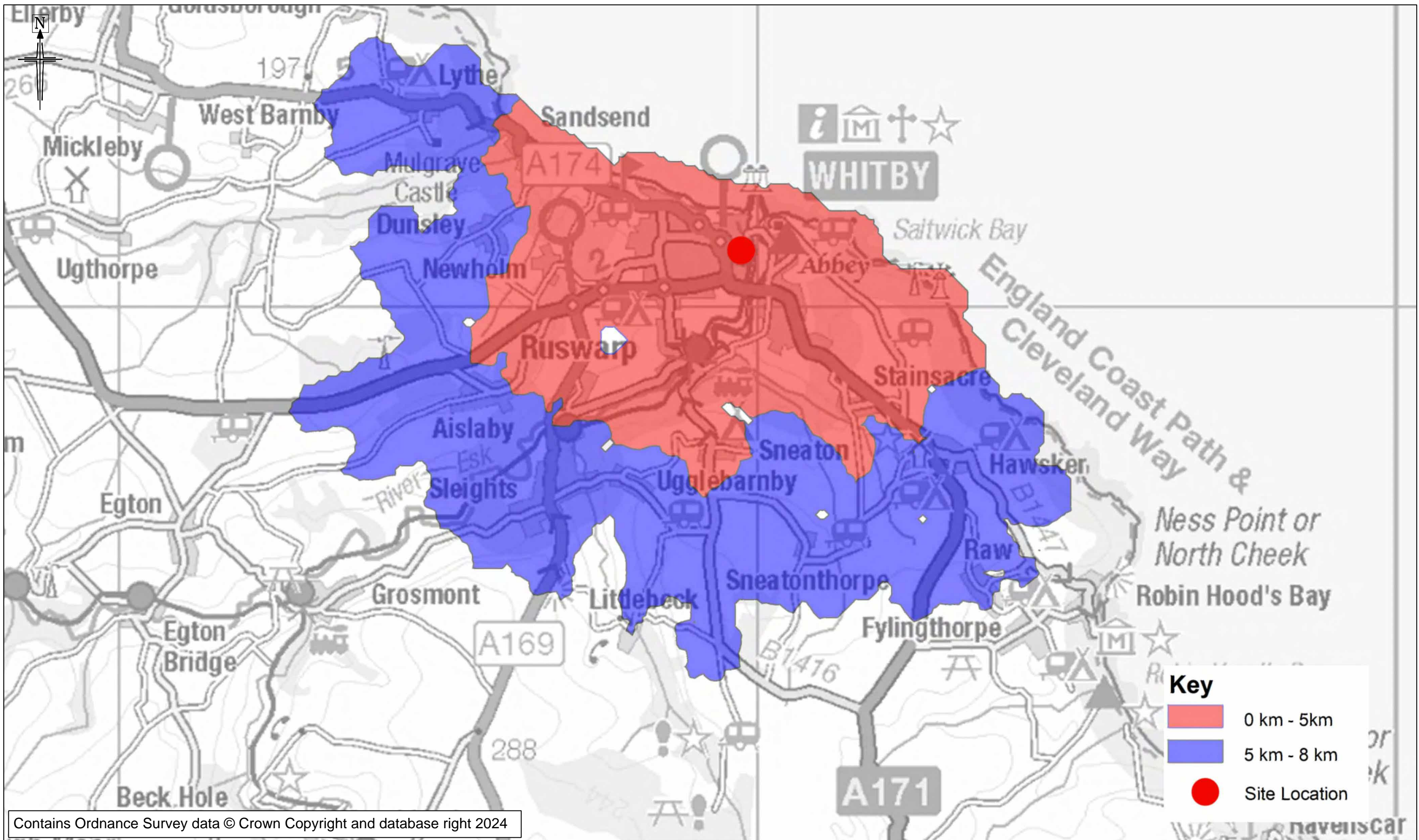
Status: FOR PLANNING

Scale: N.T.S.
 Size: A3 - 420 x 297

Drawn: PP Chkd: DM Appvd: GWB

Rev:	Date:	Amendment:	DRN	CHK	APR
Client:			NORTH YORKSHIRE COUNCIL		
Project:			WHITBY MARITIME HUB		
Drawing No:	22/452/ACC/001		Revision:	-	
Job No:	22-452		Date:	09/01/2024	

APPENDIX TP 3



Contains Ordnance Survey data © Crown Copyright and database right 2024

BRYAN G HALL

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Copyright Reserved Bryan G Hall Ltd.

LEEDS T 0113 246 1555 LONDON T 0203 5532336

Suite E15 | Josephs Well
Hanover Walk | LEEDS | LS3 1AB

W www.bryanghall.co.uk
 T twitter.com/Bryanghall1
 E transportleeds@bryanghall.co.uk
 I [Bryan G Hall](https://www.linkedin.com/company/bryanghall)



Bryan G Hall Ltd. Registered in England & Wales Co No. 4104802

This drawing is copyright and shall not be reproduced nor used for any other purpose without the written permission of the Bryan G Hall Ltd. This drawing must be read in conjunction with all other related drawings and documentation.

Bryan G Hall Limited shall not be liable for the use of this or any associated document, for any purpose, by any person other than that for which they were provided.

Do not scale from this drawing, use figured dimensions only. It is the contractors responsibility to check and verify all dimensions on site. Any discrepancies to be reported immediately. IF IN DOUBT ASK.

Bryan G Hall Limited has not checked or verified, and shall therefore not be liable for any inaccuracies which may be attributable to any base plan(s) reports, data or information provided by the client, or purchased by the consultant on the client's behalf, that may have been utilised within this drawing.

TWITTER, TWEET, RETWEET and the Twitter logo are trademarks of Twitter, Inc. or its affiliates. LinkedIn, the LinkedIn logo, the IN logo and InMail are registered trademarks or trademarks of LinkedIn Corporation and its affiliates in the United States and/or other countries.

Title: TRACC 8KM CYCLING CATCHMENT PLAN

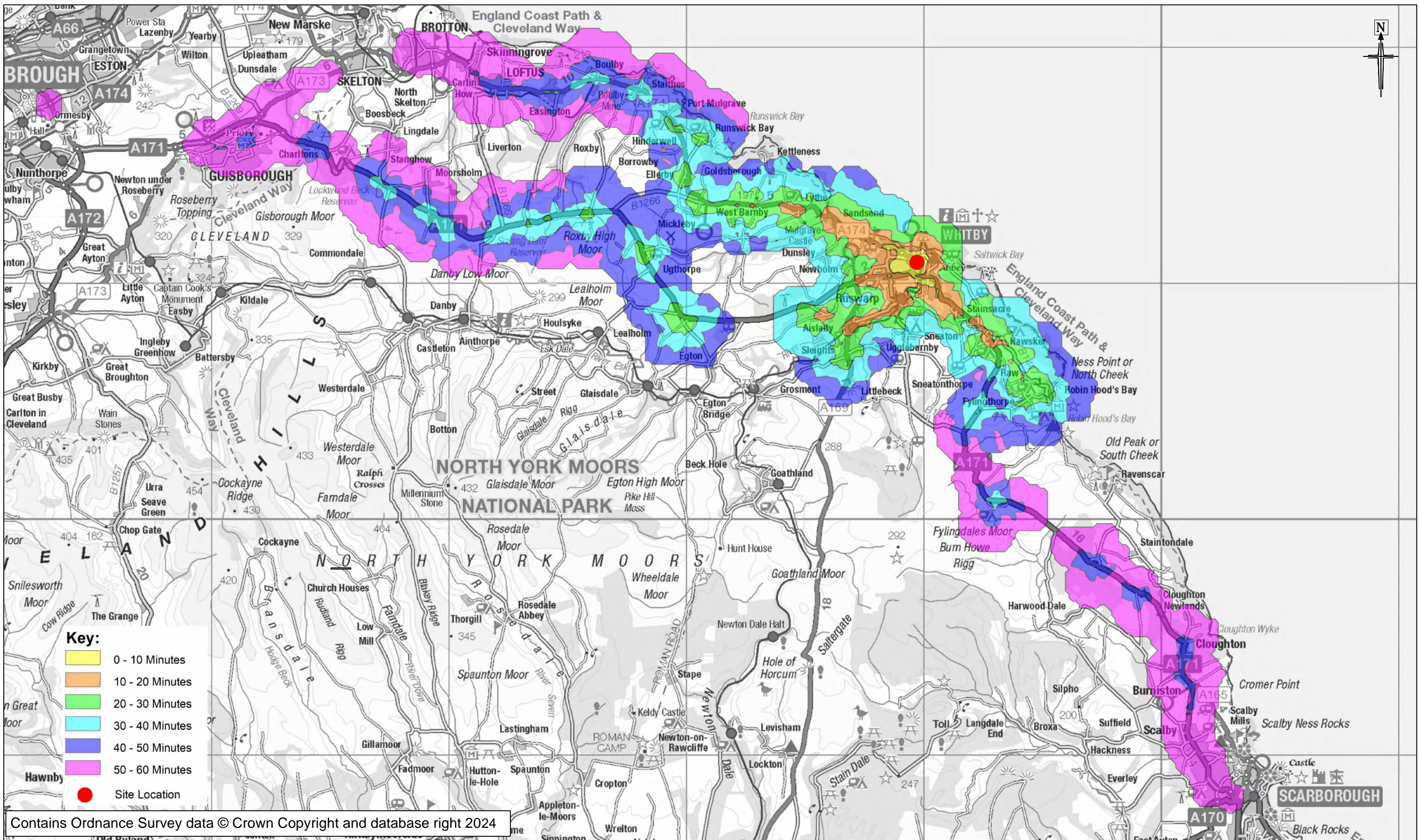
Status: FOR PLANNING

Scale: N.T.S.
Size: A3 - 420 x 297

Drawn: PP Chkd: DM Appvd: GWB

Rev:	Date:	Amendment:	DRN	CHK	APR
Client:			NORTH YORKSHIRE COUNCIL		
Project:			WHITBY MARITIME HUB		
Drawing No:	22/452/ACC/002		Revision:	-	
Job No:	22-452		Date:	09/01/2024	

APPENDIX TP 4



Contains Ordnance Survey data © Crown Copyright and database right 2024

BRYAN G HALL

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

LEEDS T 0113 246 1555 LONDON T 0203 5532336

Suite E15 | Josephs Well
Hanover Walk | LEEDS | LS3 1AB

www.bryanghall.co.uk
twitter.com/Bryanghall1
Bryan G Hall



Bryan G Hall Ltd. Registered in England & Wales Co No. 4104802

This drawing is copyright and shall not be reproduced nor used for any other purpose without the written permission of the Bryan G Hall Ltd. This drawing must be read in conjunction with all other related drawings and documentation.

Bryan G Hall Limited shall not be liable for the use of this or any associated document, for any purpose, by any person other than that for which they were provided.

Do not scale from this drawing, use figured dimensions only. It is the contractor's responsibility to check and verify all dimensions on site. Any discrepancies to be reported immediately. IF IN DOUBT ASK.

Bryan G Hall Limited has not checked or verified, and shall therefore not be liable for any inaccuracies which may be attributable to any base plan(s) reports, data or information provided by the client, or purchased by the consultant on the client's behalf, that may have been utilised within this drawing.

TWITTER, TWEET, RETWEET and the Twitter logo are trademarks of Twitter, Inc. or its affiliates. LinkedIn, the LinkedIn logo, the IN logo and InMail are registered trademarks or trademarks of LinkedIn Corporation and its affiliates in the United States and/or other countries.

Title: TRACC 60 MINUTE PUBLIC TRANSPORT CATCHMENT AM PEAK

Status: FOR PLANNING

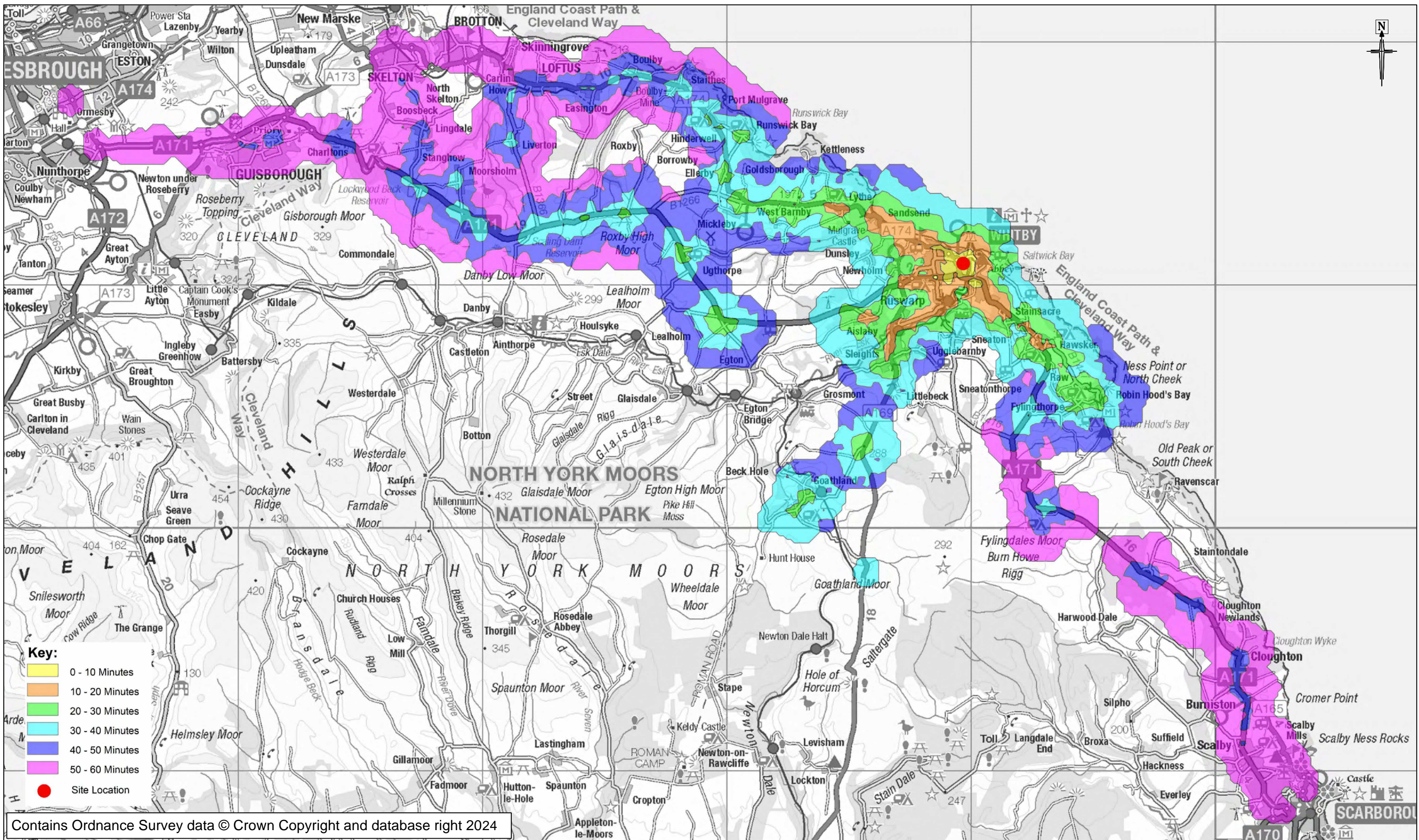
Scale: N.T.S.
Size: A3 - 420 x 297
Drawn: PP
Chkd: DM
Appvd: GWB

A	08.03.24	UPDATED TRACC PLANS	PP	DM	GB
Rev:	Date:	Amendment:	DRN	CHK	APR

Client: NORTH YORKSHIRE COUNCIL

Project: WHITBY MARITIME HUB

Drawing No: 22/452/ACC/003
Revision: A
Job No: 22-452
Date: 09/01/2024



Contains Ordnance Survey data © Crown Copyright and database right 2024

BRYAN G HALL

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Copyright Reserved Bryan G Hall Ltd.

LEEDS T 0113 246 1555 LONDON T 0203 5532336

Suite E15 | Josephs Well
Hanover Walk | LEEDS | LS3 1AB

www.bryanhall.co.uk
twitter.com/Bryanhall1
Bryan G Hall



Bryan G Hall Ltd. Registered in England & Wales Co No. 4104802

This drawing is copyright and shall not be reproduced nor used for any other purpose without the written permission of the Bryan G Hall Ltd. This drawing must be read in conjunction with all other related drawings and documentation.

Bryan G Hall Limited shall not be liable for the use of this or any associated document, for any purpose, by any person other than that for which they were provided.

Do not scale from this drawing, use figured dimensions only. It is the contractor's responsibility to check and verify all dimensions on site. Any discrepancies to be reported immediately. IF IN DOUBT ASK.

Bryan G Hall Limited has not checked or verified, and shall therefore not be liable for any inaccuracies which may be attributable to any base plan(s) reports, data or information provided by the client, or purchased by the consultant on the client's behalf, that may have been utilised within this drawing.

TWITTER, TWEET, RETWEET and the Twitter logo are trademarks of Twitter, Inc. or its affiliates. LinkedIn, the LinkedIn logo, the IN logo and InMail are registered trademarks or trademarks of LinkedIn Corporation and its affiliates in the United States and/or other countries.

Title: TRACC 60 MINUTE PUBLIC TRANSPORT CATCHMENT PM PEAK

Status: FOR INFORMATION

Scale: N.T.S.
Size: A3 - 420 x 297

Drawn: PP Chkd: DM Appvd: GWB

A	08.03.24	UPDATED TRACC PLANS	PP	DM	GB
Rev:	Date:	Amendment:	DRN	CHK	APR
Client:		NORTH YORKSHIRE COUNCIL			
Project:		WHITBY MARITIME HUB			
Drawing No:	22/452/ACC/004	Revision:	A		
Job No:	22-452	Date:	09/01/2024		

APPENDIX TP 5

Example Maritime Hub Travel Survey

1. Please select your current mode of travel to site

- Park and Ride
- Bus
- Bicycle
- Car (as driver)
- Car (sharing)
- Electric car (as driver)
- Electric car (sharing)
- Car (picked up/dropped off)
- On Foot
- Motorbike
- Taxi
- Other (please specify)

Example Maritime Hub Travel Survey

2. Distance travelled to site

- Less than 1 mile
- 1 - 5
- 6 - 10
- Other (please specify)
- 11 - 20
- More than 20

3. Based on the following factors, do you feel satisfied with your commute?

	Yes	No
Time-Wise	<input type="radio"/>	<input type="radio"/>
Environmentally	<input type="radio"/>	<input type="radio"/>
Cost	<input type="radio"/>	<input type="radio"/>
Convenience	<input type="radio"/>	<input type="radio"/>

4. Which could you use to travel to site?

- Bus
- Walking
- Bicycle
- Car share

Example Maritime Hub Travel Survey

5. How could you be encouraged to walk more? Tick all that apply.

- | | |
|--|---|
| <input type="checkbox"/> Personal Safety Information | <input type="checkbox"/> If I had more time |
| <input type="checkbox"/> Discounted Outdoor Clothing | <input type="checkbox"/> If I had a shorter commute |
| <input type="checkbox"/> Information on Walking Routes | <input type="checkbox"/> If car wasn't available |
| <input type="checkbox"/> Someone to walk with | <input type="checkbox"/> Nothing |
| <input type="checkbox"/> Other (please specify) | |

6. How could you be encouraged to cycle more? Tick all that apply.

- | |
|---|
| <input type="checkbox"/> Bicycle Training |
| <input type="checkbox"/> Discounted Bicycle Purchases |
| <input type="checkbox"/> Bicycle Maintenance Training |
| <input type="checkbox"/> Cycle Route Information |
| <input type="checkbox"/> Someone to Cycle With |
| <input type="checkbox"/> If a car wasn't available |
| <input type="checkbox"/> Nothing |
| <input type="checkbox"/> Other (please specify) |

7. What would encourage you to travel by public transport more? Tick all that apply

- | | |
|--|--|
| <input type="checkbox"/> Discounted travel | <input type="checkbox"/> If a car wasn't available |
| <input type="checkbox"/> Improved bus stop facilities | <input type="checkbox"/> Nothing |
| <input type="checkbox"/> More timetable and travel information | |
| <input type="checkbox"/> Other (please specify) | |

8. In the future, we will look to host a formal occupants meeting. The meeting would invite the developer and also third parties such as bus companies. Is there something you would be interested in

- Yes
- Maybe
- No

9. Do you have any ~~few~~ comments regarding your travel options to and ~~from~~ home?

Bryan G Hall Limited

Registered in England & Wales
Co No: 4104802
VAT No: 399 4601 07

Website: www.bryanghall.co.uk
Email: transportleeds@bryanghall.co.uk

Registered Office

Suite E15, Joseph's Well
Hanover Walk
Leeds, LS3 1AB

☎ Leeds: 0113 246 1555
☎ London: 0203 553 2336

