

Whitby Maritime Hub

Transport Statement

March 2024

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WHITBY MARITIME HUB

WILLMOTT DIXON

TRANSPORT STATEMENT

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1.0 INTRODUCTION

- 1.1 This Transport Statement (TS) 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 within the existing Endeavour Wharf Long Stay Car Park, 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 seek to construct a new Maritime Hub within the car park and the building will consist of three storeys. A site layout plan is attached at Appendix BGH1.
- 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 continue to 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 continue to be taken from the north-western corner of the site via a dedicated pedestrian access.
- 1.7 This TS should be read alongside the Framework Travel Plan (FTP) which has been produced, also by BGH, that accompanies the planning application.
- 1.8 This TS considers the accessibility and sustainability of the development proposals having regard to the objectives of the National Planning Policy Framework to promote sustainable transport. It also considers the trip generation of the proposed development and demonstrates how the reduction in car parking spaces can be accommodated.

Report Structure

- 1.9 Following this introduction, the TS is set out in the following sections:
- Section 2 reviews the national and local policy relevant to the development proposals;
 - Section 3 describes the site and the existing highway network;
 - Section 4 describes the access to the site by sustainable modes including walking, cycling and public transport;
 - Section 5 describes the proposed development and considers the car parking for the development;
 - Section 6 estimates the volume of traffic likely to be generated by the scheme;
 - Section 7 reviews the impact of the proposed development on the local highway network and car parking; and
 - Section 8 provides a summary of the report and sets out the conclusions which have been reached.

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 TS or Transport Assessment so that the likely impacts of the proposal can be assessed. The application includes this TS in line with this requirement. This 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 this 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 NYC 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 TS and the accompanying TP 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 THE SITE AND THE LOCAL HIGHWAY NETWORK

The Site

- 3.1 The site presently operates as a car park and the Harbour Master offices. There are 234 car parking spaces within the existing car park. 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.
- 3.2 The existing Harbour Master's store is located in the south-west corner of the site. This consists of a number of shipping containers and harbour equipment. The Whitby Tourist Information Centre is located to the south of the site. The remainder of the site is occupied by car parking. Occasionally, boats and fishing equipment are stored along the eastern boundary of the site, adjacent to the River Esk.
- 3.3 Immediately to the north of the site, there is another parking area which provides parking for permit holders. It was noted on the site visit that a number of parking spaces were occupied by fishing equipment. The Whitby Endeavour also moors to the north of this parking area. The 'permit holder only' area of parking is not sectioned off and it is possible to travel between the Endeavour Long Stay car park and this area of parking.
- 3.4 Access to the existing Endeavour Wharf Long Stay car park is taken from the access with Langborne Road in its south-western corner. The access is 13 metres wide and forms a simple priority T-junction with Langborne Road. Dropped kerbs and tactile paving is provided on both sides of the access. There is a further access to the 'permit holder only' area of parking approximately 70 metre north of the main car park access this too has dropped kerbs and tactile paving is provided on both sides of the access. There are road markings that state "Access Only" together with associated signage.

The Local Highway Network

- 3.5 Langborne Road forms part of the site's western boundary and lies on a north-west to south-east alignment in the vicinity of the site. Langborne Road is subject to a 30mph speed limit and is lit. The carriageway measures 7.2 metres in width and is bordered by footways of 2.0 metres in width to both sides. Immediately opposite the car park access is a bus stop layby on the west side of Langborne Road which is 95 metres in length. Immediately to the north of the bus stop layby is a 33 metre long on carriageway taxi rank. With the exception of the bus stop layby and taxi rank, double yellow lines border Langborne Road to both sides and prohibit waiting at any time.

- 3.6 As mentioned above, some 70 metres to the north of the car park access, Langborne Road forms the major arm of the access to the permit parking area located to the north of the site and to parking for the commercial units located to the west of the site.
- 3.7 A further 30 metres to the north, there is a signalised crossing on Langborne Road. Immediately to the north of the signalised crossing is an access to Whitby railway station car park on the west side of Langborne Road. Langborne Road continues to the north-west for a further 40 metres until it meets Station Square and New Quay Road at a roundabout junction.
- 3.8 The Langborne Road and Station Square arms of the roundabout provide two lanes for entry and one lane for exit. The New Quay Road arm provides one lane for entry and exit. The roundabout includes a small raised central island. Footways border all sides of the roundabout and there are pedestrian refuge islands with dropped kerbs and tactile paving provided on both the Langborne Road and New Quay Road arms.
- 3.9 To the south of the site car park access Langborne Road continues for some 150 metres before it forms a roundabout junction with two other car park accesses. The roundabout provides a small raised central island. Both car park accesses provide one lane for entry and exit whilst Langborne Road provides two lanes for entry and one lane for exit.

Personal Injury Collision Data

- 3.10 The record of personal injury collisions (PIC) has been obtained from North Yorkshire Council. These cover for the most recent five-year period from 1st January 2018 to 30th November 2023 for collisions which have occurred in the vicinity of the site. The PIC data obtained from NYC is attached at Appendix BGH2.
- 3.11 One collision (ref: 2301153) is shown on the plot to the north of the Langborne Road/New Quay Road/Station Square roundabout junction. Based on the collision details, this collision is plotted incorrectly and did not occur within the study area. This collision has therefore been removed from the dataset.
- 3.12 Across the study area, a total of six collisions have occurred, all of which were classified as slight in severity.
- 3.13 The first collision occurred in the vicinity of the signalised crossing across Langborne Road some 95 metres to the north-west of the site access. The collision details are not clear about how the collision occurred aside from a northbound travelling vehicle collided with a pedestrian.

- 3.14 The next two PICs occurred a further 45 metres to the north-west of the pelican crossing in the vicinity of the Langborne Road refuge island. The first PIC occurred when a driver dropped off a passenger and the driver set off before the passenger was fully out of the vehicle, causing the pedestrian to fall to the ground. The second collision occurred when a motorcycle was attempting to overtake a car and the vehicle they were overtaking turned into their path.
- 3.15 The next collision occurred on New Quay Road some 55 metres to the east of the Langborne Road/New Quay Road/Station Square roundabout junction. The collision occurred when a north-eastbound travelling car collided with two pedestrians crossing New Quay Road.
- 3.16 The next collision occurred on Station Square in the vicinity of it's junction with Wellington Road some 50 metres to the west of the Langborne Road/New Quay Road/Station Square roundabout junction. The collision occurred when a pedestrian crossing the road was hit by a slow moving HGV.
- 3.17 The final collision occurred within the Marina Car Park, some 130 metres to the south of the site access. The collision occurred when a car jumped forward after being jump started and collided with a pedestrian.
- 3.18 No collisions have occurred along Langborne Road in the vicinity of the site access which demonstrates that Langborne Road is operating safely at present.

Summary

- 3.19 The above analysis confirms that no collisions have occurred on Langborne Road in the vicinity of the site access. No significant trends or clusters have been identified in the collision data within the study area. It is therefore concluded that there are no existing road safety issues that are likely to be exacerbated by development related traffic.

Traffic Surveys

- 3.20 In order to understand the operation of both Langborne Road and the Endeavour Wharf Long Stay Car Park in which the proposed development will be located, traffic surveys were undertaken on the 8th November 2023 between the hours of 7am and 7pm. The raw survey data is attached at Appendix BGH3.
- 3.21 A two-way count was undertaken on Langborne Road in the vicinity of the Endeavour Wharf Long Stay Car Park main access. This was undertaken in order to understand the existing usage of Langborne Road. Table 3.1 details the total number of vehicular trips in both the northbound and southbound directions.

Table 3.1 – Langborne Road Usage

Time (period beginning)	Langborne Road	
	Northbound	Southbound
07:00	14	24
08:00	24	34
09:00	42	77
10:00	61	97
11:00	79	108
12:00	72	98
13:00	89	87
14:00	79	73
15:00	122	54
16:00	78	47
17:00	55	31
18:00	30	23

- 3.22 It can be seen from Table 3.1 that Langborne Road is lightly trafficked with a maximum of 187 two-way trips being observed between the hours of 11am and 12pm.
- 3.23 A car park accumulation survey was undertaken of the Endeavour Wharf Long Stay Car Park. The survey company counted vehicles entering and exiting the car park from both the main car park and the access to the permit parking area as it is possible to travel between the two areas, at the locations shown on the plan at Appendix BGH3. The car parking accumulation was carried out in 15 minute intervals and Table 3.2 details the highest accumulation in each hourly period.
- 3.24 A count of the cars parked was undertaken at the start and end of the survey periods to establish occupancy before and after the surveys. The count was then used to establish the car park accumulation across the survey period. A manual count of spaces was undertaken on the day of the survey by the survey company. This showed that there is a current provision of 234 spaces.

Table 3.2 – Existing Car Park Accumulation

Time	Parking Accumulation – 234 Parking Spaces	
	Accumulation	% Occupancy
07:00 – 08:00	28	12%
08:00 – 09:00	34	14%
09:00 – 10:00	43	18%
10:00 – 11:00	57	24%
11:00 – 12:00	86	36%
12:00 – 13:00	106	44%
13:00 - 14:00	111	47%
14:00 - 15:00	104	44%
15:00 – 16:00	81	34%
16:00 - 17:00	45	20%
17:00 - 18:00	35	15%
18:00 – 19:00	43	19%

3.25

Table 3.2 shows that the maximum accumulation of the car park was 111 vehicles between the hours of 1pm and 2pm, which equates to an accumulation of 47%. This demonstrates that outside of school holidays and the summer period, the Endeavour Wharf Long Stay car park has significant spare capacity.

4.0 SITE ACCESSIBILITY

4.1 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

4.2 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 4.1 below.

Table 4.1: CIHT Recommended Walking Distances

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

4.3 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 BGH4.

4.4 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.

4.5 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 these two transport hubs is provided later in this section.

- 4.6 Within the vicinity of the site, the pedestrian infrastructure is of excellent quality. 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.
- 4.7 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

- 4.8 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.
- 4.9 A 5 and 8 kilometre cycling catchment has been prepared using the TRACC accessibility software and is illustrated at Appendix BGH5 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.
- 4.10 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.
- 4.11 Cycle access to the proposed development will also be taken from the same point as vehicular access, along the western boundary of the site.
- 4.12 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

- 4.13 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 4.2. 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 4.2: 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

- 4.14 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.
- 4.15 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.
- 4.16 Table 4.3 provides a summary of the bus services which stop both on Langborne Road and at Whitby bus station.

Table 4.3: 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

4.17 Table 4.3 demonstrates that the site is readily accessible by a wide range of bus services which serve a number of destinations.

Rail

4.18 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.

4.19 A number of destinations can be reached from Whitby railway station including Sleights, Danby, Battersby, Marton and Middlesbrough.

Park and Ride

4.20 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.

Public Transport Catchment

4.21 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.

4.22 The plans are attached at Appendix BGH6 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

4.23 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.

5.0 THE PROPOSED DEVELOPMENT

- 5.1 The development proposals seek to provide a new Maritime Hub at the site. The proposed building will consist of three storeys for marine based activities with associated car parking, vehicle and pedestrian access roads, footpaths and limited soft landscaping. The Hub is expected to operate between the hours of 8:00am and 5:00pm, although the Harbour Master may operate outside of these hours from time to time.
- 5.2 The proposed building will be located in the western section of the site so the Endeavour Wharf Long Stay Car Park will continue to occupy the remainder of the site. The Endeavour Wharf Long Stay Car Park will continue to operate as a public car park with the proposed development in place. The operation of the car park will remain and there are no plans to change the charges for parking on the car park.
- 5.3 The development proposals also include for the removal of the existing Harbour Master's Stores and Workshop Area in the south-western section of the car park and for the re-lining of parking spaces within the car park. The Whitby Endeavor will be unaffected by the development proposals.
- 5.4 The development proposals will result in the loss of 52 parking spaces reducing the number of spaces on the Endeavor Wharf Long Stay Car Park from 234 to 182 spaces. Every effort has been made to minimise the loss of car parking spaces and the existing Harbour Master's stores and workshop area will be replaced by parking. Justification regarding the reduction in parking provision is provided in Section 7.0.
- 5.5 There will be 12 Sheffield Stands provided to the south of the building which will provide 24 cycle parking spaces.
- 5.6 Vehicular access to the proposed development will be taken from the existing main access to the Endeavour Wharf Long Stay Car Park. It is not proposed to amend the existing access to the car park as there is no need to do so. Pedestrian access will be retained in the north-western corner of the site. This is on the pedestrian desire line for pedestrians walking to the site from the north and for public transport users who have used the bus or train.

Servicing

- 5.7 The following vehicles will be required to service/access the site:

Luton Van
NYC Refuse Vehicle

Fire Tender
Maximum Legal Articulated Vehicle

- 5.8 A Luton van type vehicle will require access to the site for servicing and delivery purposes and will utilise the proposed material drop off zone adjacent to the western side of the building. The van will use the existing Endeavour Wharf Car Park access to enter into the car park, before heading north through the car park towards the site. The van will then head west through the existing Endeavour Wharf permit area before turning left in to the material drop off zone area, a level access will be provided between the existing car park and the site to allow for safe vehicular movement.
- 5.9 Refuse collection for the site will take place along Langborne Road, where the refuse vehicle can pull up in the existing bell mouth adjacent to the 'Fish Box' restaurant. From here, the distance between the refuse vehicle and the bin store is 25 metres. This is in line with refuse collection requirements for the existing businesses immediately to the west of the proposed development site.
- 5.10 A fire tender has also been shown utilising the existing Endeavour Wharf Car Park access to enter the site. The fire tender can get within close proximity of the northern, western and eastern sides of the building in the event of an emergency.
- 5.11 Access will need to be maintained for a maximum legal length HGV in the event of the Harbour Master requiring access with a larger vehicle. This is an existing movement and will require the car park to be closed off to the public in the instance that this is required. Tracking has been undertaken which shows a HGV utilising the existing Endeavour Wharf Car Park access before travelling north through the car park aisles. There is sufficient room within the northern extents of the site to allow for a HGV to turn around before egressing.
- 5.12 The swept path analysis is attached at Appendix BGH7 and demonstrates that the site can be appropriately served by all of the above vehicles.

6.0 TRIP GENERATION

- 6.1 The proposed development does not fit exactly into any land use class, but will provide accommodation for maritime based activities. In order to provide a robust trip generation estimate, the trip generation has been based on all three storeys of the site being occupied by office development. This is because an office is generally accepted as being a high trip generator and in practice it is anticipated that the proposed development will generate less trips than an office.
- 6.2 For the avoidance of doubt, as set out in Section 5.0, no part of the proposed development will be occupied by office development. The office land use has simply been used to provide a robust trip generation on which to estimate future development based trips.
- 6.3 The Trip Rate Information Computer System (TRICS) has been used to calculate the vehicular trip generation of an office development. Under the '02 – Employment, A – Office' category, all sites outside of Greater London and Ireland have been interrogated to establish vehicular trip rates.
- 6.4 The peak hours identified from the TRICS data are from 8:00am-9:00am in the morning and from 5:00pm to 6:00pm in the evening.
- 6.5 Table 6.7 contains the trip rates and associated trip generation for an office with a floor area of 1,678sqm. The full TRICS output is attached at Appendix BGH8.

Table 6.1: Development Trip Generation

	Morning Peak Hour			Evening Peak Hour		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
Trip Rate per 100 sqm	2.711	0.361	3.072	0.384	1.92	2.304
Trip Generation	45	6	51	6	32	38

- 6.6 It can be seen from Table 6.1 that the proposed development is anticipated to generate 51 two-way trips in the morning peak period and 38 two-way trips in the evening peak period.

- 6.7 Given the robust trip generation estimates, and the likelihood of the proposed development generating less trips than set out in Table 6.1, it is not considered necessary to undertake any junction capacity assessments. It is therefore concluded that this level of trip generation can be satisfactorily accommodated on the local highway network.

7.0 IMPACT OF THE PROPOSED DEVELOPMENT

Car Parking Accumulation

- 7.1 As discussed in chapter 5, the proposed development will result in a net loss of 52 parking spaces, reducing the total provision from 234 spaces to 182 spaces.

Proposed Car Park Accumulation

- 7.2 The proposed development will result in a net reduction of 52 parking spaces. The total number of car parking spaces of 234 will therefore be reduced to 182 to accommodate the development. Table 7.1 shows the resultant car parking percentage accumulation based on the car park accumulation survey and the proposed number of car parking spaces.

Table 7.1 – Proposed Car Park Accumulation

Time Range	Parking Accumulation – 182 Parking Spaces	
	Accumulation	% Occupancy
07:00 – 08:00	28	15%
08:00 – 09:00	33	18%
09:00 – 10:00	43	24%
10:00 – 11:00	57	31%
11:00 – 12:00	84	46%
12:00 – 13:00	104	57%
13:00 - 14:00	111	61%
14:00 - 15:00	104	57%
15:00 – 16:00	80	44%
16:00 - 17:00	46	25%
17:00 - 18:00	36	20%
18:00 – 19:00	44	24%

- 7.3 The car parking accumulation with the reduced car parking capacity shows that the percentage occupancy increases from 47% to 61% between the hours of 1pm and 2pm. This demonstrates that with the proposed development in place, outside of the summer months, the Endeavor Wharf Long Stay car park will continue to have spare capacity.

7.4 However, there are a number of other car parks in Whitby which provide additional parking spaces which are shown on the plans at Appendix BGH9. Table 7.2 summarises the car parks and the number of spaces each car park provides. The existing provision for the Endeavour Wharf car park is included within the table.

7.2: Existing Parking Provision in Whitby

Car Park	Spaces
Endeavour Wharf Long Stay Car Park	234
Marina Front Car Park	96
Marina Back Car Park	358
St Hilda's Terrace Car Park	20
Cliff Street Car Park	37
West Cliff Car Park	439
Church Street Car Park	95
Whitby Abbey Car Park	431
Pavilion Top Car Park	63
Pavilion Drive Car Park	68
Whitby Park and Ride	450
Total	2,291

7.5 It can be seen from Table 7.2 that there are presently 2,291 spaces available in public car parks within Whitby. There are additional spaces located in private car parks which are not included in the above together with on street parking. The loss of 52 spaces equates to a maximum 2% loss in car parking across Whitby. Therefore during higher demand periods such as the summer months and school holidays, the loss in parking should not be noticeable. Given the benefits the proposed development will bring in terms of jobs opportunities, this is considered to be an acceptable reduction in the level of parking available within Whitby that will not have a material impact on road safety or travel times.

7.6 In addition to the above, the Endeavour Wharf car park was only intended to be a car park on a temporary basis. Previously, it was a fully functioning and operational wharf. Before the Endeavour Wharf car park was opened, Whitby operated without the additional capacity. Therefore, with the development in place, the reduction in 52 parking spaces still leaves an additional 182 parking spaces compared to before the temporary parking on Endeavour Wharf was provided.

- 7.7 In peak season, the reduction of 52 spaces will encourage people to travel to Whitby more sustainably than they presently do. This approach accords with policy INF 1 'Transport' of the Scarborough Local Plan by promoting sustainable modes of transport other than the private car.
- 7.8 The Whitby Ice Rink was set up on the car park in the winter of 2021 and 2022. Therefore, the principle of losing car parking on the Endeavour Wharf car park has been established previously.
- 7.9 It is therefore concluded that the proposed development will not significantly impact on car parking provision in Whitby.

8.0 SUMMARY AND CONCLUSIONS

- 8.1 This Transport Statement (TS) has been prepared by BGH on behalf of Wilmott Dixon to 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.
- 8.2 The site is located within the existing Endeavour Wharf Car Park, and lies to the west of the River Esk, to the east of Langborne Road and to the south of the Whitby Swing Bridge.
- 8.3 It has been demonstrated that the local highway network is operating safely at present with no significant clusters of collisions or common trends being identified.
- 8.4 It has been demonstrated that there are numerous opportunities for sustainable travel to and from the proposed development site. It is considered that the site is well located to promote trips on foot and by cycle based on its proximity to National Cycle Route 1. The site is also well located to promote trips via public transport based on its proximity to Whitby Railway Station and Whitby Bus Station.
- 8.5 The development proposals are for a proposed three storey Maritime Hub on the existing Endeavour Wharf Car Park, with vehicular access taken from the existing Endeavour Wharf Car Park access. Pedestrian access will be retained in the north-west corner of the site linking it to the War Memorial.
- 8.6 The proposals will result in the net loss of 52 car parking spaces. It has however been determined through a car parking accumulation survey and a review of available parking in Whitby that this will not result in a significant detrimental impact on parking availability within Whitby.
- 8.7 It is therefore concluded that there are no justifiable reasons why planning should not be granted on highways grounds.

APPENDIX BGH 1

SITE FURNITURE EXAMPLES



Door Barriers



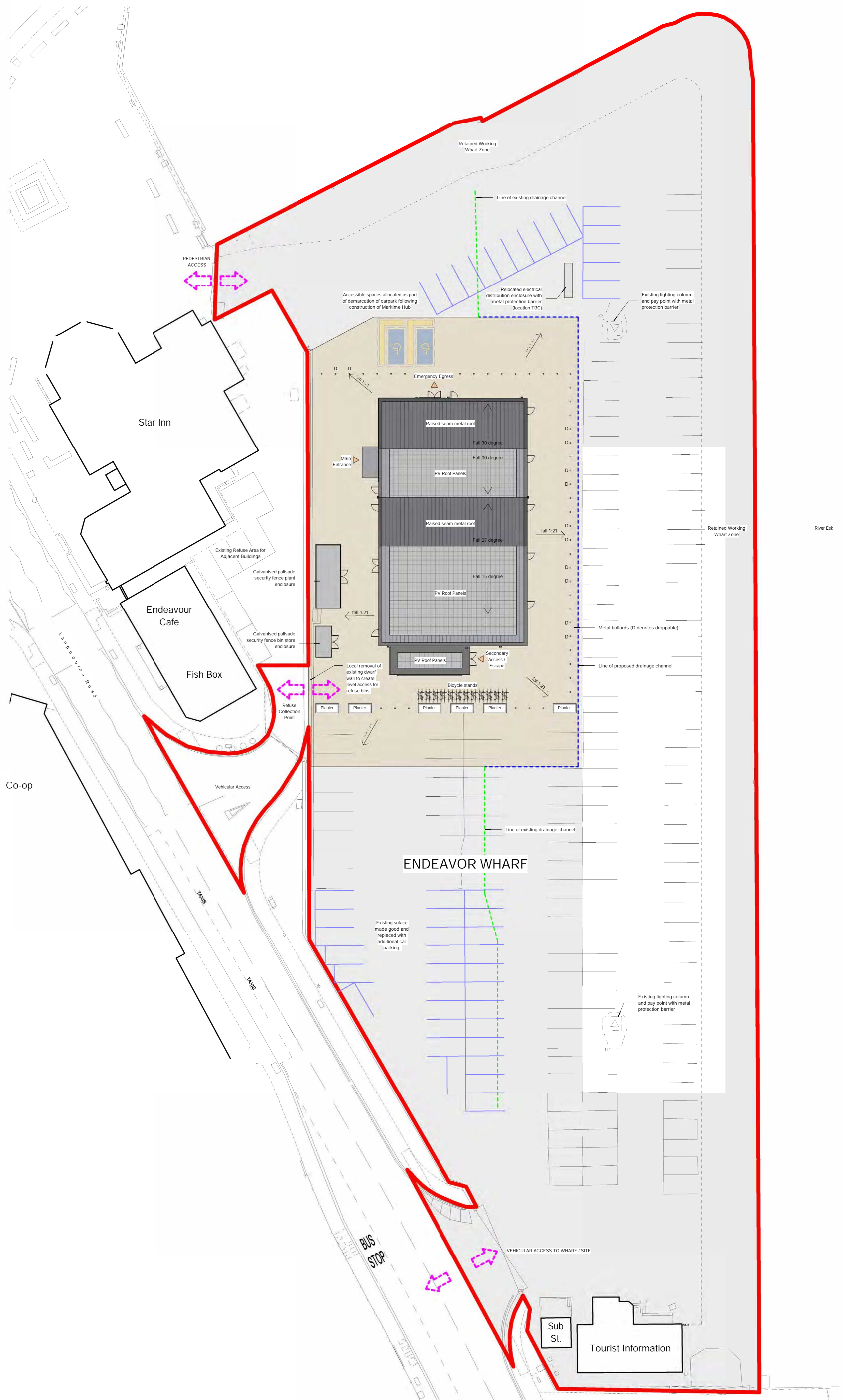
Planters



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.

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

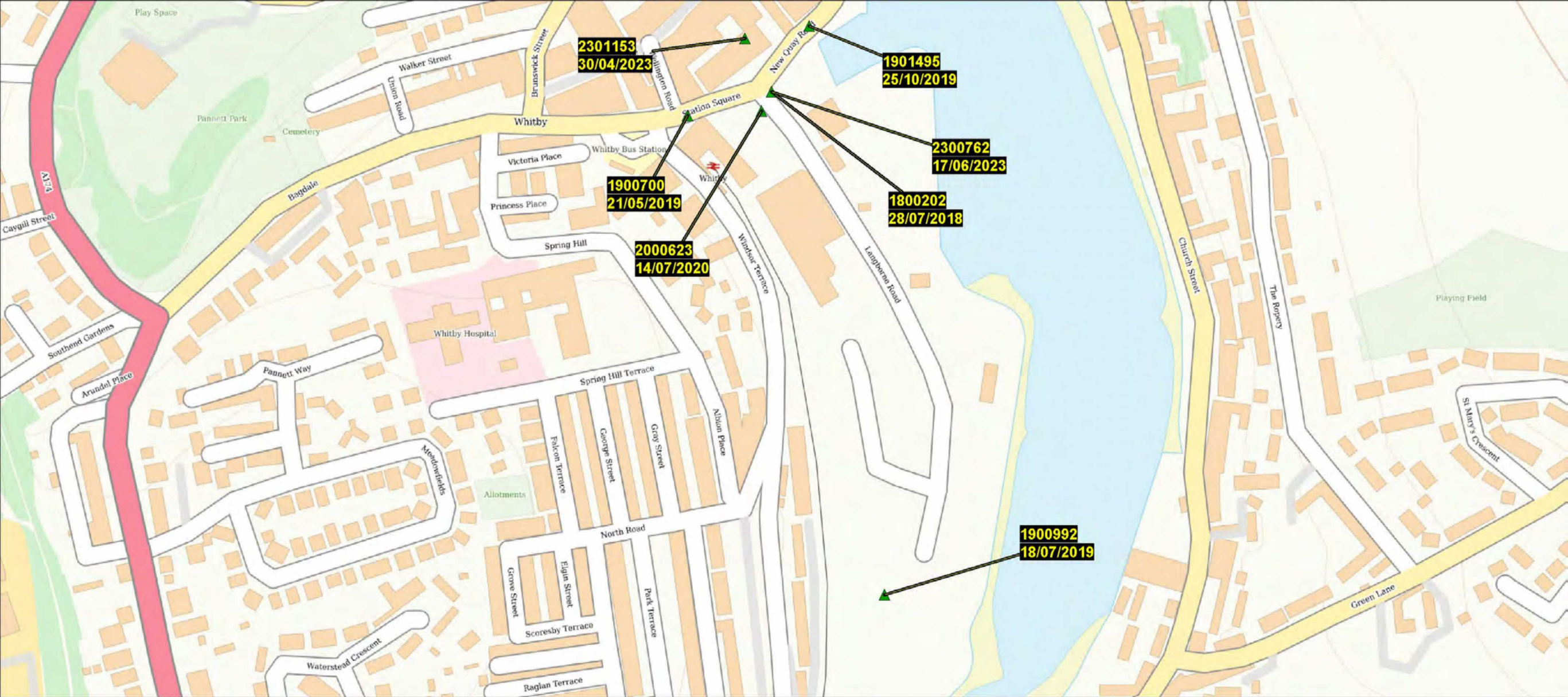
P03	Bin store updated	MP	2024.03.07	RG
P02	Entrance projection reduced & pallsade to plant	MP	2024.03.06	RG
P01	First Issue: Issued for Planning	MP	2024.02.23	RG
Rev.	Des.	By	Date	Ch.

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 BGH 2



2301153
30/04/2023

1901495
25/10/2019

2300762
17/06/2023

1800202
28/07/2018

1900700
21/05/2019

2000623
14/07/2020

1900992
18/07/2019

Accidents between dates **01/01/2018** and **30/11/2023** (71) months

Selection: Notes:

Selected using Manual Selection

1800202	28/07/2018	Time 1146	Vehicles 1	Casualties 1	Slight
E: 489863	N: 510873	First Road: U	Road Type: 1		Speed limit: 30
Junction Detail: Roundabout			Give way or controlled		Unclassified
Crossing Control Facilities Central reservation			Daylight		Road surface Wet/Damp
Fine without high winds			Special Conditions at Site: None		
Carriageway Hazards: None			Place accident reported: At scene		

	Causation Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

DRIVER OF V1 PULLS OVER TO LET HIS ELDERLY PASSENGER OUT OF THE CAR C1 GETS OUT OF THE NEARSIDE REAR PASSENGER SEAT AND DRIVER SETS OFF BEFORE SHE IS FULLY OUT OF THE VEHICLE CAUSING C1 TO FALL TO GROUND AND BANG HER HEAD

Occurred on UNCLASSIFIED LANGBORNE ROAD AT ROUNDABOUT WITH UNCLASSIFIED NEW QUAY ROAD WHITBY

Vehicle Reference 1	Car	Starting
Vehicle movement from SW to NE	No tow / articulation	
On main carriageway	No skidding, jack-knifing or overturning	First impact Did not impact
Hit vehicle:	Location at impact Leaving roundabout	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 63	Male
Not hit and run	Breath test Negative	Left hand drive No

Casualty Reference: 1	Vehicle: 1	Age: 85	Female	Passenger	Severity: Slight
Seatbelt: Unknown	Back seat				Cycle helmet: Not a cyclist

Accidents between dates **01/01/2018** and **30/11/2023** (71) months

Selection: Notes:

Selected using Manual Selection

1900700	21/05/2019	Time 1203	Vehicles 1	Casualties 1	Slight
E: 489803	N: 510856	First Road: U	Road Type: Single carriageway		Speed limit: 30
Junction Detail: Crossroads			Automatic traffic signal		Unclassified
Crossing Control Facilities Ped. phase at traffic signal junction			Daylight		Road surface Dry
Fine without high winds			Special Conditions at Site: None		
Carriageway Hazards: None			Place accident reported: At scene		

	Causation Factor:	Participant:	Confidence:
1st:	Vehicle blind spot	Vehicle 1	Very Likely
2nd:	Wrong use of pedestrian crossing facility	Casualty 1	Very Likely
3rd:	Failed to look properly	Casualty 1	Very Likely
4th:			
5th:			
6th:			

C1 HAS TRIED TO CROSS ROAD AGAINST SIGNALS AND HAS BEEN SO CLOSE TO FRONT OF V1 THAT AS HE HAS MOVED OFF HE HAS BEEN UNABLE TO SEE C1 AND COLLISION OCCURS.

Occurred on STATION SQUARE NEW QUAY ROAD WHITBY APPROX 5 METRES E OF ITS JUNCTION WITH WELLINGTON ROAD

Vehicle Reference 1	Goods vehicle - unknown weight	Starting
Vehicle movement from E to W	No tow / articulation	
On main carriageway	No skidding, jack-knifing or overturning	First impact Front
Hit vehicle:	Location at impact Jct Approach	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 38	Male
Not hit and run	Breath test Negative	Left hand drive No

Casualty Reference: 1	Vehicle: 1	Age: 90	Female	Pedestrian	Severity: Slight
Seatbelt: Not Applicable	Not car passenger			Cycle helmet: Not a cyclist	
On Ped Crossing	N bound				
Driver's nearside masked					

Accidents between dates **01/01/2018** and **30/11/2023** (71) months

Selection: Notes:

Selected using Manual Selection

1900992 18/07/2019 Time 1704 Vehicles 2 Casualties 1 Slight
 E: 489944 N: 510513 First Road: U Road Type: Single carriageway Speed limit: 30
 Junction Detail: Not within 20m of junction
 Crossing Control Facilities None within 50m Daylight Road surface Dry
 Fine without high winds Special Conditions at Site: None
 Carriageway Hazards: None Place accident reported: At scene

	Causation Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 AND V2 STATIONARY IN CAR PARK BEHIND EACH OTHER. OWNER OF V2 WHO IS C1 IS STOOD BEHIND HIS VEHICLE . PASSENGER IN V1 USING CHARGING CABLE REACHES OVER AND SWITCHES ON IGNITION WITHOUT RALISING THAT VEHICLE IS IN GEAR. V1 JUMPS FORWARD TRAPPING C1 BETWEEN V1 AND V2

Occurred on MARINA BACK CAR PARK OFF LANGBORNE ROAD WHITBY

Vehicle Reference 1 Car Starting
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning First impact Front
 Hit vehicle: Location at impact Not at, or within 20M of Jct
 Hit object in road Parked Vehicle Hit off road: None
 Off road: Did not leave carr Age of Driver 31 Female
 Not hit and run Breath test Negative Left hand drive No

Casualty Reference: 1 Vehicle: 1 Age: 29 Male Pedestrian Severity: Slight
 Seatbelt: Not Applicable Not car passenger Cycle helmet: Not a cyclist
 In carr not crossing Standing still
 In carr not crossing

Vehicle Reference 2 Car Parked
 Vehicle movement from Parketo Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning First impact Back
 Hit vehicle: Location at impact Not at, or within 20M of Jct
 Hit object in road None Hit off road: None
 Off road: Did not leave carr Age of Driver Not traced
 Not hit and run Breath test Driver not contacted Left hand drive No

Accidents between dates **01/01/2018** and **30/11/2023** (71) months

Selection: Notes:

Selected using Manual Selection

1901495 25/10/2019 Time 2141 Vehicles 1 Casualties 2 Slight
 E: 489890 N: 510920 First Road: U Road Type: Single carriageway Speed limit: 20
 Junction Detail: Not within 20m of junction
 Crossing Control Facilities Central reservation Darkness: street lights present and lit Road surface Wet/Damp
 Raining without high winds Special Conditions at Site: None
 Carriageway Hazards: None Place accident reported: At scene

	Causation Factor:	Participant:	Confidence:
1st:	Rain, sleet, snow, or fog	Vehicle 1	Very Likely
2nd:	Dazzling headlights	Vehicle 1	Very Likely
3rd:	Stationary or parked vehicle	Vehicle 1	Possible
4th:	Travelling too fast for conditions	Vehicle 1	Possible
5th:	Pedestrian wearing dark clothing at night	Casualty 1	Possible
6th:			

V1 TRAVELLING NE ON NEW QUAY ROAD AND IS PASSING A STATIONARY TAXI FACINGSW AND WITH HEADLIGHTS ON IN DOING SO V1 FAILS TO SEE 2 X PEDESTRIANS CROSSING FROM OFFSIDE AND COLLIDES WITH BOTH
 Occurred on NEW QUAY ROAD WHITBY OUTSIDE SUBWAY

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning First impact Front
 Hit vehicle: Location at impact Not at, or within 20M of Jct
 Hit object in road None Hit off road: None
 Off road: Did not leave carr Age of Driver 18 Female
 Not hit and run Breath test Negative Left hand drive No

Casualty Reference: 1 Vehicle: 1 Age: 55 Female Pedestrian Severity: Slight

Seatbelt: Not Applicable Not car passenger Cycle helmet: Not a cyclist
 In carr elsewhere NW bound
 Driver's offside

Casualty Reference: 2 Vehicle: 1 Age: 44 Male Pedestrian Severity: Slight

Seatbelt: Not Applicable Not car passenger Cycle helmet: Not a cyclist
 In carr elsewhere NW bound
 Driver's offside

Accidents between dates **01/01/2018** and **30/11/2023** (71) months

Selection: Notes:

Selected using Manual Selection

2000623 14/07/2020 Time 0014 Vehicles 1 Casualties 1 Slight
 E: 489856 N: 510859 First Road: U Road Type: Single carriageway Speed limit: 30
 Junction Detail: Not within 20m of junction
 Crossing Control Facilities None within 50m Darkness: street lights present and lit Road surface Dry
 Fine without high winds Special Conditions at Site: None
 Carriageway Hazards: None Place accident reported: Elsewhere

	Causation Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 TRAVELLING SOUTH TO WEST ALONG LANGBOURNE ROAD, WHITBY AND COLLIDES WITH C1.

Occurred on U/C LANGBOURNE ROAD WHITBY

Vehicle Reference 1	Car	Going ahead other
Vehicle movement from S to W	No tow / articulation	
On main carriageway	No skidding, jack-knifing or overturning	First impact Nearside
Hit vehicle:	Location at impact Not at, or within 20M of Jct	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 20	Male
Hit and run	Breath test Driver not contacted	Left hand drive No

Casualty Reference: 1	Vehicle: 1	Age: 27	Male	Pedestrian	Severity: Slight
Seatbelt: Not Applicable	Not car passenger			Cycle helmet: Not a cyclist	
In carr not crossing	SW bound				
In carr facing traffic					

Accidents between dates **01/01/2018** and **30/11/2023** (71) months

Selection: Notes:

Selected using Manual Selection

2301153	30/04/2023	Time 1134	Vehicles 1	Casualties 1	Slight
E: 489844	N: 510911	First Road: U	Road Type: Single carriageway		Speed limit: 30
Junction Detail: T & Stag Jct			Give way or controlled		Unclassified
Crossing Control Facilities Central reservation			Daylight		Road surface Dry
Fine without high winds			Special Conditions at Site: None		
Carriageway Hazards: None			Place accident reported: At scene		

	Causation Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:	Failed to judge vehicles path or speed	Casualty 1	Possible
3rd:	Disability or illness, mental or physical	Casualty 1	Possible
4th:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
5th:	--		-
6th:	--		-

V1 TRAVELLING NORTH AT SLOW SPEED FROM NEW QUAY ROAD ONTO ST ANNES STAITH. C1 CROSSES ST ANNES STAITH FROM OFFSIDE OF V1. V1 UNABLE TO REACT IN TIME TO AVOID CONTACT AND FRONT OFFSIDE WHEEL OF V1 CONTACTS WITH FOOT OF C1. NO INJURY REPORTED AT THE

TIME BUT SUBSEQUENT REPORT MADE OF BRUISING TO C1S FOOT

Occurred on OUTSIDE CUSTOM HOUSE ST ANNES STAITH WHITBY NORTH YORKSHIRE

Vehicle Reference 1	Car	Going ahead other
Vehicle movement from S to N	No tow / articulation	
On main carriageway	No skidding, jack-knifing or overturning	First impact Offside
Hit vehicle:	Location at impact Cleared junction or waiting/parked at jun	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 59	Female
Not hit and run	Breath test Driver not contacted	Left hand drive No

Casualty Reference: 1	Vehicle: 1	Age: 79	Female	Pedestrian	Severity: Slight
Seatbelt: Not Applicable	Not car passenger				Cycle helmet: Not a cyclist
In carr elsewhere			W bound		
Driver's offside					

Accidents between dates **01/01/2018** and **30/11/2023** (71) months

Selection: Notes:

Selected using Manual Selection

2300762	17/06/2023	Time 2127	Vehicles 2	Casualties 1	Slight
E: 489863	N: 510873	First Road: U	Road Type: 1		Speed limit: 30
Junction Detail:	Roundabout		Give way or controlled		Unclassified
Crossing Control Facilities	None within 50m		Daylight		Road surface Dry
Fine without high winds			Special Conditions at Site: None		
Carriageway Hazards: None			Place accident reported: At scene		

	Causation Factor:	Participant:	Confidence:
1st:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
2nd:	--		-
3rd:	--		-
4th:	--		-
5th:	--		-
6th:	--		-

V001 HAS GONE TO OVERTAKE V002 IN FRONT, V002 HAS TURNED AS V001 COMMITTED TO THE OVERTAKE AND THE 2 VEHICLES HAVE COLLIDED

Occurred on ROUNDABOUT ON LANGBORNE ROAD WHITBY

Vehicle Reference 1	Motor Cycle over 50 cc and up to 125cc	Stopping
Vehicle movement from N to SE	No tow / articulation	
On main carriageway	No skidding, jack-knifing or overturning	First impact Front
Hit vehicle:	Location at impact Leaving roundabout	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 16	Male
Not hit and run	Breath test Not requested	Left hand drive No

Casualty Reference: 1 Vehicle: 1 Age: 16 Male Driver/rider Severity: Slight

Seatbelt: Not Applicable Not car passenger Cycle helmet: Not a cyclist

Vehicle Reference 2	Car	Stopping
Vehicle movement from N to SE	No tow / articulation	
On main carriageway	No skidding, jack-knifing or overturning	First impact Front
Hit vehicle:	Location at impact Leaving roundabout	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 18	Male
Not hit and run	Breath test Not requested	Left hand drive No

Accidents between dates **01/01/2018** and **30/11/2023** (71) months

Selection: Notes:

Selected using Manual Selection

APPENDIX BGH 3



BRYAN G HALL

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

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Title: **PARKING SURVEY LOCATION PLAN**

Status: **FOR INFORMATION**

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

Drawn: DM Chkd: GWB Appvd: GWB

Rev:	Date:	Amendment:	DRN	CHK	APR
------	-------	------------	-----	-----	-----

Client: **WILLMOTT DIXON**

Project: **WHITBY MARITIME HUB**

Drawing No: **22/452/LOC/001** Revision: -
Job No: **22-452** Date: **31.10.2023**

MANUAL CLASSIFIED COUNT

JOB REF: 27575
 JOB NAME: WHITBY
 SITE: 1
 LOCATION: LANGBOURNE ROAD / CAR PARK



ACCUMULATION DATA

JOB REF: 27575
 JOB NAME: WHITBY
 SITE: 1
 LOCATION: LANGBOURNE ROAD / CAR PARK



DATE: 08/11/2023
 DAY: WEDNESDAY

DATE: 08/11/2023
 DAY: WEDNESDAY

In At Start: 26

TIME	TOTAL IN								TOTAL OUT							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
07:15	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
07:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45	3	2	0	0	0	0	0	5	2	1	2	0	0	0	0	5
HTOT	4	2	3	0	0	0	0	9	3	1	3	0	0	0	0	7
08:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
08:15	0	2	1	0	0	0	0	3	2	0	0	0	0	0	0	2
08:30	2	1	0	0	0	0	0	3	1	1	0	0	0	0	0	2
08:45	6	1	0	0	0	0	0	7	2	1	0	0	0	0	0	3
HTOT	9	4	1	0	0	0	0	14	6	2	0	0	0	0	0	8
09:00	3	2	0	0	0	0	0	5	6	3	1	0	0	0	0	10
09:15	2	1	0	0	0	0	0	3	2	1	0	0	0	0	0	3
09:30	6	3	1	0	0	0	0	10	3	0	1	0	0	0	0	4
09:45	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0
HTOT	17	8	1	0	0	0	0	26	11	4	2	0	0	0	0	17
10:00	5	1	0	0	0	0	0	6	3	1	0	0	0	0	0	4
10:15	5	1	0	0	0	0	0	6	4	0	0	0	0	0	0	4
10:30	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	3
10:45	14	0	0	0	0	0	0	14	2	2	0	0	0	0	0	4
HTOT	26	3	0	0	0	0	0	29	12	3	0	0	0	0	0	15
11:00	8	0	0	0	0	0	0	8	3	0	0	0	0	0	0	3
11:15	10	1	4	0	0	0	0	15	2	3	1	0	0	0	0	6
11:30	14	1	0	0	0	0	0	15	4	1	1	0	0	0	0	6
11:45	10	2	0	0	0	0	0	12	3	3	0	0	0	0	0	6
HTOT	42	4	4	0	0	0	0	50	12	7	2	0	0	0	0	21
12:00	9	3	0	0	0	0	0	12	4	4	0	0	0	0	0	8
12:15	11	1	1	0	0	0	0	13	3	0	0	0	0	0	0	3
12:30	17	1	0	0	0	0	0	18	10	1	1	0	0	0	0	12
12:45	8	2	0	0	0	0	0	10	10	3	2	0	0	0	0	15
HTOT	45	7	1	0	0	0	0	53	27	8	3	0	0	0	0	38

TIME	TOTAL IN	TOTAL OUT	ACCUMULATION
07:00	1	1	26
07:15	2	1	27
07:30	1	0	28
07:45	5	5	28
08:00	1	1	28
08:15	3	2	29
08:30	3	2	30
08:45	7	3	34
09:00	5	10	29
09:15	3	3	29
09:30	10	4	35
09:45	8	0	43
10:00	6	4	45
10:15	6	4	47
10:30	3	3	47
10:45	14	4	57
11:00	8	3	62
11:15	15	6	71
11:30	15	6	80
11:45	12	6	86
12:00	12	8	90
12:15	13	3	100
12:30	18	12	106
12:45	10	15	101
13:00	15	5	111
13:15	5	6	110
13:30	11	13	108
13:45	5	6	107
14:00	9	12	104
14:15	6	8	102

MANUAL CLASSIFIED COUNT

JOB REF: 27575
 JOB NAME: WHITBY
 SITE: 1
 LOCATION: LANGBOURNE ROAD / CAR PARK



ACCUMULATION DATA

JOB REF: 27575
 JOB NAME: WHITBY
 SITE: 1
 LOCATION: LANGBOURNE ROAD / CAR PARK



DATE: 08/11/2023
 DAY: WEDNESDAY

DATE: 08/11/2023
 DAY: WEDNESDAY

In At Start: 26

TIME	TOTAL IN								TOTAL OUT							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	13	2	0	0	0	0	0	15	5	0	0	0	0	0	0	5
13:15	5	0	0	0	0	0	0	5	5	1	0	0	0	0	0	6
13:30	9	2	0	0	0	0	0	11	12	1	0	0	0	0	0	13
13:45	3	2	0	0	0	0	0	5	6	0	0	0	0	0	0	6
H/TOT	30	6	0	0	0	0	0	36	28	2	0	0	0	0	0	30
14:00	8	1	0	0	0	0	0	9	10	2	0	0	0	0	0	12
14:15	4	1	1	0	0	0	0	6	6	1	0	0	0	1	0	8
14:30	6	1	0	0	0	0	0	7	16	0	0	0	0	0	0	16
14:45	6	1	2	0	0	0	0	9	8	0	1	0	0	0	1	10
H/TOT	24	4	3	0	0	0	0	31	40	3	1	0	0	1	1	46
15:00	2	0	0	0	0	0	0	2	13	1	0	0	0	0	0	14
15:15	4	1	0	0	0	0	0	5	7	2	0	0	0	0	0	9
15:30	7	0	0	0	0	0	0	7	13	1	1	0	0	0	0	15
15:45	1	0	0	0	0	0	0	1	10	1	1	0	0	0	0	12
H/TOT	14	1	0	0	0	0	0	15	43	5	2	0	0	0	0	50
16:00	2	0	0	0	0	0	0	2	14	1	0	0	0	0	0	15
16:15	5	1	0	0	0	0	0	6	9	1	0	0	0	0	0	10
16:30	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4
16:45	2	0	0	0	0	0	0	2	3	2	0	0	0	0	0	5
H/TOT	14	1	0	0	0	0	0	15	30	4	0	0	0	0	0	34
17:00	0	1	0	0	0	0	0	1	3	2	0	0	0	0	0	5
17:15	1	1	0	0	0	0	0	2	4	1	0	0	0	0	0	5
17:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:45	1	1	0	0	0	0	0	2	1	2	0	0	0	0	0	3
H/TOT	3	4	0	0	0	0	0	7	8	5	0	0	0	0	0	13
18:00	5	2	1	0	0	0	0	8	2	2	0	0	0	0	0	4
18:15	2	0	0	0	0	0	0	2	2	0	1	0	0	0	0	3
18:30	7	0	0	0	0	0	0	7	2	0	0	0	0	0	0	2
18:45	6	0	0	0	0	0	0	6	4	0	0	0	0	0	0	4
H/TOT	20	2	1	0	0	0	0	23	10	2	1	0	0	0	0	13
P/TOT	248	46	14	0	0	0	0	308	230	46	14	0	0	1	1	292

TIME	TOTAL IN	TOTAL OUT	ACCUMULATION
14:30	7	16	93
14:45	9	9	93
15:00	2	14	81
15:15	5	9	77
15:30	7	15	69
15:45	1	12	58
16:00	2	15	45
16:15	6	10	41
16:30	5	4	42
16:45	2	5	39
17:00	1	5	35
17:15	2	5	32
17:30	2	0	34
17:45	2	3	33
18:00	8	4	37
18:15	2	3	36
18:30	7	2	41
18:45	6	4	43
P/TOT	308	291	

Total Spaces: 234
 General: 234
 Plus an Unmarked Area

MANUAL CLASSIFIED COUNTS



JOB REF: 27575

JOB NAME: WHTBY

SITE: 2

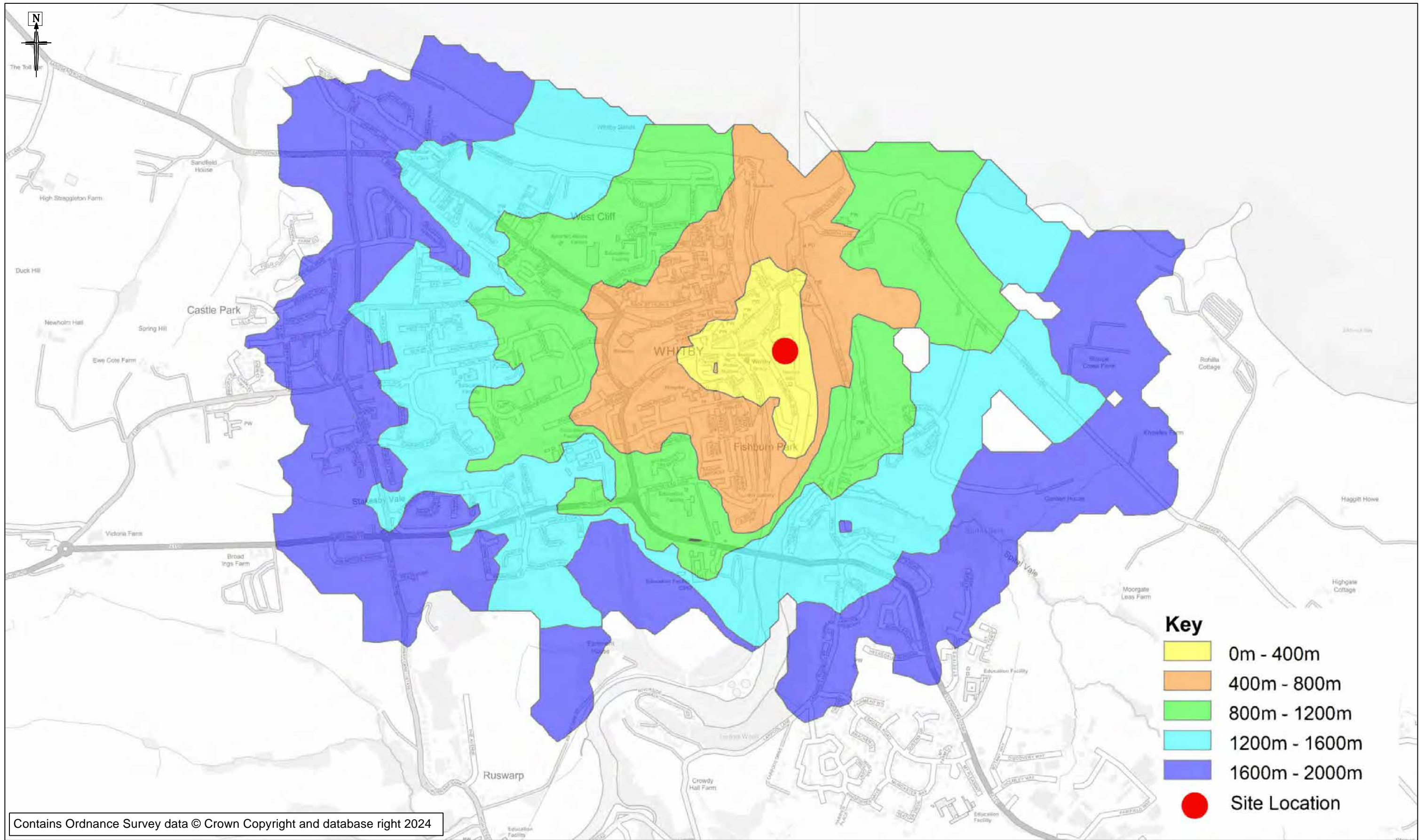
LOCATION: LANGBOURNE ROAD

DATE: 08/11/2023

DAY: WEDNESDAY

TIME	MOVEMENT 1 NORTHBOUND								MOVEMENT 2 SOUTHBOUND							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	3	0	0	0	0	4	2	0	2	0	0	0	0	4
07:15	0	1	1	0	1	0	1	4	3	0	1	0	1	0	0	5
07:30	1	0	0	0	0	0	0	1	4	1	0	0	0	0	0	5
07:45	1	2	1	0	1	0	0	5	6	1	1	0	1	1	0	10
H/TOT	3	3	5	0	2	0	1	14	15	2	4	0	2	1	0	24
08:00	3	1	1	0	1	0	0	6	6	0	1	0	1	1	0	9
08:15	2	3	0	0	0	0	0	5	1	1	0	0	0	0	0	2
08:30	5	1	3	0	2	0	0	11	6	1	3	0	2	0	0	12
08:45	1	1	0	0	0	0	0	2	10	0	1	0	0	0	0	11
H/TOT	11	6	4	0	3	0	0	24	23	2	5	0	3	1	0	34
09:00	2	1	1	0	0	0	0	4	14	1	0	0	0	0	0	15
09:15	4	2	0	0	0	0	0	6	19	1	0	0	0	0	0	20
09:30	16	4	0	0	0	0	1	21	16	6	2	0	0	0	0	24
09:45	7	2	2	0	0	0	0	11	16	2	0	0	0	0	0	18
H/TOT	29	9	3	0	0	0	1	42	65	10	2	0	0	0	0	77
10:00	16	1	0	0	0	0	0	17	19	3	0	0	0	0	0	22
10:15	13	2	0	0	0	0	0	15	17	3	0	0	0	0	0	20
10:30	6	5	0	0	0	0	0	11	22	3	0	0	1	0	0	26
10:45	13	3	0	0	1	0	1	18	23	5	1	0	0	0	0	29
H/TOT	48	11	0	0	1	0	1	61	81	14	1	0	1	0	0	97
11:00	14	3	1	0	0	0	0	18	17	6	1	0	0	0	0	24
11:15	21	0	2	0	0	0	0	23	19	2	1	0	0	0	0	22
11:30	14	1	1	0	0	0	0	16	24	4	1	0	0	0	1	30
11:45	13	6	1	0	0	2	0	22	25	5	2	0	0	0	0	32
H/TOT	62	10	5	0	0	2	0	79	85	17	5	0	0	0	1	108
12:00	23	2	0	0	0	0	0	25	27	1	0	0	0	0	0	28
12:15	15	2	0	0	0	0	0	17	22	1	1	0	0	0	0	24
12:30	13	2	1	0	0	0	0	16	17	3	0	0	1	1	0	22
12:45	14	0	0	0	0	0	0	14	20	3	0	0	0	1	0	24
H/TOT	65	6	1	0	0	0	0	72	86	8	1	0	1	2	0	98
13:00	13	4	0	0	1	0	0	18	12	2	0	0	0	0	0	14
13:15	18	1	0	0	0	0	0	19	26	1	0	0	0	0	0	27
13:30	26	5	0	0	0	0	0	31	23	3	0	0	1	0	0	27
13:45	20	1	0	0	0	0	0	21	15	3	1	0	0	0	0	19
H/TOT	77	11	0	0	1	0	0	89	76	9	1	0	1	0	0	87
14:00	18	1	0	0	0	0	0	19	20	3	0	0	0	0	0	23
14:15	23	3	0	0	0	0	1	27	15	1	0	0	0	0	1	17
14:30	14	4	0	0	0	0	0	18	12	0	0	0	0	0	0	12
14:45	11	3	1	0	0	0	0	15	11	7	2	0	0	0	1	21
H/TOT	66	11	1	0	0	0	1	79	58	11	2	0	0	0	2	73
15:00	31	4	0	0	0	0	1	36	17	1	0	0	0	0	0	18
15:15	16	4	1	0	0	0	0	21	13	5	0	0	0	0	0	18
15:30	24	1	0	0	1	0	0	26	7	0	0	0	1	0	0	8
15:45	33	5	0	0	0	0	1	39	9	1	0	0	0	0	0	10
H/TOT	104	14	1	0	1	0	2	122	46	7	0	0	1	0	0	54
16:00	13	0	0	0	1	0	1	15	8	1	0	0	0	0	0	9
16:15	21	2	0	0	0	0	0	23	12	0	0	0	0	0	0	12
16:30	17	2	0	0	1	0	0	20	8	4	0	1	1	0	0	14
16:45	14	3	0	0	1	2	0	20	11	0	0	0	1	0	0	12
H/TOT	65	7	0	0	3	2	1	78	39	5	0	1	2	0	0	47
17:00	12	1	0	0	1	0	0	14	10	1	0	0	1	0	0	12
17:15	12	1	0	1	0	0	0	14	4	1	0	0	0	0	0	5
17:30	10	2	0	0	0	0	0	12	4	1	0	0	0	0	0	5
17:45	13	2	0	0	0	0	0	15	8	1	0	0	0	0	0	9
H/TOT	47	6	0	1	1	0	0	55	26	4	0	0	1	0	0	31
18:00	7	1	0	0	0	0	0	8	5	0	0	0	0	0	0	5
18:15	9	1	0	0	0	0	0	10	4	1	0	0	0	0	0	5
18:30	7	0	0	0	0	0	0	7	10	0	0	0	0	0	0	10
18:45	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3
H/TOT	28	2	0	0	0	0	0	30	22	1	0	0	0	0	0	23
P/TOT	605	96	20	1	12	4	7	745	622	90	21	1	12	4	3	753

APPENDIX BGH 4



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Title: TRACC 2KM WALKING CATCHMENT PLAN

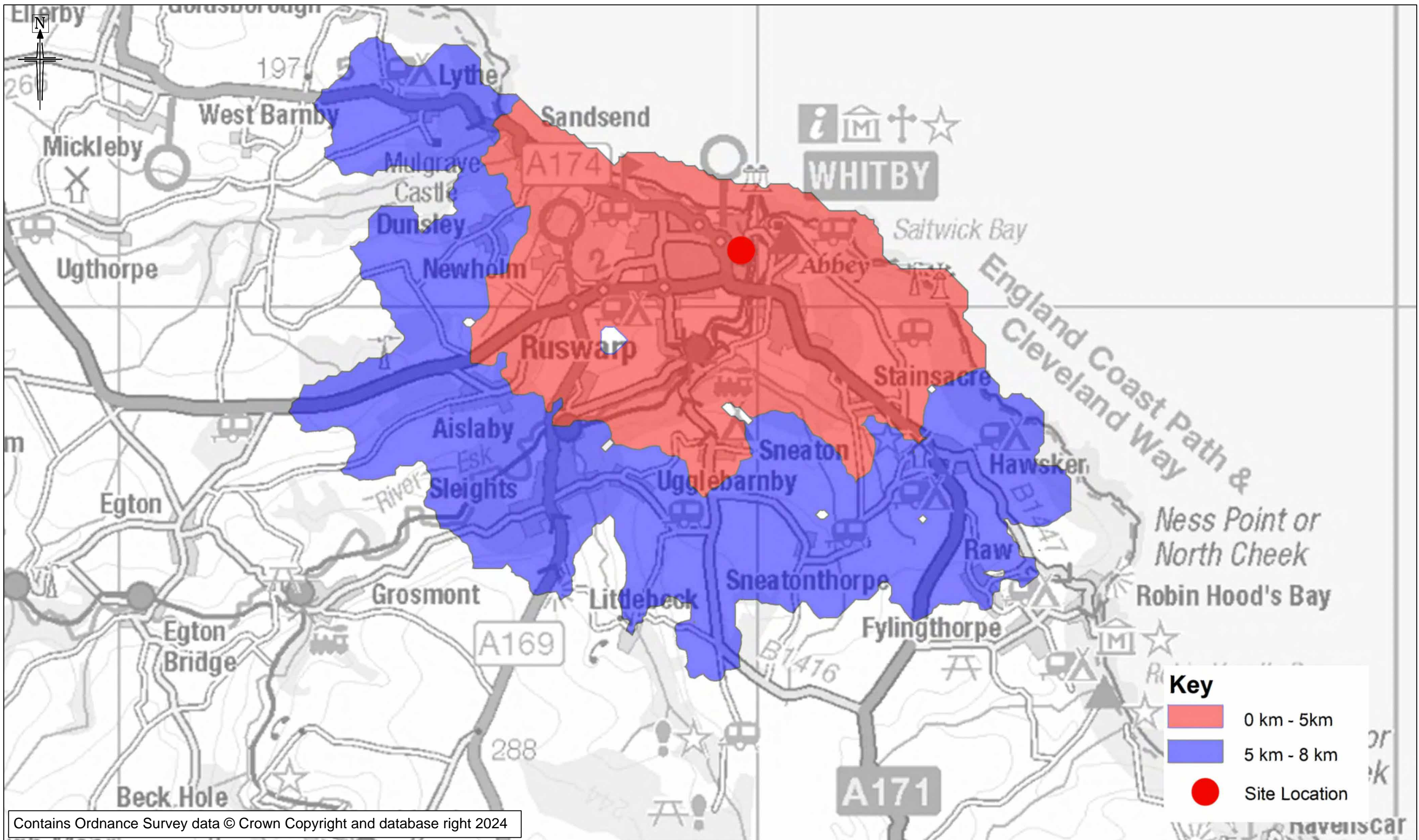
Status: FOR PLANNING

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 BGH 5



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Title: TRACC 8KM CYCLING CATCHMENT PLAN

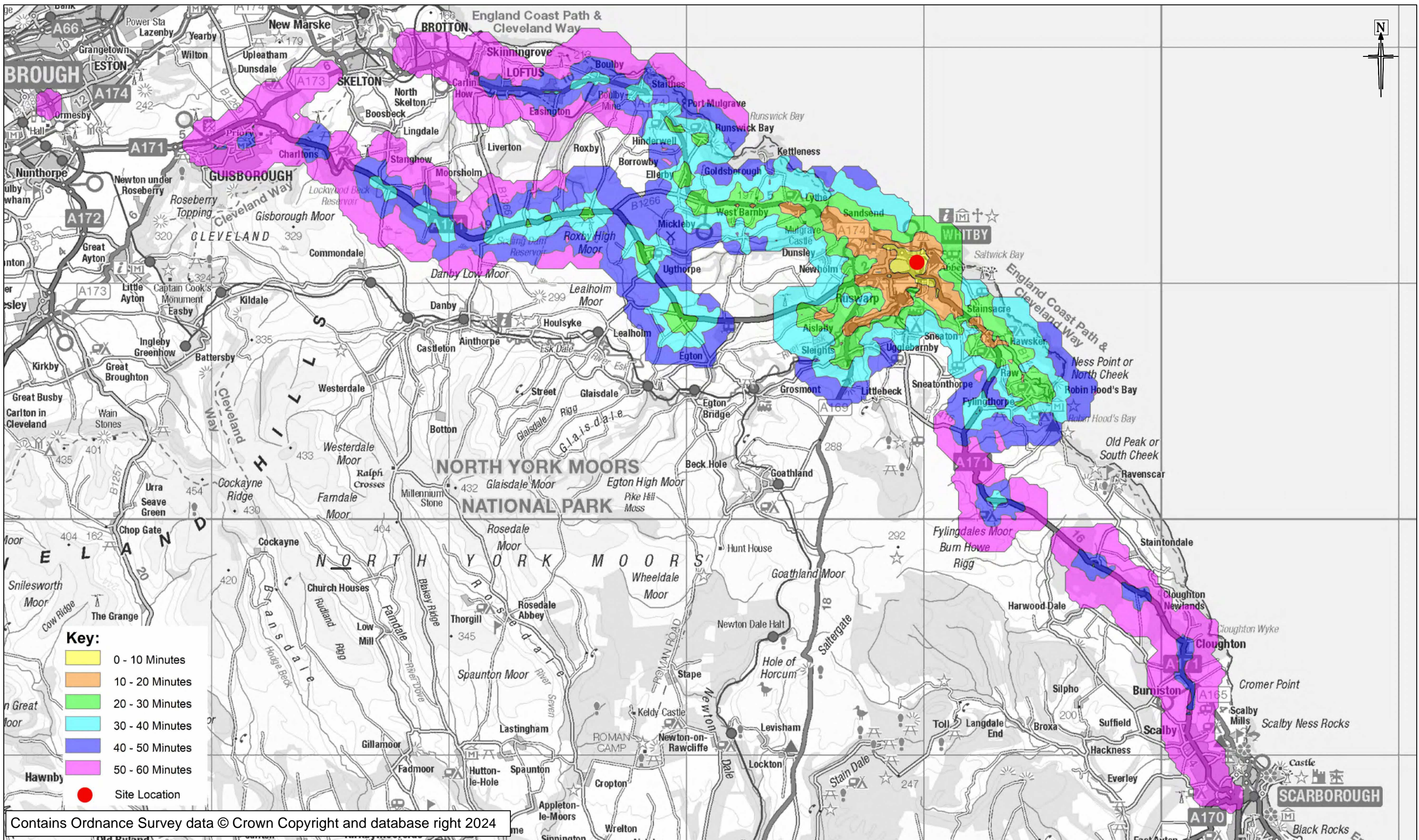
Status: FOR PLANNING

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 BGH 6



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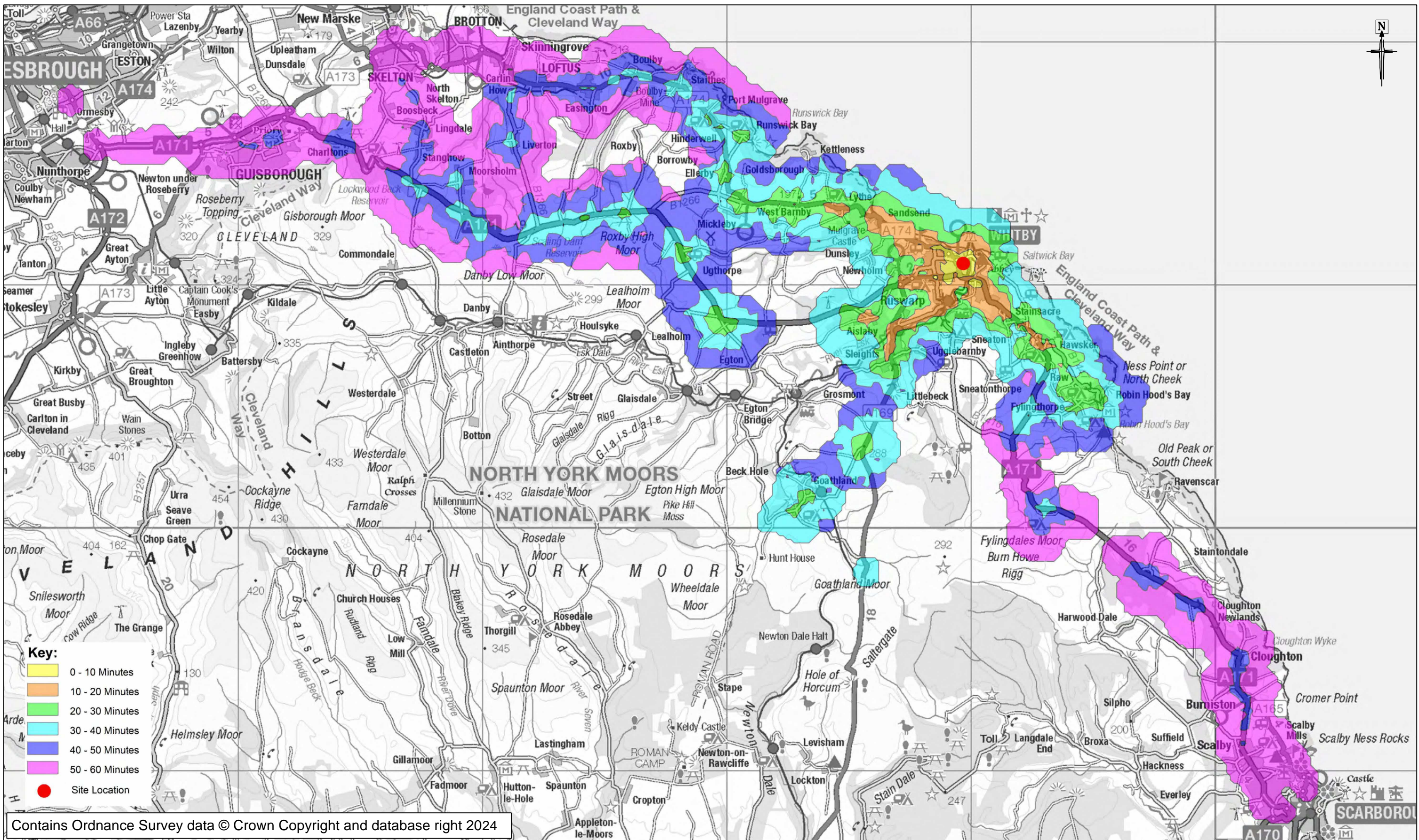
Title: TRACC 60 MINUTE PUBLIC TRANSPORT CATCHMENT AM PEAK

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		



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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 BGH 7

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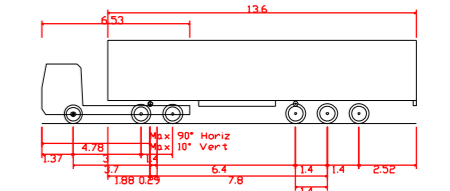
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P04	08/03/24	Updated Layout	LD	DM	MC
P03	23/02/24	Updated Layout	LD	DM	MC
P02	21/12/23	Minor Amendments	LD	DM	MC
P01	07/12/23	First Issue	LD	DM	MC
Rev:	Date:	Amendment:	DRN	CHK	APR

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Client: WILMOTT DIXON

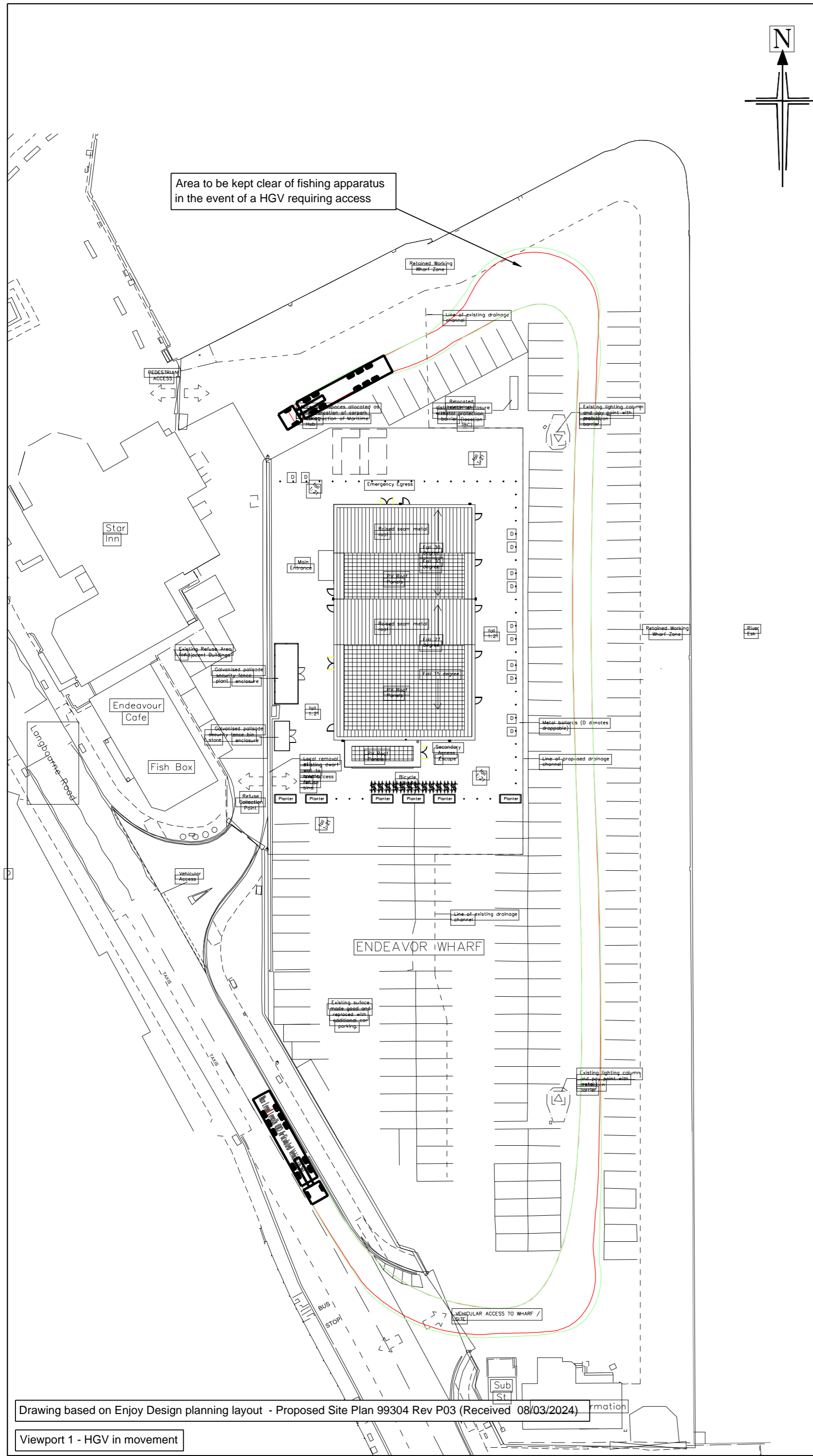
Status: PLANNING

Scale: 1:500 Drawn: LD Chkd: DM Appvd: MC
 Size: A2 - 594 x 420

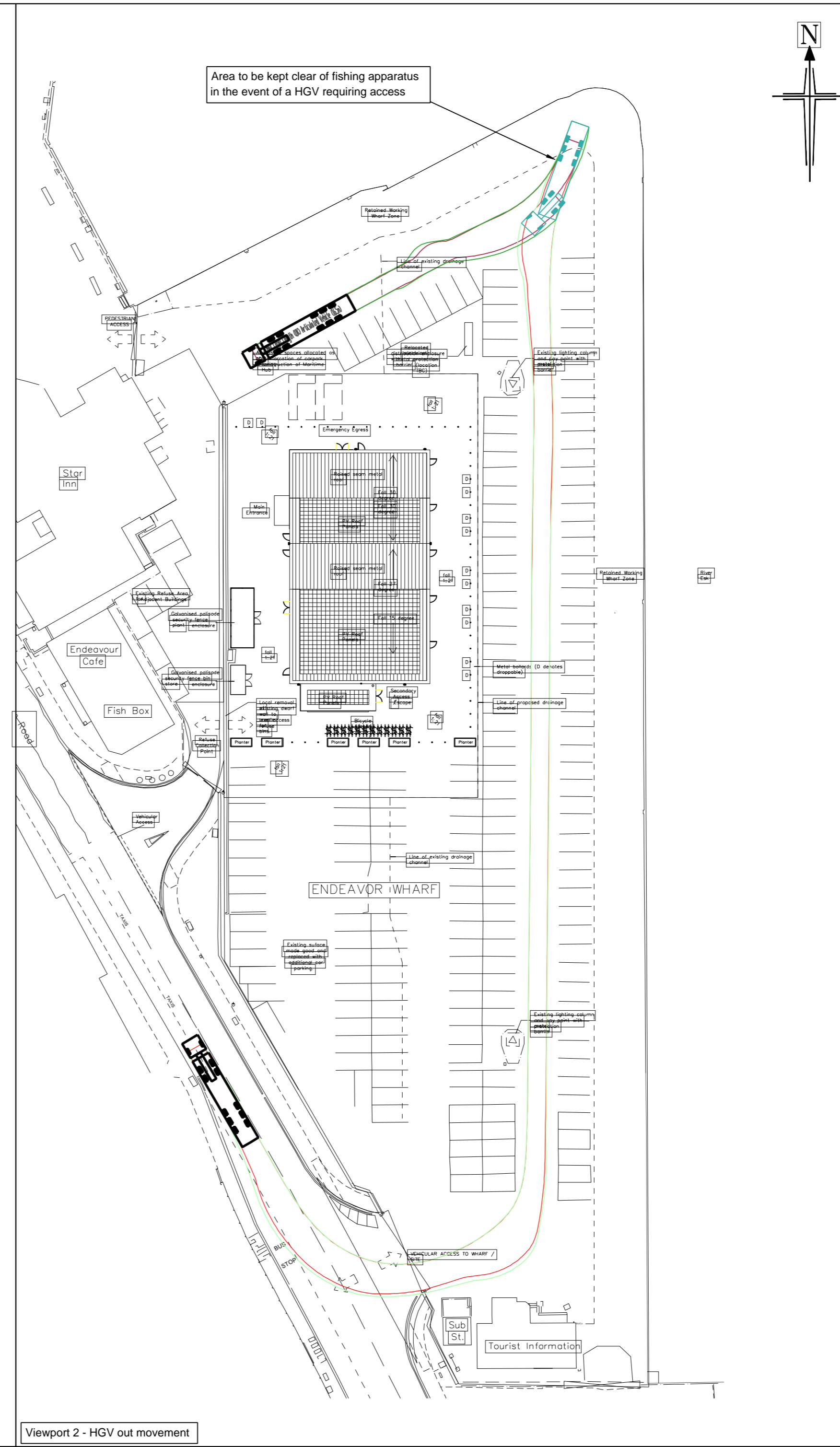
Project: WHITBY MARITIME HUB

Title: SWEPT PATH ANALYSIS OF MAX LEGAL HGV

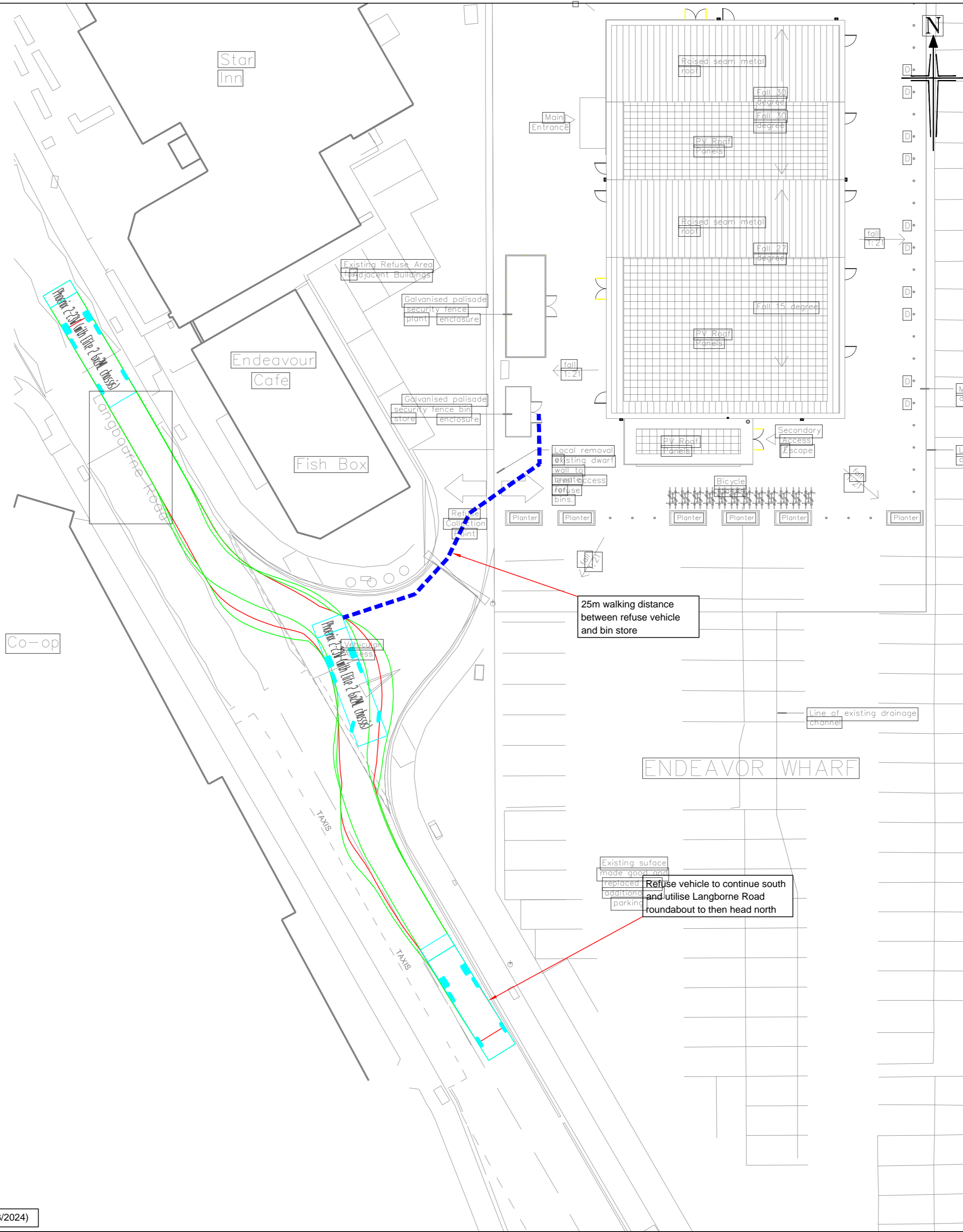
Drawing No: WHIT-BGH-XX-XX-DR-Y-00001 Revision: P04
 Job No: 22-452 Date: 07.12.2023



Drawing based on Enjoy Design planning layout - Proposed Site Plan 99304 Rev P03 (Received 08/03/2024)
 Viewport 1 - HGV in movement



Viewport 2 - HGV out movement



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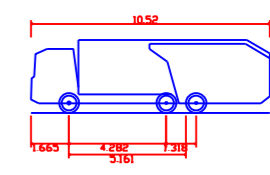
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Phoenix 2-23V (with Elite 2 6x2ML chassis)
 Overall Length 10.50m
 Overall Width 2.50m
 Overall Body Height 3.20m
 Min Body Ground Clearance 0.41m
 Track Width 2.530m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 10.250m

Rev:	Date:	Amendment:	DRN	CHK	APR
P04	08/03/24	Updated Layout	LD	DM	MC
P03	23/02/24	Updated Layout	LD	DM	MC
P02	21/12/23	Amendments to refuse vehicle tracking	LD	DM	MC
P01	07/12/23	First Issue	LD	DM	MC

BRYAN G HALL

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

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

Client: WILMOTT DIXON

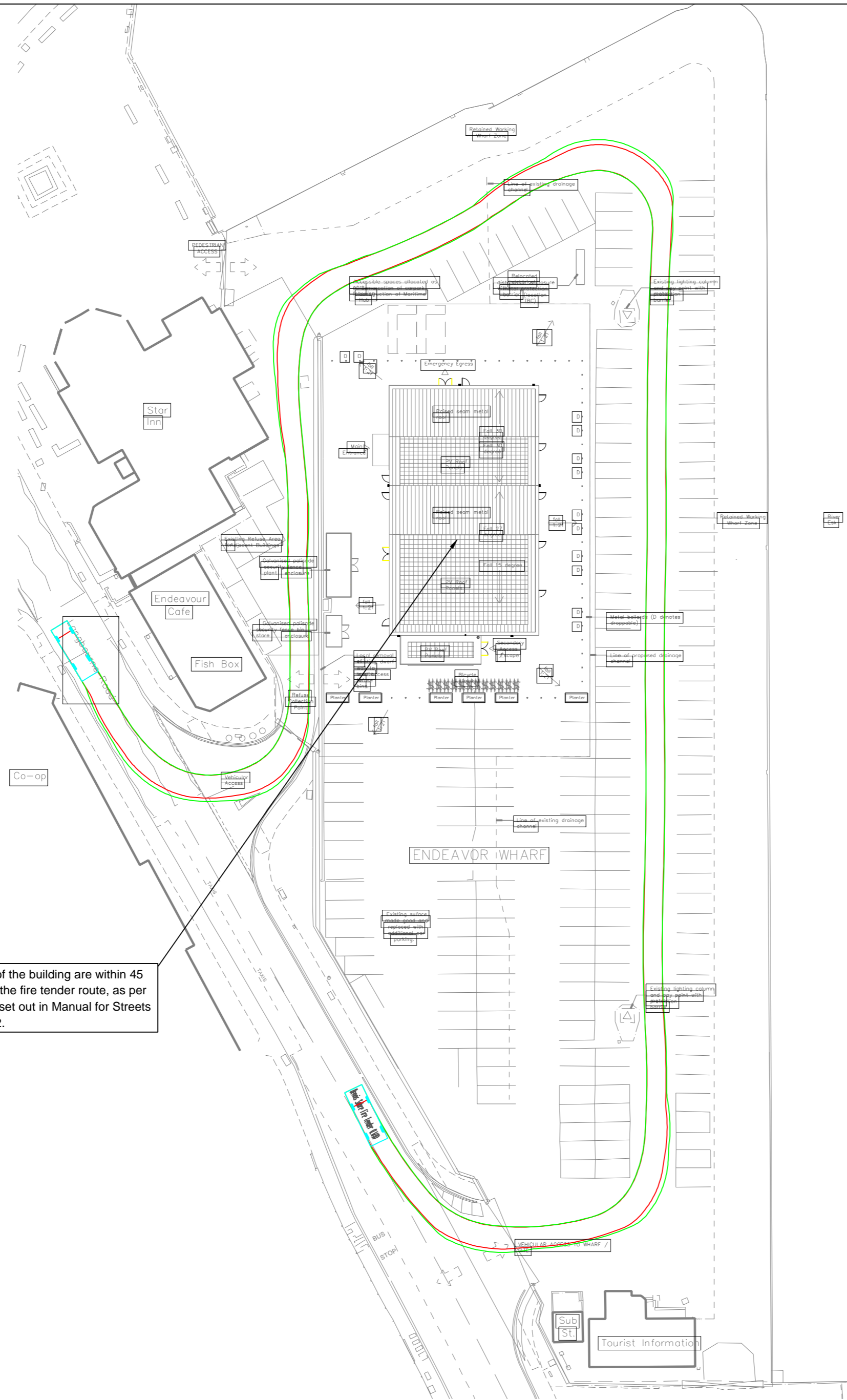
Status: PLANNING

Scale: 1:250
 Size: A2 - 594 x 420 Drawn: LD Chkd: DM Appvd: MC

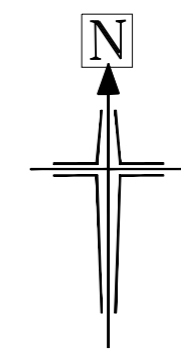
Project: WHITBY MARITIME HUB

Title: SWEEP PATH ANALYSIS OF REFUSE VEHICLE

Drawing No: WHIT-BGH-XX-XX-DR-Y-00002 Revision: P04
 Job No: 22-452 Date: 07.12.2023



All sides of the building are within 45 metres of the fire tender route, as per guidance set out in Manual for Streets Para 6.7.2.



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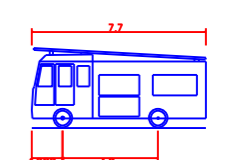
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Dennis Sabre Fire Tender (LWB)

Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.510m
Min Body Ground Clearance	0.597m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.40m

P04	08/03/24	Updated Layout	LD	DM	MC
P03	23/02/24	Updated Layout	LD	DM	MC
P02	21/12/23	Minor Amendments	LD	DM	MC
P01	07/12/23	First Issue	LD	DM	MC
Rev:	Date:	Amendment:	DRN	CHK	APR

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Client: WILMOTT DIXON

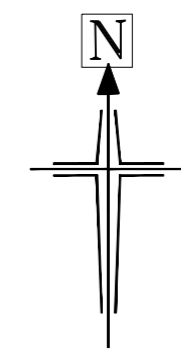
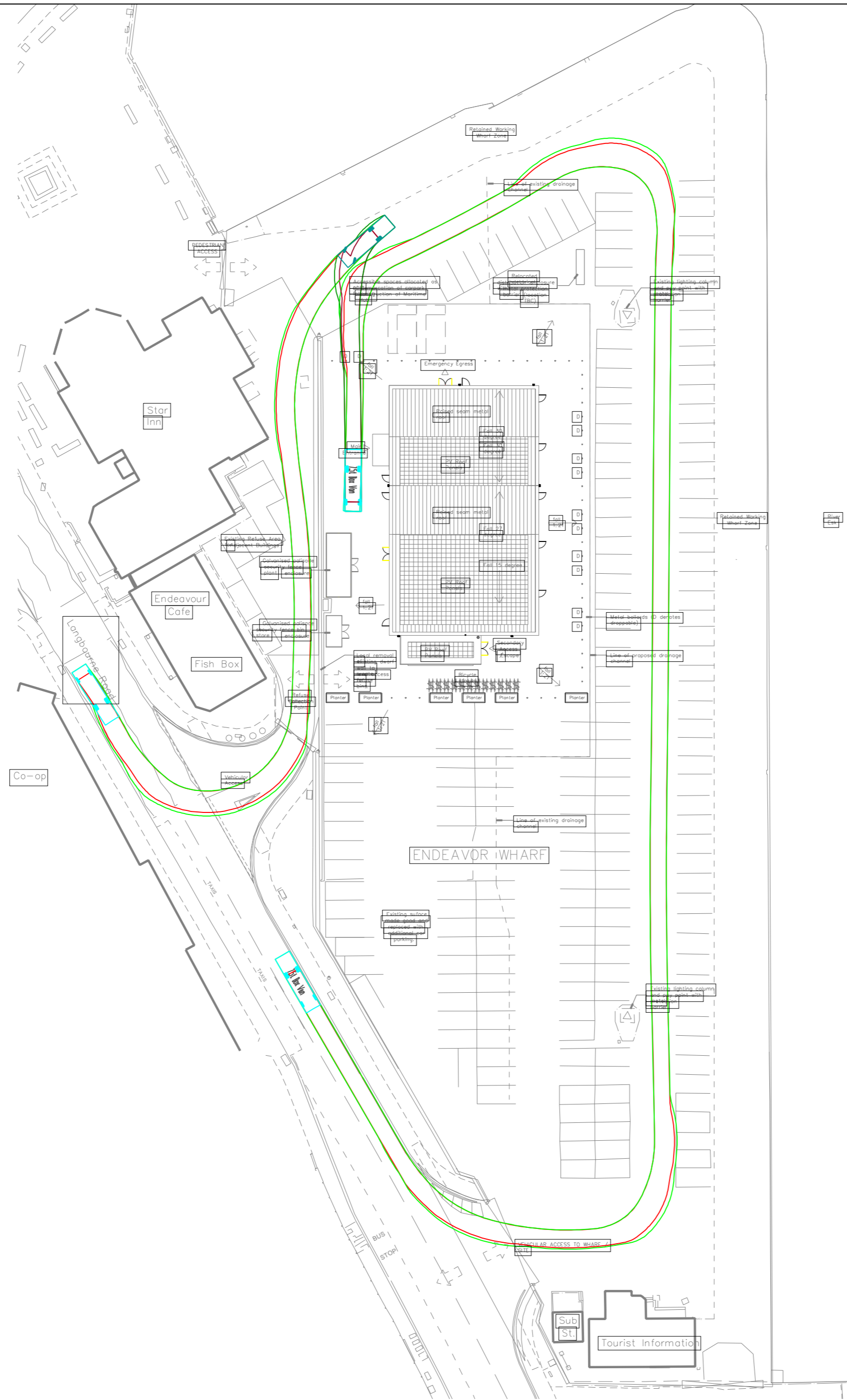
Status: PLANNING

Scale: 1:500 | Drawn: LD | Chkd: DM | Appvd: MC
 Size: A2 - 594 x 420

Project: WHITBY MARITIME HUB

Title: SWEEP PATH ANALYSIS OF FIRE TENDER

Drawing No: WHIT-BGH-XX-XX-DR-Y-00003 | Revision: P04
 Job No: 22-452 | Date: 07.12.2023



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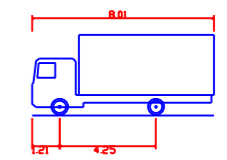
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7.5t Box Van
 Overall Length 8.010m
 Overall Width 2.100m
 Overall Body Height 5.050m
 Min Body Ground Clearance 0.350m
 Track Width 2.160m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.400m

P04	08/03/24	Updated Layout	LD	DM	MC
P03	23/02/24	Updated Layout	LD	DM	MC
P02	21/12/23	Amendments to tracking	LD	DM	MC
P01	07/12/23	First Issue	LD	DM	MC
Rev:	Date:	Amendment:	DRN	CHK	APR

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Client: WILMOTT DIXON

Status: PLANNING

Scale: 1:500 Drawn: LD Chkd: DM Appvd: MC
 Size: A2 - 594 x 420

Project: WHITBY MARITIME HUB

Title: SWEEP PATH ANALYSIS OF LUTON VAN

Drawing No: WHIT-BGH-XX-XX-DR-Y-00004 Revision: P04
 Job No: 22-452 Date: 21.12.2023

Drawing based on Enjoy Design planning layout - Proposed Site Plan 99304 Rev P03 (Received 08/03/2024)

APPENDIX BGH 8

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	ES EAST SUSSEX	1 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CU CUMBERLAND	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: 178 to 925 (units: sqm)
 Range Selected by User: 178 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 23/11/22

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:

Monday	2 days
Tuesday	2 days
Wednesday	1 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	8 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	7
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:

Industrial Zone	1
Commercial Zone	1
Residential Zone	3
Built-Up Zone	2
No Sub Category	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	8 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:**Use Class:**

Not Known 8 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:

15,001 to 20,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	4 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
75,001 to 100,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	2 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	5 days
1.1 to 1.5	3 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	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	8 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BH-02-A-05 ROMAN ROAD HOVE	OFFICES		BRIGHTON & HOVE
	Edge of Town Centre Residential Zone Total Gross floor area:		280 sqm	
	Survey date: WEDNESDAY		04/07/18	Survey Type: MANUAL
2	CU-02-A-02 PORT ROAD CARLISLE	OFFICE		CUMBERLAND
	Edge of Town Centre Industrial Zone Total Gross floor area:		925 sqm	
	Survey date: FRIDAY		24/06/16	Survey Type: MANUAL
3	DY-02-A-02 PRIME PARKWAY DERBY	REAL ESTATE DEVELOPERS		DERBY
	Edge of Town Centre No Sub Category Total Gross floor area:		594 sqm	
	Survey date: THURSDAY		21/10/21	Survey Type: MANUAL
4	ES-02-A-11 THE SIDINGS HASTINGS ORE VALLEY	HOUSING COMPANY		EAST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		186 sqm	
	Survey date: TUESDAY		17/11/15	Survey Type: MANUAL
5	NF-02-A-02 NORTH QUAY GREAT YARMOUTH	FINANCIAL PLANNERS		NORFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area:		894 sqm	
	Survey date: MONDAY		11/09/17	Survey Type: MANUAL
6	NY-02-A-01 NORTH PARK ROAD HARROGATE	SOLICITORS		NORTH YORKSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:		178 sqm	
	Survey date: THURSDAY		04/10/18	Survey Type: MANUAL
7	WK-02-A-02 WHITEHALL ROAD RUGBY	OFFICES		WARWICKSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area:		540 sqm	
	Survey date: MONDAY		14/11/22	Survey Type: MANUAL
8	WS-02-A-05 NORTH STREET WORTHING	SOCIAL HOUSING COMPANY		WEST SUSSEX
	Edge of Town Centre Built-Up Zone Total Gross floor area:		830 sqm	
	Survey date: TUESDAY		17/05/22	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
GM-02-A-10	Covid-19 Restrictions

BRYAN G HALL JOSEPH'S WELL LEEDS

Licence No: 604801

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.70

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	7	607	0.588	7	607	0.024	7	607	0.612
08:00 - 09:00	8	553	2.711	8	553	0.361	8	553	3.072
09:00 - 10:00	8	553	1.220	8	553	0.881	8	553	2.101
10:00 - 11:00	8	553	0.520	8	553	0.520	8	553	1.040
11:00 - 12:00	8	553	0.384	8	553	0.497	8	553	0.881
12:00 - 13:00	8	553	0.452	8	553	0.994	8	553	1.446
13:00 - 14:00	8	553	0.949	8	553	0.723	8	553	1.672
14:00 - 15:00	8	553	0.429	8	553	0.474	8	553	0.903
15:00 - 16:00	8	553	0.248	8	553	0.542	8	553	0.790
16:00 - 17:00	8	553	0.316	8	553	0.926	8	553	1.242
17:00 - 18:00	8	553	0.384	8	553	1.920	8	553	2.304
18:00 - 19:00	7	607	0.118	7	607	0.400	7	607	0.518
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.319			8.262			16.581

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:	178 - 925 (units: sqm)
Survey date date range:	01/01/15 - 23/11/22
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	1

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

BRYAN G HALL JOSEPH'S WELL LEEDS

Licence No: 604801

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

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	7	607	0.024	7	607	0.024	7	607	0.048
08:00 - 09:00	8	553	0.136	8	553	0.113	8	553	0.249
09:00 - 10:00	8	553	0.068	8	553	0.090	8	553	0.158
10:00 - 11:00	8	553	0.000	8	553	0.000	8	553	0.000
11:00 - 12:00	8	553	0.023	8	553	0.023	8	553	0.046
12:00 - 13:00	8	553	0.000	8	553	0.000	8	553	0.000
13:00 - 14:00	8	553	0.045	8	553	0.045	8	553	0.090
14:00 - 15:00	8	553	0.000	8	553	0.000	8	553	0.000
15:00 - 16:00	8	553	0.000	8	553	0.000	8	553	0.000
16:00 - 17:00	8	553	0.023	8	553	0.023	8	553	0.046
17:00 - 18:00	8	553	0.136	8	553	0.136	8	553	0.272
18:00 - 19:00	7	607	0.024	7	607	0.024	7	607	0.048
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.479			0.478			0.957

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.

BRYAN G HALL JOSEPH'S WELL LEEDS

Licence No: 604801

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

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	7	607	0.000	7	607	0.000	7	607	0.000
08:00 - 09:00	8	553	0.000	8	553	0.000	8	553	0.000
09:00 - 10:00	8	553	0.000	8	553	0.000	8	553	0.000
10:00 - 11:00	8	553	0.000	8	553	0.000	8	553	0.000
11:00 - 12:00	8	553	0.000	8	553	0.000	8	553	0.000
12:00 - 13:00	8	553	0.023	8	553	0.023	8	553	0.046
13:00 - 14:00	8	553	0.000	8	553	0.000	8	553	0.000
14:00 - 15:00	8	553	0.000	8	553	0.000	8	553	0.000
15:00 - 16:00	8	553	0.000	8	553	0.000	8	553	0.000
16:00 - 17:00	8	553	0.000	8	553	0.000	8	553	0.000
17:00 - 18:00	8	553	0.000	8	553	0.000	8	553	0.000
18:00 - 19:00	7	607	0.000	7	607	0.000	7	607	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.023			0.046

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.

BRYAN G HALL JOSEPH'S WELL LEEDS

Licence No: 604801

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	7	607	0.000	7	607	0.000	7	607	0.000
08:00 - 09:00	8	553	0.271	8	553	0.000	8	553	0.271
09:00 - 10:00	8	553	0.000	8	553	0.000	8	553	0.000
10:00 - 11:00	8	553	0.000	8	553	0.000	8	553	0.000
11:00 - 12:00	8	553	0.000	8	553	0.000	8	553	0.000
12:00 - 13:00	8	553	0.000	8	553	0.023	8	553	0.023
13:00 - 14:00	8	553	0.000	8	553	0.000	8	553	0.000
14:00 - 15:00	8	553	0.000	8	553	0.000	8	553	0.000
15:00 - 16:00	8	553	0.000	8	553	0.023	8	553	0.023
16:00 - 17:00	8	553	0.000	8	553	0.000	8	553	0.000
17:00 - 18:00	8	553	0.000	8	553	0.203	8	553	0.203
18:00 - 19:00	7	607	0.000	7	607	0.000	7	607	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.271			0.249			0.520

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.

BRYAN G HALL JOSEPH'S WELL LEEDS

Licence No: 604801

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	7	607	0.635	7	607	0.024	7	607	0.659
08:00 - 09:00	8	553	3.162	8	553	0.271	8	553	3.433
09:00 - 10:00	8	553	1.310	8	553	1.016	8	553	2.326
10:00 - 11:00	8	553	0.587	8	553	0.610	8	553	1.197
11:00 - 12:00	8	553	0.474	8	553	0.565	8	553	1.039
12:00 - 13:00	8	553	0.520	8	553	1.175	8	553	1.695
13:00 - 14:00	8	553	1.084	8	553	0.813	8	553	1.897
14:00 - 15:00	8	553	0.520	8	553	0.520	8	553	1.040
15:00 - 16:00	8	553	0.248	8	553	0.632	8	553	0.880
16:00 - 17:00	8	553	0.316	8	553	1.016	8	553	1.332
17:00 - 18:00	8	553	0.271	8	553	2.191	8	553	2.462
18:00 - 19:00	7	607	0.141	7	607	0.471	7	607	0.612
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.268			9.304			18.572

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.

BRYAN G HALL JOSEPH'S WELL LEEDS

Licence No: 604801

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	7	607	0.024	7	607	0.000	7	607	0.024
08:00 - 09:00	8	553	0.542	8	553	0.000	8	553	0.542
09:00 - 10:00	8	553	0.271	8	553	0.271	8	553	0.542
10:00 - 11:00	8	553	0.316	8	553	0.678	8	553	0.994
11:00 - 12:00	8	553	0.610	8	553	0.316	8	553	0.926
12:00 - 13:00	8	553	0.678	8	553	1.039	8	553	1.717
13:00 - 14:00	8	553	0.926	8	553	0.791	8	553	1.717
14:00 - 15:00	8	553	0.226	8	553	0.136	8	553	0.362
15:00 - 16:00	8	553	0.090	8	553	0.090	8	553	0.180
16:00 - 17:00	8	553	0.113	8	553	0.407	8	553	0.520
17:00 - 18:00	8	553	0.090	8	553	0.407	8	553	0.497
18:00 - 19:00	7	607	0.000	7	607	0.024	7	607	0.024
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.886			4.159			8.045

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.

BRYAN G HALL JOSEPH'S WELL LEEDS

Licence No: 604801

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	7	607	0.000	7	607	0.000	7	607	0.000
08:00 - 09:00	8	553	0.226	8	553	0.000	8	553	0.226
09:00 - 10:00	8	553	0.113	8	553	0.000	8	553	0.113
10:00 - 11:00	8	553	0.000	8	553	0.000	8	553	0.000
11:00 - 12:00	8	553	0.000	8	553	0.023	8	553	0.023
12:00 - 13:00	8	553	0.000	8	553	0.000	8	553	0.000
13:00 - 14:00	8	553	0.000	8	553	0.000	8	553	0.000
14:00 - 15:00	8	553	0.000	8	553	0.000	8	553	0.000
15:00 - 16:00	8	553	0.000	8	553	0.000	8	553	0.000
16:00 - 17:00	8	553	0.000	8	553	0.023	8	553	0.023
17:00 - 18:00	8	553	0.000	8	553	0.248	8	553	0.248
18:00 - 19:00	7	607	0.000	7	607	0.000	7	607	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.339			0.294			0.633

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.

BRYAN G HALL JOSEPH'S WELL LEEDS

Licence No: 604801

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	7	607	0.000	7	607	0.000	7	607	0.000
08:00 - 09:00	8	553	0.023	8	553	0.000	8	553	0.023
09:00 - 10:00	8	553	0.136	8	553	0.000	8	553	0.136
10:00 - 11:00	8	553	0.045	8	553	0.000	8	553	0.045
11:00 - 12:00	8	553	0.000	8	553	0.000	8	553	0.000
12:00 - 13:00	8	553	0.000	8	553	0.000	8	553	0.000
13:00 - 14:00	8	553	0.000	8	553	0.000	8	553	0.000
14:00 - 15:00	8	553	0.000	8	553	0.000	8	553	0.000
15:00 - 16:00	8	553	0.000	8	553	0.045	8	553	0.045
16:00 - 17:00	8	553	0.000	8	553	0.000	8	553	0.000
17:00 - 18:00	8	553	0.000	8	553	0.068	8	553	0.068
18:00 - 19:00	7	607	0.000	7	607	0.024	7	607	0.024
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.204			0.137			0.341

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	7	607	0.000	7	607	0.000	7	607	0.000
08:00 - 09:00	8	553	0.248	8	553	0.000	8	553	0.248
09:00 - 10:00	8	553	0.248	8	553	0.000	8	553	0.248
10:00 - 11:00	8	553	0.045	8	553	0.000	8	553	0.045
11:00 - 12:00	8	553	0.000	8	553	0.023	8	553	0.023
12:00 - 13:00	8	553	0.000	8	553	0.000	8	553	0.000
13:00 - 14:00	8	553	0.000	8	553	0.000	8	553	0.000
14:00 - 15:00	8	553	0.000	8	553	0.000	8	553	0.000
15:00 - 16:00	8	553	0.000	8	553	0.045	8	553	0.045
16:00 - 17:00	8	553	0.000	8	553	0.023	8	553	0.023
17:00 - 18:00	8	553	0.000	8	553	0.316	8	553	0.316
18:00 - 19:00	7	607	0.000	7	607	0.024	7	607	0.024
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.541			0.431			0.972

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.

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.70

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	7	607	0.659	7	607	0.024	7	607	0.683
08:00 - 09:00	8	553	4.224	8	553	0.271	8	553	4.495
09:00 - 10:00	8	553	1.830	8	553	1.288	8	553	3.118
10:00 - 11:00	8	553	0.949	8	553	1.288	8	553	2.237
11:00 - 12:00	8	553	1.084	8	553	0.904	8	553	1.988
12:00 - 13:00	8	553	1.197	8	553	2.236	8	553	3.433
13:00 - 14:00	8	553	2.010	8	553	1.604	8	553	3.614
14:00 - 15:00	8	553	0.745	8	553	0.655	8	553	1.400
15:00 - 16:00	8	553	0.339	8	553	0.791	8	553	1.130
16:00 - 17:00	8	553	0.429	8	553	1.446	8	553	1.875
17:00 - 18:00	8	553	0.361	8	553	3.117	8	553	3.478
18:00 - 19:00	7	607	0.141	7	607	0.518	7	607	0.659
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.968			14.142			28.110

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.

BRYAN G HALL JOSEPH'S WELL LEEDS

Licence No: 604801

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

MULTI-MODAL CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	7	607	0.518	7	607	0.000	7	607	0.518
08:00 - 09:00	8	553	2.440	8	553	0.181	8	553	2.621
09:00 - 10:00	8	553	1.016	8	553	0.565	8	553	1.581
10:00 - 11:00	8	553	0.429	8	553	0.384	8	553	0.813
11:00 - 12:00	8	553	0.248	8	553	0.407	8	553	0.655
12:00 - 13:00	8	553	0.429	8	553	0.926	8	553	1.355
13:00 - 14:00	8	553	0.858	8	553	0.655	8	553	1.513
14:00 - 15:00	8	553	0.384	8	553	0.429	8	553	0.813
15:00 - 16:00	8	553	0.181	8	553	0.452	8	553	0.633
16:00 - 17:00	8	553	0.226	8	553	0.836	8	553	1.062
17:00 - 18:00	8	553	0.248	8	553	1.785	8	553	2.033
18:00 - 19:00	7	607	0.071	7	607	0.353	7	607	0.424
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.048			6.973			14.021

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.

BRYAN G HALL JOSEPH'S WELL LEEDS

Licence No: 604801

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

MULTI-MODAL LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	7	607	0.047	7	607	0.000	7	607	0.047
08:00 - 09:00	8	553	0.136	8	553	0.068	8	553	0.204
09:00 - 10:00	8	553	0.136	8	553	0.226	8	553	0.362
10:00 - 11:00	8	553	0.068	8	553	0.136	8	553	0.204
11:00 - 12:00	8	553	0.113	8	553	0.068	8	553	0.181
12:00 - 13:00	8	553	0.000	8	553	0.045	8	553	0.045
13:00 - 14:00	8	553	0.023	8	553	0.000	8	553	0.023
14:00 - 15:00	8	553	0.045	8	553	0.045	8	553	0.090
15:00 - 16:00	8	553	0.068	8	553	0.068	8	553	0.136
16:00 - 17:00	8	553	0.068	8	553	0.068	8	553	0.136
17:00 - 18:00	8	553	0.000	8	553	0.000	8	553	0.000
18:00 - 19:00	7	607	0.024	7	607	0.024	7	607	0.048
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.728			0.748			1.476

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.

BRYAN G HALL JOSEPH'S WELL LEEDS

Licence No: 604801

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

MULTI-MODAL MOTOR CYCLES

Calculation factor: 100 sqm

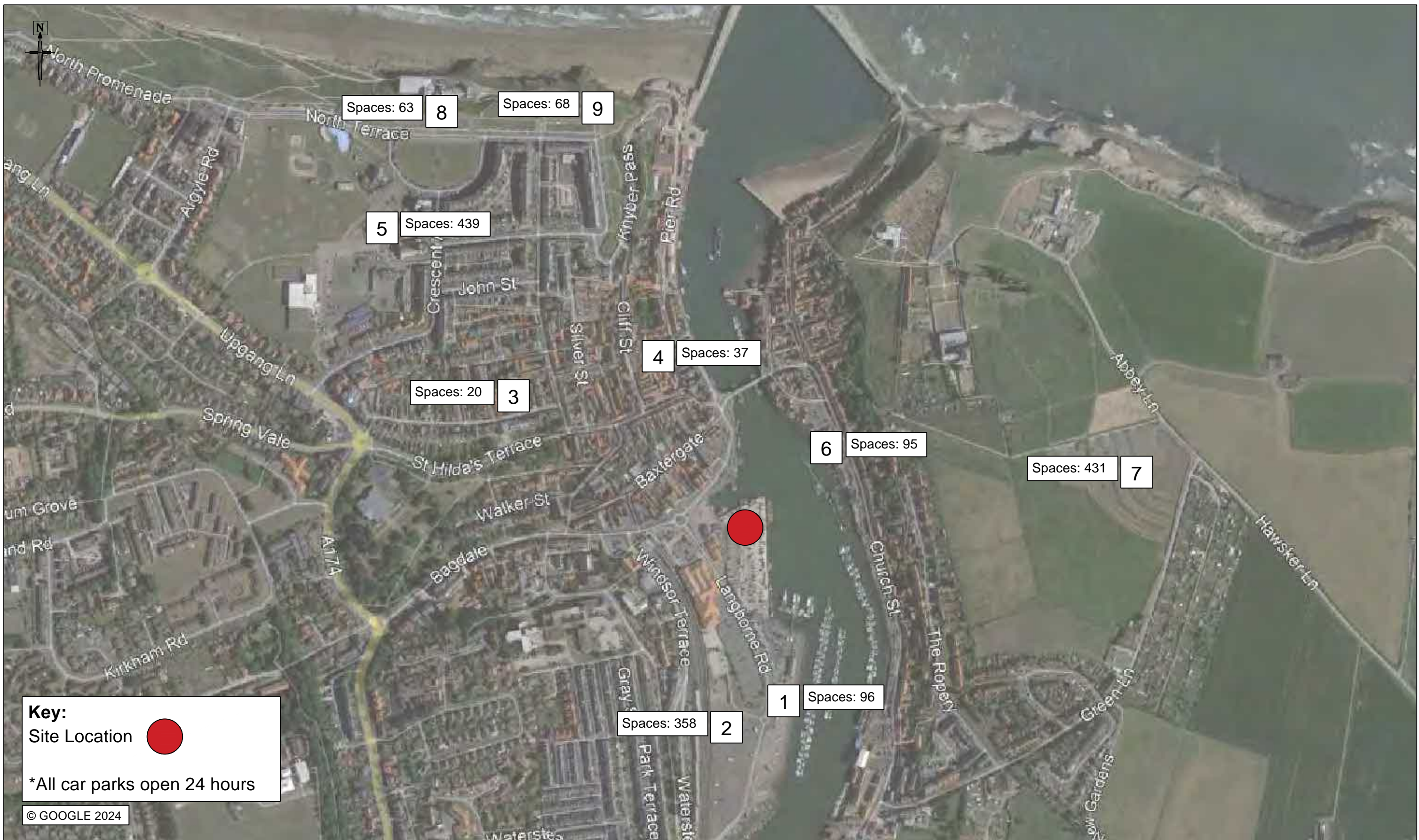
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	7	607	0.000	7	607	0.000	7	607	0.000
08:00 - 09:00	8	553	0.000	8	553	0.000	8	553	0.000
09:00 - 10:00	8	553	0.000	8	553	0.000	8	553	0.000
10:00 - 11:00	8	553	0.023	8	553	0.000	8	553	0.023
11:00 - 12:00	8	553	0.000	8	553	0.000	8	553	0.000
12:00 - 13:00	8	553	0.000	8	553	0.000	8	553	0.000
13:00 - 14:00	8	553	0.023	8	553	0.023	8	553	0.046
14:00 - 15:00	8	553	0.000	8	553	0.000	8	553	0.000
15:00 - 16:00	8	553	0.000	8	553	0.023	8	553	0.023
16:00 - 17:00	8	553	0.000	8	553	0.000	8	553	0.000
17:00 - 18:00	8	553	0.000	8	553	0.000	8	553	0.000
18:00 - 19:00	7	607	0.000	7	607	0.000	7	607	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.046			0.046			0.092

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.

APPENDIX BGH 9



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Title: **CAR PARK AVAILABILITY PLAN**

Status: **FOR INFORMATION**

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

Drawn: PP Chkd: GWB Appvd: GWB

Rev:	Date:	Amendment:	DRN	CHK	APR
Client:		NORTH YORKSHIRE COUNCIL			
Project:		WHITBY MARITIME HUB			
Drawing No:	22/452/LOC/004		Revision: -		
Job No:	22-452		Date: 10/01/2024		



Key:

- Site Location ●
- Park and Ride ●

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Title: **PARK AND RIDE LOCATION PLAN**

Status: **FOR INFORMATION**

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

Drawn: PP Chkd: GWB Appvd: GWB

Rev:	Date:	Amendment:	DRN	CHK	APR
Client:			NORTH YORKSHIRE COUNCIL		
Project:			WHITBY MARITIME HUB		
Drawing No:	22/452/LOC/005		Revision: -		
Job No:	22-452		Date: 10/01/2024		

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