

Client:
Economic Development Regeneration
and Tourism Service (EDRTS),
North Yorkshire Council

Project:
Scarborough Harbour
West Pier Redevelopment

Transport Statement

February 2024

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CONTENTS

1	INTRODUCTION	1
	BACKGROUND	1
	PROPOSED DEVELOPMENT	1
2	EXISTING CONDITIONS	2
	SITE LOCATION AND USE.....	2
	ACCESSIBILITY	3
	PARKING	6
	EXISTING SERVICING/DELIVERIES.....	6
3	POLICY REVIEW	7
	INTRODUCTION.....	7
	NATIONAL POLICY	7
	REGIONAL POLICY.....	9
	LOCAL POLICY	9
	SUMMARY	10
4	THE PROPOSED DEVELOPMENT	11
	PEDESTRIAN ACCESS	13
	VEHICULAR ACCESS	13
	SERVICING.....	13
	VEHICLE PARKING	14
	CYCLE PARKING	14
5	TRIP ASSESSMENT	15
6	SUMMARY & CONCLUSIONS	16

Figures

- Figure 1 - Site Location Plan
- Figure 2 - Existing Site Layout
- Figure 3 - Proposed Buildings

Appendices

- Appendix A - Landscape Architect's Layout
- Appendix B - Swept Path Analysis

1 INTRODUCTION

- 1.1 Economic Development Regeneration and Tourism Service (EDRTS), North Yorkshire Council has commissioned Pulsar to prepare a Transport Statement to support a planning application for the redevelopment of West Pier, Scarborough, YO11 1PD.

Background

- 1.2 The Local Planning Authority and the Local Highway Authority are North Yorkshire Council. This new unitary authority was created on 1st April 2023, and replaces North Yorkshire County Council, Scarborough Borough Council and the six other district councils within North Yorkshire.

- 1.3 The business case for the regeneration of the West Pier was approved in 2022. Scarborough Borough Council was awarded funding from the Towns Fund for projects within Scarborough and Whitby, including the West Pier regeneration project. Further funding from the Council's Investment Fund and regeneration budgets would be used to complete the scheme.

Proposed Development

- 1.4 The scheme comprises the restoration and regeneration of the West Pier, with the improvement to the public realm, provision of retail and workshop space to accommodate catering, fisheries and creative industries uses.
- 1.5 A key aim of the proposals is to increase the accessibility of the pier and increase footfall by enhancing the pedestrian facilities and reducing the car dominated nature of the pier.
- 1.6 The Transport Statement is structured as follows:

Section 2: Existing Conditions – A review of travel and transport conditions at the site and surrounding area.

Section 3: Policy Review – A review of relevant national, regional and local transport and land use planning policy.

Section 4: The Proposed Development – A description of the proposed development with an emphasis on proposed transport infrastructure.

Section 5: Trip Generation – A review of the likely number of trips to be generated by the proposed development.

Section 6: Summary & Conclusions – A review of key issues and conclusions raised in the report.

2 EXISTING CONDITIONS

2.1 This section describes existing conditions at the site in relation to transport.

Site Location and Use

2.2 The West Pier is located at the eastern extent of Scarborough's town centre and incorporates an access road leading to a car park. The West Pier access road is taken from a traffic signal junction with Foreshore Road/Sandside and Eastborough, extending south along the pier.

2.3 The site is bounded by South Bay Beach and the RNLI Lifeboat station to the west and Foreshore Road/Sandside to the north. The surrounding area comprises a mix of uses, with town centre retail/restaurant units alongside the harbour's fishery use.

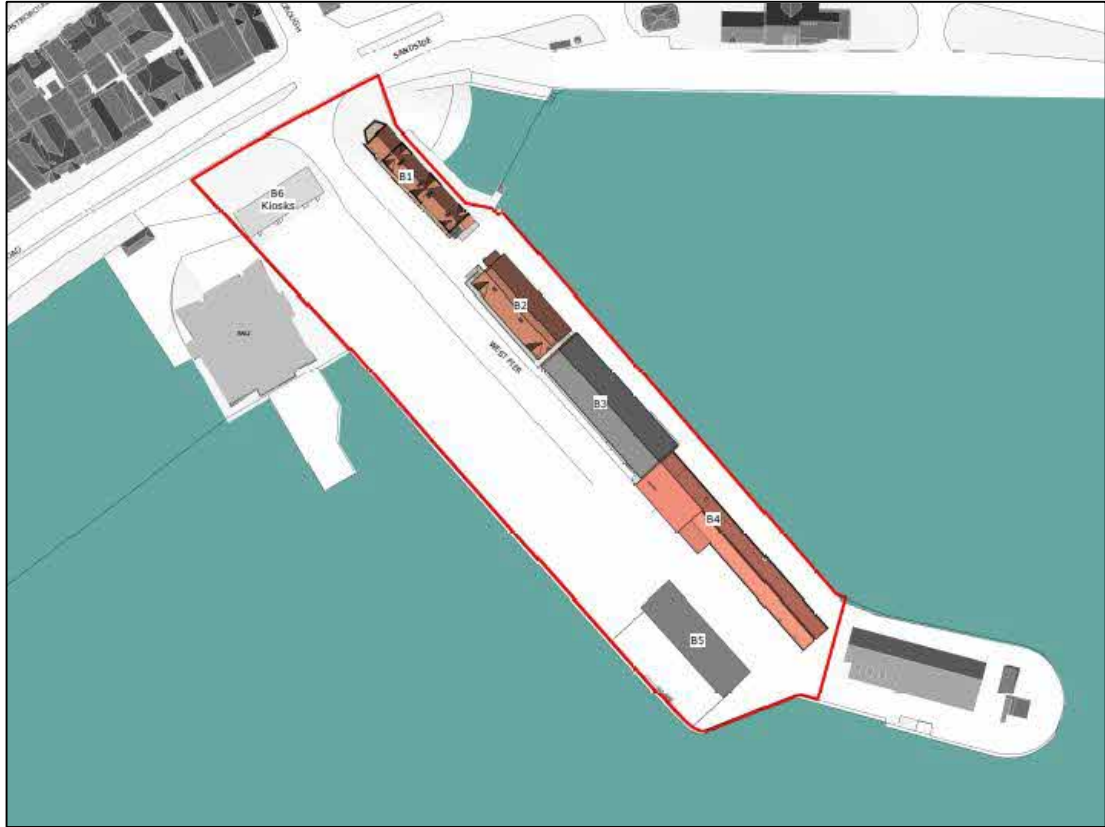
2.4 Figure 1 shows the site location plan.

Figure 1 Site Location Plan



- 2.5 The pier currently comprises six buildings, as shown in Figure 2 below. Buildings 1-4 contain a mix of commercial, storage, retail, office and workshop space. Building 4 is also used for fisheries related uses. Building 5 “bait shed” is used for the holding and preparation of shellfish as well as storage/workshop areas.

Figure 2 Existing Site Layout (Source: Jefferson Sheard Architects)



- 2.6 The access road is used for servicing/deliveries for the existing uses and also to access an existing car park. The car park allows both permit holders associated with staff of the existing pier uses as well as pay & display parking for visitors to the town centre. There are circa 120 parking spaces currently on the pier.
- 2.7 The pier is currently a car dominated area with poor pedestrian access. As such, pedestrian footfall is currently relatively low on the pier (except for those going to/from their parked cars).

Accessibility

- 2.8 This section provides information on access to and from the site by sustainable modes of transport.

Walking & Cycling

- 2.9 Government research previously included within Planning Policy Guidance 13: Transport, states that:

Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under two kilometres.

- 2.10 Whilst PPG13 has now been superseded, the research underpinning the above is still considered relevant. A 2km walk would be expected to take 25 minutes on average.
- 2.11 Similarly, the Chartered Institution of Highways and Transportation (CIHT) published 'Planning for Walking' in 2015. This states that across Britain, 80% of journeys shorter than 1 mile are made wholly on foot and for journeys between 1 and 2 miles, 26% are made on foot.
- 2.12 The local road network is well maintained and considered highly suitable for travel on foot.
- 2.13 Foreshore Road/Sandside has wide footways on both sides of the carriageway. Pedestrian controlled crossings with dropped kerbs/tactile paving are located at the junction of Foreshore Road/Sandside and the West Pier access, to support accessible pedestrian movement by pushchair users and the mobility and sight impaired.
- 2.14 In terms of cycling, the CIHT guidance "Planning for Cycling" notes that cycling should be considered a potential mode for trips up to 5 miles (8km).
- 2.15 National Cycle Network (NCN) Route 1 passes through Scarborough approximately 1.1km west of the site (a 7-minute cycle). This is a long-distance route running through Scotland and England – in the nearby area, this enables connection by cycle north to Whitby and south to Bridlington, as well as through nearby villages along the coast.
- 2.16 Several other recreational routes are available in the local area, including within Royal Albert Park. The local road network, including Foreshore Road and Sandside, is well maintained and considered suitable for cycling.

Public Transport

- 2.17 There are bus stops either side of the West Pier's access, on Foreshore Road/Sandside, within approximately 40m walk of the site. These both serve bus route 8 (westbound). The closest eastbound stop is located approximately 50m walk east of the site, on Sandside, serving the same route.
- 2.18 Further bus stops are located on Queen Street, approximately 450m walk from the site. These serve the 8, 10, 11, 20, 333 and S115 bus routes.
- 2.19 Further information on the accessible bus services is provided in Table 2.1.

Table 2.1 Accessible Bus Services: Typical Frequencies (Mins)

No.	Route	Week	Sat	Sun
8	St Thomas Street – Westborough – Railway Station – Colescliffe Road - Briercliffe	30	30	60
10	Field Lane – Scarborough Hospital – St Thomas Street – Westborough – Eastfield – Cayton West Garth	30	30	60
11	Queen Street – St Thomas Street – Northstead Manor Drive – Northstead – Hospital – Sea Life Centre	40	40	-
20	Queen Street – Westborough – Railway Station – Springhill Lane – Stepney Avenue – West Square – Queen Street	40	40	-
333	York Place – St Thomas Street – Northstead – Wreyfield Drive – Throxenby Lane – Wreyfield Drive – Northstead – Aberdeen Walk – York Place (circular route)	60	60	-
S115	Queen Street – Westborough – Scarborough Hospital – Newby – Burniston – Staintondale - Ravenscar	2 services daily	-	-

2.20 Scarborough railway station is located approximately 1.1km southwest of the site, a 16-minute walk. The station is operated by TransPennine Express and served by TransPennine Express and Northern trains. It is the terminus station on the Northern Hull-Scarborough line and the North TransPennine Express route.

2.21 Car and cycle parking is available at Scarborough station. The station is Category A, with level access provided from the station entrance to all platforms and boarding ramps available.

2.22 Direct destinations available from Scarborough station include York, Leeds, Manchester Piccadilly, Hull and Sheffield. Typical weekday service frequency is as follows:

- One service per hour to York
- One service every 2 hours to Leeds
- One service every 2 hours to Manchester Piccadilly
- One service per hour to Hull
- One service per hour to Sheffield

Local Highway Network

2.23 Access to the site is taken from Foreshore Road/Sandside to the north of the pier, with the road undergoing a name change at this junction. Foreshore Road continues west from the pier access, and Sandside continues east.

2.24 Both roads share similar characteristics and are lined by pedestrian footways on both sides, with pedestrian crossing points provided at regular intervals. A central reservation is present along the length of Foreshore Road.

Parking

- 2.25 The pier currently incorporates 109 car parking spaces (West Pier Car Park). There are eleven spaces on the eastern side of the access road (at the northern end of the site), whilst the majority of spaces are on the western side of the access road. There are also areas for motorcycle parking.
- 2.26 The West Pier Car Park is Pay & Display but also allows permit holders (associated with the employment uses on the pier) to park.

Existing Servicing/Deliveries

- 2.27 Deliveries to buildings 1-3 takes place immediately to the western edge of the buildings (adjacent to the existing road). The delivery area is delineated by yellow hatch road markings, and delivery vehicles (mainly vans) load/unload parallel to the access road.
- 2.28 A further servicing area is located adjacent to buildings 4 and 5, which allows larger vehicles to turn around.

3 POLICY REVIEW

Introduction

- 3.1 This section of the report considers the current and emerging planning policy guidance at national, regional and local level.

National Policy

National Planning Policy Framework (NPPF)

- 3.2 The revised NPPF was published in July 2018 (and recently updated in July 2021) and sets out the Government's planning policies for England and how these are expected to be applied. It replaces the previous document published in March 2012.

- 3.3 The NPPF reiterates that "*the purpose of the planning system is to contribute to the achievement of sustainable development*" and "*at the heart of the Framework is a presumption in favour of sustainable development*".

- 3.4 Section 9 deals with promoting sustainable transport. Paragraph 104 sets out the reasons transport issues should be considered from the earliest stages of plan-making and development proposals, i.e. so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

- 3.5 Paragraph 105 states that the planning system should actively manage patterns of growth in support of the above objectives.

- 3.6 Paragraph 110 states that in assessing specific applications for development, the following should be ensured:

"appropriate opportunities to promote sustainable transport modes can be – or have been - taken up given the type of development and its location;

Safe and suitable access to the site can be achieved for all users;

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 Mode Design Code; and

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.

3.7 Paragraph 111 goes on to state:

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."

3.8 NPPF states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment.

National Planning Practice Guidance (NPPG), 2014

3.9 On 6 March 2014 the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance web-based resource. One section relates specifically to Transport and is titled 'Travel Plans, Transport Assessments and Statements in decision-taking' and this provides the overarching principles of Travel Plans, Transport Assessments and Statements.

3.10 The guidance explains the role of Transport Assessments and Statements as:

"ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans)".

3.11 The guidance demonstrates that Transport Assessments and Statements and Travel Plans can positively contribute in the following ways:

*"encouraging sustainable travel;
lessening traffic generation and its detrimental impacts;
reducing carbon emissions and climate impacts;
creating accessible, connected, inclusive communities;
improving health outcomes and quality of life;
improving road safety; and
reducing the need for new development to increase existing road capacity or provide new roads."*

Regional Policy

North Yorkshire Local Transport Plan (2016)

- 3.12 The North Yorkshire County Council LTP was published in 2016 and aimed to set out transport objectives for the county for the period 2016-2045.
- 3.13 At that time, the potential devolution of the Council was being discussed. It is noted within the LTP that whilst a devolution would impact the proposals set out within the LTP, it is unlikely to fundamentally alter the transport issues and solutions identified, with the document prepared with the potential devolution in mind.
- 3.14 The main aims of the LTP are:
- Economic growth
 - Road safety
 - Access to services
 - Environment and climate change
 - Healthier travel
- 3.15 The LTP notes that Transport Assessments/Statements are required to assess the impact of proposed developments on the highway and transport network.

Local Policy

Scarborough Local Plan (July 2017)

- 3.16 The current Local Plan was adopted in 2017 and aims to guide development in Scarborough borough through to 2032.
- 3.17 Policy INF 1 is about transport. Key elements of this policy include promoting Scarborough town centre as a strategic public transport hub, promoting sustainable modes of transport and enhancing a network of routes for those without access to a car.
- 3.18 Policy INF 3, on sustainable transport and travel plans, notes that proposals should contribute to sustainable transport. Development proposals will be supported that:
- a. Improve transport choice and encourage travel to work and school by public transport, cycling and walking;*
 - b. Minimise the distance people need to travel;*
 - c. Contribute positively to a demand management strategy to address congestion, environmental and safety issues including managing car parking provision and prioritising bus routes in urban areas;*
 - d. Encourage the use of Park and Ride where appropriate.*

- 3.19 Policy DEC 2 notes that for non-residential developments providing 100 or more car parking bays, at least 2% should provide Electric Vehicle Charging (EVC) points.

Scarborough Draft Local Plan (2023)

- 3.20 A draft Local Plan was published in January 2023 by Scarborough Borough Council. Though this will not progress beyond 1st April 2023 due to the reorganisation of the local government bodies, the draft and subsequent consultation will inform a new Local Plan for the North Yorkshire Council. The draft Local Plan is a review of the existing and remains largely similar.

- 3.21 The West Pier regeneration scheme is included within the draft Local Plan, under 'Supporting Industry and Business: Harbours'. It states:

Regeneration of the harbours at Scarborough and Whitby is identified as a key objective within the 'Blueprints' for the respective towns. Along the West Pier in Scarborough, there is a desire to integrate the traditional fishing industry with the visitor economy through the renovation and repurposing of existing buildings and the creation of new attractive public spaces.

Summary

- 3.22 The focus of transport and land use planning policy is on the development of sustainable travel measures and the encouragement of development proposals which widen the accessibility of sustainable travel to site attendees and the wider community. The site is situated in an accessible location and further information is provided later in this report which details the transport infrastructure proposed for the site.

4 THE PROPOSED DEVELOPMENT

4.1 This section of the report provides a description of the proposed development with a focus on transport infrastructure. Appendix A contains the architect's layout.

4.2 The regeneration proposals seek to enhance the attractiveness of the pier and increase footfall by improving the pedestrian experience. However, it is acknowledged that access to the pier is also needed for servicing/deliveries and to the retained car parking.

4.3 The eastern extent of the site (the far end of the pier) would be retained as per existing. The proposals can be summarised as follows:

Building 1 will be refurbished and extended to accommodate a restaurant on the ground and upper floors;

Building 2 will be refurbished to accommodate the existing use on the ground floor (retail and shellfish growing tanks), and artists' studios and an associated gallery on the first floor;

Building 3 will be refurbished to accommodate units on the ground floor, and a café and the Harbour Master's Office on the upper floor;

Buildings 4 will be demolished and replaced by a fisheries warehouse which will accommodate 31 industrial units;

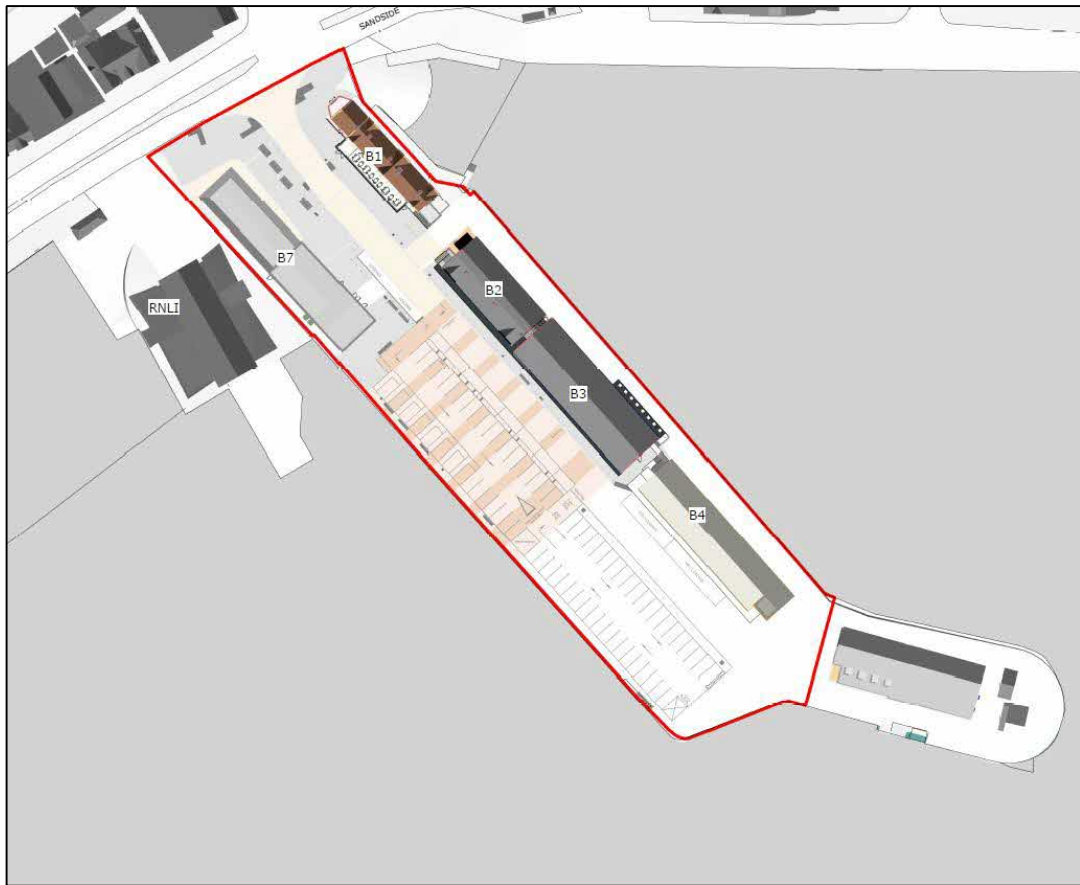
Building 5 will be demolished;

Building 6 will be demolished;

A new building (7) will be constructed opposite Building 1 which will include replacement kiosks and public conveniences.

4.4 The proposals will also include an enhanced public realm, a parking area (accommodating 81 parking spaces) and sufficient areas for vehicle manoeuvring. Figure 3 overleaf shows the proposed scheme.

Figure 3 – Proposed Buildings



4.5 Table 4.1 below sets out the existing and proposed uses along the pier and associated floor areas.

Table 4.1 Existing and Proposed Floor Areas

Pier Floorspace by Use	Existing (sqm)	Proposed (sqm)
Café	110.7	232
Retail	297.8	401.4
Public Toilets	175.7	135.2
Restaurant	0	468.8
Industrial	87	87
Artist	49	119.1
Art Gallery	17	22.3
Office	296.2	176.7
Industrial Storage	516	218.5
Storage/Warehouse	1216	932.5
Sub Station	0	47.8
Total	2765.4	2841.3

4.6 As noted above, enhancements to the public realm are proposed on the pier and at the approach to the pier (within the public highway). The latter will primarily involve changes to paving materials and street furniture. The highway layout (for example

footway/carrageway widths, pedestrian crossing facilities and kerb radii) will be unchanged. It is envisaged that some form of highway agreement will be required with North Yorkshire Council Highways to facilitate the proposed alterations to the publicly adopted highway land.

Pedestrian Access

- 4.7 Pedestrian access will be maintained from Foreshore Road/Sandside.
- 4.8 Footways on the southern side of this carrageway will continue into the site and provide access south along the pier.
- 4.9 Within the site, pedestrian movement will be prioritised through the widening of existing and provision of new footways. A new carrageway surfacing treatment will also be incorporated to create a more pedestrianised feel and to encourage drivers to proceed more cautiously.
- 4.10 Footways will be provided along both sides of the pier, one to the north of the shared vehicle/pedestrian route and one along the southern pier edge. These routes will terminate at the fishery vehicle turning area to delineate the public realm from the working fisheries area.

Vehicular Access

- 4.11 Vehicular access will continue from Foreshore Road/Sandside. The existing access junction will remain unchanged.
- 4.12 The internal layout will be altered as part of the proposals. All vehicles will enter and route southbound along the pier.
- 4.13 The car park is accessed from the northwest of the pier via an access only. The car park is in two parts, with the area south of the egress point having two-way operation, and the area north of the egress operating as one-way (southbound). Vehicles are permitted to turn left only out of the egress to route northbound to rejoin the road network.
- 4.14 Working vehicles associated with the commercial/fishery units will route south and turn within a new vehicle turning area at the south of the pier. A small number of vehicles associated with the fisheries will access the eastern edge of the pier – these would turn within the turning area at the south of the pier, with vehicles then returning north along the main pier access road.

Servicing

- 4.15 As noted previously, servicing and deliveries currently takes place along the pier using the access road. Delivery access will continue via this arrangement.

- 4.16 Deliveries for the renovated buildings 1-3 will take place adjacent to the access road in dedicated bays and will be managed to ensure that these are undertaken using transit vans (or similar sized vehicles). Appendix B shows the vehicle swept path analysis for these bays.
- 4.17 The replacement building 4 will be serviced by a variety of vehicle types such as vans, large rigid vehicles and 16.5m long articulated lorries. A new turning area is proposed (in the location of the demolished building 5). Appendix B includes the swept path analysis for building 4.

Vehicle Parking

- 4.18 A total of 81 pay and display car parking spaces will be retained on the pier including eight disabled person spaces. These spaces will also be made available to permit holders associated with the employment uses on the pier. Ten of the parking spaces will incorporate electric vehicle (EV) charging points.
- 4.19 NYC has confirmed that this level of parking provision is considered acceptable. NYC have reviewed the parking capacity at other car parks in Scarborough and acknowledged that whilst the West Pier car park is relatively popular, other car parks within the town centre (or in close proximity to the town centre) have spare capacity throughout the year.

Cycle Parking

- 4.20 The development will have a total of 18 cycle parking spaces across nine Sheffield Stands within the enhanced public realm area (refer to Landscape Architect's drawing in Appendix A).

5 TRIP ASSESSMENT

- 5.1 This section considers the likely trip generation anticipated to result from the proposed scheme.
- 5.2 As noted in Section 4, the total floorspace associated with the pier's buildings remains virtually unchanged by the proposals, with the main works comprising the refurbishment of pier buildings and creation of new public realm.
- 5.3 A main aim of the regeneration scheme is to create a more attractive space for pedestrians, through prioritising pedestrian movement on the pier and creating new public realm. The amenities available to passers-by would undergo improvement, with expansion to the existing café is proposed, and new restaurant space created. It is highly likely, therefore, that the quantum of pedestrian trips to and from the pier would increase. This has been incorporated into the site's design, with several new footways created and therefore it is anticipated that the resulting increase in visitor numbers could be easily accommodated on site.
- 5.4 The pay-and-display car parking provision on the pier would be reduced to 81 bays from c.120 spaces, with these to also be made available for pier permit holders. This represents an approximate 30% reduction in public parking on site. This would be expected to result in a significant decrease in vehicle trips made to/from the site.
- 5.5 Whilst there are some new/extended units anticipated to generate new vehicular trips (e.g., the restaurant and kiosks), there is also a reduction in fisheries and retail space on site. Therefore, the quantum of servicing and delivery trips to the site would be anticipated to remain largely the same, with much of the pier's existing business to continue as normal.
- 5.6 Overall, vehicular movements to and from the site would be expected to remain similar in number and distribution over the day to the existing uses. A slight reduction in vehicle trips may result overall, due to the reduction in available parking on site.
- 5.7 Given the above, it is not considered necessary to undertake a more detailed trip generation exercise or any further traffic impact analysis.

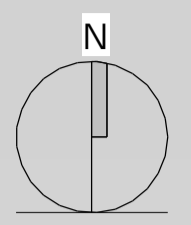
6 SUMMARY & CONCLUSIONS

- 6.1 Economic Development Regeneration and Tourism Service (EDRTS), North Yorkshire Council has commissioned Pulsar to prepare a Transport Statement to support the regeneration of Scarborough Harbour West Pier.
- 6.2 The proposals involve the regeneration of the pier, including improvements to the public realm, refurbishment of several buildings and improvement of existing fishing infrastructure on the pier. The proposals will result in a very slight increase in building floor area.
- 6.3 Encouraging a greater degree of pedestrian movement on to the pier, by providing a more attractive public realm, is a key objective of the scheme. Therefore, the proposed scheme aims to reduce the vehicle-dominated nature of the pier.
- 6.4 The car parking provision on the pier will be reduced to 81 bays, including eight disabled bays. These will be pay-and-display bays, but also available for use by pier permit holders (provided to employees of the businesses on the pier). A total of 18 cycle parking spaces are proposed in the public realm area, further encouraging active travel to the site.
- 6.5 The pier's trip generation is anticipated to remain largely the same as existing, given the minimal net change in floorspace proposed. It is likely that overall, a small reduction in vehicle trips would result, given the reduction in public parking on the pier.
- 6.6 It is acknowledged that servicing and delivery movements will need to be accommodated on the pier in a safe and convenient manner. Loading/unloading areas are proposed adjacent to the various buildings, and swept path analysis undertaken to demonstrate that the relevant vehicle types can manoeuvre within the site without needing to reverse on or off the public highway.
- 6.7 The site is expected to have a minimal impact on the public highway network and from a transport perspective meets the tests of the NPPF namely to ensure:
- opportunities for sustainable transport modes have been taken up;
 - safe and suitable access to the site can be achieved by all people;
 - that where necessary, improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.
- The impact of the development is not severe.
- 6.8 In conclusion, and on the basis of the above, the proposed development should not be refused on transport grounds. The cumulative residual transport impacts of the proposal would not be severe. The proposal would comply with national and local policy.

APPENDIX A – LANDSCAPE ARCHITECT’S LAYOUT

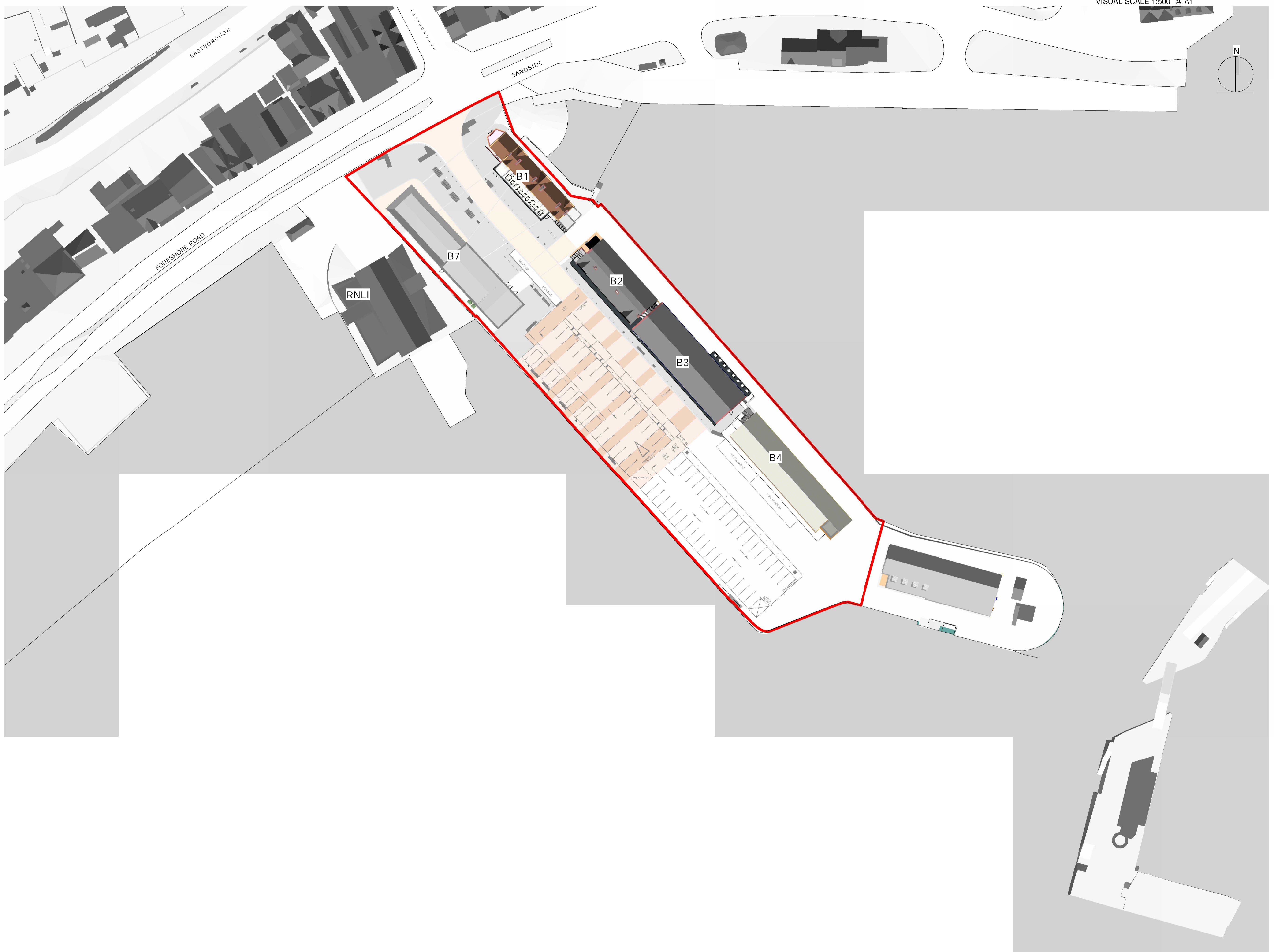
0m 10m 20m 30m 40m 50m

VISUAL SCALE 1:500 @ A1



Do not scale from this drawing.
The contractor is to check all dimensions on site and report any discrepancies to the Architect.
All rights described in chapter IV of the copyright, designs and patents act 1988 have been generally asserted.

Notes



Rev	Description	Date	By	CHK
P6	Planning Issue	30/10/23	DS	CA

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Project
Scarborough Harbour West Pier
Regeneration

Drawing
Proposed Site Plan

Scale	Drawn	Date
As indicated	SDH	04/21/23

Drawing Purpose	Status
PLANNING	S2

Ref	Rev.
2135-JSA-ZZ-XX-DR-A-90003	P6

A1

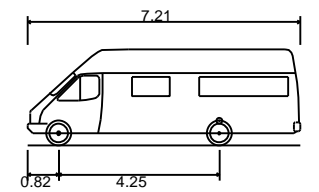
APPENDIX B – SWEPT PATH ANALYSIS



NOTES:

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.

7.5T PANEL VAN



Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	2.544m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)

C	Layout revised	AEG	KH	23.10.2023
B	Layout revised.	AEG	KH	19.07.2023
A	Layout revised.	DW	KH	10.05.2023
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT
**Economic Development
 Regeneration and Tourism Service
 (EDRTS), North Yorkshire Council**

PROJECT
**Scarborough Harbour
 West Pier Redevelopment**

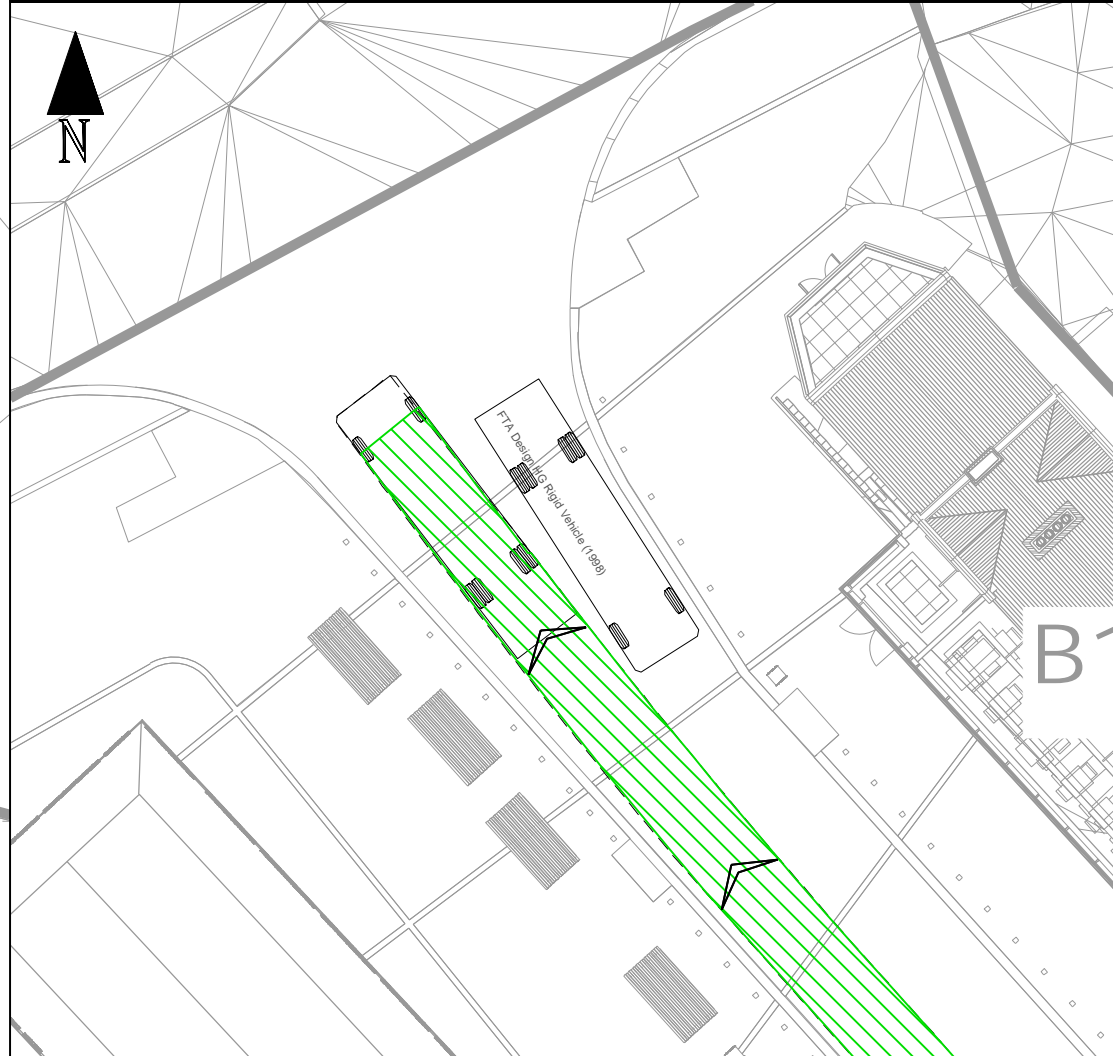
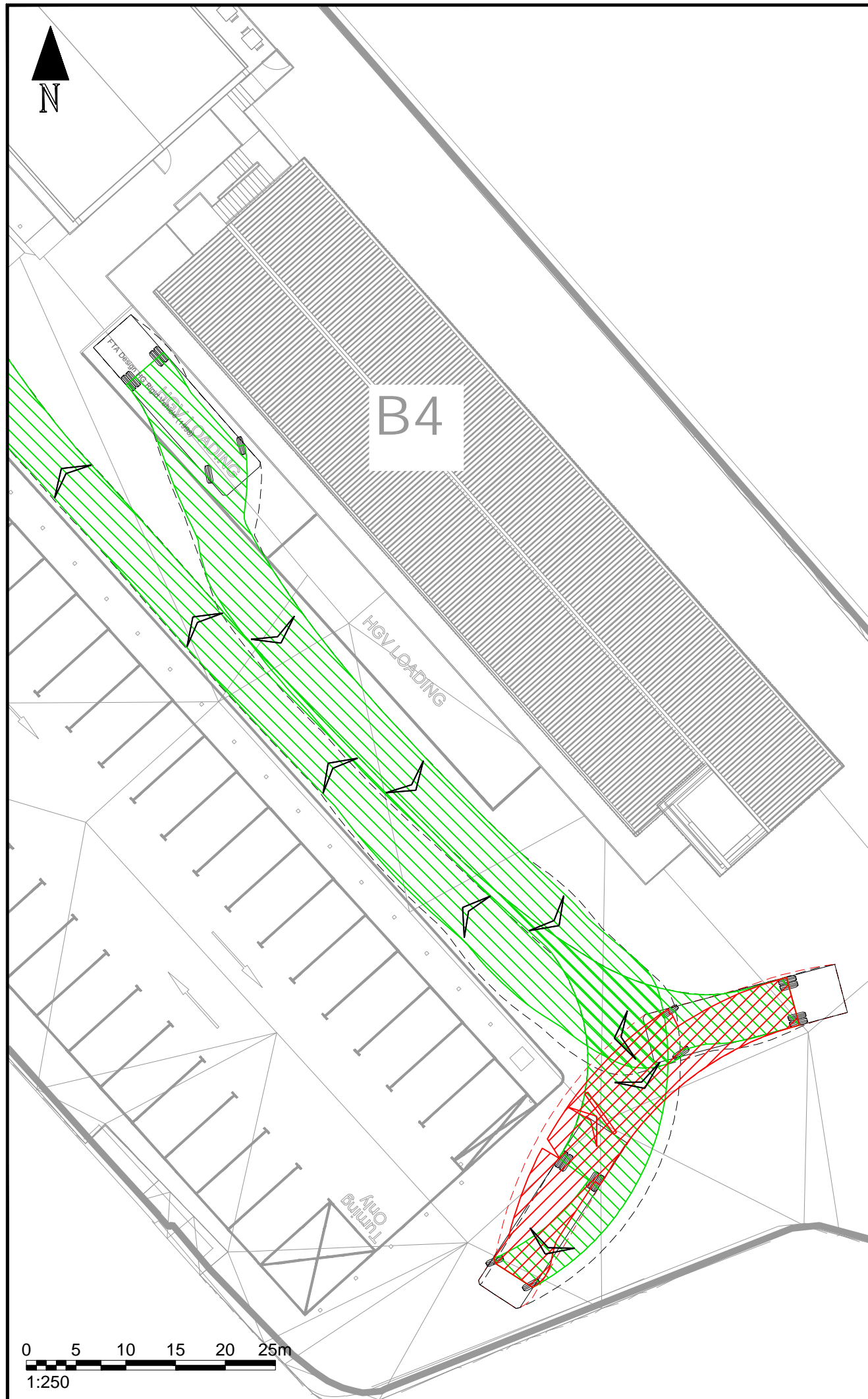
DRAWING TITLE
**Vehicular Swept Paths
 Analysis (Sheet 1 of 4)**

SCALE	1:250	SIZE	A3
DRAWN BY	DW	CHECKED BY	KH
		DATE	04.04.2023

pulsar
 TRANSPORT PLANNING

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 www.pulsartransport.co.uk

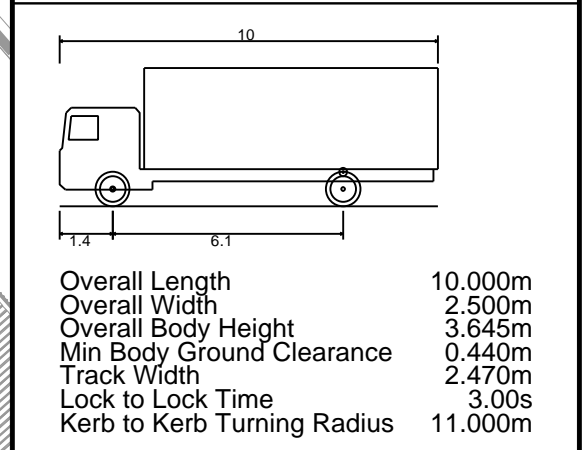
PROJECT REF	22507	DWG NO	TR02 (1)	REV	C
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NOTES:

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.

FTA DESIGN HG RIGID VEHICLE (1998)



	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)

C	Layout revised	AEG	KH	23.10.2023
B	Layout revised.	AEG	KH	19.07.2023
A	Layout revised.	DW	KH	10.05.2023
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT
 Economic Development
 Regeneration and Tourism Service
 (EDRTS), North Yorkshire Council

PROJECT
 Scarborough Harbour
 West Pier Redevelopment

DRAWING TITLE
 Vehicular Swept Paths
 Analysis (Sheet 2 of 4)

SCALE	1:250	SIZE	A3
DRAWN BY	DW	CHECKED BY	KH
		DATE	04.04.2023



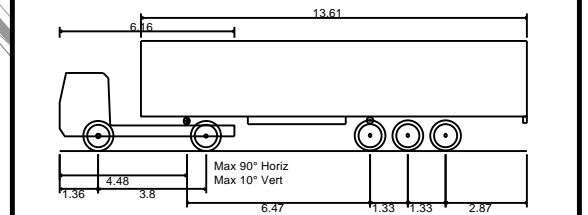
PROJECT REF	22507	DWG NO	TR02 (2)	REV	C
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NOTES:

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FTA DESIGN ARTICULATED VEHICLE (1998)



Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	6.550m

	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)

C	Layout revised	AEG	KH	23.10.2023
B	Layout revised.	AEG	KH	19.07.2023
A	Layout revised.	DW	KH	10.05.2023
REV	DETAILS	DRAWN	CHECKED	DATE

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PROJECT
Scarborough Harbour
West Pier Redevelopment

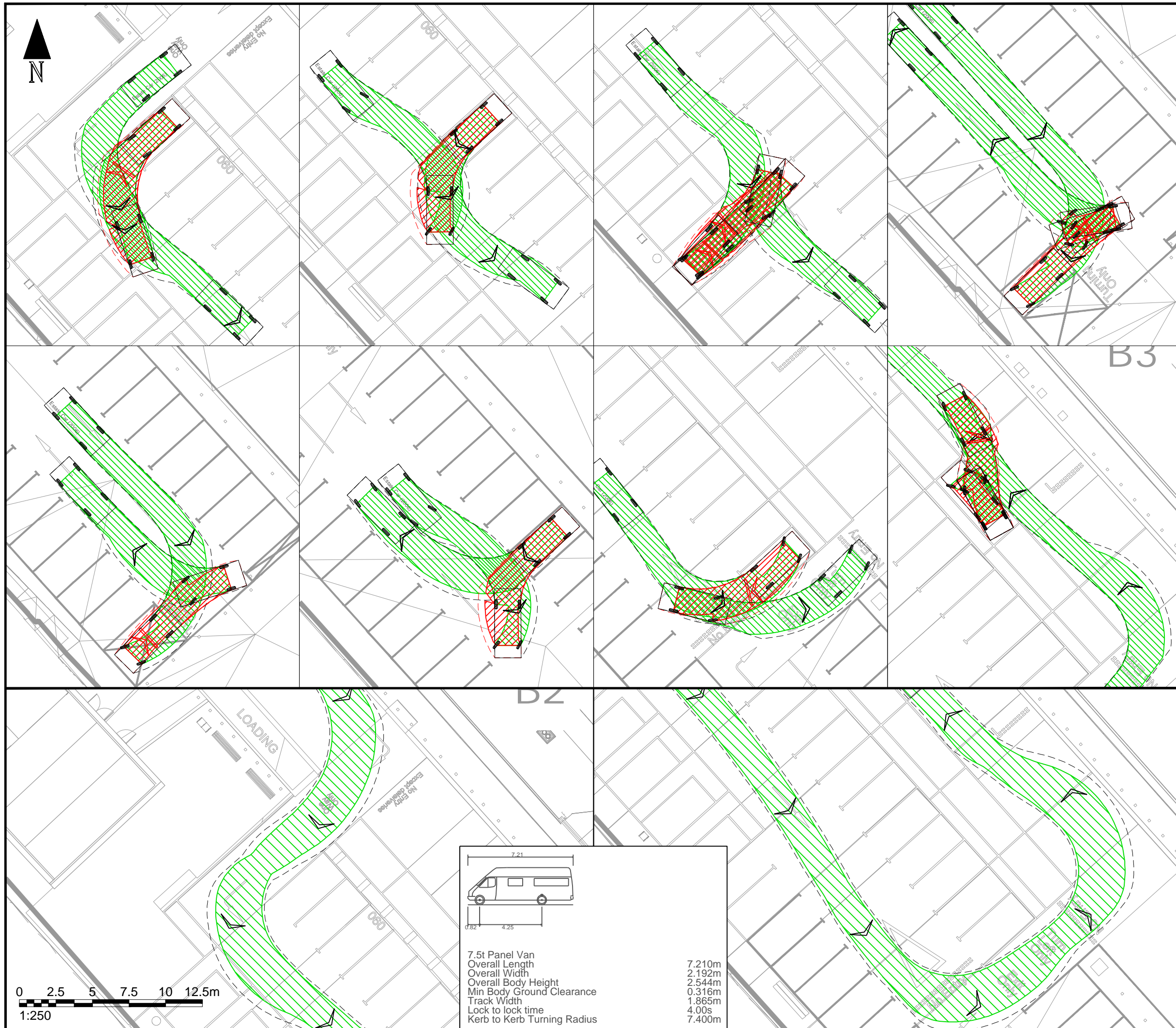
DRAWING TITLE
Vehicular Swept Paths
Analysis (Sheet 3 of 4)

SCALE	1:250	SIZE	A3
DRAWN BY	DW	CHECKED BY	KH
DATE	04.04.2023		

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PROJECT REF	DWG NO	REV
22507	TR02 (3)	C



NOTES:

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ESTATE CAR (2006 Volvo 70)

Overall Length 4.710m
 Overall Width 1.804m
 Overall Body Height 1.442m
 Min Body Ground Clearance 0.207m
 Max Track Width 1.756m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 5.950m

FORWARD MOVEMENTS
(design speed - 5kph)

REVERSE MOVEMENTS
(design speed - 2.5kph)

C	Layout revised	AEG	KH	23.10.2023
B	Layout revised.	AEG	KH	19.07.2023
A	Layout revised.	DW	KH	10.05.2023
REV	DETAILS	DRAWN	CHECKED	DATE

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**Economic Development
 Regeneration and Tourism Service
 (EDRTS), North Yorkshire Council**

PROJECT
**Scarborough Harbour
 West Pier Redevelopment**

DRAWING TITLE
**Vehicular Swept Paths
 Analysis (Sheet 4 of 4)**

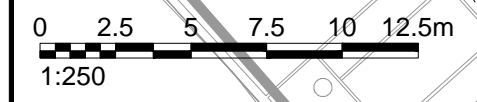
SCALE	1:250	SIZE	A3
DRAWN BY	DW	CHECKED BY	KH
DATE	04.04.2023		

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PROJECT REF	22507	DWG NO	TR02 (4)	REV	C
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7.5t Panel Van
 Overall Length 7.210m
 Overall Width 2.192m
 Overall Body Height 2.544m
 Min Body Ground Clearance 0.316m
 Track Width 1.865m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.400m





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