

Proposed Cycle Hire Shop,
Cafe and Holiday
Accommodation

Land South of Dikes Lane,
Great Ayton

NYMNPA

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Transport Statement prepared on
behalf of Mr and Mrs Pearson

October 2019

Proposed Cycle Hire Shop, Cafe and Holiday Accommodation, Land South of
Dikes Lane, Great Ayton

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1. Introduction

- 1.1 This Transport Statement (TS) has been prepared on behalf of Mr and Mrs Pearson to consider the highway and transportation impacts of a proposed "cycle centre", comprising a cycle hire shop, cafe and holiday accommodation on Land South of Dikes Lane, Great Ayton.
- 1.2 The site is situated within the North York Moors National Park, 2km east of Great Ayton, 12.5km southeast of Middlesbrough and 5km southwest of Guisborough as indicated in Figure 1. The location of the site and position in relation to the local highway network is indicated in Figure 2.

Figure 1 Site Location Plan

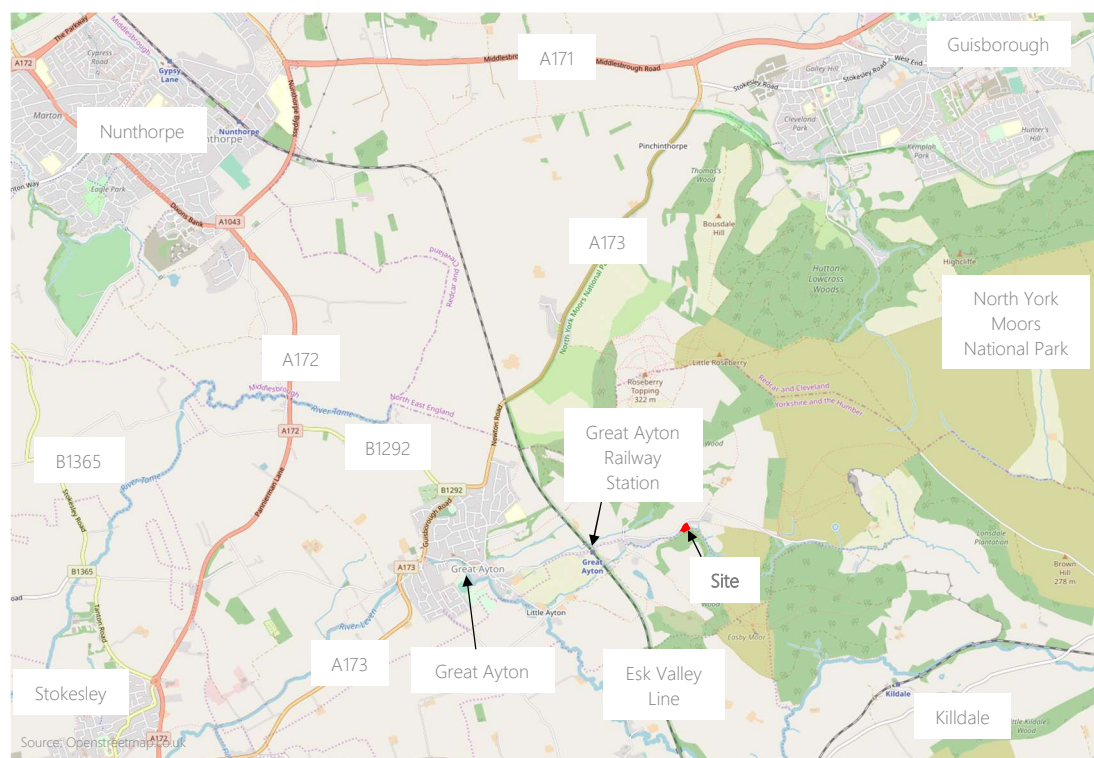
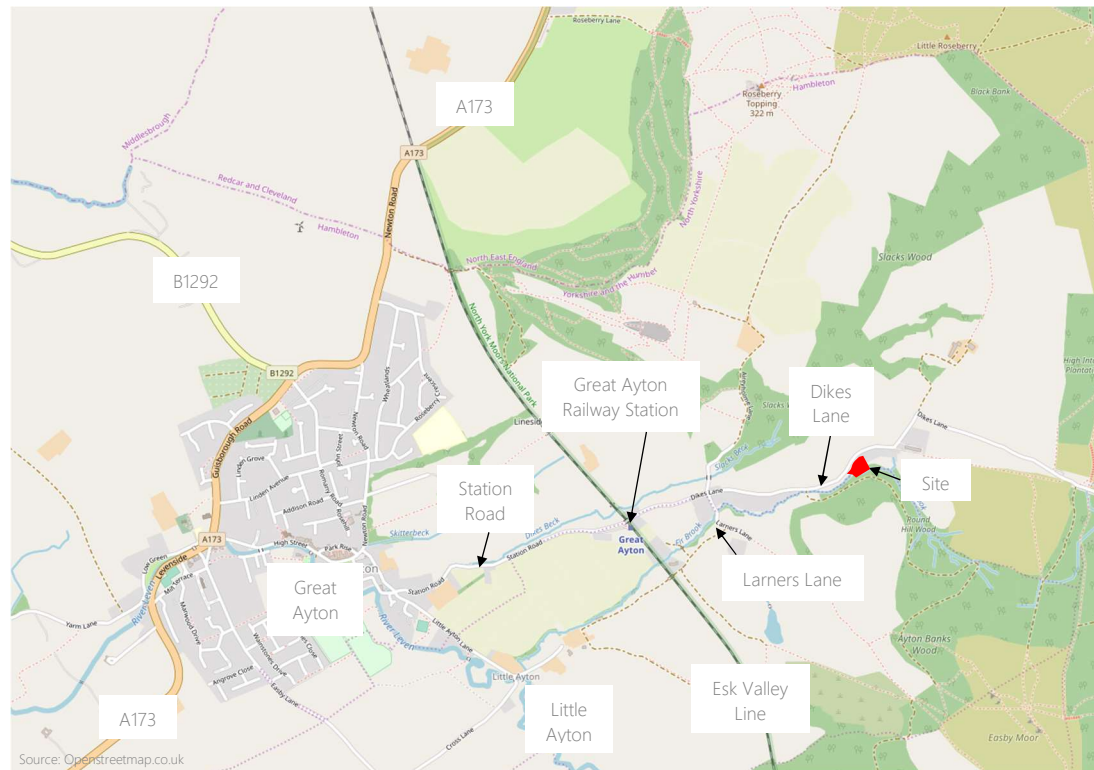


Figure 2 Site Location Plan- Local Highway Network



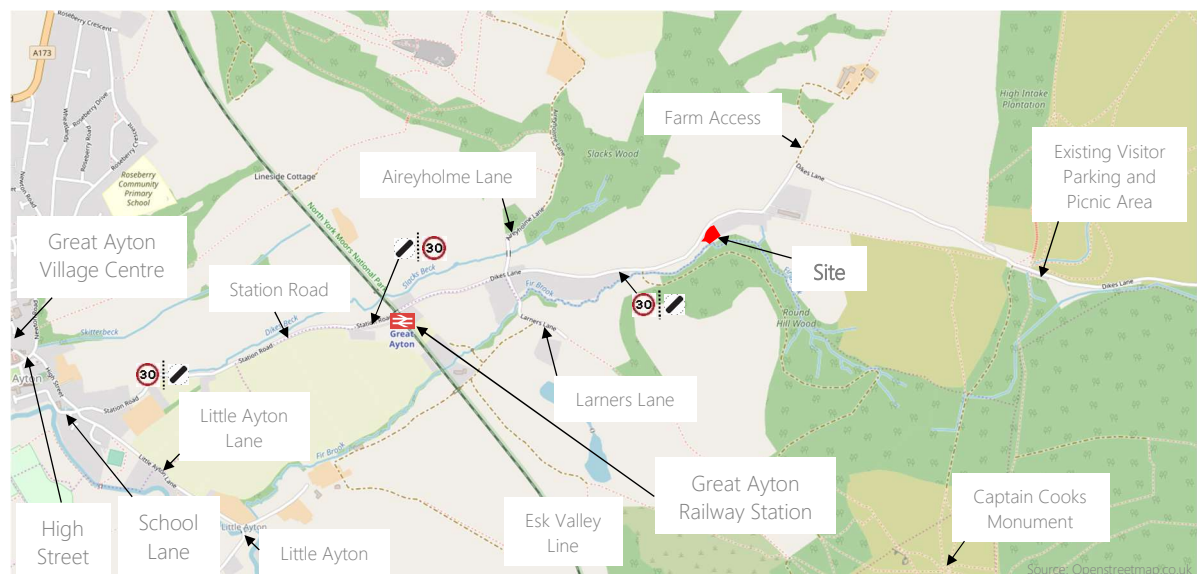
- 1.3 The 0.36-hectare site is also known as 'Gribdale Stables' and comprises a redundant equestrian building, alongside a scrubby grassland area with a steep gradient, previously used as a base for horse trekking on within the National Park. The site benefits from extant planning permission (planning ref: NYM3/3/2601E) for the equestrian use and permits 20 car parking spaces to serve the visitors to the site.
- 1.4 Vehicular and pedestrian access to the site is currently provided by a gated priority access off Dikes Lane that would be retained and improved to facilitate the proposed development.
- 1.5 The scope of this TS includes the following:
- Details of the site and surrounding area in transportation terms;
 - A review of the most recent five years of accident data for the highway network in the vicinity of the site;
 - Details of the proposed development;
 - Consideration of accessibility by sustainable modes of transport;
 - A trip generation and impact assessment;
 - Assessment of level of proposed parking; and
 - Summary and conclusions.

2. Baseline Conditions

Local Context

- 2.1 The site is located 2km east of the village of Great Ayton in a rural setting. Great Ayton has good highway links to main conurbations in the area including Stokesley (4.5km southwest of the site) and Guisborough (4km northeast of the site) via the A173, and Nunthorpe (5.5km northwest of the site) via the B1292 and A172. Although Great Ayton itself is not within the North York Moors National Park boundary, the site is 930m within of the National Park boundary.
- 2.2 The site is bound by a residential property to the east, Dikes Lane to the north and agricultural land to the west. There are extensive woodlands located immediately south of the site, maintained by the Forestry Commission. Adjacent to the site this land consists of scrubland similar to that found on the development site, separated by a narrow watercourse and an access track which is restricted for use by forestry vehicles and non-motorised users only (i.e. no private vehicular access is permitted). The site location is shown in the context of the surrounding area and local highway network, in Figure 3.

Figure 3 Local Context / Highway Network



Local Highway Network

- 2.3 The site is connected to the centre of Great Ayton in the west by Dikes Lane / Station Road. The route continues east towards Kildale; however, the road narrows and becomes an unsurfaced track beyond the National Park parking area which is located c.1km to the east of the site. As such, all vehicular access to the area is anticipated to be from the east.
- 2.4 Dikes Lane / Station Road follows an alignment with frequent bends, lined intermittently with narrow verges and hedgerows, as well as several farmsteads and private residential properties.

- 2.5 In the vicinity of the site, Dikes Lane is of rural character with a derestricted speed limit, approximately 5.5m wide, unlit and has no footways or centre line road markings, as shown in Figure 4.

Figure 4 Dikes Lane in Vicinity of Site



- 2.6 200m west from the site, Dikes Lane becomes more residential in character. The speed limit changes to 30mph and the road is in the vicinity of Great Ayton Railway Station, and although no footways are present, the road widens to allow white centre lines to commence on the carriageway.
- 2.7 From the bridge over the Esk Valley railway line, Dikes Lane becomes Station Road, continuing west with a derestricted speed limit and a footway on the south side of the carriageway. Station Road remains unlit until the speed limit reduces to 30mph at Great Ayton, where street lighting commences and the footway switches to the north side of the carriageway.

- 2.8 From this point the road is more residential in character and continues to its junction with Little Ayton Lane and School Lane (a residential access road) – a four-arm mini roundabout.
- 2.9 Station Road then provides a connection to Great Ayton High Street and the A173, which, in turn, offers routes to the wider area, including Guisborough and Stokesley.

National Park Access

- 2.10 Dikes Lane, east of the site, follows an undulating alignment, with several sharp bends, before narrowing to c.3.5m wide as it approaches the National Park car park.
- 2.11 The car park is surfaced with a loose stone material, in keeping with most parking areas within the National Park, which can accommodate c.40 vehicles. Visitors can use the car park to access the numerous Public Rights of Way throughout the National Park, including Captain Cook's monument.

Existing Site Access

- 2.12 The site is accessed by a private gated entrance directly onto Dikes Lane, as shown in Figure 5.

Figure 5 Existing Site Access



- 2.13 A speed survey was undertaken between Monday 23rd September and Sunday 29th September 2019. Data was collected with an automatic traffic counter (ATC) located adjacent to the existing site access which recorded traffic volume, mean traffic speeds and 85th percentile traffic speeds.
- 2.14 It is worth noting that the number of vehicles recorded during the survey period was too low to produce an accurate 85th percentile speed result and as such has not been used within this assessment.

- 2.15 The 7 day, 24-hour mean observed speeds were recorded as 26.2 mph in a northeast direction and 25.3mph southwest. The maximum speed recorded of vehicles travelling northeast did not exceed 36mph and 81.6% of the recorded speeds were below 31mph. Southwest bound, the maximum speed recorded did not exceed 36mph, whilst 94% of recorded speeds were below 31mph.
- 2.16 As such, it is considered reasonable to conclude that the prevailing vehicle speeds on Dikes Lane, in the vicinity of the site, is c.30mph in either direction.
- 2.17 The ATC also recorded the number of vehicles using the route over the survey period and the results show that Dikes Lane is lightly trafficked, with a two-way, 24 hour observed count of just 295 vehicles, averaged over the seven days.

Pedestrian & Cyclist Accessibility

- 2.18 The area surrounding the site is popular with walking and cyclists and there is an extensive network of unsurfaced footpaths, forestry tracks and bridleways that are suitable for leisure use surrounding the site. The local footpath / bridleway network is displayed in Figures 6 & 7.

Figure 6 Non-Motorised User Network

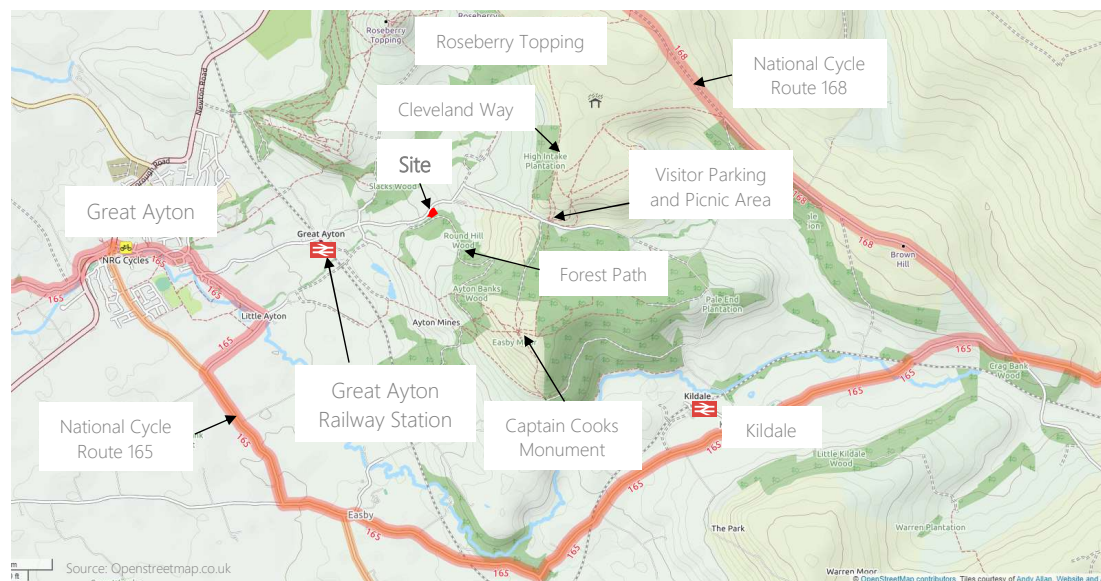
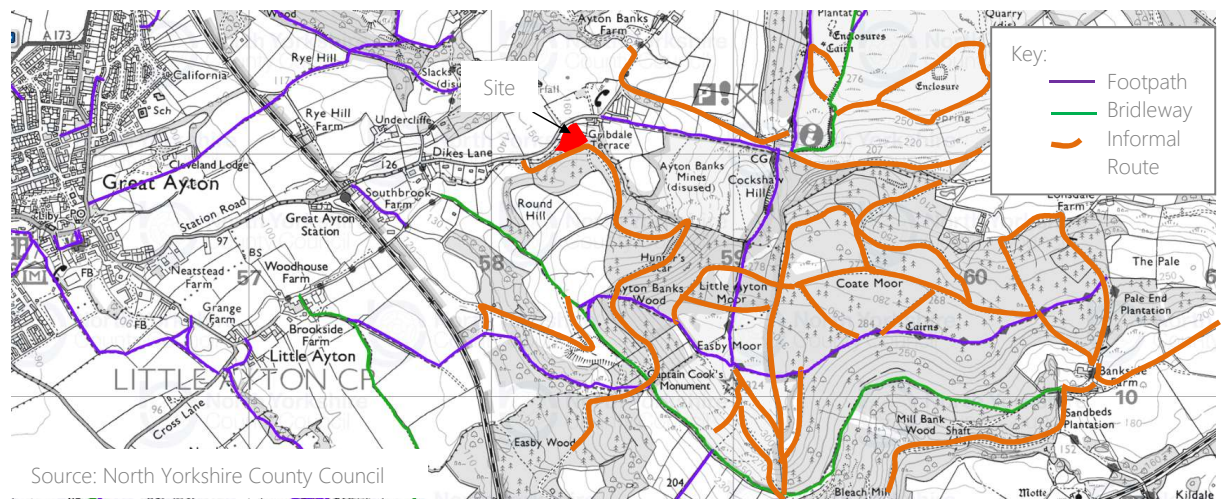


Figure 7 Footway / Bridleway Network



2.19 The local network of footpaths and bridleways can be accessed approximately 950m west and 200m east of the site access using Dikes Lane. From these access points, the majority of local conurbations and visitor destinations can be reached using off-road leisure walking routes. These walking routes would be the primary destination or point of origin for the majority of anticipated visitors of the site.

2.20 The North York Moors National Park is recognised as a popular destination with walkers and cyclists and it is common to observe non-motorised users using the carriageway to access their destinations. Recorded vehicle speeds on Dikes Lane are low and drivers are likely to be more cautious when using the route due to its alignment and the likelihood of encountering a walker or cyclist within the carriageway. A full road safety analysis has been undertaken later in this TS.

Public Transport Connections

2.21 The nearest bus stop to the site is located 2.2km from the site and is typically rural in nature, with a timetable and road markings and provides access to eastbound services. A further stop is located c.20m away, serving westbound buses, but is only equipped with a timetable (no road markings). The services available from these stops are summarised in Table 2.1.

Table 2.1 Bus Service Summary

Bus Service		Frequency (Both bus stops combined)
28 / 28A	Middlesbrough – Lingdale / Stokesley	1 service per hour (08:11 to 18:34)
81	Stokesley - Marske	1 service per hour (10:00 to 18:00)
M4	Stokesley - Guisborough	1 service per day

- 2.22 Great Ayton Railway Station is 950m west of the site and is located on the Esk Valley Railway Line. The station is operated by Northern and offers four direct services per day from Whitby to Middlesbrough. The station benefits from secure cycle parking facilities, a car park for ten vehicles and step-free access to both platforms.

Proximity to Local Amenities

- 2.23 There are limited amenities within the immediate vicinity of the site, reflecting its rural nature. However, Great Ayton (c.2km west of the site) offers a wide range of amenities including:

- Co-op supermarket including an ATM;
- Bakery;
- A Post office;
- A chemist;
- A Butchers;
- Takeaways;
- Restaurants;
- A hairdresser; and
- Ice cream parlour

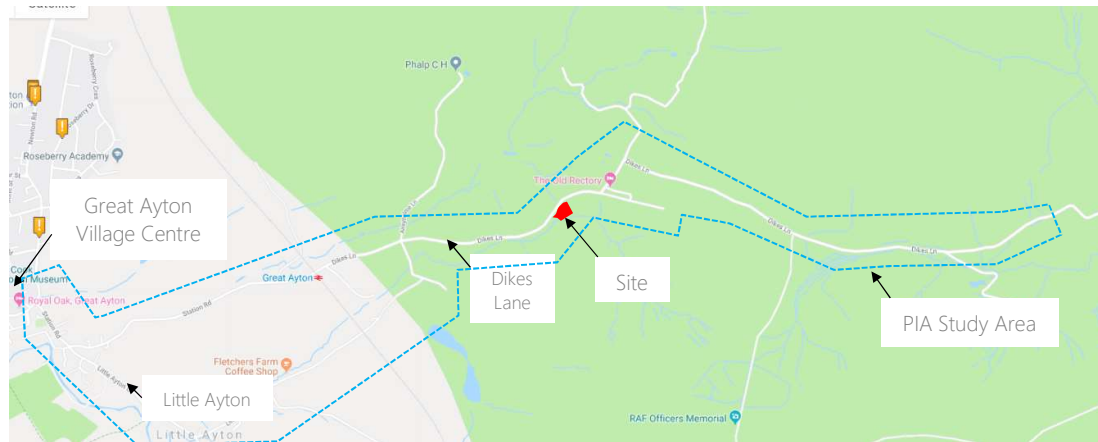
Sustainability Summary

- 2.24 Overall, the site has an acceptable level of access to a range of local amenities within Great Ayton by foot and cycle.
- 2.25 There is a good bus service to key local and regional destinations that could offer a wide sustainable catchment for visitors of the proposed cycle centre.
- 2.26 There is a rail service to a range of destinations on the Esk Valley Railway Line and visitors of the site would have the opportunity for to use sustainable transport.

Road Safety Analysis

- 2.27 Personal Injury Accident (PIA) data was obtained from the Crashmap database (www.crashmap.co.uk). The study area is shown in Figure 8 and consists of the route from Great Ayton to the National Park parking area, via Dikes Lane.
- 2.28 Data was obtained for the period 2014-2018 inclusive, the most recent 5-year period that data was available in Crashmap at the time of preparing this TS.

Figure 8 Personal Injury Accident Study Area



- 2.29 In the analysed period, no PIAs were recorded in the study area. It is important to note that this is despite the 'sharing' of the main carriageway between both vehicles and non-motorised users.
- 2.30 In light of this, it is not considered that the existing road network exhibits any patterns or trends that would be of concern in the context of the proposed development.

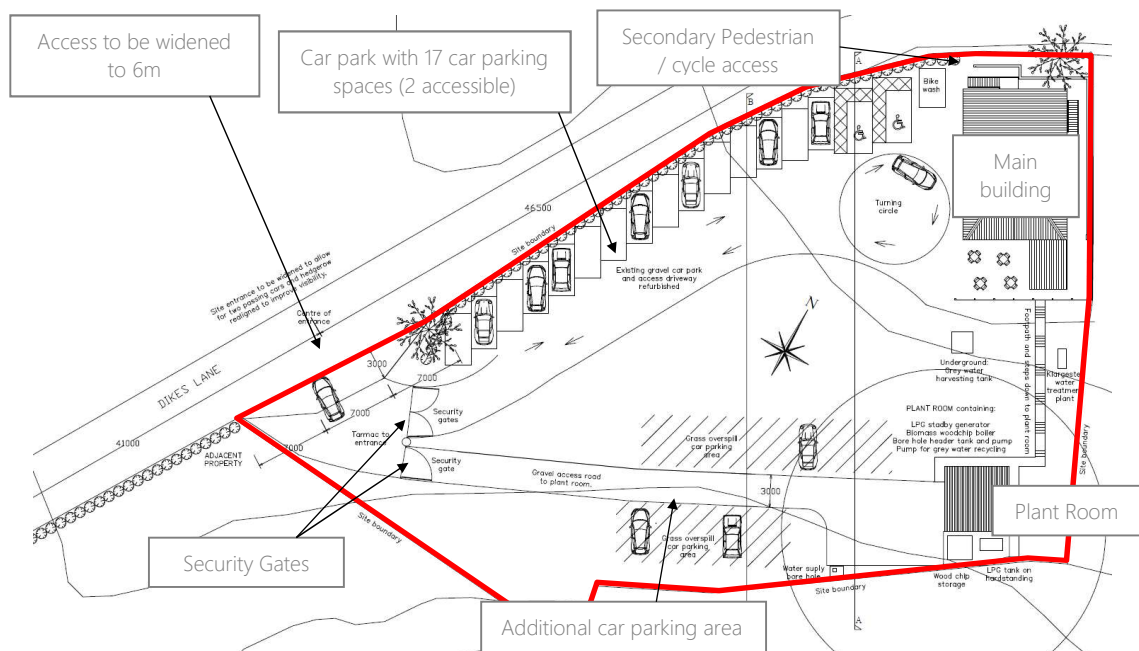
3. Proposed Development

3.1 The proposed development would convert the existing equestrian building to a cycle centre, comprising:

- Cycle hire / repair shop with cycle wash facilities;
- Two, two-bedroom guest apartments for a maximum of eight guests; and
- A café with up to 20 covers.

3.2 The proposed development is shown in Figure 8 and included as Appendix 1

Figure 8 Proposed Development



3.3 The site would be used by residents of the on-site accommodation, customers of the cycle hire shop and café, a few staff members and service vehicles. As the site would be advertised as 'cycle centre', it is anticipated that a large proportion of visitors to the site would access the site using sustainable forms of transport, although it is acknowledged that the site would also attract trips by car.

Guest Accommodation

3.4 In order to minimise the use of the private car, the operator of the site will provide a pickup service to guests arriving by bus or rail. Guests will simply request a pickup at the time of booking their accommodation. It is recognised that some guests will still choose to travel by car and as such, dedicated apartment car parking is provided on site within the southern area.

- 3.5 Guests who choose to cycle to the site would be able to access secure bike storage facilities, whilst areas for hanging / drying wet walking and cycling clothing will be provided within both apartments.

Café

- 3.6 The site is located in an area with a reputation for attracting large numbers of walkers and cyclists. As such the proposed café is aimed at attracting customers from these existing 'pass-by' trips, rather than attracting significant new trips into the National Park.
- 3.7 The café would offer a suitable 'mid-route' stop for cyclists and walkers travelling between Great Ayton and the National Park, and other destinations within the area.
- 3.8 Car and cycle parking will be provided within the site for the exclusive use of the café visitors and staff.

Cycle Hire Shop

- 3.9 The cycle hire shop would offer in the region of 20 mountain bikes for hire to customers and visitors of the on-site accommodation. The opportunity to hire bikes would result in guests of the accommodation on the site not being reliant on private car.
- 3.10 It is proposed that the shop primarily offers cycle hire to local schools, charities and community groups during the week, to offer guided tours etc, with the bikes offered to the public during the weekends.
- 3.11 As such, it is anticipated that weekday visitors to the facility would generally access the site in minibuses, and parking is provided in the southern car park area to accommodate these vehicles.

Proposed Access Arrangements

- 3.12 The development would be accessed through an improved vehicular access from Dikes Lane. The existing gate and pillars would be removed and a new 21m wide access point provided.
- 3.13 The existing hedge on both sides of the of the access would be trimmed back within the adopted highway boundary to achieve visibility splays of 2.4m x 43m in both directions. This visibility splay meets the requirements within Manual for Streets for a 30mph prevailing vehicle speed. This speed is considered appropriate when considering the results of the speed surveys undertaken as part of this assessment, which show mean speeds of c.25mph in either direction.
- 3.14 In addition, it is proposed to provide an additional pedestrian and cycle entrance off Dikes Lane, directly adjacent to the main building. This would allow access to the site for non-motorised users from the north-eastern corner of the site and connect to the internal road network. This would also provide a 'through route' through the site for both walkers and cyclists, offering an additional benefit to the users of Dikes Lane.

- 3.15 Refuse vehicles would not access the site and would instead collect refuse from bin stores located at the site access. Delivery vehicles would be able to turn around within the site, accessing and departing the site in a forward gear.
- 3.16 Overall, the proposed access arrangements would provide a significantly improved situation for both existing road users and visitors to the proposed development.

Parking Provision

- 3.17 17 car parking spaces would be provided within the main parking area, to the north of the site, including two accessible spaces. In addition, a secondary parking area with space for up to 18 vehicles is proposed to the south of the site.
- 3.18 It is proposed that the northern car park is reserved for visitors to the café and cycle hire facility, whilst the southern car park would be reserved for staff, minibuses and guests staying in the apartments.
- 3.19 An assessment of the suitability of proposed level of parking is included within Section 4.
- 3.20 Short-term cycle parking would be provided close to the cycle centre building and secure long-term cycle parking would be made available to guests of the accommodation.

4. Trip Generation, Impact & Parking Assessment

Trip Generation & Impact

4.1 To estimate the number of vehicle trips that are anticipated to visit the site, a 'first-principles' approach has been adopted. As such, the following assumptions have been made relating to its operation:

- **Staff**
 - Up to three members of staff will be present on site at any one time, and all travel to the site by car per day and all would remain on-site during opening hours. Resulting in three vehicle arrivals and three departures per day.
- **Guest accommodation**
 - The two apartments would generate a total of two vehicle arrivals and two vehicle departures per day.
- **Cycle hire shop**
 - Customers of the cycle hire shop during weekdays would primarily be in the form of pre-arranged groups from local schools, charities and / or community groups that would arrive by minibus. As such, this is estimated to produce two mini-bus arrivals and two departures per day.
 - During weekend periods, the cycle hire shop is estimated to attract five private vehicle arrivals and five vehicle departures during opening hours per day, based on offering approximately 20 mountain bikes for hire.
- **Café**
 - It is anticipated that the café would not attract new trips specifically to use the facility. Instead, trips to the site would primarily be composed of passing trade from visitors to the existing leisure attractions.
 - Assuming that a maximum of 15% of the vehicles passing the site would visit the café, this would result in a total number of 26 car arrivals and departures into the car park during the 08:00-18:00 opening hours.
 - As this is based upon a survey undertaken during late September, it is considered prudent to consider a higher number of visitors to the café during the summer months. As such, assuming an increase in the number of vehicles on Dikes Lane from 347 (as surveyed) to approximately 500 per day would result in approximately 38 vehicles visiting the café, per day (less than 4 per hour).
 - Customers of the proposed café are not anticipated to stay for more than one hour.
- **Servicing / deliveries**
 - Three vehicle trips to the site are expected per week for servicing and deliveries, which are likely to be by van.

- 4.2 In summary, the accommodation, bike hire shop, staff and servicing within the proposed development are estimated to generate up to ten new vehicle trips per day.
- 4.3 The proposed café is estimated to attract a maximum of 38 vehicle trips per day in the summer peak, although these are not new trips, instead they are likely to be 'pass-by' trips, generated from people who are already using Dikes Lane.
- 4.4 It is therefore considered that the estimated level of traffic generated by the site would be insignificant in the context of the surrounding highway network, would not have a significant negative effect on the surrounding highway network and could be easily accommodated at the improved vehicular access.

Parking Assessment

- 4.5 From the results of the estimated vehicle trip generation to the site, the 17 proposed parking spaces located towards the north of the site is considered to be sufficient to ensure that there are no operational issues with parking capacity.
- 4.6 The additional 18 space car park to the south would provide ample capacity for guests of the apartments, staff and minibuses, whilst allowing space for any 'overspill' from the northern car park - ensuring there will be no issues with parking on the Local Highway network

5. Summary & Conclusions

- 5.1 This Transport Statement (TS) has been prepared on behalf of Mr and Mrs Pearson to consider the highway and transportation impacts of a proposed cycle centre, comprising a cycle hire shop, cafe and holiday accommodation on Land South of Dikes Lane, Great Ayton.
- 5.2 The site is located 2km east of the village of Great Ayton in a rural setting, situated within the North York Moors National Park.
- 5.3 The site has an existing single gated priority access off Dikes Lane that would be improved to facilitate the proposed development.
- 5.4 Existing traffic flows and speeds on Dikes Lane are low with average speeds around 25mph in either direction and less than 300 vehicles (two-way) per day recorded during the surveyed period.
- 5.5 Dikes Lane / Station Road between Great Ayton and the National Park parking area has no recent history Personal Injury Accidents.
- 5.6 The area surrounding the site (including the local road network) is popular with walkers and cyclists and there is an extensive network of unsurfaced footpaths, forestry tracks and bridleways that are suitable for leisure use surrounding the site.
- 5.7 The site has access on foot and cycle to a range of local amenities within Great Ayton and to a good bus service and local rail station.
- 5.8 A first principles approach to traffic generation has been undertaken that has demonstrated that the development would generate up to ten new vehicle trips onto the road network, per day. Traffic generation at this level is not considered to have a significant negative effect on the capacity or safety of the local road network.
- 5.9 The car parking provision proposed within the development is considered sufficient to accommodate the day-to-day needs of the site, whilst offering spare capacity to prevent any possibility of 'overspill' onto the surrounding highway network.
- 5.10 In conclusion, therefore, the proposals do not offer any highway safety, capacity or operational concern and the development should not be withheld planning permission on these grounds.

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Appendix 1

