

NYM / 2008 / 0796 / FL

**PROPOSED EXTENSION & CONVERSION OF RAITHWAITE HALL
SANDSEND WHITBY TO AN HOTEL**

HIGHWAYS ASSESSMENT

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1.0 INTRODUCTION

1.01 Following instructions from D Bamford Architects on behalf of Mr G Douglas on 19 September 2007, CoDA Structures have undertaken a highways appraisal for the proposed development at Raithwaite Hall Estate, Sandsend, Whitby.

1.02 The site is located to the south of the A174 Coastal Road, approximately 1.0 mile to the north west of Whitby town centre.

A site location plan (Fig. 1) is attached in Appendix A.

1.03 The Estate is currently developed with Raithwaite Hall, which is used for storage and offices, Raithwaite Lodge and several holiday cottages.

A site plan (Fig 2) is attached in Appendix B.

1.04 It is proposed to convert and extend Raithwaite Lodge adjacent the estate entrance to an office and two holiday cottages, and convert and extend Raithwaite Hall into a 45 bedroom hotel.

1.05 The existing access is on Sandsend Road (A174) on the northern boundary of the Estate.

1.06 The Ordnance Survey coordinates for the centre of the site are 486590 mE, and 511430 mN.

1.07 The local authority is Scarborough Borough Council.

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2.0 CURRENT ARRANGEMENT

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2.01 General:

The A174 runs from the centre of Whitby and generally follows the coast to the north. There are no major junctions on the A174 in the vicinity of Raithwaite Hall. The nearest junctions of note are:-

- a) Junction of Love Lane (B1416) with Sandsend Road (A174) on the outskirts of Whitby, approximately 1.0 km to the south east of the site;
- b) Junction of High Street (B1266) and High Street (A174) between Mickley and West Barnby approximately 7.0 km to the north west of the site.

Raithwaite Hall currently has a detailed planning consent for conversion to apartments. It is understood that the Estate entrance layout (i.e. current layout) formed part of this consent.

2.02 General Layout:

A kerbed bellmouth is currently formed as an entrance into the site. Junction radii are not constant. There is no footpath into the Estate.

The Estate entrance is marked up with 'Give Way' lines.

The Estate entrance gates are approximately 41.0m from the southern channel line of Sandsend Road.

Sandsend Road varies in width between 6.45 – 6.85m local to the site.

The speed limit on Sandsend Road is 60mph, but changes to 40mph approximately 0.25 km to the north west of the Estate entrance, and to 30mph 1.3 km to the south east of the Estate entrance.

There is a footpath on the north eastern side of Sandsend Road.

There is a verge on the south western side of Sandsend Road.

The hillside to the south east of the Estate entrance has been subject to slope stability issues and stabilisation work has been undertaken.

There is a fence and a private sign for Raithwaite Hall on the south western side of Sandsend Road to the north of the Estate entrance.

There is no street lighting on Sandsend Road local to the Raithwaite Estate entrance.

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The bend to the south east of the Estate entrance has a radius of approximately 107m and a super elevation of nearly 7%.

The current arrangement is indicated on Fig. 3, attached in Appendix C.

2.03 Vehicle Speeds:

A vehicle speed measurement survey was undertaken on 23 April 2008, both northwest bound and southeast bound of the Estate entrance using a radar gun. The results are summarised as follows:-

- 85th percentile wet weather journey speeds northwest bound - 37.7mph (60.7 kph);
85th percentile wet weather journey speeds southeast bound - 35.5mph (57.1kph).
- Based on the results the following visibility splays could be considered for the Estate entrance:
Northbound 120m
Southbound 90m.
- However, a y distance of 120m for both northwest bound and southeast bound is considered the most appropriate.
- The measurements and analysis of the 85th percentile wet weather speeds are attached in Appendix D.

2.04 Junction Visibility:

Junction visibility splays for an 85th percentile wet weather speed of 40mph adjacent the site has been set up on drawing 6196/100, attached in Appendix E. The drawing indicates the following:-

i) North West:

- visibility is generally good but a complete view of the western kerb is obscured by a fence and sign;
- there is currently visibility in excess of 136.4m.

ii) South East:

- visibility is generally reasonable, but is slightly obscured by vegetation;
- visibility is obstructed locally by an electricity transformer pole;
- visibility is slightly obscured in one location by existing ground levels.

Photographs taken along the visibility splays are attached in Appendix F.

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2.05 Forward Visibility:

Forward visibility for an 85th percentile wet weather speed of 40mph adjacent the site has been set up on drawing 6196/101 attached in Appendix G. The drawing indicates the following:-

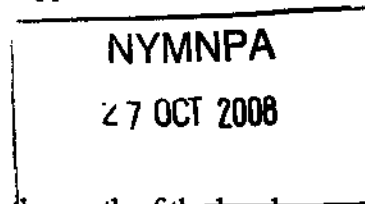
i) Forward visibility southeast bound:

- forward visibility is generally reasonable, although partially restricted by the steep hillside on the southwest and the fence line adjacent the footway on the north eastern side of Sandsend Road;
- there are no warning signs for the Raithwaite Hall entrance nor for the sharp bends in the road.

Photographs taken along the southeast bound approach to the Estate entrance are attached in Appendix H.

ii) Forward visibility northwest bound:

- forward visibility on the approach to ~~the south of the bend~~ approximately 75.0m to the southeast of the Estate entrance is limited by the banking adjacent the south western verge, and the vertical alignment of Sandsend Road;
- once past the apex of the corner the forward visibility is reasonable, but the entrance is partially obscured by vegetation;
- there are no warning signs for the Raithwaite Hall entrance or for the sharp bend in the road;
- with reference to TD9 the existing geometry is more suited to a 30mph design speed road, as opposed to an actual speed limit of 60mph.



Photographs taken along the northwest bound approach to the Estate entrance are attached in Appendix I.

2.06 Accident Records:

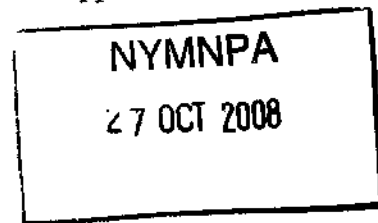
Accident records have been obtained from North Yorkshire County Council (NYCC) Highways for the stretch of the A174 local to the Estate entrance for the period 01 January 2003 to 31 December 2007. The records indicate that there have been 7 no. accidents recorded in the vicinity of the Estate entrance, and details are summarised as follows:-

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- i) 4 no. 'serious' accidents on the bend in the A174 approximately 80m to the south west of the Estate entrance.
- ii) 1 no. 'slight' accident on the bend in the A174 approximately 80m to the southwest of the Estate entrance.
- iii) 2 no. 'slight' accidents on the A174 approximately 320m to the south west of the Estate entrance.

The accident records provided by NYCC are attached in Appendix J.

3.0 COMMENTS AND RECOMMENDATIONS



3.01 Traffic Generation:

Basic TRICS data indicates that the peak traffic generations for a hotel are:

- 0.265 arrival trip rate between 17.00 – 18.00pm
- 0.305 departure trip rate between 22.00 – 23.00 pm
- 0.514 total trip rate between 22.00 – 23.00 pm

The proposal is for a 45 bedroom hotel which would equate to the following trips:-

- 11.9 arrivals between 17.00 – 18.00 pm
- 13.7 departures between 22.00 – 23.00 pm
- 23.1 total between 22.00 – 23.00 pm.

It should be noted that there is no comparable TRICS data for rural hotel locations with spas, but the data from 'Travel Inn' type hotels and most of the city/town centre sites has been removed. Notwithstanding this it is considered that the attached selection is likely to have higher trip rates than the proposed development, as the spa/health and fitness facilities and the location are likely to attract longer stays. It is considered that typical 'business' hotels involve a higher percentage of one night stays and hence a higher daily traffic generation.

The TRICS data is attached in Appendix K.

The closest junction to the Estate is the mini-roundabout at the intersection of Love Lane with Sandsend Road 1.3 km to the south of the site. The traffic generation from the development is unlikely to impact upon the capacity of this junction, and therefore a detailed traffic assessment for the development is not considered necessary.

In addition vehicle movements into the site during 'peak' hours are also low. If 50% of arrivals are considered to be from the northwest 6 no. right turns into the site during the 'peak' hour are not considered sufficient to warrant the introduction of a right turn lane.

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3.02 Pedestrians:

The existing entrance to the Raithwaite Hall Estate has no provision for pedestrians. In order to provide a safe route for pedestrians to access the footway to the eastern side of Sandsend Road the following is recommended:-

- from the estate gates provide a 1.2m wide footway (1.8m wide preferable) to the northern side of the Estate road;
- the footway should run at least 10.0m along Sandsend to the northwest, and a dropped crossing with tactile paving should be formed

3.03 Junction Visibility:

The existing entrance to the Raithwaite Hall Estate is of a reasonable standard but has deficiencies in visibility. In order to achieve improved visibility for an x distance of 4.5m the following is recommended:-

Southeast bound:

- vegetation should be cut back and the verge should be kept well maintained for the full extent of the visibility splay;
- the area local to where existing ground levels encroach upon the visibility splay should be reduced in level;

Northwest bound:

- the fence and sign adjacent the site entrance should be repositioned out of the visibility splay envelope.

General:

- the entrance 'Give Way' lines should be re-marked.

3.04 Junction Perception:

The existing entrance to the Raithwaite Hall Estate is not sign posted on both the northwest and southeast bound approaches. In order to improve driver awareness of the junction the following is recommended:-

- the proposed Raithwaite Hall Hotel should be sign posted on both approaches;
- the entrance could be more defined, using stone walls and piers or ornate timber fencing, providing that such features are not sited in the entrance visibility splay;

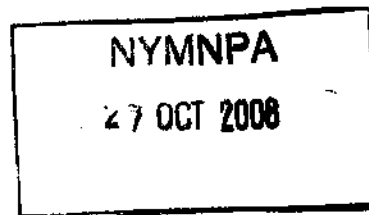
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- the entrance should be lit, either by conventional lighting columns or low level bollard-type lighting.

3.05 Sandsend Road:

It would appear that inappropriate traffic speeds through the bend to the southeast of the Raithwaite Hall Estate entrance have led to accidents. In addition this bend is deceptively sharp and on a steep downward gradient. Due to the topography of the area it is not, without major civil engineering works, possible to improve forward visibility on this stretch of the road. However, the following improvements are recommended, subject to the agreement of North Yorkshire Council Highways:-

- the speed limit from the outskirts of Whitby (junction with Love Lane) to Sandsend (start of existing 40mph zone) should be reduced to 40mph;
- the proposed Raithwaite Hall Hotel should be sign posted on both approaches;
- warning signs should be introduced for the bend to the southeast of the Estate entrance;
- warning signs should be introduced for the bend to the northwest of the Estate entrance;
- anti-skid surfacing should be introduced to the carriageway on the bend to the southeast of the Estate entrance.



Signed:

.....
J C Lawrence B Eng C Eng M I Struct E

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RAITHWAITE HALL SANDSEND WHITBY**

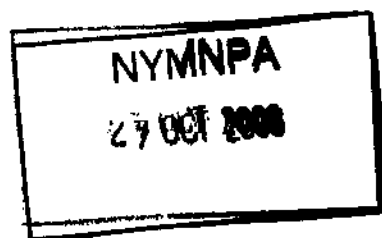
TO AN HOTEL

HIGHWAYS ASSESSMENT

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APPENDIX A

SITE LOCATION PLAN - Fig. 1

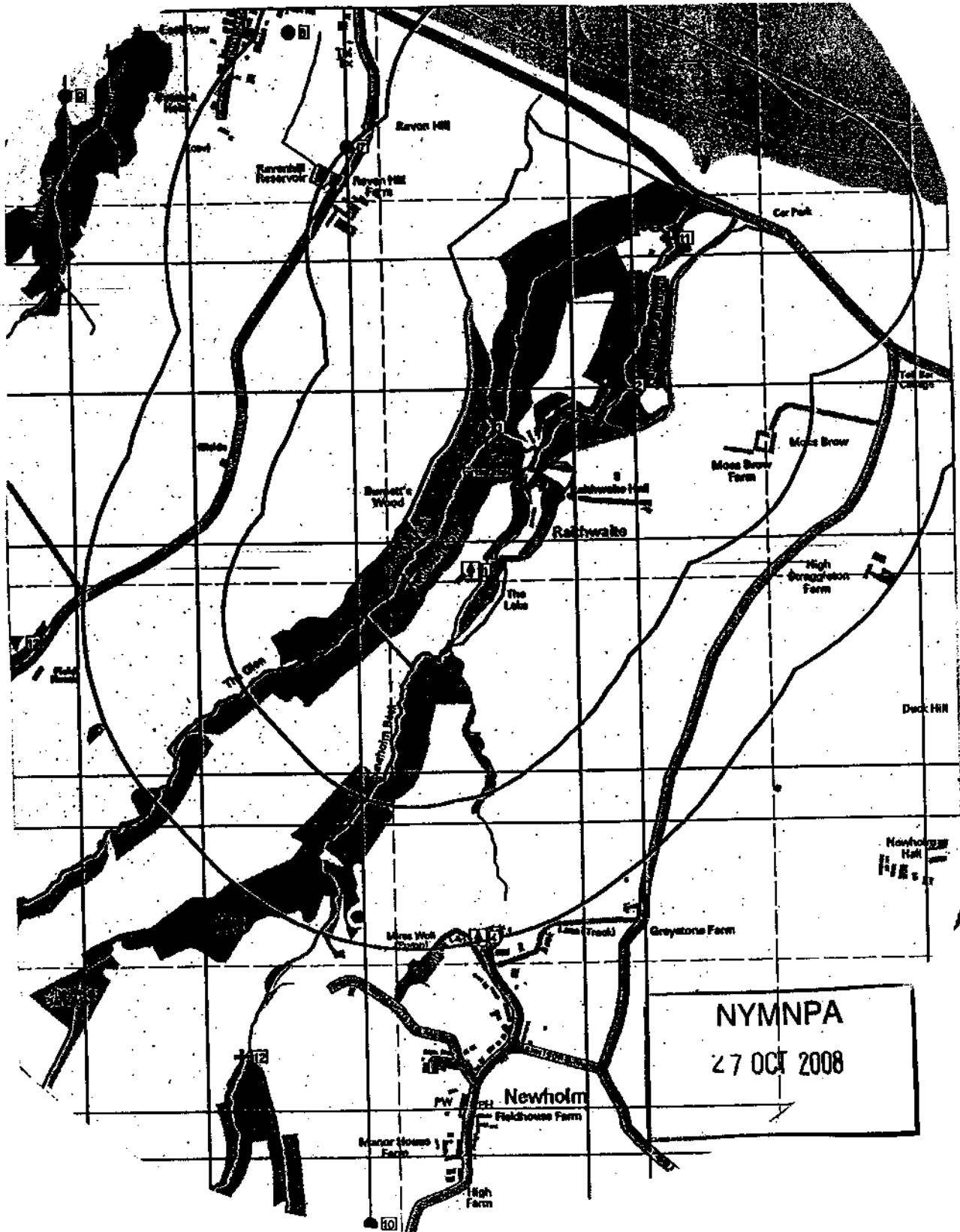


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Project		Raithwaite Hall Whitby		
Title		Site Location Plan		
Drawn	JL	Date	02.07	Drp. No.
Scale	1:10000	Checked	JL	6196/Fig1
				Rev.
				-



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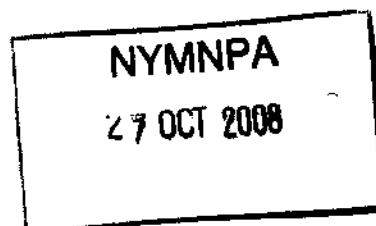
LS17 9LF

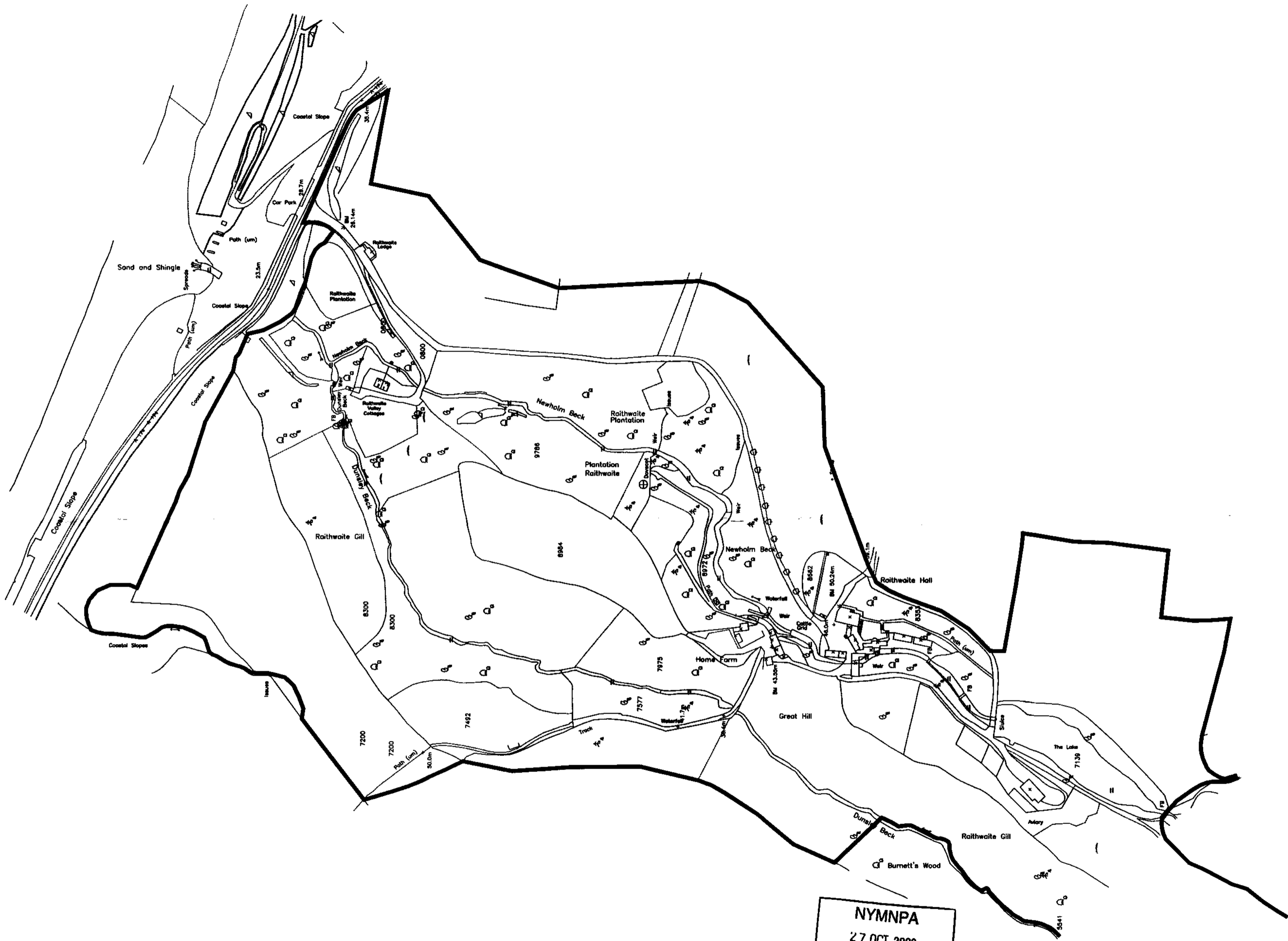
**PROPOSED EXTENSION & CONVERSION OF
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TO AN HOTEL
HIGHWAYS ASSESSMENT**

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APPENDIX B

SITE PLAN - Fig. 2





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Notes

Rev.	Content	Date

Client: Mr G Douglas			
Project: Rathwaite Hall, Whitby			
Title: Estate Plan			
Drawn: SJ	Date: 12.07	Eng. No.	Rev.
Scale: 1:2500	Checked: JL	6196/Fig2	

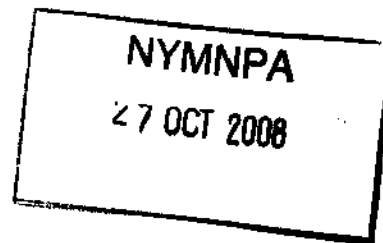
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TO AN HOTEL
HIGHWAYS ASSESSMENT**

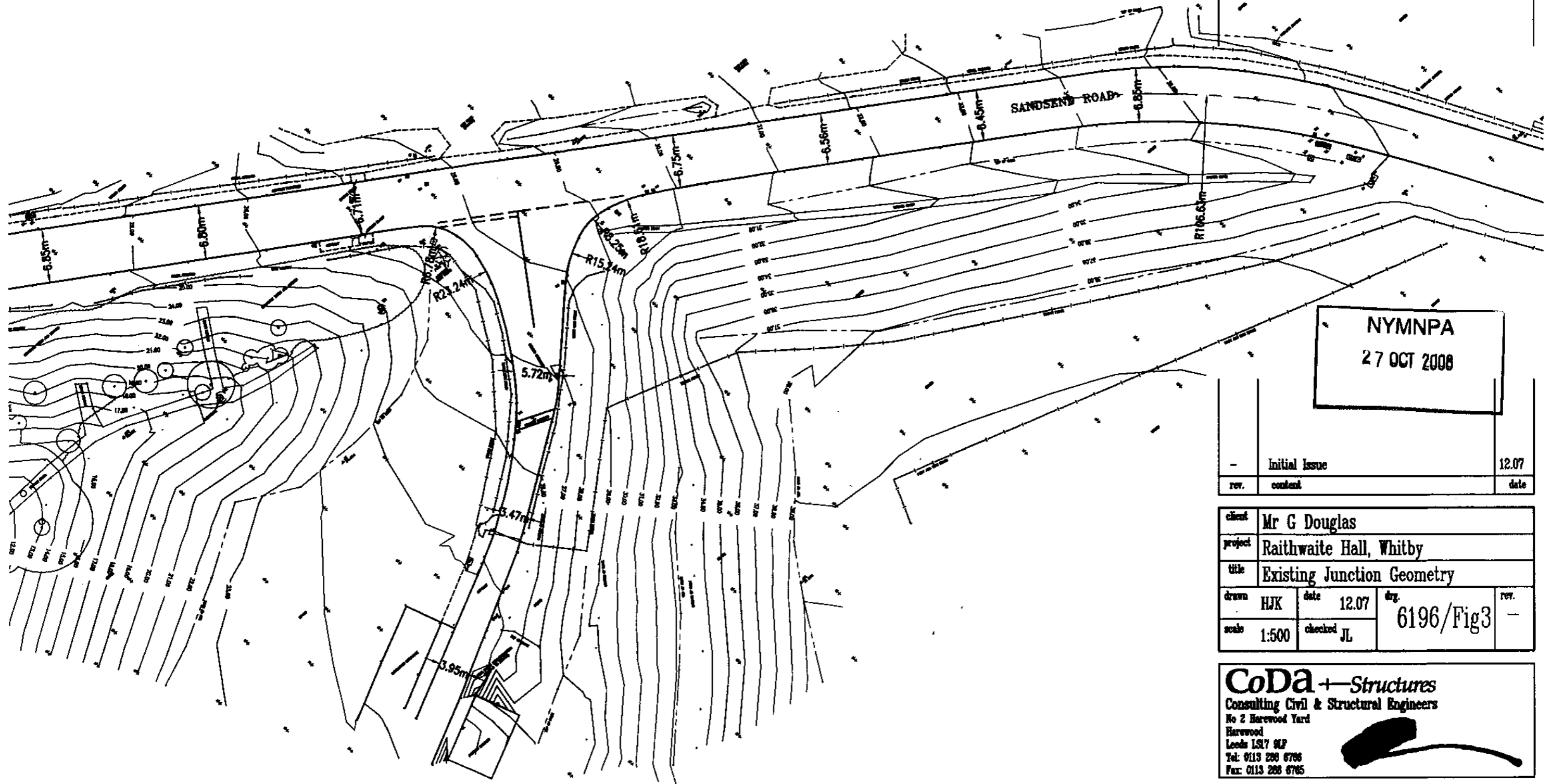
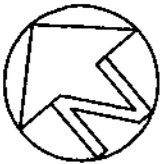
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APPENDIX C

**EXISTING ESTATE ENTRANCE
GENERAL ARRANGEMENT - Fig. 3**

Client: MR G DOUGLAS
Project No: 6196
Date: 06 May 2008



Notes

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27 OCT 2008

-	Initial Issue	12.07
rev.	content	date

client	Mr G Douglas		
project	Raithwaite Hall, Whitby		
title	Existing Junction Geometry		
drawn	HJK	date	12.07
scale	1:500	checked	JL
designed	6196/Fig3		rev.
			-

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**PROPOSED EXTENSION & CONVERSION OF
RAITHWAITE HALL SANDSEND WHITBY
TO AN HOTEL
HIGHWAYS ASSESSMENT**

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APPENDIX D

**VEHICLE SPEED SURVEY ADJACENT
THE ESTATE ENTRANCE**

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TO AN HOTEL
HIGHWAYS ASSESSMENT**

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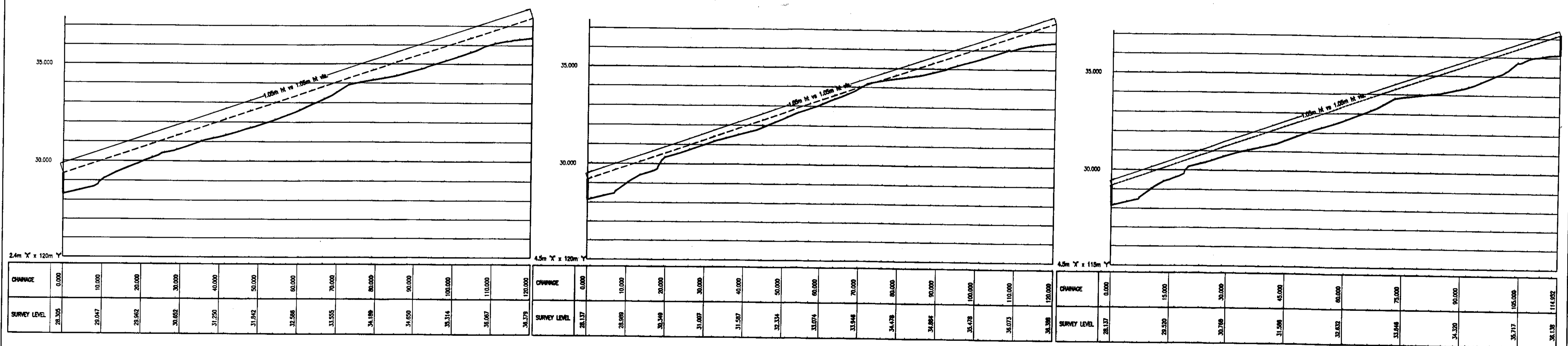
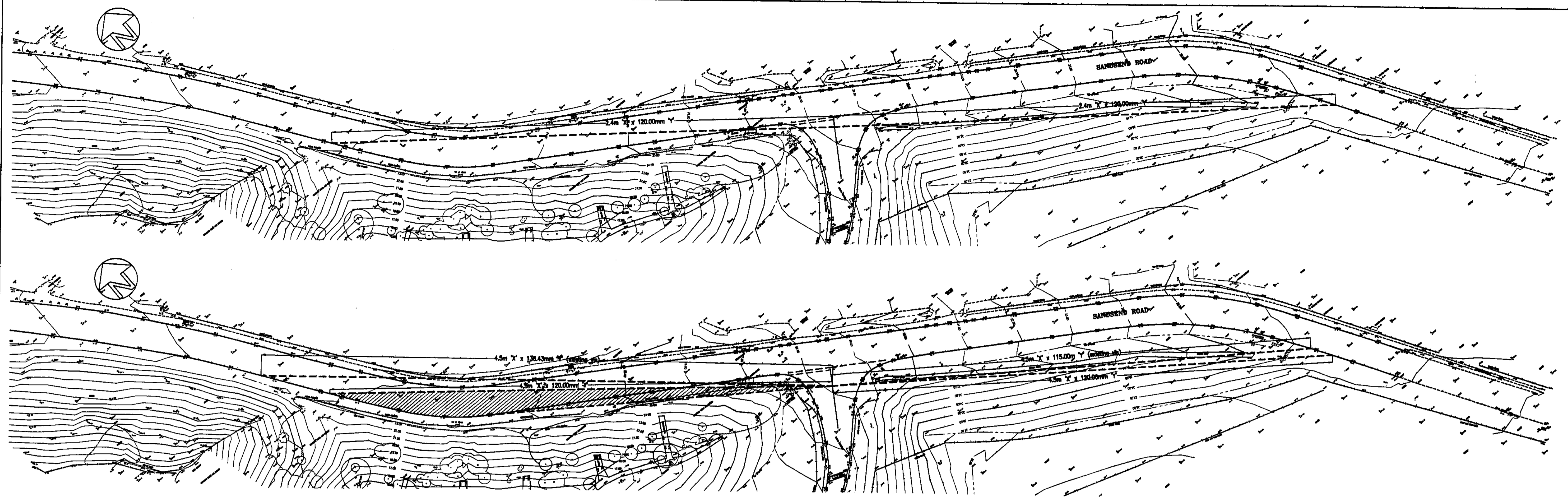
APPENDIX E

CoDA STRUCTURES DRAWING 6196/100

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Client: MR G DOUGLAS
Project No: 6196
Date: 06 May 2008



CHANCE	0.000	10.000	20.000	30.000	40.000	50.000	60.000	70.000	80.000	90.000	100.000	110.000	120.000
SURVEY LEVEL	28.335	29.017	29.962	30.652	31.250	31.942	32.598	33.555	34.189	34.650	35.314	36.067	36.379

CHANCE	0.000	10.000	20.000	30.000	40.000	50.000	60.000	70.000	80.000	90.000	100.000	110.000	120.000
SURVEY LEVEL	28.137	28.989	30.349	31.097	31.587	32.334	33.074	33.946	34.478	34.864	35.478	36.073	36.386

CHANCE	0.000	15.000	30.000	45.000	60.000	75.000	90.000	105.000	114.922
SURVEY LEVEL	28.137	29.230	30.789	31.598	32.832	33.946	34.320	35.717	36.138

27 OCT 2008

Notes

Rev.	Content	Date
B	120m Y via splay clarified. Exist vis added.	17.12.07
A	Sections Added	14.12.07
-	Initial Issues	13.12.07

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Client	Mr G Douglas		
Project	Raithwaite Hall, Whitby		
Title	Access Visibility Splays		
Drawn	HK	Date	12.07
Scale	500h100	Checked	JL
Drg. No.	6196/100		Rev.
			B

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**PROPOSED EXTENSION & CONVERSION OF
RAITHWAITE HALL SANDSEND WHITBY
TO AN HOTEL
HIGHWAYS ASSESSMENT**

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APPENDIX F

SITE PHOTOGRAPHS - JUNCTION VISIBILITY

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HIGHWAYS ASSESSMENT**

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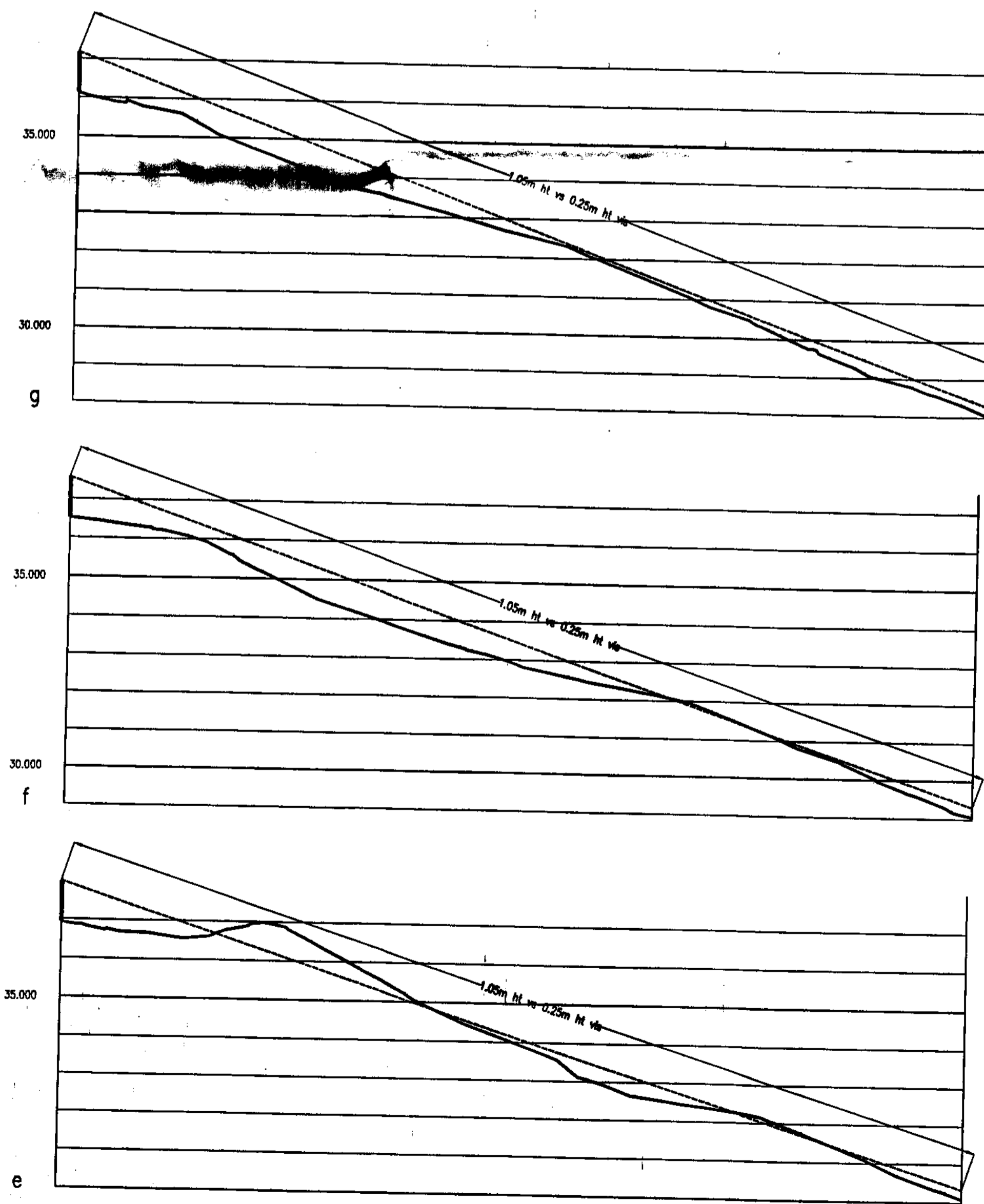
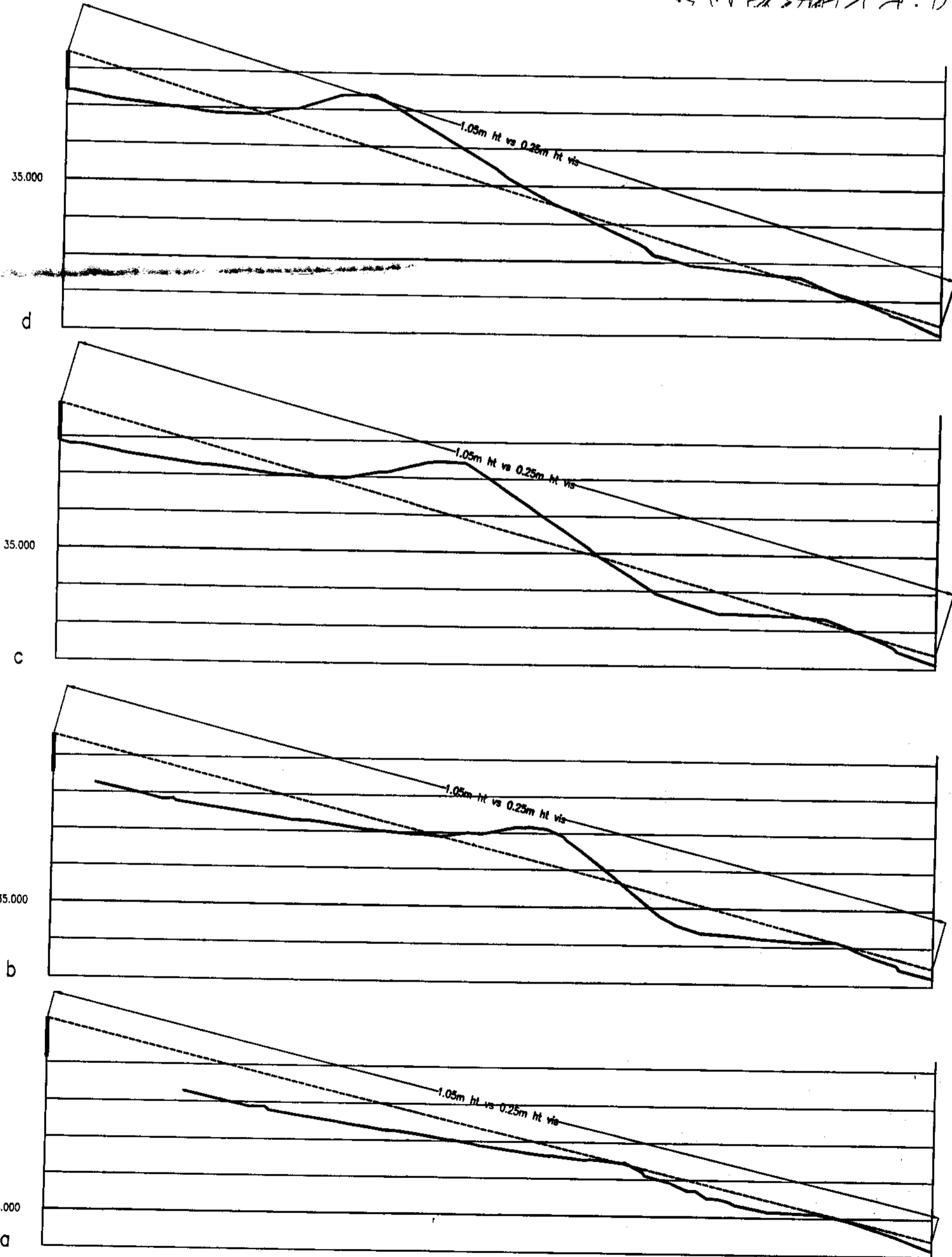
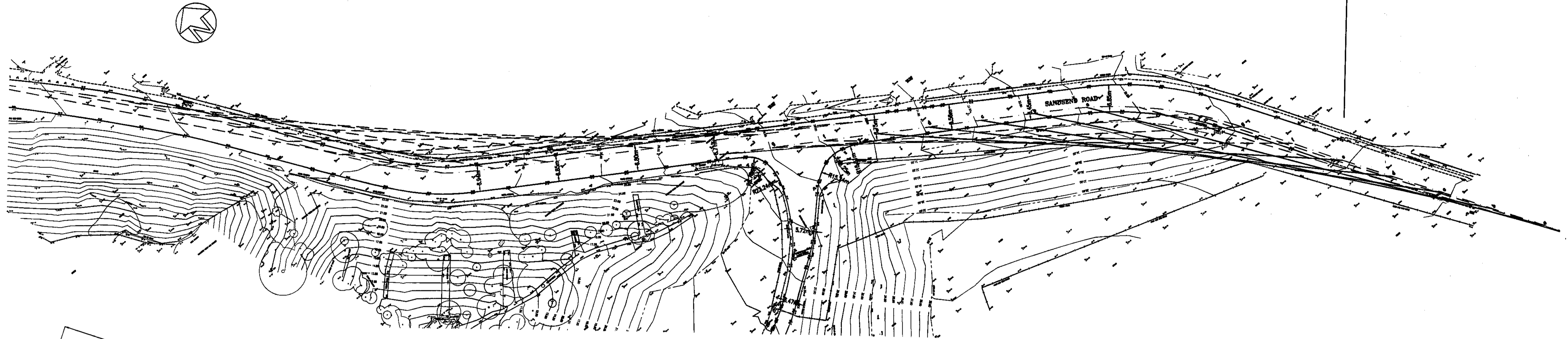
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APPENDIX G

CODA STRUCTURES DRAWING 6196/101

Client: MR G DOUGLAS
Project No: 6196
Date: 06 May 2008

Notes



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Rev.	Content	Date
A	Southbound forward vis added.	17.12.07

Client	Mr G Douglas		
Project	Raithwaite Hall, Whitby		
Title	Sandsend Road Forward Visibility		
Drawn	Date	Dwg. No.	Rev.
HJK	12.07	6196/101	A
Scale	Checked		
500h100v	JL		

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HIGHWAYS ASSESSMENT**

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APPENDIX H

**SITE PHOTOGRAPHS
- FORWARD VISIBILITY SOUTHBOUND**

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**PROPOSED EXTENSION & CONVERSION OF
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APPENDIX I

**SITE PHOTOGRAPHS
- FORWARD VISIBILITY NORTHBOUND**

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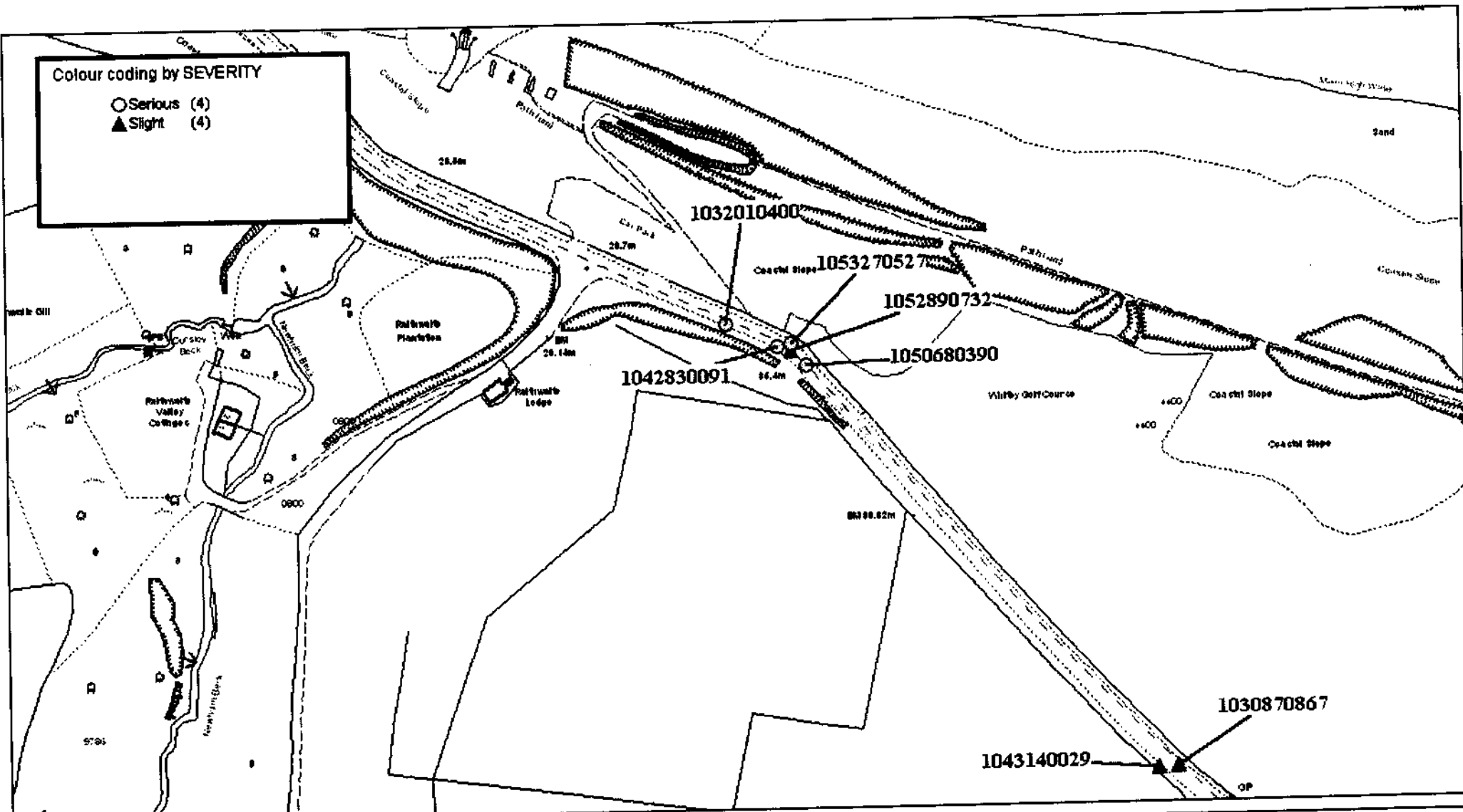
APPENDIX J

**NORTH YORKSHIRE COUNTY COUNCIL
ACCIDENT RECORDS LOCAL TO THE ESTATE ENTRANCE**

Client: MR G DOUGLAS
Project No: 6196
Date: 06 May 2008

Colour coding by SEVERITY

- Serious (4)
- ▲ Slight (4)



SandSEND. 01/01/2003 to 31/12/2007

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SCALE	1 : 2210
DATE	07/02/2008
DRAWING No.	
DRAWN BY	

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Accidents between dates 01/01/2003 and 31/12/2007 (60) months
 Selection: Notes:
 Selected using Manual Selection Sandsend. 01/01/2003-31/12/2007.

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Police Ref.	Acc Class Light Vehicle	Date Weather	Time Road	Grid References			Casualties			Causation	Ped	L M D Surface Types			
				Ftd	Ser	Slt									
1030870867	Slight	28/03/2003	2036	487438	511851	0	0	2			0 0 0	Dark	Fine without high winds	Dry	99
1032010400	Serious	20/07/2003	1258	487248	512043	0	1	3			0 0 0	Light	Fine without high winds	Dry	99
1040700076	Slight	10/03/2004	0859	487066	512154	0	0	1			0 0 0	Light	Unknown	Wet/Damp	999
1042830091	Serious	09/10/2004	0231	487270	512033	0	1	0			0 0 0	Dark	Fine without high winds	Dry	9
1043140029	Slight	09/11/2004	0209	487430	511850	0	0	4			0 0 0	Dark	Raining without high winds	Wet/Damp	9
1050680390	Serious	09/03/2005	1215	487282	512025	0	1	0	101B 103A 410A 707B		0 0 0	Light	Raining without high winds	Wet/Damp	5
1052890732	Slight	16/10/2005	2025	487276	512031	0	0	1	602V1B 306V1B 307V1B		0 0 0	Dark	Fine without high winds	Dry	9
1053270527	Serious	23/11/2005	1450	487276	512034	0	3	0	410V1A 505V1B 306V2B 602V1B		0 0 0	Light	Fine without high winds	Dry	99

Column Totals
No. of Accidents

Total number of accidents listed: 8

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SELECTION RESULTS

Run on: 07/02/2008

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Accidents between dates 01/01/2003 and 31/12/2007 (60) months
 Selection: Notes:
 Selected using Manual Selection Sandsend. 01/01/2003-31/12/2007.

Police Ref.	Date	Cas.	Sev.	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
1030870867	28/03/2003	2	Slight	0	0	0	0	Dark	No turn	Dry	2036	A174 SANDSEND ROAD 30 YARDS NORTHWEST OF THE MINOR ROAD
1032010400	20/07/2003	4	Serious	0	0	1	1	Light	No turn	Dry	1258	A174 WHITBY TO SANDSEND ROAD APPROX 56 METRES WHITBY SID
1040700076	10/03/2004	1	Slight	0	0	0	0	Light	No turn	Wet/Damp	0859	A174 SANDSEND TO WHITBY ROAD RAITHWAITTE WHITBY
1042830091	09/10/2004	1	Serious	0	0	0	0	Dark	No turn	Dry	0231	THE A174 ROAD BETWEEN WHITBY AND SANDSEND AT A POINT APP
1043140029	09/11/2004	4	Slight	0	0	0	0	Dark	No turn	Wet/Damp	0209	A174 WHITBY TO SALTBURN APPROX 30METRES FROM NEWHOLM J
1050680390	09/03/2005	1	Serious	0	0	0	0	Dark	No turn	Wet/Damp	1215	A 174 WHITBY SANDSEND ROAD 200M N OF NEWHOLME ROAD
1052890732	16/10/2005	1	Slight	0	0	0	0	Dark	No turn	Dry	2025	WHITBY TO SANDSEND
1053270527	23/11/2005	3	Serious	0	0	0	0	Light	No turn	Dry	1450	A174 WHITBY TO GUISBOROUGH ROAD.
Column Totals		17		0	0	1	1					
No. of Accidents				0	0	1	1					

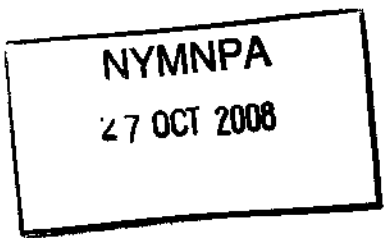
Total number of accidents listed: 8

NYM / 2008 / 0798 / FL

Accidents between dates 01/01/2003 and 31/12/2007 (60) months
 Selection: Notes:
 Selected using Manual Selection Sandsend. 01/01/2003-31/12/2007.

1030870867 28/03/2003 Time 2036 Vehicles 2 Casualties 2 Slight
 E:487438 N: 511851 First Road: A 174 Road Type Single carriageway
 Speed limit: 60 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: no street lighting Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: DfT Special Projects:

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



VEH 1 TRAVELLING ALONG A174 TOWARDS SANDSEND APPROACHING RIGHT HAND BEND VEH 2 TRAVELLING IN OPPOSITE DIRECTION DURING HOURS OF DARKNESS. BOTH VEHICLES DISPLAYING MAIN BEAM LIGHTS BEFORE DIPPING THEM. DRIVER OF VEH 1 STATES HE WAS DAZZLED BY THE ONCOMIN
 Occurred on A174 SANDSEND ROAD 30 YARDS NORTHWEST OF THE MINOR ROAD JUNCTION TO NEWHOLM

Vehicle Reference 1 Car Going ahead right bend
 Vehicle movement from SE to NW No tow / articulation On the main road
 Location at impact On main carriageway Skidded and overturned Front
 Hit vehicle: 0
 Hit object in road None Not at, or within 20M of Jct First impact Off road: Oth perm
 objects
 Nearside Age of Driver 24 Male
 Not hit and run Breath test Negative
 Driver Postcode: TS134RX VRM:

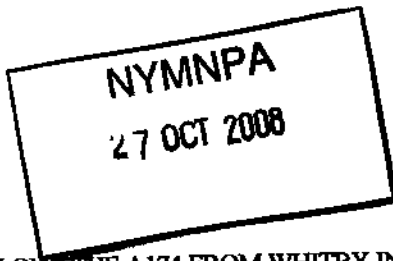
Casualty Reference: 1 Vehicle: 1 Age: 24 Male Driver/rider Severity: Slight
 Not a pupil Postcode
 Casualty Reference: 2 Vehicle: 1 Age: 22 Male Passenger Severity: Slight
 Not a pupil Postcode
 Front seat

Vehicle Reference 2 Car Going ahead left bend
 Vehicle movement from NW to SE No tow / articulation On the main road
 Location at impact On main carriageway No skidding, jack-knifing or
 overturning Did not impact Hit vehicle: 0
 Hit object in road None Unknown First impact Off road: None
 Nearside & rebounded Age of Driver 0 Not traced
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Accidents between dates **01/01/2003 and 31/12/2007** (60) months
 Selection: Notes:
 Selected using Manual Selection Sandsend. 01/01/2003-31/12/2007.

1032010400 20/07/2003 Time 1258 Vehicles 2 Casualties 4 Serious
 E:487248 N: 512043 First Road: A 174 Road Type Single carriageway
 Speed limit: 60 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight: no street lighting Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: DfT Special Projects:

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



VEH 1 TRAVELLED ALONG THE A174 FROM WHITBY IN THE DIRECTION OF SANDSEND WHEN AS HE
 ROUNDED A LEFT HAND BEND THE DRIVER LOST CONTROL AND STRAYED ONTO THE OPPOSITE
 CARRIAGEWAY COLLIDING HEAD ON WITH VEH 2 WHICH WAS TRAVELLING IN THE OPPOSITE DIRECTION
 Occurred on A174 WHITBY TO SANDSEND ROAD APPROX 56 METRES WHITBY SIDE OF ENTRANCE TO
 RAITHWAITTE HALL

Vehicle Reference 1 Car
 Vehicle movement from SE to NW
 Location at impact No tow / articulation
 overturning On main carriageway On the main road
 Hit object in road None Front Hit vehicle: 2
 Did not leave carr Not at, or within 20M of Jct First impact Off road: None
 Not hit and run Age of Driver 18 Male
 Driver Postcode: TS134NU Breath test Negative
 VRM:
 Casualty Reference: 1 Vehicle: 1 Age: 16 Male Passenger Severity: Slight
 2 Postcode
 Front seat

Vehicle Reference 2 Car
 Vehicle movement from NW to SE
 Location at impact No tow / articulation
 overturning On main carriageway On the main road
 Hit object in road None Front Hit vehicle: 1
 Did not leave carr Not at, or within 20M of Jct First impact Off road: None
 Not hit and run Age of Driver 68 Male
 Driver Postcode: NG165EG Breath test Negative
 VRM:
 Casualty Reference: 2 Vehicle: 2 Age: 68 Male Driver/rider Severity: Serious
 Not a pupil Postcode
 Casualty Reference: 3 Vehicle: 2 Age: 29 Female Passenger Severity: Slight
 Not a pupil Postcode Back seat
 Casualty Reference: 4 Vehicle: 2 Age: 7 Female Passenger Severity: Slight
 2 Postcode Back seat

TRAFFMAP
AccsMap - Accident Analysis System

INTERPRETED LISTING

Run on: 07/02/2008

Accidents between dates 01/01/2003 and 31/12/2007 (60) months
Selection: Notes:
Selected using Manual Selection Sandsend. 01/01/2003-31/12/2007.

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TRAFFMAP
AccsMap - Accident Analysis System

INTERPRETED LISTING

Run on: 07/02/2008

Accidents between dates 01/01/2003 and 31/12/2007 (60) months
 Selection: Notes:
 Selected using Manual Selection Sandsend. 01/01/2003-31/12/2007.

1040700076 10/03/2004 Time 0859 Vehicles 3 Casualties 1 Slight
 E:487066 N: 512154 First Road: A 174 Road Type Single carriageway
 Speed limit: 60 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight: no street lighting Unknown
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: DfT Special Projects:

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



Occurred on A174 SANDESEND TO WHITBY ROAD RAITHWAITTE WHITBY

Vehicle Reference 1	Car	Stopping	
Vehicle movement from	NW to SE	No tow / articulation	On the main road
Location at impact		On main carriageway	No skidding, jack-knifing or
overturning		Back	Hit vehicle: 2
Hit object in road	None	Not at, or within 20M of Jct	First impact
Did not leave carr		Age of Driver	42
Not hit and run	Breath test	Not requested	Off road: None
Driver Postcode: TS135HR	VRM:		Male

Vehicle Reference 2	Car	Going ahead other	
Vehicle movement from	NW to SE	No tow / articulation	On the main road
Location at impact		On main carriageway	No skidding, jack-knifing or
overturning		Back	Hit vehicle: 3
Hit object in road	None	Not at, or within 20M of Jct	First impact
Did not leave carr		Age of Driver	26
Not hit and run	Breath test	Not requested	Off road: None
Driver Postcode: YO213RS	VRM:		Female

Casualty Reference: 1	Vehicle: 2	Age: 26	Female	Driver/rider	Severity: Slight
Not a pupil		Postcode	YO213RS		

Vehicle Reference 3	Car	Going ahead other	
Vehicle movement from	NW to SE	No tow / articulation	On the main road
Location at impact		On main carriageway	Skidded
vehicle:		2	Front
Hit object in road	None	Not at, or within 20M of Jct	First impact
Did not leave carr		Age of Driver	55
Not hit and run	Breath test	Not requested	Off road: None
Driver Postcode: TS135HQ	VRM:		Female

INTERPRETED LISTING

Run on: 07/02/2008

TRAFFMAP
AccsMap - Accident Analysis System

Accidents between dates 01/01/2003 and 31/12/2007 (60) months
 Selection: Notes:
 Selected using Manual Selection Sandsend. 01/01/2003-31/12/2007.

1042830091 09/10/2004 Time 0231 Vehicles 1 Casualties 1 Serious
 E:487270 N: 512033 First Road: A 174 Road Type Single carriageway
 Speed limit: 60 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: no street lighting Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: DfT Special Projects:

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



V1 TRAVELLING NORTH TOWARDS SANDSEND AROUND LEFT HAND BEND WHEN DRIVER LOOSES CONTROL AND ALLOWS HIS CAR TO COLLIDE WITH TELEGRAPH POLE AT NEAR SIDE.
 Occurred on THE A174 ROAD BETWEEN WHITBY AND SANDSEND AT A POINT APPROXIMATELY 40METRES SOUTH OF RAITHWAITHE HALL

Vehicle Reference	1	Car		Going ahead left bend
Vehicle movement from	S	to N	No tow / articulation	On the main road
Location at impact			On main carriageway	No skidding, jack-knifing or
overturning			Front	Hit vehicle: 0
Hit object in road	None		Not at, or within 20M of Jct	First impact
Electricity pole				Off road: Telegraph /
Nearside				
Not hit and run		Breath test	Positive	Age of Driver 33 Male
Driver Postcode:	0	VRM:		
Casualty Reference:	1	Vehicle:	1	Age: 33 Male Driver/rider Severity: Serious
Not a pupil				Postcode

Accidents between dates **01/01/2003 and 31/12/2007** (60) months
 Selection: Notes:
 Selected using Manual Selection Sandsend. 01/01/2003-31/12/2007.

1043140029 09/11/2004 Time 0209 Vehicles 1 Casualties 4 Slight
 E:487430 N: 511850 First Road: A 174 Road Type Single carriageway
 Speed limit: 60 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: no street lighting Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: DfT Special Projects:

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



VEH 1 TRAVELLING FROM WHITBY TOWN TOWARDS SANDSEND \ AS VEH 1 NEGOTIATED A SLIGHT RIGHT HAND BEND AND THE ROAD STRAIGHTENED THE BACK OF THE VEHICLE LOST GRIP AND BEGAN TO SWERVE \ VEH 1 THEN LEFT THE CARRIAGEWAY ON THE OFFSIDE IMPACTING WITH FENCING OFF
 Occurred on A174 WHITBY TO SALTBURN APPROX 30METRES FROM NEWHOLM JUNCTION

Vehicle Reference	1	Car	Going ahead other			
Vehicle movement from	E	to W	No tow / articulation	On the main road		
Location at impact vehicle:			On main carriageway	Skidded	Front	Hit
Hit object in road objects	None		0	Not at, or within 20M of Jct	First impact	Off road: Oth perm
O/S				Age of Driver	19	Male
Not hit and run		Breath test	Negative			
Driver Postcode:	0	VRM:				

Casualty Reference:	1	Vehicle:	1	Age:	24	Male	Passenger	Severity:	Slight
Not a pupil				Postcode				Front seat	
Casualty Reference:	2	Vehicle:	1	Age:	19	Male	Driver/rider	Severity:	Slight
Not a pupil				Postcode					
Casualty Reference:	3	Vehicle:	1	Age:	17	Female	Passenger	Severity:	Slight
Not a pupil				Postcode				Back seat	
Casualty Reference:	4	Vehicle:	1	Age:	18	Male	Passenger	Severity:	Slight
Not a pupil				Postcode				Back seat	

INTERPRETED LISTING

Run on: 07/02/2008

TRAFFMAP
AccsMap - Accident Analysis System

Accidents between dates 01/01/2003 and 31/12/2007 (60) months
 Selection: Notes:
 Selected using Manual Selection Sandsend. 01/01/2003-31/12/2007.

1052890732 16/10/2005 Time 2025 Vehicles 1 Casualties 1 Slight
 E:487276 N: 512031 First Road: A 174 Road Type Single carriageway
 Speed limit: 60 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: no street lighting Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

	Causation	Participant:	Confidence:
Factor:		Vehicle 1	Possible
1st: Careless/Reckless/In a hurry		Vehicle 1	Possible
2nd: Exceeding speed limit		Vehicle 1	
3rd: Travelling too fast for conditions			
4th:			
5th:			
6th:			



V1 TRAVELLING FROM WHITBY ON A174 FAILS TO NEGOTIATE CORNER TRAVELLING TOO FAST. VEERS INTO OPPOSITE SIDE OF ROAD HITS KERB COMES TO REST COLLIDES WITH ELECTRICAL POST ON WAY.
 Occurred on WHITBY TO SANDSEND

Vehicle Reference	1	Car	Going ahead left bend
Vehicle movement from	E	to W	No tow / articulation
Location at impact			On main carriageway
overturning			Front Hit vehicle:
Hit object in road	None		Not at, or within 20M of Jct
Electricity pole			First impact
Nearside			Age of Driver 18
Not hit and run			Male
Driver Postcode:	TS144NP	Breath test	Negative
		VRM:	J166TGS
Casualty Reference:	1	Vehicle:	1
Not a pupil		Age:	18
		Postcode	TS144NP
		Male	Driver/rider
		Severity:	Slight

INTERPRETED LISTING

Run on: 07/02/2008

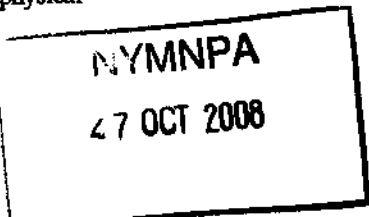
TRAFFMAP

AccsMap - Accident Analysis System

Accidents between dates 01/01/2003 and 31/12/2007 (60) months
 Selection: Notes:
 Selected using Manual Selection Sandsend. 01/01/2003-31/12/2007.

1053270527 23/11/2005 Time 1450 Vehicles 2 Casualties 3 Serious
 E:487276 N: 512034 First Road: A 174 Road Type Single carriageway
 Speed limit: 60 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight: no street lighting Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

	Factor:	Causation	Participant:	Confidence:
1st:	Loss of control		Vehicle 1	Very Likely
2nd:	Illness or disability, mental or physical		Vehicle 1	Possible
3rd:	Exceeding speed limit		Vehicle 2	Possible
4th:	Careless/Reckless/In a hurry		Vehicle 1	Possible
5th:				
6th:				



V1 TRAVELS A174 TOWARDS WHITBY. V2 TRAVELS OPPOSITE DIRECTION. HAVING NEGOTIATED SHARP RIGHT HAND BEND V1 COLLIDES FRONT OFFSIDE TO FRONT OFFSIDE WITH V2 CAUSING DAMAGE TO BOTH FRONT OFFSIDES OF EACH VEHICLE.
 Occurred on A174 WHITBY TO GUISBOROUGH ROAD.

Vehicle Reference 1	Car	Going ahead right bend	
Vehicle movement from NW to SE		No tow / articulation	No skidding, jack-knifing or
Location at impact overturning		On main carriageway	2
Hit object in road None		Offside Hit vehicle:	Off road: None
Did not leave carr		Not at, or within 20M of Jct	Age of Driver 56
Not hit and run		First impact	Male
Driver Postcode: ME371TN	Breath test Negative	VRM: NH54EJL	

Casualty Reference: 1	Vehicle: 1	Age: 56	Male	Driver/rider	Severity: Serious
Not a pupil		Postcode ME371TN			
Casualty Reference: 3	Vehicle: 1	Age: 55	Female	Passenger	Severity: Serious
Not a pupil		Postcode ME371TN			Front seat

Vehicle Reference 2	Car	Going ahead other	
Vehicle movement from SE to NW		No tow / articulation	No skidding, jack-knifing or
Location at impact overturning		On main carriageway	1
Hit object in road None		Offside Hit vehicle:	Off road: None
Nearside		Not at, or within 20M of Jct	Age of Driver 39
Not hit and run		First impact	Male
Driver Postcode: YO124TP	Breath test Negative	VRM: YX04DXH	

Casualty Reference: 2	Vehicle: 2	Age: 39	Male	Driver/rider	Severity: Serious
Not a pupil		Postcode YO124TP			

INTERPRETED LISTING

Run on: 07/02/2008

TRAFFMAP
AccsMap - Accident Analysis System

Accidents between dates 01/01/2003 and 31/12/2007 (60) months
 Selection: Notes:
 Selected using Manual Selection Sandsend. 01/01/2003-31/12/2007.

Accidents involving:	Casualties:					Casualties:			
	Fatal	Serious	Slight	Total		Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	3	4	7	Vehicle driver	0	4	4	8
					Passenger	0	1	7	8
2-wheeled motor vehicles	0	1	0	1	Motorcycle rider	0	1	0	1
					Cyclist	0	0	0	0
Pedal cycles	0	0	0	0	Pedestrian	0	0	0	0
Horses & other	0	0	0	0	Other	0	0	0	0
Total	0	4	4	8	Total	0	6	11	17

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CoDa Structures

Consulting Civil & Structural Engineers
No. 2 Harewood Yard,
Harewood, Leeds
LS17 9LF

**PROPOSED EXTENSION & CONVERSION OF
RAITHWAITE HALL SANDSEND WHITBY
TO AN HOTEL
HIGHWAYS ASSESSMENT**

NYMNPA
27 OCT 2008

APPENDIX K

TRICS DATA

BRYAN G HALL JOSEPH'S WELL LEEDS

Licence No: 604801

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS

VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	NH NEWHAM	1 days
02	SOUTH EAST	
	HC HAMPSHIRE	3 days
	HF HERTFORDSHIRE	1 days
	KC KENT	2 days
	SC SURREY	1 days
03	SOUTH WEST	
	DC DORSET	3 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	2 days
10	WALES	
	CF CARDIFF	2 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
12	NORTHERN IRELAND	
	DO DOWN	3 days
13	REPUBLIC OF IRELAND	
	DL DUBLIN	1 days

NYM NPA
27 OCT 2008

BRYAN G HALL JOSEPH'S WELL LEEDS

Licence No: 604801

Main parameter selection:

Parameter: Number of bedrooms
 Range: 12 to 483 (units:)

Date Range: 01/01/99 to 16/05/07

Selected survey days:

Monday	1 days
Tuesday	5 days
Wednesday	4 days
Thursday	4 days
Friday	2 days
Saturday	5 days
Sunday	3 days

Selected survey types:

Manual count	24 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	5
Edge of Town Centre	12
Suburban Area (PPS6 Out of Centre)	16
Edge of Town	11
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	6

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Development Zone	3
Retail Zone	2
Built-Up Zone	4
Out of Town	2
No Sub Category	38

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BRYAN G HALL JOSEPH'S WELL LEEDS

Licence No: 604801

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
VEHICLES

Calculation factor: **1 BEDRMS**
BOLD print indicates peak (busiest) period

Time Range	PERIOD						TOTALS		
	No. Days	No. VEH	Tip	No. Days	No. VEH	Tip	No. Days	VEH BEDRMS	Tip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	4	115	0.098	4	115	0.065	4	115	0.163
07:00 - 08:00	24	85	0.115	24	85	0.130	24	85	0.245
08:00 - 09:00	24	85	0.213	24	85	0.227	24	85	0.440
09:00 - 10:00	24	85	0.178	24	85	0.179	24	85	0.357
10:00 - 11:00	24	85	0.151	24	85	0.151	24	85	0.302
11:00 - 12:00	24	85	0.154	24	85	0.151	24	85	0.305
12:00 - 13:00	24	85	0.214	24	85	0.150	24	85	0.364
13:00 - 14:00	24	85	0.186	24	85	0.164	24	85	0.350
14:00 - 15:00	24	85	0.176	24	85	0.207	24	85	0.383
15:00 - 16:00	24	85	0.189	24	85	0.224	24	85	0.413
16:00 - 17:00	24	85	0.190	24	85	0.200	24	85	0.390
17:00 - 18:00	24	85	0.265	24	85	0.213	24	85	0.478
18:00 - 19:00	24	85	0.249	24	85	0.205	24	85	0.454
19:00 - 20:00	13	105	0.256	13	105	0.231	13	105	0.487
20:00 - 21:00	11	122	0.211	11	122	0.174	11	122	0.385
21:00 - 22:00	7	95	0.136	7	95	0.140	7	95	0.276
22:00 - 23:00	3	73	0.209	3	73	0.305	3	73	0.514
23:00 - 24:00	3	73	0.068	3	73	0.159	3	73	0.227
Total									6.533

Parameter summary

Trip rate parameter range selected: 12 - 483 (units:)
 Survey date date range: 01/01/99 - 16/05/07
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 5
 Number of Sundays: 3
 Optional parameters used in selection: NO
 Surveys manually removed from selection: 27

NYMNP
 27 OCT 2008

TRICS 2008(a)

BRYAN G HALL JOSEPH'S WELL LEEDS

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Licence No: 604801

Thursday 24/04/08
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27 OCT 2008

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