



# **APPENDICES**



# APPENDIX ES1

## ES1.1 Assessment of Alternative Sites

## Whitby Park and Ride – Site Location, Highways Issues

The following section identifies the highways issues considered for the selection of the preferred site. The issues focus on the accessibility and safety of the location. Issues associated with the site's visual and ecological impact are covered elsewhere in this document.

### Locating the Site

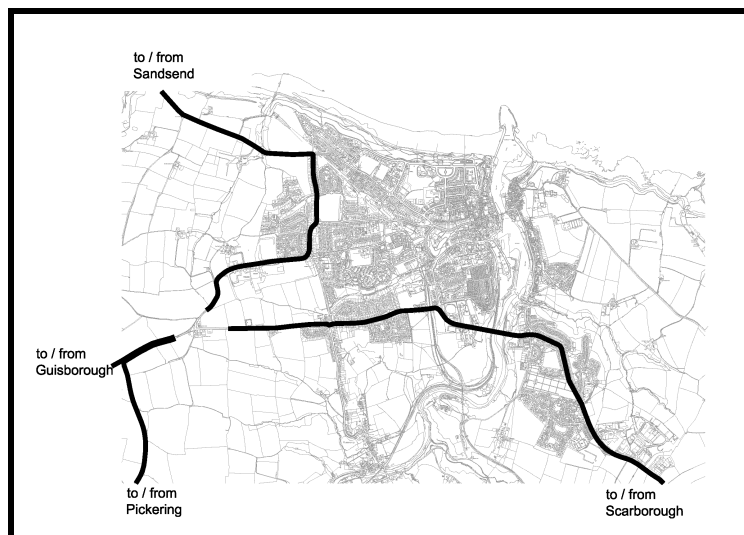
The location of the parking facilities associated with a park and ride operation is crucial to achieving maximum utilisation of the service. In short, the facility must be located where it can be easily accessed by drivers approaching the town, whilst enabling the bus service to provide a fast and efficient route to the areas of interest.

When applied to Whitby, establishing the best location for the parking facility needs to attract drivers approaching Whitby from four main directions:

- From the north along the A174 via Sandsend;
- From the west along the A171 Guisborough Road,
- From the southwest along the A169 from Pickering,
- From the southeast along the A171 from Scarborough.

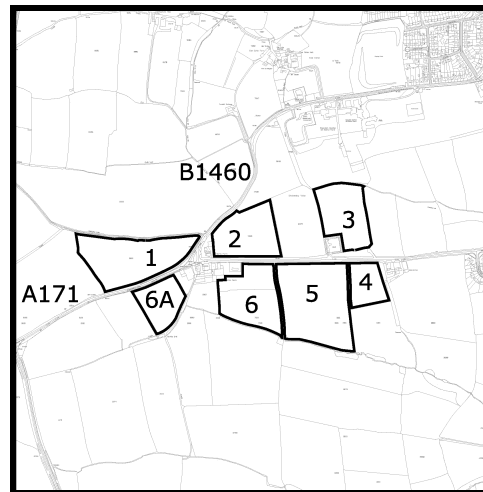
To ensure the park and ride facility is an attractive option for drivers from each of these approaches, it is necessary to ensure that routes to the site do not require drivers to enter the town. This minimises the delays they may encounter but also reduces the temptation to continue into town to find a parking space. The benefits of the park and ride will be lost if many of its patrons have driven into Whitby in search of a parking space first.

It is desirable, therefore, that a park and ride site will be located close to the edge of the town, enabling approaching drivers to skirt the edge of town. In the case of Whitby, locations meeting the above requirements are limited to the west side. Any potential sites to the north or south would lead drivers from the other end to pass through the town. Routes to access the west of Whitby are shown on the following plan.



Given the requirement for a park and ride site to the west of Whitby the potential locations become limited. To ensure the site is desirable for drivers approaching from Pickering the site would ideally be located to the east of the A171 / A169 roundabout.

This leaves an area of potential sites either side of the A171 and B1460, shown below.



### **Site access – unsuitable options**

A further factor used to determine the most appropriate site is the means of vehicular access. The site must provide quick access for buses to the road network. Ideally bus access will not limit buses to one route into and out of Whitby, thereby allowing flexibility in future service provision. In addition, vehicular access needs to be safe and straightforward.

Factors to consider include the high speed of vehicles on the A171, the tidal traffic flow, i.e. towards Whitby in the morning and away from Whitby in the evening, the seasonal operation of the park and ride site and the limited visibility on some approaches.

The factors above dictate that traffic signals would not be an appropriate means of access to the park and ride site. The high speed nature of the roads would create a risk of accidents and the seasonal operation of the site would cause confusion for approaching drivers, particularly early in the season when the traffic signals may have been switched off for several months.

The high speed traffic and limited visibility would render a full give way controlled 'T' junction as unsuitable. This junction type exists at the A171 / B1460 junction. However, accident studies of this junction indicate that around eight personal injury accidents occur at this junction over a five-year period. Introducing another junction of this type may introduce similar accident problems. Further problems would occur when large numbers of vehicles attempt to leave the site at the same time, causing delays and frustration to drivers, and potentially discouraging them from using the

park and ride in the future. Two options for access to the site are suitable, these being either a left-in, left-out only priority junction or a small roundabout.

A 'left-in / left-out' only priority junction would ban right turn manoeuvres to and from the site. This would limit the potential for vehicle conflict. However, it would also limit the directions in which drivers can approach and leave the site. This will result in 'U' turning manoeuvres at roundabouts or other junctions in the area, which could create accident problems at these locations. It would also seriously limit the options for bus operation. The only site at which this could operate satisfactorily is Site 2, but in this instance it would need to be combined with a roundabout at the A171/B1460 junction.

### **Preferred site access - roundabout**

Having eliminated other junction layouts, the preferred junction type for the site access is a roundabout. This would provide access to all routes for vehicles entering and exiting the site. The size of roundabout is critical to providing sufficient capacity, whilst not creating a junction with excessive construction costs or taking too much land.

The alignment of the junction is also critical to its safe operation. On a straight section of road a roundabout is ideally centred close to the alignment of the main carriageway. Off-setting the roundabout to one side of the main road results in a roundabout with insufficient deflection on one side. This results in high approach and entry speeds which often lead to high accident rates.

### **Access to individual sites**

For each site a short Project Appraisal Report has been prepared as part of the assessment of whether one site has an advantage over the others.

Of the seven sites, sites 1 and 2 became potentially suitable locations for the park and ride facility. Of the other sites:

- Site 3 was unsuitable. The length of frontage to the A171 was insufficient to provide a suitable and, therefore, safe means of vehicular access.
- Site 4 was unsuitable. On its own site 4 was too small with insufficient frontage to provide safe access to the A171.
- Sites 5, 6 and 6A were unsuitable. There is insufficient frontage and the gradients at the southern end of the site are unsuitable for the parking facility.

With sites 3 to 6A having been eliminated as potential locations, sites 1 and 2 became the favoured sites.

Furthermore, sites 4, 5, 6 and 6A are situated on the south side of the A171 and if one of these sites were selected then traffic leaving the site in the afternoon would give way to the traffic on the A171 coming from Whitby. These delays would discourage future use of the park & ride facility by some patrons.

Site 2 has insufficient frontage to provide a suitable roundabout. This site would, therefore, require left-in / left-out priority junctions. Access to the site would be gained via a left turn only from the A171 along the southern side of the site. Egress

from the site would be via a left turn only exit onto the B1460. In addition, a new roundabout would be provided at the A171 / B1460 junction. This roundabout would provide the flexibility of bus routes required. It would also reduce the temptation for drivers to contravene the right-turn ban on the site egress. Not having a roundabout would see drivers wishing to travel north 'U' turning at the junction, and this is likely to increase accident risk.

The access arrangement at site 2 would result in a proportion of land being used for access, egress and circulation routes. With the area required for car parking in addition to this there would be insufficient space for adequate landscaping mitigation works.

A far more satisfactory means of access can be provided at Site 1. As with Site 2, a roundabout would need to be constructed at the A171 / B1460 junction. However, because this junction abuts the site it is possible to provide direct access between the roundabout and the park and ride facility. The roundabout would need four arms and is, therefore, larger than that required for Site 2. However, this additional area can be accommodated within the park and ride site.

Constructing the new roundabout would provide the opportunity to include uncontrolled pedestrian crossing points across the A171 and B1460. These can utilise the roundabout splitter islands to assist pedestrians, requiring them to cross only one stream of traffic at a time.

The existing junction typically has around eight personal injury accidents over a five-year period. A roundabout in this location would contribute towards a reduced accident risk at the junction.

## **Conclusion**

For the reasons outlined above, Site 1 is the preferred location for the park and ride facility from both traffic engineering and transportation planning perspectives. It provides a site location that will attract the greatest number of users, good vehicular access, suitable bus priority, minimised traffic delay and journey time, and a safer junction design.

The proposed access roundabout will improve the Quality of Life of the occupants and users of the nearby buildings - The installation of a roundabout with the resulting reduction of vehicle speeds on the approaches will allow safer access onto the A171 and the provision of footways and kerbed islands will facilitate safer crossing of the A171 and B1460 for pedestrians.

The nearby A171/A169 roundabout has resulted in a reduction of 1.5 casualties per year at that site. Although this would be insufficient alone to justify a roundabout at this location, the cost savings to society of the installation of a roundabout here can be estimated at £240,000/year (Highways Economic Note HEN1 2007).

## SHORT PROJECT APPRAISAL REPORT Version 3.3

The Short PAR shall be used for

- (a) All projects with a cost of £10,000 and more at Conception stage; and
  - (b) All projects with a cost of £10,000 and more but less than £100,000 at all subsequent stages; and
  - (c) All projects with a cost of less than £10,000 at Commitment of Works Expenditure stage only.
- The project cost for this purpose is defined as "Current Works Cost", item (e) in the Costs Worksheet, which is explained in Appendix C of the "Short PAR3 Guidance Notes".
- For further information, refer to Figure A1 contained in Appendix A of the "Short PAR3 Guidance Notes".
- Guidance on the completion of the Short PAR is contained in "Short PAR3 Guidance Notes". Numbers in parentheses on this form refer to paragraph numbers in the Guidance.**

### CONTENTS

<b>PART 1 - Project Summary Information</b>	
<b>PART 2 - Project Assessment</b>	
<b>PART 3 - Supporting Information</b>	
<b>PART 4 - Recommendations and Approval Signatures</b>	
<b>Attachments:</b>	Tick as appropriate (2.13)
Costs Worksheet	
Economics Worksheet	
Location Plan	X
Other Drawings and Supporting Calculations	

#### PART 1: PROJECT SUMMARY INFORMATION

<b>ROAD NUMBER AND PROJECT NAME (2.2)</b>	<b>A171 – B1460 WHITBY PARK AND RIDE OSGR NZ8710</b>
<b>HA PROJECT IDENTIFICATION NO. (2.3)</b> MOUCHEL PARKMAN	<b>740837</b>
<b>PROJECT STAGE (2.4-2.5)</b>	<b>CONCEPTION</b>
<b>REGION / AREA (2.6)</b>	<b>NORTH YORKSHIRE COUNTY COUNCIL DIVISION 3 WHITBY</b>
<b>PROJECT TYPE (2.7-2.8)</b>	<b>INTEGRATION – (TRAFFIC MANAGEMENT)</b>
<b>HA FILE REFERENCE (2.9)</b>	
<b>AGENT'S NAME, ADDRESS AND FILE REFERENCE (2.10)</b>	<b>MOUCHEL PARKMAN. MARLBOROUGH HOUSE. WESTMINSTER PLACE. YORK BUSINESS PARK. YORK. YO26 6RW</b>
<b>DATE OF LATEST UPDATE (2.11)</b>	
<b>LOCATION PLAN, OTHER DRAWINGS AND SUPPORTING CALCULATIONS (2.12)</b>	<b>LOCATION PLAN 740837/..... AERIAL PHOTO NZ8710</b>

## PART 2: PROJECT ASSESSMENT

<b>PROJECT DESCRIPTION</b> (2.14) The proposed works include the construction of a 400 space car park, bus facilities for loading / unloading, landscape measures to mitigate visual impact, segregated access and exit to the Park and Ride and redesign of existing junction (A171-B1460)		Expected Date of Opening (2.14) 2009 approx.		
<b>COSTS</b> (2.15)	Current Cost (Cost to HA for budgeting purposes– item (r) from Costs Worksheet)			
	Cost to Determine Required Type of PAR– item (e) from Costs Worksheet			
<b>PROBLEMS</b> (2.16)	The project sought to reorganise the traffic within the town, thus alleviating traffic and parking problems and providing for future growth.			
<b>HOW ARE THE PROBLEMS ADDRESSED?</b> (2.17)	The new park and ride is to be integrated with other transport policies within the town; some of these policies include traffic calming and parking control within the town.			
<b>OTHER OPTIONS</b> (2.18-2.19)	Different sites are being considered to locate the park and ride.			
<b>SITE 1</b>		<b>ASSESSMENT SCORES</b> (2.20-2.22)		
		<b>BENEFICIAL</b>	<b>NEUTRAL</b>	<b>ADVERSE</b>
<b>ENVIRONMENT</b>	Noise			X
	Local Air Quality			X
	Greenhouse Gases		X	
	Landscape			X
	Townscape	X		
	Heritage of Historic Resources			X
	Biodiversity			X
	Water Environment			
	Physical Fitness	X		
	Journey Ambience	X		
<b>SAFETY</b>	Accidents	X		
	Security	X		
<b>ECONOMY</b>	Journey Times			
	Reliability	X		
	Wider Economic Impacts		X	
<b>ACCESSIBILITY</b>	Option Values	X		
	Severance		X	
	Access to the Transport System	X		
<b>INTEGRATION</b>	Transport Interchange	X		
	Land-Use Policy	X		
	Other Government Policies	X		



## PART 3: SUPPORTING INFORMATION

### Qualitative Comments (2.23-2.25)

- Landscape: due to the topography of site 1, the visual impact could be greater than for other sites.
- Noise: even though the project provides noise mitigation works, the whole project is not a noise mitigation scheme and is actually producing more noise, therefore it should be considered as adverse.
- Local air quality: there is no constant speed reduction, instead people will have to stop and accelerate again emitting more pollutants.
- Townscape: the works are considered to be in a rural location rather than in a built up area.
- Heritage of historic resources: Prehistoric field system (cropmarks), south east of Cross Butts Farm.
- Biodiversity: There is a potential outlying badger sett within the hedgerow of Barkers Lane. Works should be designed to minimise any impacts on badgers' habitat.
- Water Environment: Needs to be carefully evaluated for each site.
- Accidents: between 2000 and 2005 eight accidents were registered in the A171-B1460 junction, upgrading this into a roundabout should improve the accident rates. Vehicles are also removed from the urban area; this could also reduce the number of accidents in the town.
- Security: even though car parks constitute a circumstance where drivers are more vulnerable to crime, the proper surveillance of the facilities should improve this situation, offering a better alternative than leaving the cars parked on the street within the town.
- Journey times: these could be increased depending on the frequency and level of service of the transport operators. Another situation could be that the journey times are reduced by providing easy access to parking spaces and eliminating the search for parking spaces by drivers.

### SITE ACCESS

Site access for site 1 involves the redesign of the junction between roads A171 and B1460. The proposed roundabout will improve road safety at this junction.

### Unavoidable Commitments (2.26)

## Short PAR3.3

**Barriers to Progress (2.27)**

- Planning application
- Environmental sensitive area
- Land ownership problems
- National park grounds

## Previous PARs (2.28)

Stage	Date

## Worksheets and Plans

A Costs Worksheet should be attached for all projects (2.29).

An Economics Worksheet should be attached for projects of £10,000 and over if any monetised benefits or disbenefits (accidents or journey times) have been identified, regardless of project type (2.30).

A Location Plan should be attached for all projects (2.31).

Other Drawings may be attached if they assist in the interpretation of key features of the project (2.31).

If available, a 'before' photo should also be attached

## PART 4: RECOMMENDATIONS AND APPROVAL SIGNATURES

### 1. Recommendations (2.32–2.43)

This part is to be completed by the Highways Agency Project Sponsor. It should summarise concisely the reasoned justification for proceeding with or not continuing with the project at this time.

### 2. This part to be signed by the Project Sponsor: (2.44)

I confirm that I have checked the PAR in accordance with the advice of Paragraphs 2.32-2.42 of the “Short PAR3 Guidance Notes” and that all necessary approvals have been obtained. I recommend that the project:

Proceed to Next Stage

(Insert Next Stage)

Not be continued at this time

Signed: ..... Date: .....

Name: ..... Position: .....

Project Sponsor

### 3. This part to be signed by the PAR Approvals Officer (2.45–2.46)

I recommend that the project:

Proceed to Next Stage

Not be continued at this time

Please provide reasoning if you disagree with the Project Sponsor:

Signed: ..... Date: .....

Name: ..... Position: .....

### 4. This part to be verified by the Project Sponsor (2.47)

Following the completion of the above, the Project Sponsor should send the completed PAR to the Local Business Management Team. This should be confirmed, by initialling this box.

## SHORT PROJECT APPRAISAL REPORT Version 3.3

The Short PAR shall be used for

- (a) All projects with a cost of £10,000 and more at Conception stage; and
  - (b) All projects with a cost of £10,000 and more but less than £100,000 at all subsequent stages; and
  - (c) All projects with a cost of less than £10,000 at Commitment of Works Expenditure stage only.
- The project cost for this purpose is defined as "Current Works Cost", item (e) in the Costs Worksheet, which is explained in Appendix C of the "Short PAR3 Guidance Notes".
- For further information, refer to Figure A1 contained in Appendix A of the "Short PAR3 Guidance Notes".
- Guidance on the completion of the Short PAR is contained in "Short PAR3 Guidance Notes". Numbers in parentheses on this form refer to paragraph numbers in the Guidance.**

### CONTENTS

<b>PART 1 - Project Summary Information</b>	
<b>PART 2 - Project Assessment</b>	
<b>PART 3 - Supporting Information</b>	
<b>PART 4 - Recommendations and Approval Signatures</b>	
<b>Attachments:</b>	Tick as appropriate (2.13)
Costs Worksheet	
Economics Worksheet	
Location Plan	X
Other Drawings and Supporting Calculations	

#### PART 1: PROJECT SUMMARY INFORMATION

<b>ROAD NUMBER AND PROJECT NAME (2.2)</b>	<b>A171 – B1460 WHITBY PARK AND RIDE OSGR NZ8710</b>
<b>HA PROJECT IDENTIFICATION NO. (2.3)</b> MOUCHEL PARKMAN	<b>740837</b>
<b>PROJECT STAGE (2.4-2.5)</b>	<b>CONCEPTION</b>
<b>REGION / AREA (2.6)</b>	<b>NORTH YORKSHIRE COUNTY COUNCIL DIVISION 3 WHITBY</b>
<b>PROJECT TYPE (2.7-2.8)</b>	<b>INTEGRATION – (TRAFFIC MANAGEMENT)</b>
<b>HA FILE REFERENCE (2.9)</b>	
<b>AGENT'S NAME, ADDRESS AND FILE REFERENCE (2.10)</b>	<b>MOUCHEL PARKMAN. MARLBOROUGH HOUSE. WESTMINSTER PLACE. YORK BUSINESS PARK. YORK. YO26 6RW</b>
<b>DATE OF LATEST UPDATE (2.11)</b>	
<b>LOCATION PLAN, OTHER DRAWINGS AND SUPPORTING CALCULATIONS (2.12)</b>	<b>LOCATION PLAN 740837/..... AERIAL PHOTO NZ8710</b>

## PART 2: PROJECT ASSESSMENT

<b>PROJECT DESCRIPTION</b> (2.14) The proposed works include the construction of a 400 space car park, bus facilities for loading / unloading, landscape measures to mitigate visual impact, segregated access and exit to the Park and Ride and redesign of existing junction (A171-B1460)		Expected Date of Opening (2.14) 2009 approx.		
<b>COSTS</b> (2.15)	Current Cost (Cost to HA for budgeting purposes– item (r) from Costs Worksheet)			
	Cost to Determine Required Type of PAR– item (e) from Costs Worksheet			
<b>PROBLEMS</b> (2.16)	The project sought to reorganise the traffic within the town, thus alleviating traffic and parking problems and providing for future growth.			
<b>HOW ARE THE PROBLEMS ADDRESSED?</b> (2.17)	The new park and ride is to be integrated with other transport policies within the town; some of these policies include traffic calming and parking control within the town.			
<b>OTHER OPTIONS</b> (2.18-2.19)	Different sites are being considered to locate the park and ride.			
<b>SITE 2</b>		<b>ASSESSMENT SCORES</b> (2.20-2.22)		
		<b>BENEFICIAL</b>	<b>NEUTRAL</b>	<b>ADVERSE</b>
<b>ENVIRONMENT</b>	Noise			X
	Local Air Quality			X
	Greenhouse Gases		X	
	Landscape			X
	Townscape	X		
	Heritage of Historic Resources			X
	Biodiversity			
	Water Environment			
	Physical Fitness	X		
	Journey Ambience	X		
<b>SAFETY</b>	Accidents	X		
	Security	X		
<b>ECONOMY</b>	Journey Times			
	Reliability	X		
	Wider Economic Impacts		X	
<b>ACCESSIBILITY</b>	Option Values	X		
	Severance		X	
	Access to the Transport System	X		
<b>INTEGRATION</b>	Transport Interchange	X		
	Land-Use Policy	X		
	Other Government Policies	X		

## PART 3: SUPPORTING INFORMATION

### Qualitative Comments (2.23-2.25)

- Landscape: location of site 2 next to garden centre buildings helps to minimise the visual impact of the project.
- Noise: even though the project provides noise mitigation works, the whole project is not a noise mitigation scheme and is actually producing more noise, therefore it should be considered as adverse.
- Local air quality: there is no constant speed reduction, instead people will have to stop and accelerate again emitting more pollutants.
- Townscape: the works are considered to be in a rural location rather than in a built up area.
- Heritage of historic resources: Prehistoric field system (cropmarks), south east of Cross Butts Farm.
- Accidents: between 2000 and 2005 eight accidents were registered in the A171-B1460 junction, upgrading this into a roundabout should improve the accident rates, although the roundabout location doesn't have good visibility and can make the situation worse. Vehicles are also removed from the urban area; this could also reduce the number of accidents in the city.
- Biodiversity: needs to be evaluated for each site.
- Water Environment: Needs to be carefully evaluated for each site.
- Security: even though car parks constitute a circumstance where drivers are more vulnerable to crime, the proper surveillance of the facilities should improve this situation, offering a better alternative than leaving the cars parked on the street within the town.
- Journey times: these could be increased depending on the frequency and level of service of the transport operators. Another situation could be that the journey times are reduced by providing easy access to parking spaces and eliminating the search for parking spaces by drivers.

### SITE ACCESS

Site access for site 2 involves the redesign of the junction between roads A171 and B1460. The approaches to the proposed roundabout don't count with good visibility, which could compromise the safety of the junction. Access (road A171) and exit (road B1460) for site 2 are segregated.

### Unavoidable Commitments (2.26)

### Barriers to Progress (2.27)

- Planning application
- Environmental sensitive area
- Land ownership problems

### Previous PARs (2.28)

Stage	Date

--	--

## Worksheets and Plans

A Costs Worksheet should be attached for all projects (2.29).

An Economics Worksheet should be attached for projects of £10,000 and over if any monetised benefits or disbenefits (accidents or journey times) have been identified, regardless of project type (2.30).

A Location Plan should be attached for all projects (2.31).

Other Drawings may be attached if they assist in the interpretation of key features of the project (2.31).

If available, a 'before' photo should also be attached

## PART 4: RECOMMENDATIONS AND APPROVAL SIGNATURES

### 1. Recommendations (2.32–2.43)

This part is to be completed by the Highways Agency Project Sponsor. It should summarise concisely the reasoned justification for proceeding with or not continuing with the project at this time.

### 2. This part to be signed by the Project Sponsor: (2.44)

I confirm that I have checked the PAR in accordance with the advice of Paragraphs 2.32-2.42 of the “Short PAR3 Guidance Notes” and that all necessary approvals have been obtained. I recommend that the project:

Proceed to Next Stage

Not be continued at this time

Signed: ..... Date: .....

Name: ..... Position: .....

Project Sponsor

### 3. This part to be signed by the PAR Approvals Officer (2.45–2.46)

I recommend that the project:

Proceed to Next Stage

Not be continued at this time

Please provide reasoning if you disagree with the Project Sponsor:

Signed: ..... Date: .....

Name: ..... Position: .....

### 4. This part to be verified by the Project Sponsor (2.47)

Following the completion of the above, the Project Sponsor should send the completed PAR to the Local Business Management Team. This should be confirmed, by initialling this box.



## SHORT PROJECT APPRAISAL REPORT Version 3.3

The Short PAR shall be used for

- (a) All projects with a cost of £10,000 and more at Conception stage; and
  - (b) All projects with a cost of £10,000 and more but less than £100,000 at all subsequent stages; and
  - (c) All projects with a cost of less than £10,000 at Commitment of Works Expenditure stage only.
- The project cost for this purpose is defined as "Current Works Cost", item (e) in the Costs Worksheet, which is explained in Appendix C of the "Short PAR3 Guidance Notes".
- For further information, refer to Figure A1 contained in Appendix A of the "Short PAR3 Guidance Notes".
- Guidance on the completion of the Short PAR is contained in "Short PAR3 Guidance Notes". Numbers in parentheses on this form refer to paragraph numbers in the Guidance.**

### CONTENTS

<b>PART 1 - Project Summary Information</b>	
<b>PART 2 - Project Assessment</b>	
<b>PART 3 - Supporting Information</b>	
<b>PART 4 - Recommendations and Approval Signatures</b>	
<b>Attachments:</b>	Tick as appropriate (2.13)
Costs Worksheet	
Economics Worksheet	
Location Plan	X
Other Drawings and Supporting Calculations	

#### PART 1: PROJECT SUMMARY INFORMATION

<b>ROAD NUMBER AND PROJECT NAME (2.2)</b>	<b>A171 – B1460 WHITBY PARK AND RIDE OSGR NZ8710</b>
<b>HA PROJECT IDENTIFICATION NO. (2.3)</b> MOUCHEL PARKMAN	<b>740837</b>
<b>PROJECT STAGE (2.4-2.5)</b>	<b>CONCEPTION</b>
<b>REGION / AREA (2.6)</b>	<b>NORTH YORKSHIRE COUNTY COUNCIL DIVISION 3 WHITBY</b>
<b>PROJECT TYPE (2.7-2.8)</b>	<b>INTEGRATION – (TRAFFIC MANAGEMENT)</b>
<b>HA FILE REFERENCE (2.9)</b>	
<b>AGENT'S NAME, ADDRESS AND FILE REFERENCE (2.10)</b>	<b>MOUCHEL PARKMAN. MARLBOROUGH HOUSE. WESTMINSTER PLACE. YORK BUSINESS PARK. YORK. YO26 6RW</b>
<b>DATE OF LATEST UPDATE (2.11)</b>	
<b>LOCATION PLAN, OTHER DRAWINGS AND SUPPORTING CALCULATIONS (2.12)</b>	<b>LOCATION PLAN 740837/..... AERIAL PHOTO NZ8710</b>

## PART 2: PROJECT ASSESSMENT

<b>PROJECT DESCRIPTION</b> (2.14) The proposed works include the construction of a 400 space car park, bus facilities for loading / unloading, landscape measures to mitigate visual impact, segregated access and exit to the Park and Ride and redesign of existing junction (A171-B1460)		Expected Date of Opening (2.14) 2009 approx.		
<b>COSTS</b> (2.15)	Current Cost (Cost to HA for budgeting purposes– item (r) from Costs Worksheet)			
	Cost to Determine Required Type of PAR– item (e) from Costs Worksheet			
<b>PROBLEMS</b> (2.16)	The project sought to reorganise the traffic within the town, thus alleviating traffic and parking problems and providing for future growth.			
<b>HOW ARE THE PROBLEMS ADDRESSED?</b> (2.17)	The new park and ride is to be integrated with other transport policies within the town; some of these policies include traffic calming and parking control within the town.			
<b>OTHER OPTIONS</b> (2.18-2.19)	Different sites are being considered to locate the park and ride.			
<b>SITE 3</b>		<b>ASSESSMENT SCORES</b> (2.20-2.22)		
		<b>BENEFICIAL</b>	<b>NEUTRAL</b>	<b>ADVERSE</b>
<b>ENVIRONMENT</b>	Noise			X
	Local Air Quality			X
	Greenhouse Gases		X	
	Landscape			X
	Townscape	X		
	Heritage of Historic Resources		X	
	Biodiversity			
	Water Environment			
	Physical Fitness	X		
	Journey Ambience	X		
<b>SAFETY</b>	Accidents			X
	Security	X		
<b>ECONOMY</b>	Journey Times			
	Reliability	X		
	Wider Economic Impacts		X	
<b>ACCESSIBILITY</b>	Option Values	X		
	Severance		X	
	Access to the Transport System	X		
<b>INTEGRATION</b>	Transport Interchange	X		
	Land-Use Policy	X		
	Other Government Policies	X		

## PART 3: SUPPORTING INFORMATION

### Qualitative Comments (2.23-2.25)

- Landscape: the site is located away from any type of built up area, this condition makes its visual impact more noticeable than other sites.
- Noise: even though the project provides noise mitigation works, the whole project is not a noise mitigation scheme and is actually producing more noise, therefore it should be considered as adverse.
- Local air quality: there is no constant speed reduction, instead people will have to stop and accelerate again emitting more pollutants.
- Townscape: the works are considered to be in a rural location rather than in a built up area.
- Biodiversity: Needs to be carefully evaluated for each site.
- Water Environment: Needs to be carefully evaluated for each site.
- Accidents: two accidents have been reported next to site 3 between 2000 and 2005, by introducing a new roundabout to access the site there's a likelihood that accidents will increase.
- Security: even though car parks constitute a circumstance where drivers are more vulnerable to crime, the proper surveillance of the facilities should improve this situation, offering a better alternative than leaving the cars parked on the street within the town.
- Journey times: these could be increased depending on the frequency and level of service of the transport operators. Another situation could be that the journey times are reduced by providing easy access to parking spaces and eliminating the search for parking spaces by drivers.
- Site 3 is located next to a gas station; this issue should be considered as a potential hazard.

### SITE ACCESS

Site number 3 has a short frontage length against the road, this issue may difficult the provision of access/exit facilities to the Park and Ride. The best alternative would be to introduce a roundabout, unfortunately there's no space to accommodate this.

### Unavoidable Commitments (2.26)

### Barriers to Progress (2.27)

- Planning application
- Environmental sensitive area
- Land ownership

### Previous PARs (2.28)

Stage	Date

## Worksheets and Plans

A Costs Worksheet should be attached for all projects (2.29).

An Economics Worksheet should be attached for projects of £10,000 and over if any monetised benefits or disbenefits (accidents or journey times) have been identified, regardless of project type (2.30).

A Location Plan should be attached for all projects (2.31).

Other Drawings may be attached if they assist in the interpretation of key features of the project (2.31).

If available, a 'before' photo should also be attached

## **PART 4: RECOMMENDATIONS AND APPROVAL SIGNATURES**

### **1. Recommendations (2.32–2.43)**

This part is to be completed by the Highways Agency Project Sponsor. It should summarise concisely the reasoned justification for proceeding with or not continuing with the project at this time.

### **2. This part to be signed by the Project Sponsor: (2.44)**

I confirm that I have checked the PAR in accordance with the advice of Paragraphs 2.32-2.42 of the “Short PAR3 Guidance Notes” and that all necessary approvals have been obtained. I recommend that the project:

Proceed to Next Stage

Not be continued at this time

Signed: ..... Date: .....

Name: ..... Position: .....

Project Sponsor

### **3. This part to be signed by the PAR Approvals Officer (2.45–2.46)**

I recommend that the project:

Proceed to Next Stage

Not be continued at this time

Please provide reasoning if you disagree with the Project Sponsor:

Signed: ..... Date: .....

Name: ..... Position: .....

### **4. This part to be verified by the Project Sponsor (2.47)**

Following the completion of the above, the Project Sponsor should send the completed PAR to the Local Business Management Team. This should be confirmed, by initialling this box.

## SHORT PROJECT APPRAISAL REPORT Version 3.3

The Short PAR shall be used for

- (a) All projects with a cost of £10,000 and more at Conception stage; and
  - (b) All projects with a cost of £10,000 and more but less than £100,000 at all subsequent stages; and
  - (c) All projects with a cost of less than £10,000 at Commitment of Works Expenditure stage only.
- The project cost for this purpose is defined as "Current Works Cost", item (e) in the Costs Worksheet, which is explained in Appendix C of the "Short PAR3 Guidance Notes".
- For further information, refer to Figure A1 contained in Appendix A of the "Short PAR3 Guidance Notes".
- Guidance on the completion of the Short PAR is contained in "Short PAR3 Guidance Notes". Numbers in parentheses on this form refer to paragraph numbers in the Guidance.**

### CONTENTS

<b>PART 1 - Project Summary Information</b>	
<b>PART 2 - Project Assessment</b>	
<b>PART 3 - Supporting Information</b>	
<b>PART 4 - Recommendations and Approval Signatures</b>	
<b>Attachments:</b>	Tick as appropriate (2.13)
Costs Worksheet	
Economics Worksheet	
Location Plan	X
Other Drawings and Supporting Calculations	

#### PART 1: PROJECT SUMMARY INFORMATION

<b>ROAD NUMBER AND PROJECT NAME (2.2)</b>	<b>A171 – B1460 WHITBY PARK AND RIDE OSGR NZ8710</b>
<b>HA PROJECT IDENTIFICATION NO. (2.3)</b> MOUCHEL PARKMAN	<b>740837</b>
<b>PROJECT STAGE (2.4-2.5)</b>	<b>CONCEPTION</b>
<b>REGION / AREA (2.6)</b>	<b>NORTH YORKSHIRE COUNTY COUNCIL DIVISION 3 WHITBY</b>
<b>PROJECT TYPE (2.7-2.8)</b>	<b>INTEGRATION – (TRAFFIC MANAGEMENT)</b>
<b>HA FILE REFERENCE (2.9)</b>	
<b>AGENT'S NAME, ADDRESS AND FILE REFERENCE (2.10)</b>	<b>MOUCHEL PARKMAN. MARLBOROUGH HOUSE. WESTMINSTER PLACE. YORK BUSINESS PARK. YORK. YO26 6RW</b>
<b>DATE OF LATEST UPDATE (2.11)</b>	
<b>LOCATION PLAN, OTHER DRAWINGS AND SUPPORTING CALCULATIONS (2.12)</b>	<b>LOCATION PLAN 740837/..... AERIAL PHOTO NZ8710</b>

## PART 2: PROJECT ASSESSMENT

<b>PROJECT DESCRIPTION</b> (2.14) The proposed works include the construction of a 400 space car park, bus facilities for loading / unloading, landscape measures to mitigate visual impact, segregated access and exit to the Park and Ride and redesign of existing junction (A171-B1460)		Expected Date of Opening (2.14) 2009 approx.		
<b>COSTS</b> (2.15)	Current Cost (Cost to HA for budgeting purposes– item (r) from Costs Worksheet)			
	Cost to Determine Required Type of PAR– item (e) from Costs Worksheet			
<b>PROBLEMS</b> (2.16)	The project sought to reorganise the traffic within the town, thus alleviating traffic and parking problems and providing for future growth.			
<b>HOW ARE THE PROBLEMS ADDRESSED?</b> (2.17)	The new park and ride is to be integrated with other transport policies within the town; some of these policies include traffic calming and parking control within the town.			
<b>OTHER OPTIONS</b> (2.18-2.19)	Different sites are being considered to locate the park and ride.			
<b>SITE 4</b>		<b>ASSESSMENT SCORES</b> (2.20-2.22)		
		<b>BENEFICIAL</b>	<b>NEUTRAL</b>	<b>ADVERSE</b>
<b>ENVIRONMENT</b>	Noise			X
	Local Air Quality			X
	Greenhouse Gases		X	
	Landscape			X
	Townscape	X		
	Heritage of Historic Resources		X	
	Biodiversity			
	Water Environment			
	Physical Fitness	X		
	Journey Ambience	X		
<b>SAFETY</b>	Accidents			X
	Security	X		
<b>ECONOMY</b>	Journey Times			
	Reliability	X		
	Wider Economic Impacts		X	
<b>ACCESSIBILITY</b>	Option Values	X		
	Severance		X	
	Access to the Transport System	X		
<b>INTEGRATION</b>	Transport Interchange	X		
	Land-Use Policy	X		
	Other Government Policies	X		

## PART 3: SUPPORTING INFORMATION

### Qualitative Comments (2.23-2.25)

- Noise: even though the project provides noise mitigation works, the whole project is not a noise mitigation scheme and is actually producing more noise, therefore it should be considered as adverse.
- Local air quality: there is no constant speed reduction, instead people will have to stop and accelerate again emitting more pollutants.
- Townscape: the works are considered to be in a rural location rather than in a built up area.
- Biodiversity: Needs to be carefully evaluated for each site.
- Water Environment: Needs to be carefully evaluated for each site.
- Accidents: two accidents have been reported next to site 4 between 2000 and 2005, by introducing a new roundabout to access the site there's a likelihood that accidents will increase.
- Security: even though car parks constitute a circumstance where drivers are more vulnerable to crime, the proper surveillance of the facilities should improve this situation, offering a better alternative than leaving the cars parked on the street within the town.
- Journey times: these could be increased depending on the frequency and level of service of the transport operators. Another situation could be that the journey times are reduced by providing easy access to parking spaces and eliminating the search for parking spaces by drivers.

### SITE ACCESS

Site number 4 has a short frontage length against the road, this issue may difficult the provision of access/exit facilities to the Park and Ride. The best alternative would be to introduce a roundabout, unfortunately there's no space to accommodate this. The size of the site may not be adequate to accommodate 400 parking spaces.

### Unavoidable Commitments (2.26)

### Barriers to Progress (2.27)

- Planning application
- Environmental sensitive area
- Land ownership

### Previous PARs (2.28)

Stage	Date



## Worksheets and Plans

A Costs Worksheet should be attached for all projects (2.29).

An Economics Worksheet should be attached for projects of £10,000 and over if any monetised benefits or disbenefits (accidents or journey times) have been identified, regardless of project type (2.30).

A Location Plan should be attached for all projects (2.31).

Other Drawings may be attached if they assist in the interpretation of key features of the project (2.31).

If available, a 'before' photo should also be attached

## PART 4: RECOMMENDATIONS AND APPROVAL SIGNATURES

### 1. Recommendations (2.32–2.43)

This part is to be completed by the Highways Agency Project Sponsor. It should summarise concisely the reasoned justification for proceeding with or not continuing with the project at this time.

### 2. This part to be signed by the Project Sponsor: (2.44)

I confirm that I have checked the PAR in accordance with the advice of Paragraphs 2.32-2.42 of the “Short PAR3 Guidance Notes” and that all necessary approvals have been obtained. I recommend that the project:

Proceed to Next Stage

Not be continued at this time

Signed: ..... Date: .....

Name: ..... Position: .....

Project Sponsor

### 3. This part to be signed by the PAR Approvals Officer (2.45–2.46)

I recommend that the project:

Proceed to Next Stage

Not be continued at this time

Please provide reasoning if you disagree with the Project Sponsor:

Signed: ..... Date: .....

Name: ..... Position: .....

### 4. This part to be verified by the Project Sponsor (2.47)

Following the completion of the above, the Project Sponsor should send the completed PAR to the Local Business Management Team. This should be confirmed, by initialling this box.

## SHORT PROJECT APPRAISAL REPORT Version 3.3

The Short PAR shall be used for

- (a) All projects with a cost of £10,000 and more at Conception stage; and
  - (b) All projects with a cost of £10,000 and more but less than £100,000 at all subsequent stages; and
  - (c) All projects with a cost of less than £10,000 at Commitment of Works Expenditure stage only.
- The project cost for this purpose is defined as "Current Works Cost", item (e) in the Costs Worksheet, which is explained in Appendix C of the "Short PAR3 Guidance Notes".

For further information, refer to Figure A1 contained in Appendix A of the "Short PAR3 Guidance Notes".

**Guidance on the completion of the Short PAR is contained in "Short PAR3 Guidance Notes". Numbers in parentheses on this form refer to paragraph numbers in the Guidance.**

### CONTENTS

<b>PART 1 - Project Summary Information</b>	
<b>PART 2 - Project Assessment</b>	
<b>PART 3 - Supporting Information</b>	
<b>PART 4 - Recommendations and Approval Signatures</b>	
<b>Attachments:</b>	Tick as appropriate (2.13)
Costs Worksheet	
Economics Worksheet	
Location Plan	X
Other Drawings and Supporting Calculations	

#### PART 1: PROJECT SUMMARY INFORMATION

<b>ROAD NUMBER AND PROJECT NAME (2.2)</b>	<b>A171 – B1460 WHITBY PARK AND RIDE OSGR NZ8710</b>
<b>HA PROJECT IDENTIFICATION NO. (2.3)</b> MOUCHEL PARKMAN	<b>740837</b>
<b>PROJECT STAGE (2.4-2.5)</b>	<b>CONCEPTION</b>
<b>REGION / AREA (2.6)</b>	<b>NORTH YORKSHIRE COUNTY COUNCIL DIVISION 3 WHITBY</b>
<b>PROJECT TYPE (2.7-2.8)</b>	<b>INTEGRATION – (TRAFFIC MANAGEMENT)</b>
<b>HA FILE REFERENCE (2.9)</b>	
<b>AGENT'S NAME, ADDRESS AND FILE REFERENCE (2.10)</b>	<b>MOUCHEL PARKMAN. MARLBOROUGH HOUSE. WESTMINSTER PLACE. YORK BUSINESS PARK. YORK. YO26 6RW</b>
<b>DATE OF LATEST UPDATE (2.11)</b>	
<b>LOCATION PLAN, OTHER DRAWINGS AND SUPPORTING CALCULATIONS (2.12)</b>	<b>LOCATION PLAN 740837/..... AERIAL PHOTO NZ8710</b>

## PART 2: PROJECT ASSESSMENT

<b>PROJECT DESCRIPTION</b> (2.14) The proposed works include the construction of a 400 space car park, bus facilities for loading / unloading, landscape measures to mitigate visual impact, segregated access and exit to the Park and Ride and redesign of existing junction (A171-B1460)		Expected Date of Opening (2.14) 2009 approx.		
<b>COSTS</b> (2.15)	Current Cost (Cost to HA for budgeting purposes– item (r) from Costs Worksheet)			
	Cost to Determine Required Type of PAR– item (e) from Costs Worksheet			
<b>PROBLEMS</b> (2.16)	The project sought to reorganise the traffic within the town, thus alleviating traffic and parking problems and providing for future growth.			
<b>HOW ARE THE PROBLEMS ADDRESSED?</b> (2.17)	The new park and ride is to be integrated with other transport policies within the town; some of these policies include traffic calming and parking control within the town.			
<b>OTHER OPTIONS</b> (2.18-2.19)	Different sites are being considered to locate the park and ride.			
<b>SITE 5</b>		<b>ASSESSMENT SCORES</b> (2.20-2.22)		
		<b>BENEFICIAL</b>	<b>NEUTRAL</b>	<b>ADVERSE</b>
<b>ENVIRONMENT</b>	Noise			X
	Local Air Quality			X
	Greenhouse Gases		X	
	Landscape			X
	Townscape	X		
	Heritage of Historic Resources		X	
	Biodiversity			
	Water Environment			
	Physical Fitness	X		
	Journey Ambience	X		
<b>SAFETY</b>	Accidents			X
	Security	X		
<b>ECONOMY</b>	Journey Times			
	Reliability	X		
	Wider Economic Impacts		X	
<b>ACCESSIBILITY</b>	Option Values	X		
	Severance		X	
	Access to the Transport System	X		
<b>INTEGRATION</b>	Transport Interchange	X		
	Land-Use Policy	X		
	Other Government Policies	X		

## PART 3: SUPPORTING INFORMATION

### Qualitative Comments (2.23-2.25)

- Landscape: the site is located away from any type of built up area, this condition makes its visual impact more noticeable than other sites.
- Noise: even though the project provides noise mitigation works, the whole project is not a noise mitigation scheme and is actually producing more noise, therefore it should be considered as adverse.
- Local air quality: there is no constant speed reduction, instead people will have to stop and accelerate again emitting more pollutants.
- Townscape: the works are considered to be in a rural location rather than in a built up area.
- Biodiversity: Needs to be carefully evaluated for each site.
- Water Environment: Needs to be carefully evaluated for each site.
- Accidents: between 2000 and 2005 only one accident was registered on the A171 in front of site 5. By introducing a new roundabout to access the site there's a likelihood that accidents will increase.
- Security: even though car parks constitute a circumstance where drivers are more vulnerable to crime, the proper surveillance of the facilities should improve this situation, offering a better alternative than leaving the cars parked on the street within the town.
- Journey times: these could be increased depending on the frequency and level of service of the transport operators. Another situation could be that the journey times are reduced by providing easy access to parking spaces and eliminating the search for parking spaces by drivers.

### SITE ACCESS

Site number 5 has a long frontage length against the road (A171); this issue may help with the provision of access/exit facilities to the Park and Ride, the best alternative would be to introduce a roundabout, although it would be necessary to purchase land from another land owner.

### Unavoidable Commitments (2.26)

### Barriers to Progress (2.27)

- Planning application
- Environmental sensitive area
- Land ownership

### Previous PARs (2.28)

Stage	Date

## Worksheets and Plans

A Costs Worksheet should be attached for all projects (2.29).

An Economics Worksheet should be attached for projects of £10,000 and over if any monetised benefits or disbenefits (accidents or journey times) have been identified, regardless of project type (2.30).

A Location Plan should be attached for all projects (2.31).

Other Drawings may be attached if they assist in the interpretation of key features of the project (2.31).

If available, a 'before' photo should also be attached

## **PART 4: RECOMMENDATIONS AND APPROVAL SIGNATURES**

### **1. Recommendations (2.32–2.43)**

This part is to be completed by the Highways Agency Project Sponsor. It should summarise concisely the reasoned justification for proceeding with or not continuing with the project at this time.

### **2. This part to be signed by the Project Sponsor: (2.44)**

I confirm that I have checked the PAR in accordance with the advice of Paragraphs 2.32-2.42 of the “Short PAR3 Guidance Notes” and that all necessary approvals have been obtained. I recommend that the project:

Proceed to Next Stage

Not be continued at this time

Signed: ..... Date: .....

Name: ..... Position: .....

Project Sponsor

### **3. This part to be signed by the PAR Approvals Officer (2.45–2.46)**

I recommend that the project:

Proceed to Next Stage

Not be continued at this time

Please provide reasoning if you disagree with the Project Sponsor:

Signed: ..... Date: .....

Name: ..... Position: .....

### **4. This part to be verified by the Project Sponsor (2.47)**

Following the completion of the above, the Project Sponsor should send the completed PAR to the Local Business Management Team. This should be confirmed, by initialling this box.

## SHORT PROJECT APPRAISAL REPORT Version 3.3

The Short PAR shall be used for

- (a) All projects with a cost of £10,000 and more at Conception stage; and
  - (b) All projects with a cost of £10,000 and more but less than £100,000 at all subsequent stages; and
  - (c) All projects with a cost of less than £10,000 at Commitment of Works Expenditure stage only.
- The project cost for this purpose is defined as "Current Works Cost", item (e) in the Costs Worksheet, which is explained in Appendix C of the "Short PAR3 Guidance Notes".
- For further information, refer to Figure A1 contained in Appendix A of the "Short PAR3 Guidance Notes".
- Guidance on the completion of the Short PAR is contained in "Short PAR3 Guidance Notes". Numbers in parentheses on this form refer to paragraph numbers in the Guidance.**

### CONTENTS

<b>PART 1 - Project Summary Information</b>	
<b>PART 2 - Project Assessment</b>	
<b>PART 3 - Supporting Information</b>	
<b>PART 4 - Recommendations and Approval Signatures</b>	
<b>Attachments:</b>	Tick as appropriate (2.13)
Costs Worksheet	
Economics Worksheet	
Location Plan	X
Other Drawings and Supporting Calculations	

#### PART 1: PROJECT SUMMARY INFORMATION

<b>ROAD NUMBER AND PROJECT NAME (2.2)</b>	<b>A171 – B1460 WHITBY PARK AND RIDE OSGR NZ8710</b>
<b>HA PROJECT IDENTIFICATION NO. (2.3)</b> MOUCHEL PARKMAN	<b>740837</b>
<b>PROJECT STAGE (2.4-2.5)</b>	<b>CONCEPTION</b>
<b>REGION / AREA (2.6)</b>	<b>NORTH YORKSHIRE COUNTY COUNCIL DIVISION 3 WHITBY</b>
<b>PROJECT TYPE (2.7-2.8)</b>	<b>INTEGRATION – (TRAFFIC MANAGEMENT)</b>
<b>HA FILE REFERENCE (2.9)</b>	
<b>AGENT'S NAME, ADDRESS AND FILE REFERENCE (2.10)</b>	<b>MOUCHEL PARKMAN. MARLBOROUGH HOUSE. WESTMINSTER PLACE. YORK BUSINESS PARK. YORK. YO26 6RW</b>
<b>DATE OF LATEST UPDATE (2.11)</b>	
<b>LOCATION PLAN, OTHER DRAWINGS AND SUPPORTING CALCULATIONS (2.12)</b>	<b>LOCATION PLAN 740837/..... AERIAL PHOTO NZ8710</b>



## PART 2: PROJECT ASSESSMENT

<b>PROJECT DESCRIPTION</b> (2.14) The proposed works include the construction of a 400 space car park, bus facilities for loading / unloading, landscape measures to mitigate visual impact, segregated access and exit to the Park and Ride and redesign of existing junction (A171-B1460)		Expected Date of Opening (2.14) 2009 approx.		
<b>COSTS</b> (2.15)	Current Cost (Cost to HA for budgeting purposes– item (r) from Costs Worksheet)			
	Cost to Determine Required Type of PAR– item (e) from Costs Worksheet			
<b>PROBLEMS</b> (2.16)	The project sought to reorganise the traffic within the town, thus alleviating traffic and parking problems and providing for future growth.			
<b>HOW ARE THE PROBLEMS ADDRESSED?</b> (2.17)	The new park and ride is to be integrated with other transport policies within the town; some of these policies include traffic calming and parking control within the town.			
<b>OTHER OPTIONS</b> (2.18-2.19)	Different sites are being considered to locate the park and ride.			
<b>SITE 6</b>		<b>ASSESSMENT SCORES</b> (2.20-2.22)		
		<b>BENEFICIAL</b>	<b>NEUTRAL</b>	<b>ADVERSE</b>
<b>ENVIRONMENT</b>	Noise			X
	Local Air Quality			X
	Greenhouse Gases		X	
	Landscape			X
	Townscape	X		
	Heritage of Historic Resources		X	
	Biodiversity			
	Water Environment			
	Physical Fitness	X		
	Journey Ambience	X		
<b>SAFETY</b>	Accidents			X
	Security	X		
<b>ECONOMY</b>	Journey Times			
	Reliability	X		
	Wider Economic Impacts		X	
<b>ACCESSIBILITY</b>	Option Values	X		
	Severance		X	
	Access to the Transport System	X		
<b>INTEGRATION</b>	Transport Interchange	X		
	Land-Use Policy	X		
	Other Government Policies	X		

## PART 3: SUPPORTING INFORMATION

### Qualitative Comments (2.23-2.25)

- Noise: even though the project provides noise mitigation works, the whole project is not a noise mitigation scheme and is actually producing more noise, therefore it should be considered as adverse.
- Local air quality: there is no constant speed reduction, instead people will have to stop and accelerate again emitting more pollutants.
- Townscape: the works are considered to be in a rural location rather than in a built up area.
- Biodiversity: Needs to be carefully evaluated for each site.
- Water Environment: Needs to be carefully evaluated for each site.
- Accidents: between 2000 and 2005 only one accident was registered on the A171 in front of site 6. By introducing a new roundabout to access the site there's a likelihood that accidents will increase
- Security: even though car parks constitute a circumstance where drivers are more vulnerable to crime, the proper surveillance of the facilities should improve this situation, offering a better alternative than leaving the cars parked on the street within the town.
- Journey times: these could be increased depending on the frequency and level of service of the transport operators. Another situation could be that the journey times are reduced by providing easy access to parking spaces and eliminating the search for parking spaces by drivers.

### SITE ACCESS

Site number 6 has a short frontage length against the road, this issue may difficult the provision of access/exit facilities to the Park and Ride; the best alternative would be to introduce a roundabout, unfortunately there may not be enough space to accommodate the works.

### Unavoidable Commitments (2.26)

### Barriers to Progress (2.27)

- Planning application
- Environmental sensitive area
- Land ownership

### Previous PARs (2.28)

Stage	Date

## **Worksheets and Plans**

A Costs Worksheet should be attached for all projects (2.29).

An Economics Worksheet should be attached for projects of £10,000 and over if any monetised benefits or disbenefits (accidents or journey times) have been identified, regardless of project type (2.30).

A Location Plan should be attached for all projects (2.31).

Other Drawings may be attached if they assist in the interpretation of key features of the project (2.31).

If available, a 'before' photo should also be attached

## **PART 4: RECOMMENDATIONS AND APPROVAL SIGNATURES**

### **1. Recommendations (2.32–2.43)**

This part is to be completed by the Highways Agency Project Sponsor. It should summarise concisely the reasoned justification for proceeding with or not continuing with the project at this time.

### **2. This part to be signed by the Project Sponsor: (2.44)**

I confirm that I have checked the PAR in accordance with the advice of Paragraphs 2.32-2.42 of the “Short PAR3 Guidance Notes” and that all necessary approvals have been obtained. I recommend that the project:

Proceed to Next Stage

Not be continued at this time

Signed: ..... Date: .....

Name: ..... Position: .....

Project Sponsor

### **3. This part to be signed by the PAR Approvals Officer (2.45–2.46)**

I recommend that the project:

Proceed to Next Stage

Not be continued at this time

Please provide reasoning if you disagree with the Project Sponsor:

Signed: ..... Date: .....

Name: ..... Position: .....

### **4. This part to be verified by the Project Sponsor (2.47)**

Following the completion of the above, the Project Sponsor should send the completed PAR to the Local Business Management Team. This should be confirmed, by initialling this box.

## SHORT PROJECT APPRAISAL REPORT Version 3.3

The Short PAR shall be used for

- (a) All projects with a cost of £10,000 and more at Conception stage; and
  - (b) All projects with a cost of £10,000 and more but less than £100,000 at all subsequent stages; and
  - (c) All projects with a cost of less than £10,000 at Commitment of Works Expenditure stage only.
- The project cost for this purpose is defined as "Current Works Cost", item (e) in the Costs Worksheet, which is explained in Appendix C of the "Short PAR3 Guidance Notes".
- For further information, refer to Figure A1 contained in Appendix A of the "Short PAR3 Guidance Notes".
- Guidance on the completion of the Short PAR is contained in "Short PAR3 Guidance Notes". Numbers in parentheses on this form refer to paragraph numbers in the Guidance.**

### CONTENTS

<b>PART 1 - Project Summary Information</b>	
<b>PART 2 - Project Assessment</b>	
<b>PART 3 - Supporting Information</b>	
<b>PART 4 - Recommendations and Approval Signatures</b>	
<b>Attachments:</b>	Tick as appropriate (2.13)
Costs Worksheet	
Economics Worksheet	
Location Plan	X
Other Drawings and Supporting Calculations	

#### PART 1: PROJECT SUMMARY INFORMATION

<b>ROAD NUMBER AND PROJECT NAME (2.2)</b>	<b>A171 – B1460 WHITBY PARK AND RIDE OSGR NZ8710</b>
<b>HA PROJECT IDENTIFICATION NO. (2.3)</b> MOUCHEL PARKMAN	<b>740837</b>
<b>PROJECT STAGE (2.4-2.5)</b>	<b>CONCEPTION</b>
<b>REGION / AREA (2.6)</b>	<b>NORTH YORKSHIRE COUNTY COUNCIL DIVISION 3 WHITBY</b>
<b>PROJECT TYPE (2.7-2.8)</b>	<b>INTEGRATION – (TRAFFIC MANAGEMENT)</b>
<b>HA FILE REFERENCE (2.9)</b>	
<b>AGENT'S NAME, ADDRESS AND FILE REFERENCE (2.10)</b>	<b>MOUCHEL PARKMAN. MARLBOROUGH HOUSE. WESTMINSTER PLACE. YORK BUSINESS PARK. YORK. YO26 6RW</b>
<b>DATE OF LATEST UPDATE (2.11)</b>	
<b>LOCATION PLAN, OTHER DRAWINGS AND SUPPORTING CALCULATIONS (2.12)</b>	<b>LOCATION PLAN 740837/..... AERIAL PHOTO NZ8710</b>

## PART 2: PROJECT ASSESSMENT

<b>PROJECT DESCRIPTION</b> (2.14) The proposed works include the construction of a 400 space car park, bus facilities for loading / unloading, landscape measures to mitigate visual impact, segregated access and exit to the Park and Ride and redesign of existing junction (A171-B1460)		Expected Date of Opening (2.14) 2009 approx.		
<b>COSTS</b> (2.15)	Current Cost (Cost to HA for budgeting purposes– item (r) from Costs Worksheet)			
	Cost to Determine Required Type of PAR– item (e) from Costs Worksheet			
<b>PROBLEMS</b> (2.16)	The project sought to reorganise the traffic within the town, thus alleviating traffic and parking problems and providing for future growth.			
<b>HOW ARE THE PROBLEMS ADDRESSED?</b> (2.17)	The new park and ride is to be integrated with other transport policies within the town; some of these policies include traffic calming and parking control within the town.			
<b>OTHER OPTIONS</b> (2.18-2.19)	Different sites are being considered to locate the park and ride.			
<b>SITE 6A</b>		<b>ASSESSMENT SCORES</b> (2.20-2.22)		
		<b>BENEFICIAL</b>	<b>NEUTRAL</b>	<b>ADVERSE</b>
<b>ENVIRONMENT</b>	Noise			X
	Local Air Quality			X
	Greenhouse Gases		X	
	Landscape			X
	Townscape	X		
	Heritage of Historic Resources		X	
	Biodiversity			
	Water Environment			
	Physical Fitness	X		
	Journey Ambience	X		
<b>SAFETY</b>	Accidents			
	Security	X		
<b>ECONOMY</b>	Journey Times			
	Reliability	X		
	Wider Economic Impacts		X	
<b>ACCESSIBILITY</b>	Option Values	X		
	Severance		X	
	Access to the Transport System	X		
<b>INTEGRATION</b>	Transport Interchange	X		
	Land-Use Policy	X		
	Other Government Policies	X		

## PART 3: SUPPORTING INFORMATION

### Qualitative Comments (2.23-2.25)

- Noise: even though the project provides noise mitigation works, the whole project is not a noise mitigation scheme and is actually producing more noise, therefore it should be considered as adverse.
- Local air quality: there is no constant speed reduction, instead people will have to stop and accelerate again emitting more pollutants.
- Townscape: the works are considered to be in a rural location rather than in a built up area.
- Biodiversity: Needs to be carefully evaluated for each site.
- Water Environment: Needs to be carefully evaluated for each site.
- Accidents: a new roundabout would need to be introduced next to site 6A, having this so close to the existing A171-B1460 junction may create a new hazard and increase the accidents in the area.
- Security: even though car parks constitute a circumstance where drivers are more vulnerable to crime, the proper surveillance of the facilities should improve this situation, offering a better alternative than leaving the cars parked on the street within the town.
- Journey times: these could be increased depending on the frequency and level of service of the transport operators. Another situation could be that the journey times are reduced by providing easy access to parking spaces and eliminating the search for parking spaces by drivers.

### SITE ACCESS

A new roundabout is the most appropriate option to provide access/exit facilities to site 6A. It would be necessary to purchase land from site 1 to accommodate the roundabout (National Park grounds)

### Unavoidable Commitments (2.26)

### Barriers to Progress (2.27)

- Planning application
- Environmental sensitive area
- Land ownership
- National Park grounds

### Previous PARs (2.28)

Stage	Date

## **Worksheets and Plans**

A Costs Worksheet should be attached for all projects (2.29).

An Economics Worksheet should be attached for projects of £10,000 and over if any monetised benefits or disbenefits (accidents or journey times) have been identified, regardless of project type (2.30).

A Location Plan should be attached for all projects (2.31).

Other Drawings may be attached if they assist in the interpretation of key features of the project (2.31).

If available, a 'before' photo should also be attached



## PART 4: RECOMMENDATIONS AND APPROVAL SIGNATURES

### 1. Recommendations (2.32–2.43)

This part is to be completed by the Highways Agency Project Sponsor. It should summarise concisely the reasoned justification for proceeding with or not continuing with the project at this time.

### 2. This part to be signed by the Project Sponsor: (2.44)

I confirm that I have checked the PAR in accordance with the advice of Paragraphs 2.32-2.42 of the “Short PAR3 Guidance Notes” and that all necessary approvals have been obtained. I recommend that the project:

Proceed to Next Stage

Not be continued at this time

Signed: ..... Date: .....

Name: ..... Position: .....

Project Sponsor

### 3. This part to be signed by the PAR Approvals Officer (2.45–2.46)

I recommend that the project:

Proceed to Next Stage

Not be continued at this time

Please provide reasoning if you disagree with the Project Sponsor:

Signed: ..... Date: .....

Name: ..... Position: .....

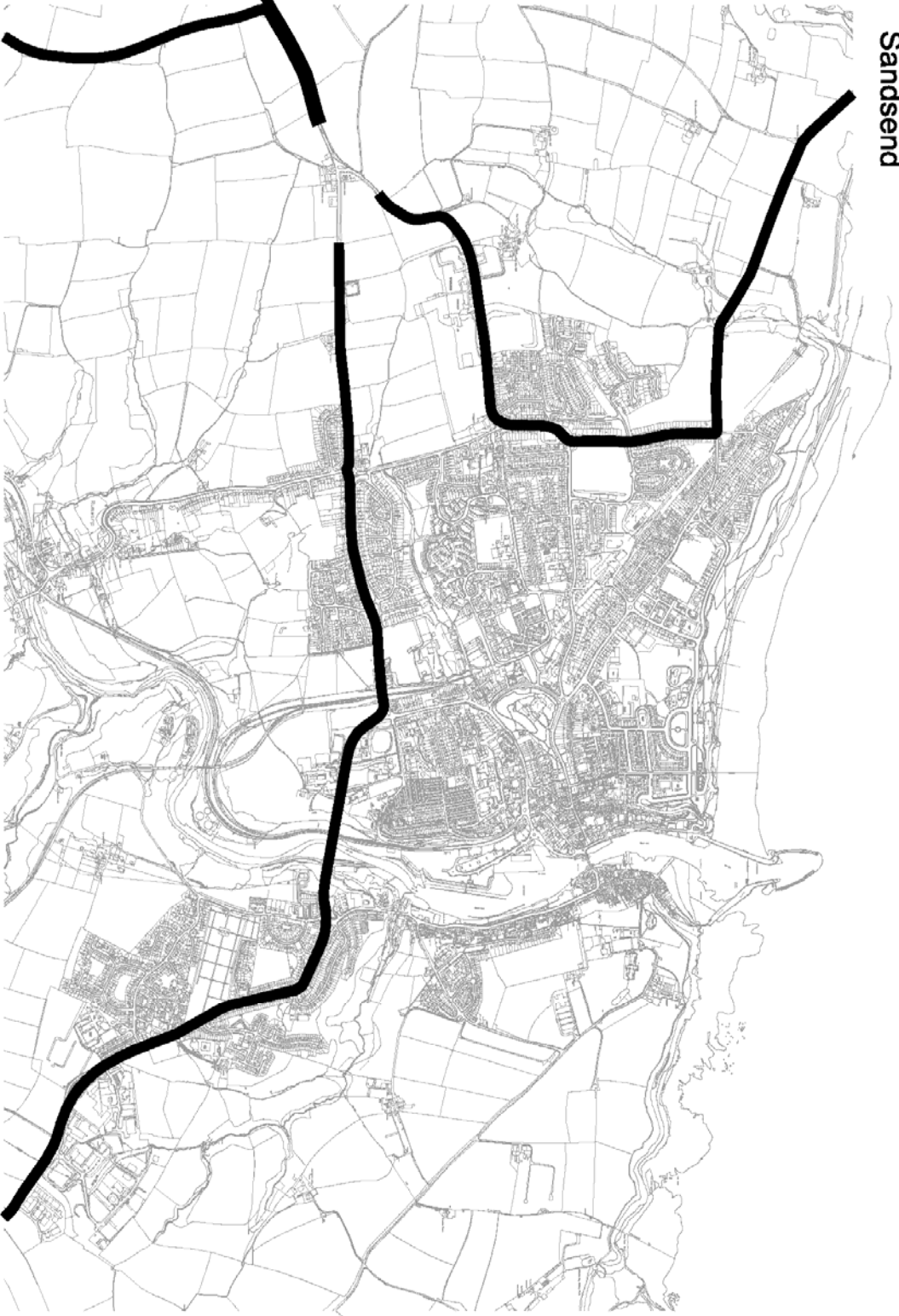
### 4. This part to be verified by the Project Sponsor (2.47)

Following the completion of the above, the Project Sponsor should send the completed PAR to the Local Business Management Team. This should be confirmed, by initialling this box.

# PLAN A



to / from  
Sandsend



to / from  
Guisborough

to / from  
Pickering

to / from  
Scarborough