



Cleator Mills Business Park, Cleator

TRAVEL PLAN

for Proposed Office Development
on behalf of Manning Elliott working with Cleator Mills Business Park

2024/8459/TP01

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1 INTRODUCTION

1.1 Report Context

- 1.1.1 RGP is commissioned by Manning Elliott working with Cleator Mills Business Park to provide highways and transport input in support of the proposed redevelopment of the mill building associated with the former Kangol textiles factory at Old Kangol Road, Cleator ("the site").
- 1.1.2 The proposals comprise the demolition of the now vacant mill building and its replacement to provide a new building to house office space (1,361sqm GIA under Use Class E(g)). Vehicle parking would be provided within hardstanding areas to the north and south of the building, with areas for vehicle turning and enhancements to landscaping also provided. The existing means of access via Old Kangol Road, including the roundabout feature directly adjacent to the site, would be retained.
- 1.1.3 A copy of the proposed Site Plan is attached hereto at **Appendix A** for reference.

1.2 Travel Plan Context

- 1.2.1 Cumberland Council is the Unitary Authority for the site. The Travel Plan offers a strategy for monitoring multi-modal access to the site with a focus on sustainable modes, forming an agreements between the site and Cumberland Council to promote and provide facilities to encourage a modal shift towards alternative non-car modes of transport and to enhance the sustainable travel credentials of the site as a whole.
- 1.2.2 In preparing this Travel Plan, RGP has reviewed relevant national guidance and best practice documents outlining the benefits of Travel Plans in new and expanded developments:
- Lessen congestion and therefore improve safety on local roads by promoting alternatives to the car;
 - Reduce highway capacity problems by promoting sustainable travel choices;
 - Local environmental improvements from reduced congestion, carbon emissions, pollution and noise, making the site more attractive to potential occupiers / users;
 - Increase opportunities for active healthy travel (walking and cycling);
 - Reduce demand for parking spaces, enabling land to be put to more cost-effective or commercially beneficial use and freeing space for active travel initiatives;
 - Improve travel choice, quality and affordable access to services for all users; and
 - Increase opportunities for employers to feed into corporate social responsibility or sustainability initiatives.
- 1.2.3 This Travel Plan has been prepared in the context of the government planning policy regarding travel plans and their delivery of sustainable transport objectives including:

- Reductions in car usage (particularly single occupancy journeys) and increased use of public transport, walking and cycling;
 - Reduced traffic speeds and improved road safety and personal security particularly for pedestrians and cyclists; and
 - More environmentally friendly delivery and freight movements.
- 1.2.4 Travel Plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate. They should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met.
- 1.2.5 Travel Plans should also set explicit outcomes rather than just identify processes to be followed (such as encouraging active travel or supporting the use of low emission vehicles). They should address all journeys resulting from a proposed development and should seek to fit in with wider strategies for transport in the area.
- 1.2.6 A Travel Plan should evaluate and consider:
- Benchmark travel data including trip generation databases;
 - Information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development;
 - Relevant information about existing travel habits in the surrounding area;
 - Proposals to reduce the need for travel to and from the site via all modes of transport; and
 - Provision of improved public transport services.
- 1.2.7 Key benefits of Travel Plan documents to employers include:
- Satisfying local planning and highway authorities;
 - Improved 'green credentials' and strengthening of brands and local community;
 - Improved corporate social responsibilities, above that of competitors;
 - Financial savings; and
 - Improved staff retention and morale.
- 1.2.8 There are additionally several individual-oriented benefits, such as:
- **Improved health** – walking and cycling can yield several health benefits;
 - **Cost benefits** – the Travel Plan will highlight the comparison of car borne trips with walking or cycling. Cost benefits can also be gained by car sharers;
 - **Time savings** – for short journeys, there may be little difference in journey time;
 - **Convenience** – more choice of transport can make travelling to and from work and home more convenient;

- **Improved lifestyle** – the awareness that travel choice has an impact on the local and global environment will enable staff to appreciate their surroundings and contribute to its protection; and
- **Equal opportunities** – improved travel choices benefit all staff.

1.3 Policy Context

- 1.3.1 The need to manage transport in new developments is embedded within national, regional and local policy, with the need to reduce car dependency, increase travel choices and encourage sustainable travel supported by the National Planning Policy Framework (NPPF) which states that all developments which will generate significant amounts of movement should be required to provide a Travel Plan (Paragraph 118). Although this proposal would not attract a significant amount of movement, it has however been prepared to enhance the sustainability credentials of the development.
- 1.3.2 Policy **CO4: Sustainable Travel** within the Copeland Local Plan 2021-2039, adopted in November 2024, details that a Transport Assessment and Travel Plan should be prepared in support of proposals that are forecasted to generate large amounts of movement. Although the development is not forecasted to generate a significant number of trips, this Travel Plan has nonetheless been prepared to encourage travel via more sustainable means.

2 BASELINE CONDITIONS

2.1 Site Location & Local Highway Network

- 2.1.1 The site is located to the northeast of the village of Cleator, forming part of the former Kangol textiles factory which closed in 2009. The site in context of the local area is shown in the figure below.



Figure 1 Site Location

- 2.1.2 Old Kangol Road is a private two-way road that facilitates access to adjacent commercial premises and a Park & Ride facility. The road features street lighting and offers a footway connection along its western side, as shown in the photograph below.



Figure 2 Old Kangol Road (February 2025)

- 2.1.3 Old Kangol Road meets the A5086 Trumpet Terrace at a priority junction circa 350m to the north of the site. The A5086 is a two-way road which serves as a primary route connecting the towns of Cockermouth and Egremont. In Cleator, the A5086 serves as the village's central thoroughfare, lined with residential properties, local businesses, and community facilities.
- 2.1.4 To the immediate north of the site lies the Kangol Park & Ride facility which comprises a 600-bay car park serving Sellafeld employees and contractors. Vehicles parking at the facility use Old Kangol Road to enter and exit the car parking area, with buses picking-up and dropping-off directly from the kerbside. Buses then travel south along Old Kangol Road before returning via the roundabout arrangement within the development site curtilage.

2.2 Accessibility Credentials

Walking

- 2.2.1 It is commonly accepted that walking is the most important mode of travel at the local level, offering the greatest potential to replace short car trips. Walking yields numerous personal benefits such as health and fitness improvement, complementing a positive impact from an environmental standpoint.
- 2.2.2 The 'Planning for Walking' guidance (2015) produced by the Chartered Institution of Highways and Transportation (CIHT) has been considered. Further guidance set out within CIHT's 'Providing for Journeys on Foot' (2000) is also considered, in particular the section relating to desirable / acceptable / maximum walking distances. The table below outlines relative distances for different journey purposes from the guidance.

Standard	Town Centre	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1km	800m
Preferred Maximum	800m	2km	1.2km

Figure 3 Desirable / Acceptable / Maximum Walking Distances (CIHT, 2000)

2.2.3 The figure below presents an indicative 2km walking catchment surrounding the site with reference to local on-street routes and Public Rights of Way (PRoW).

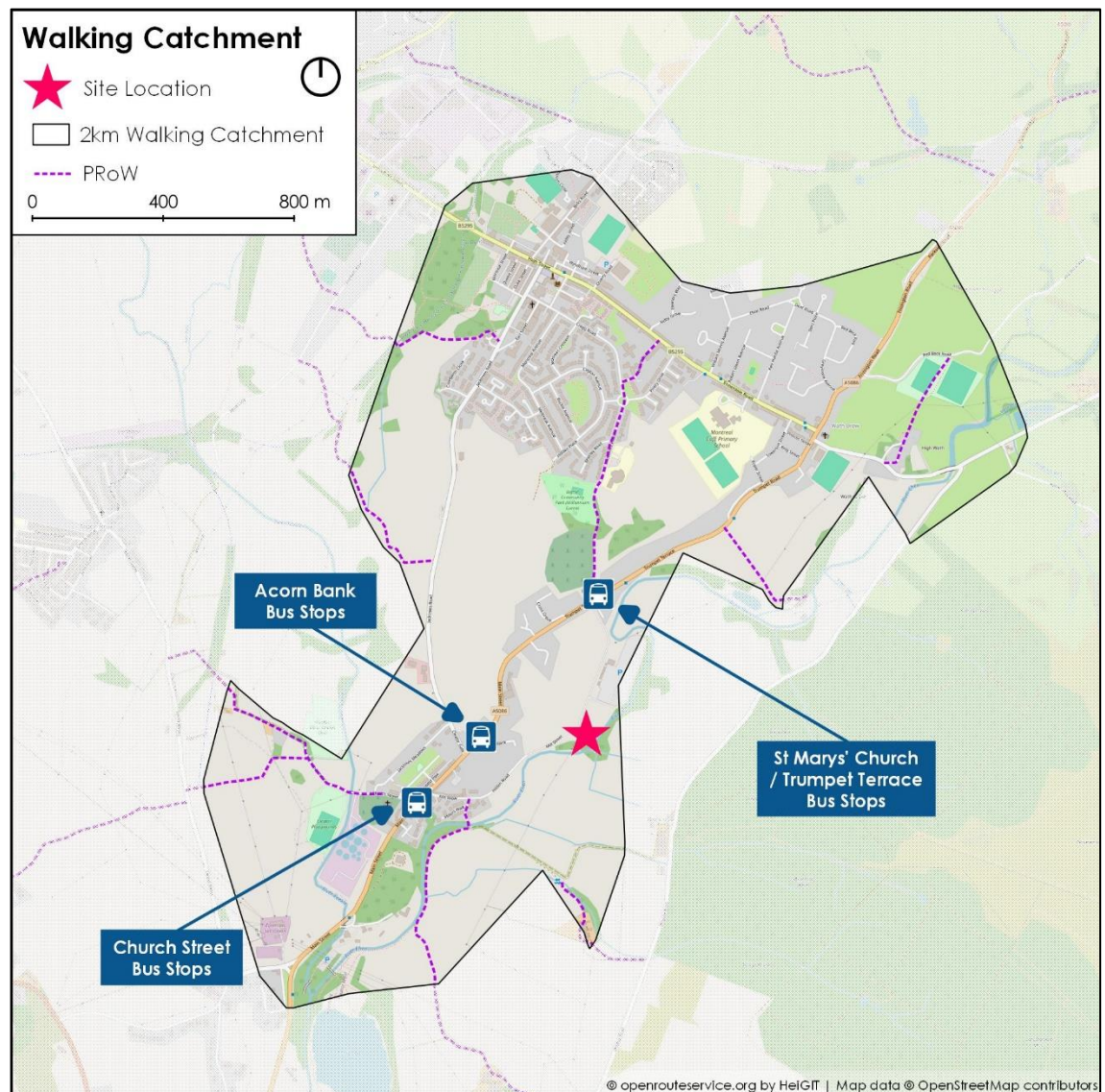


Figure 4 Indicative 2km Walking Catchment

2.2.4 As illustrated, Cleator village centre is accessible to the west of the site within the acceptable walking distance, and this is similarly the case for Cleator Moor to the north of the site. The latter settlement provides local amenities and services including retail, food / drink and community facilities.

- 2.2.5 Should prospective employees reside in Cleator or Cleator Moor, there would therefore be the opportunity to travel to / from the site on foot.
- 2.2.6 As shown, there are several bus stops within a short walk of the site, the closest of which is the St Mary's Church / Trumpet Terrace stop which lies circa 390m walking distance to the north of the site along Kangol Road.

Cycling

- 2.2.7 Cycling is an important part of the national and local transport policy agenda. An increased perception of cycling as a real alternative mode of transport to the car and growth in cycling as a leisure activity has increased demand for cycling.
- 2.2.8 Traditional Department for Transport (DfT) guidance outlines that many utility cycle trips are less than 3 miles (approximately 5km), but for commuter journeys a distance of over 5 miles (approximately 8km) is not uncommon. The CIHT's publication '*Cycle Friendly Infrastructure*' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8km to workplace destinations.
- 2.2.9 The figure below illustrates an indicative 5km cycling catchment around the site, with reference to the National Cycle Network (NCN) and on-carriageway routes.

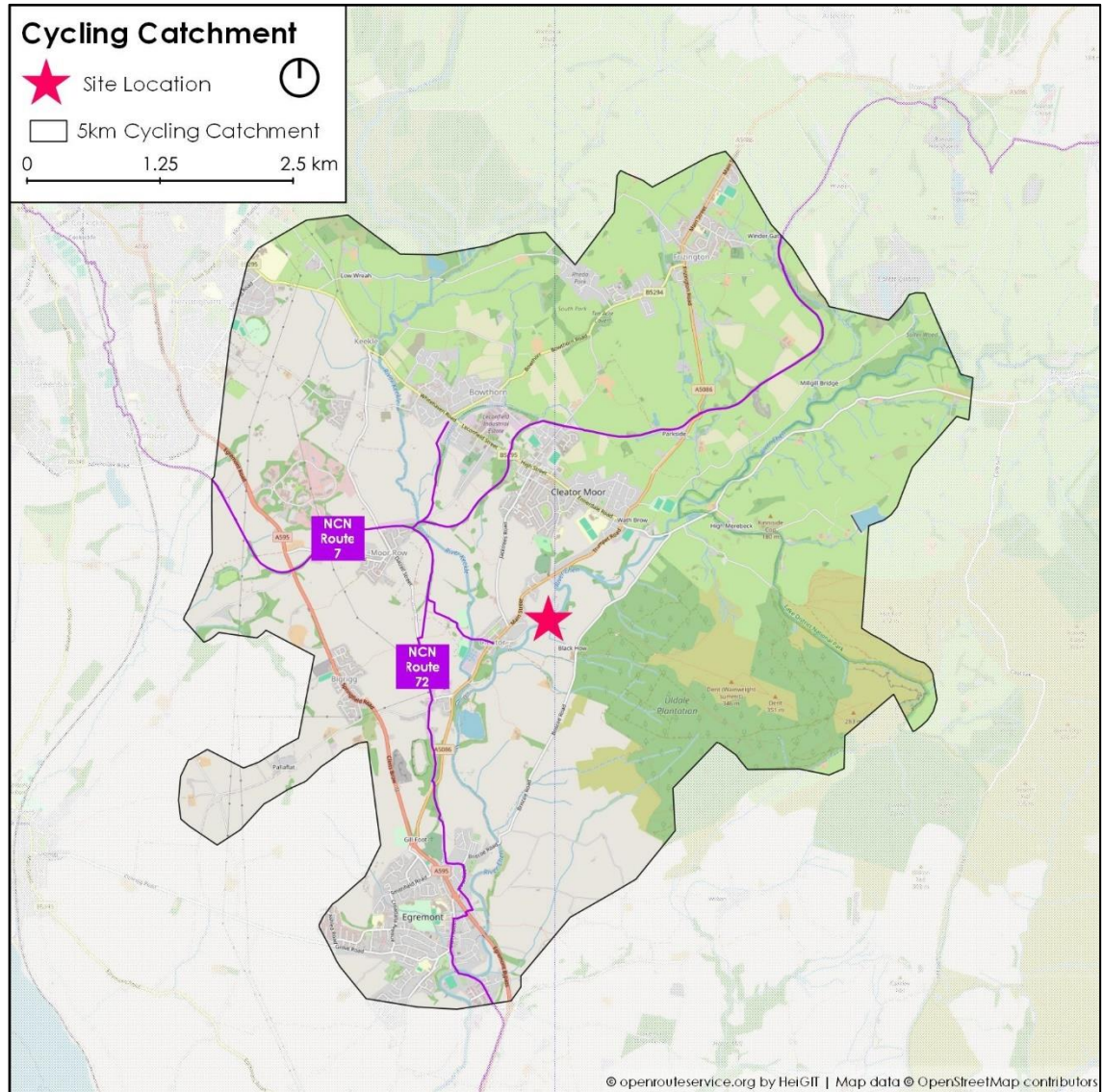


Figure 5 Indicative 5km Cycling Catchment

2.2.10 As illustrated, there are settlements within the 5km distance within which prospective employees could reside, including Cleator Moor and Egremont to the south. Whilst there are no dedicated on-carriageway facilities for cyclists within the immediate vicinity of the site, this means of travel may be more attractive to experienced riders.

2.2.11 Cycle parking would be provided at the development, with full details provided at **Section 5.4**.

Public Transport

2.2.12 As noted above, there are several bus stops within the vicinity of the site which are accessible on-foot. The no.22 service operates to / from the local bus stops which offers an hourly service between Cleator Moor and West Cumberland Hospital. A copy of the bus timetable is attached hereto at **Appendix B** for reference.

- 2.2.13 There are no railway stations within walking or cycling distance from the site, with St Bees located to the southwest of the site (circa 7.7km driving distance) and Corkickle to the northwest (circa 8.7km driving distance). Both stations are served by Northern services between Lancaster, Carlisle and Barrow In Furness.

Accessibility Summary

- 2.2.14 This section has assessed the relative means by which prospective employees and visitors would be able to access the proposed development by means other than the private vehicle.
- 2.2.15 Due to the predominantly rural nature of the site, it is likely that the majority of trips to / from the development would be by vehicle, however there are opportunities for access to the local area on foot and by cycle, with a bus service accessible a short walk from the site.

3 TRAVEL BEHAVIOURS

3.1 Interim Forecast

- 3.1.1 It is necessary to collect data to establish and understand the travel habits against which the Travel Plan's progress can be measured.
- 3.1.2 Site-specific baseline travel information is not available at this time, and hence in lieu of this information an assessment has therefore been undertaken utilising Census data.
- 3.1.3 Statistics from the 'WU03EW - Location of usual residence and place of work by method of travel to work' category have been extracted for the national workplace population employed within the Copeland 004 Middle-Layer Super Output Area (MSOA), in which the site is located. Full data output is attached hereto at **Appendix C**, with the mode share summarised in the table below.

Method of Travel	Mode Share
Train	0%
Bus	6%
Car Driver	62%
Car Passenger	10%
Cyclist	1%
Pedestrian	19%
Other	2%
Total	100%

Figure 6 WU03EW (Copeland 004 MSA)

- 3.1.4 It is demonstrated that the most popular mode of travel for staff at the site would likely be the private car, both as a driver or as a passenger (72% of the total mode share). The measures and initiatives contained within this document will aim to increase the proportion of trips undertaken by alternative modes to the private car and encourage car sharing to further reduce the number of single-occupancy vehicle trips.

3.2 Staff Travel Surveys

- 3.2.1 The information obtained is considered to be a suitable starting point for formulating appropriate measures and targets for staff travel. Site-specific surveys will be undertaken to establish staff travel behaviours following occupation of the development.
- 3.2.2 In order to establish the actual travel habits of staff, a comprehensive staff travel survey will be undertaken within six months of occupation. One of the key outputs from this survey will be the mode by which staff travel to / from the site, however other information to be collected will include:
- Origin postcode;
 - Typical working patterns;
 - Measures that will encourage use of active travel modes or public transport; and

- Barriers to use active modes / public transport.

3.2.3 The responses received from the surveys will be entered into a spreadsheet (or similar) to enable modal shift data to be tracked over time.

4 AIMS, OBJECTIVES & TARGETS

4.1 Travel Plan Aims

4.1.1 This Travel Plan represents a long-term strategy to promote more sustainable travel and to offer realistic transport choices for all journeys associated with the development. These include commuting journeys by staff, journeys by visitors and servicing movements.

4.1.2 The key aims of the Travel Plan are to:

- Provide staff and visitors with greater information as to the alternative modes of travel available when travelling to and from the site;
- Identify opportunities to provide new infrastructure to support sustainable modes of travel for staff and visitors;
- Promote the use of alternative modes of travel; and
- Support staff and visitors to achieve a shift in travel behaviour away from single occupancy car travel towards more sustainable modes of transport.

4.1.3 The overall aim of the Travel Plan is therefore:

To reduce reliance upon the private car and promote active modes of travel (walking and cycling) by increasing awareness of the alternative modes and promoting the associated benefits of sustainable transport.

4.2 Travel Plan Objectives

4.2.1 The objectives of this document are two-fold:

Objective 1: Actively encourage sustainable travel to and from the site

Objective 2: Provide infrastructure to facilitate sustainable travel

4.2.2 The sub-objectives of the Travel Plan can be summarised as follows:

- Establish travel behaviour patterns and recognise any barriers to change;
- Identify measures to reduce reliance on the car to minimise traffic generation arising from the development;
- Introduce measures to limit delivery trips;
- Foster awareness of and 'buy in' to the Travel Plan amongst staff and visitors; and
- Implement a package of physical and management measures that will facilitate and actively encourage the use of sustainable modes.

4.2.3 For Travel Plans to work effectively there are five key issues to drive the required changes, these are:

- Achieving a culture change in the organisation and amongst people;
- Providing real incentives to encourage changes in travel behaviour and to ensure that these are continued;
- An integrated holistic approach to ensure that all measures work in the same direction and are fully cohesive;
- Total management support for both the measures and to provide leadership example to others; and
- A clear and continued objective to achieve for a clear purpose to maintain focus for the future.

4.2.4 In achieving a change of behaviour, the stages can be described in seven steps:

- Awareness of a problem e.g. traffic congestion, pollution, environmental damage, example to the community etc.;
- Accepting responsibility at an individual and corporate level that everybody and every organisation has its part to play;
- A perception that alternatives are possible;
- Evaluation, personally and for an organisation, to find which are the viable alternatives;
- Making a choice, with the intention to modify behaviour;
- Experimental behaviour, trying out new travel choices; and
- Habitual behaviour, long term adoption of sustainable modes.

4.3 Travel Plan Targets

4.3.1 The Department for Transport's research study 'Making Travel Plans Work' found that the most basic travel plans can achieve 3-5% reductions in the numbers of employees travelling to work alone by car, with more comprehensive plans achieving 15-30% reductions over a two-to-four-year period.

4.3.2 To support the aim and objectives, targets have been set to focus the delivery of the Travel Plan. To support the objectives of a Travel Plan, the Department for Transport (DfT) recommends that targets set should be **SMART**, as summarised below:

Specific

Target increase / decrease in mode share shown over a set timescale

Measurable

The mode share of staff and students will be measured and monitored using travel surveys

Achievable & Realistic

The targets, taking into account preferred travel modes, and general travel plan promotion, need to be achievable and realistic

Time-bound

The targets are to be monitored on a regular basis and met within five years of the travel plan's implementation.

4.3.3 The table below outlines the targets for the Travel Plan which will support the overall aim and two objectives. These should be achieved 3 and 5 years from approval of the Travel Plan and initially, they will be assessed against data presented in **Section 3** of this Plan where appropriate.

Action	Year					
	Base	1	2	3	4	5
Decrease the proportion of journeys made by single-occupancy car journeys by...	-	2%	3%	5%	7%	10%
Practical Difference in Forecasted Daily Vehicle Trips	223	-4	-7	-11	-16	-22

Figure 7 Travel Plan Targets

- 4.3.4 The supporting Transport Statement prepared by RGP (document ref. 2024/8459/TS01) forecasted 223 two-way daily vehicle visits to the site. Following realisation of a 10% decrease in these trip types, this could equate to a practical reduction of 22 two-way daily trips.
- 4.3.5 The above figures should be considered a starting point for formulating future targets which will be assessed and refined by each respective operator based on the results from the initial staff travel questionnaire survey which would be undertaken within six months of occupation.
- 4.3.6 The targets will be reviewed regularly and should be achieved by the target dates specified. If they have been attained before the target date, they will be modified to provide further, more challenging targets. Conversely, if the surveys show that progress is not being made towards achieving the targets, the reasons why would be investigated, including a review of the current measures which would be added to or modified to ensure that the overall targets will be met.
- 4.3.7 Travel related concerns raised by staff or visitors and any identified barriers to sustainable travel will be ascertained by way of regular travel surveys and routine monitoring. Further bespoke measures and changes could then be introduced to address these barriers, if necessary, and ensure that the Travel Plan continues towards achieving its targets and overall aim.

- 4.3.8 Future targets will be established through a process of consultation with Cumberland Council to ensure that they are appropriate in the context of the objectives, yet realistic and achievable.

5 TRAVEL PLAN MEASURES

5.1 Promoting Journeys on Foot

5.1.1 Journeys to / from the site on foot would be encouraged through the following:

- Distribution of walking maps to all staff;
- Making umbrellas available for loan; and
- Offering a free ride home for those walking to work in case of emergency.

5.2 Promoting Journeys by Cycle

5.2.1 Journeys to / from the site by cycle would be encouraged by:

- Provision of secure cycle storage on-site;
- Provision of puncture repair kits to staff who cycle;
- Making cycle maps available to all staff; and
- Offering a free ride home for those cycling to work in case of emergency.

5.3 Promoting Journeys by Public Transport

5.3.1 Journeys to / from the site by public transport would be encouraged by:

- Provision of up to date public transport information (including routes, fares etc.); and
- Offering a free ride home for those typically taking public transport to work in case of emergency.

5.4 Promoting Car Sharing

5.4.1 Staff would be encouraged to car share to reduce the number of single-occupancy car journeys to the site through the following:

- Allocation of priority car parking spaces for staff who car share;
- Offering a free ride home for all car-sharers if lift falls through or an emergency occurs; and
- Setting-up an internal lift-share database for staff to identify potential opportunities to car share.

5.5 Personalised Journey Planning

5.5.1 Personal Travel Planning can be provided for all staff who may feel that driving to work is their only option. Whilst it is recognised that this will be the case for some staff for a variety of reasons, there will undoubtedly be some who could realistically travel by an alternative mode.

5.5.2 A personal travel plan would include:

- The location of bus stops close to the employee's home and identification of which of these provide a service to the site;
- Bus and train service timetables;
- Details of where and how to buy public transport tickets;
- The cost of tickets relative to the cost of driving;
- Details of pedestrian and cycle routes if the employee lives close enough to utilise these; and
- Details of car share schemes.

5.6 Remote Working & Reducing Travel Need

5.6.1 The most effective way of removing traffic and its consequences is to avoid travel in the first place. Facilitating working from home for viable roles can be encouraged through:

- Subsidising the cost of establishing an appropriate, comfortable home working space;
- Negotiating employee contracts to embed a formal split between home and office working;
- Providing resources to aid colleagues' mental wellbeing; and
- Setting aside time in the week for social interaction between intra-team and inter-team colleagues.

5.7 Site Infrastructure

5.7.1 The following provisions will be made through on-site infrastructure to encourage sustainable travel;

- Provision of secure cycle parking; and
- Provision of Electric Vehicle Charging Points (EVCPs).

5.8 Promotion & Partnerships

5.8.1 The website for the site will highlight the sustainable opportunities that are available to visitors.

5.8.2 Information boards will include promotion of travel initiatives organised by local and national transport groups including:

- Walk to Work Week (May);
- Work Wise Week (May);
- Bike to Work Week (June);
- Travelwise / European Mobility Week (September);
- National Liftshare Week (October); and
- Commute Smart Week (November).

5.9 Action Plan

5.9.1 A full Action Plan of the Initiatives is attached hereto at **Appendix D**.

5.9.2 All staff would be informed of the Travel Plan through the induction programme and an electronic copy of this Travel Plan made available for reference on any internal intranet / computer system or a physical print copy in any staff / backroom areas.

6 REVIEW & APPROVAL

6.1 Travel Plan Coordinator

- 6.1.1 Site Management will commit to implementing a Travel Plan prior to the occupation of the site and the agreement to appoint a Travel Plan Coordinator (TPC). Cumberland Council will be provided with the respective contact details for the TPC prior to the site becoming operational.
- 6.1.2 It is anticipated that the TPC would fall within the role of an existing member of staff, although specific tasks would become the responsibility of other member of staff, following instruction from the TPC.
- 6.1.3 The main responsibilities of the TPC will be, although not exclusively limited to, the following:
- Acting as a point of contact for all staff and visitors requiring travel information;
 - Overseeing the site and implementation of the document and the measures it includes;
 - Developing promotional marketing and awareness raising materials in order to facilitate organised promotions;
 - Undertaking monitoring of the Travel Plan, including designing and undertaking travel surveys and preparing a monitoring report;
 - Liaising with all interested parties, stakeholders, management, local public transport operators etc. in the delivery of the Travel Plan; and
 - Working closely with the Local Authority Sustainable Travel Team to ensure the Travel Plan remains consistent with wider sustainable travel initiatives.
- 6.1.4 It will be ensured that appropriate resources and funding are available throughout the Travel Plan period, to ensure that the TPC is able to implement and monitor the travel plan in accordance with the content of this document.
- 6.1.5 This investment in resources, both in terms of appointment of a TPC and monetary, support the implementation, management and review of the Travel Plan and mitigate against any financial burden that may be imposed as a consequence of failure to meet the agreed targets.
- 6.1.6 The TPC will be responsible for the Travel Plans management to include the implementation, review and promotion of the Travel Plan. It is anticipated this role would take 3-5 hours per month.
- 6.1.7 The TPC will further be responsible for managing the agreed budget for the Travel Plan. Aside from infrastructure works associated with the development construction costs, funding is required to cover initial set up, printing and marketing. This is estimated to amount to circa £500 annually and would be paid for by Site Management.

6.2 Monitoring

- 6.2.1 An important part of any Travel Plan is the collection of data relating to the modes of travel used by both staff and visitors of the site, in order to identify and understand travel habits and how the site operates.
- 6.2.2 It is anticipated that this information would be collected within six months of the site becoming operational, from this, a baseline modal split would be identified for the site, for which all future targets will be based.
- 6.2.3 Following the initial surveys, monitoring will be undertaken annually by the TPC. The TPC will be responsible for comparing the results year on year and adjusting the targets and initiatives accordingly, they will also take into account travel related feedback received from staff and visitors. In addition, the TPC will prepare an annual progress report and ensure that the results are displayed for all to see.
- 6.2.4 An overview of the monitoring and management process is illustrated below.

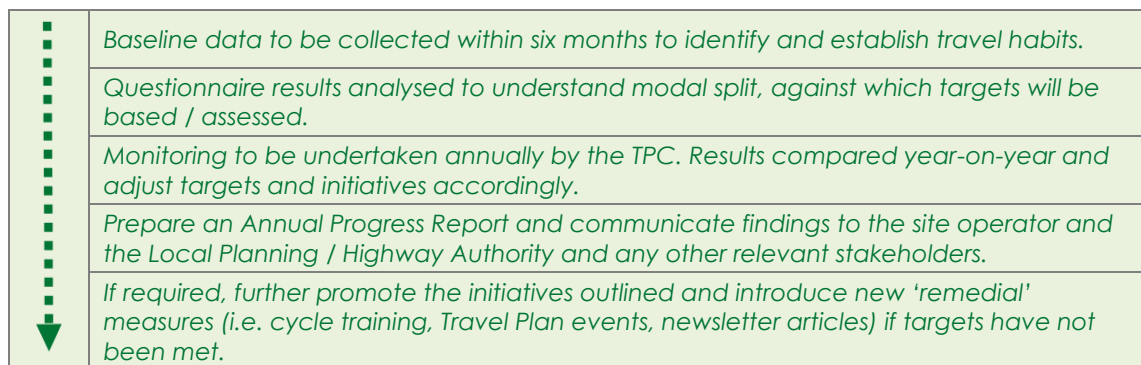


Figure 8 Travel Plan Monitoring and Management Process

- 6.2.5 Furthermore, the following items will be monitored by the TPC annually:
- Demand for cycle parking;
 - Demand for Electric Vehicle charging;
 - Uptake of car sharing practices; and
 - Comments made by staff and visitors relating to transport and the Travel Plan.
- 6.2.6 The monitoring report will be submitted to Cumberland Council on an annual basis within three months of the questionnaires being undertaken and will include:
- Details of the methodology used in undertaking the questionnaires / monitoring activities;
 - Details of response rates and a summary of findings;
 - A review of the findings of the surveys in the context of the objectives and targets; and
 - An action plan for the forthcoming year.

- 6.2.7 In the event that the Travel Plan is failing to meet its targets, additional measures will be identified, which would seek to encourage more timely progress towards the targets.
- 6.2.8 If targets are being met, the annual report will contain actions aimed at maintaining the target modal shift and possibly even furthering it. If the targets have not been met, additional measures to be provided will be discussed and agreed with the relevant stakeholders and included within the report.
- 6.2.9 The TPC will maintain a log of all relevant comments made by employees regarding the Travel Plan. Travel will be one of the points of discussion during regular staff meetings, for example. Where necessitated, actions will be taken to address these comments.

APPENDIX A



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REVISIONS:		
Revision	--	00.00.00
DESCRIPTION		

-  New Landscaping areas
-  Site Ownership
-  Area of Work

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Cleator Mills
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REACT Engineering / GenR8 North

drawing title:
Proposed Site Plan

issue stage: PLANNING-FOR INFO		
date:	drawn:	scale @ A3:
MARCH 2025	BY	1:500
drawing number:	revision:	
2413-PL202	-	

APPENDIX B

Cleator Moor - Cleator - Egremont - Moor Row - West Cumberland Hospital [22] (page 1 of 2)

Monday to Saturday				
Cleator Moor, Square	09:25	10:35	11:45	12:55
Cleator	09:31	10:41	11:51	13:01
Egremont, Main Street (arr)	09:38	10:48	11:58	13:08
Egremont, Main Street (dep)	09:43	10:53	12:03	13:13
Moor Row	09:50	11:00	12:10	13:20
West Cumberland Hospital	10:00	11:10	12:20	13:30

Notes

[02/12/24]

Cleator Moor - Cleator - Egremont - Moor Row - West Cumberland Hospital [22] (page 2 of 2)

Monday to Saturday				
West Cumberland Hospital	10:01	11:11	12:21	13:31
Moor Row	10:11	11:21	12:31	13:41
Egremont, Main St (arr)	10:18	11:28	12:38	13:48
Egremont, Main St (dep)	10:23	11:33	12:43	13:53
Cleator	10:29	11:39	12:49	13:59
Cleator Moor, Square	10:34	11:44	12:54	14:04

Notes

This service is provided with the help of financial support from Cumberland Council using funding from the UK Government's Bus Improvement Plan
[02/12/24]

APPENDIX C

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
place of work	E02004003 : Copeland 004 (2011 super output area - middle layer)

	usual residence	%
Method of travel to work	England and Wales	
Underground, metro, light rail or tram	1	0%
Train	0	0%
Bus, minibus or coach	86	6%
Taxi	9	1%
Motorcycle, scooter or moped	10	1%
Driving a car or van	946	62%
Passenger in a car or van	154	10%
Bicycle	13	1%
On foot	293	19%
Other method of travel to work	11	1%
	1,523	

APPENDIX D

TRAVEL PLAN ACTION PLAN – CLEATOR MILLS BUSINESS PARK

The below table highlights the Initiatives that will be committed to as part of this Travel Plan. The Travel Plan Coordinator (TPC) will have overall responsibility and will be able to implement other measures and modify existing ones at their discretion.

Measure	Details	Responsibility	Implementation Timescales
General			
Travel Plan Coordinator	A Travel Plan Coordinator will be appointed prior to occupation of the site and trained to ensure they are fully aware of their responsibilities in relation to the Travel Plan.	Management	To be completed prior to opening.
Travel Noticeboard / Information Point	Provision of a travel noticeboard / information point to be established in a prominent location (e.g., staff room) to include relevant travel information.	TPC / Management	Erect a noticeboard in a suitable location, prior to operations commencing and part of the TPC role to update.
Promoting Journeys on Foot			
Distribution of Walking Maps to Staff	Local walking routes will be detailed in plan form for easy interpretation by staff as to how they could use them as part of their commute.	TPC	To be promoted by the TPC from outset.
Umbrella Loans	Umbrellas will be available for temporary use by staff in event of inclement weather.	TPC / Management	To be available from outset. TPC to promote to staff on an ongoing basis.
Emergency Lift Home	Employees who walk, cycle or use public transport to travel to work will be provided with a free ride home in the event of an emergency at the discretion of management.	TPC / Management	To be available from outset. TPC to promote to staff on an ongoing basis.
Promoting Journeys by Cycle			
Provision of Cycle Storage	Cycle parking will be provided at the site, offering easily accessible and secure spaces.	Construction Company	To be available from outset. TPC to promote to staff on an ongoing basis.
Puncture Repair Kit	A puncture repair kit, pump and bike maintenance equipment shall be made available from a prominent location (e.g. staff room).	TPC	To be available from outset. TPC to promote to staff on an ongoing basis.
Cycle Maps	Local cycle routes will be detailed in plan form for easy interpretation by staff as to how they could use them as part of their commute.	TPC	To be promoted by the TPC from outset.
Emergency Lift Home	Employees who walk, cycle or use public transport to travel to work will be provided with a free ride home in the event of an emergency at the discretion of management.	TPC / Management	To be available from outset. TPC to promote to staff on an ongoing basis.

Promoting Journeys by Public Transport			
Public Transport Information	Promote and publicise public transport information and routes to the site to bring attention to these routes for all staff to complete their commute by sustainable modes.	TPC	Service to be available from outset. TPC to promote to staff on an ongoing basis.
Emergency Lift Home	Employees who walk, cycle or use public transport to travel to work will be provided with a free ride home in the event of an emergency at the discretion of management.	TPC / Management	To be available from outset. TPC to promote to staff on an ongoing basis.
Promoting Car Sharing			
Allocation of Priority Bays	TPC and Management to explore scope to allocated parking bays for car sharers (e.g. priority spaces close to building entrance).	TPC / Management	Ongoing monitoring.
Emergency Lift Home	Employees who typically car share to be offered an emergency lift home at the discretion of management.	TPC / Management	To be available from outset. TPC to promote to staff on an ongoing basis.
Internal Lift-Share Database	TPC to gauge demand for car sharing and identify potential opportunities for staff to make use of this.	TPC	Ongoing monitoring.
Personalised Journey Planning			
Personalised Journey Planning	Personalised Travel Plans will also be offered to staff. The use of relevant will be promoted to staff for journey planning.	TPC	Service to be available from outset. TPC to promote to staff on an ongoing basis.
Remote Working & Reducing Travel Need			
Subsidising Equipment Costs	Staff who work from home can discuss the potential subsidising of equipment costs, at the discretion of management.	Management	Ongoing.
Negotiating Employee Contracts	Employees' contracts to be reviewed as part of annual review process to establish scope for formal working-from-home arrangements.	Management	Annual Review.
Mental Health Resources	Management to promote relevant mental health resources (e.g. NHS resources) to aid mental wellbeing when working remotely	Management	To be available from outset. Management to promote to staff on an ongoing basis.
Colleague Integration	Management to explore possibilities to engage on-site and remote staff at social events, for example.	Management	Ongoing.



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