

The Iron Line, Millom

Interim Travel Plan

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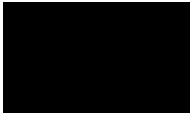
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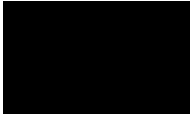
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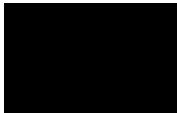
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Table of Contents

1.0	Introduction.....	1
1.1	Project Background	1
1.2	Millom Background and Opportunities	4
1.3	What is a Travel Plan?	5
1.4	Purpose of the Report	5
1.5	Structure of the Report.....	6
2.0	Travel Plan Benefits	7
2.1	Introduction.....	7
2.2	Environmental Benefits	7
2.3	Health Benefits	8
2.4	Financial Benefits	11
2.5	Social Benefits.....	12
3.0	Existing Situation	13
3.1	Site Location.....	13
3.2	Existing Access	13
3.3	Existing Parking Arrangements	15
3.4	Existing Site Usage	17
3.5	Surrounding Highway Network.....	19
4.0	Development Proposals	21
4.1	Overview of Proposals	21
4.2	The BOAT	23
4.3	Proposed Access	25
4.4	Proposed Parking.....	26
5.0	Accessibility by Sustainable Modes of Travel	29
5.1	Introduction.....	29
5.2	Pedestrian Accessibility	29
5.3	Cycle Accessibility.....	30
5.4	Public Transport Accessibility	30
5.5	Summary	31
6.0	Travel Plan Initiatives.....	32
6.1	Introduction, Aim and Objectives	32
6.2	Appointment of Travel Plan Coordinator (TPC)	32
6.3	Production of Welcome Packs	32

6.4	Measures to Encourage Walking	33
6.5	Measures to Encourage Cycling	33
6.6	Measures to Encourage Public Transport.....	34
6.7	Measures to Encourage Car Sharing.....	34
6.8	Measures to Encourage Ultra-Low and Zero Emission Vehicles.....	35
7.0	Targets.....	36
7.1	Introduction.....	36
7.2	Data Collection and Analysis	36
7.3	SMART Targets.....	37
8.0	Monitoring and Review	39
8.1	Introduction.....	39
8.2	Responsibility and Management.....	39
8.3	Travel Plan Coordinator (TPC).....	40
8.4	Monitoring and Evaluation.....	40
9.0	Action Plan.....	42
9.1	Introduction.....	42

Figures

Figure 2.1 – Willingness to Switch Mode of Travel	7
Figure 2.2 – Activity Levels for Adults	9
Figure 2.3 – The Impact of Travel Behaviour on Public Health.....	10
Figure 3.1 – Site Location	13
Figure 3.2 – Map of BOAT	14
Figure 3.3 – Section of the BOAT	15
Figure 3.4 – Informal Car Parking Area Near Mainsgate Road.....	16
Figure 3.5 – Further Informal Car Parking Areas	17
Figure 3.6 – PLACED Survey Postcode	17
Figure 3.7 – PLACED Survey Frequency of Visits	18
Figure 3.8 – PLACED Mode of Travel	18
Figure 3.9 – PLACED Transport Views	18
Figure 3.10 – PLACED BOAT Views.....	19
Figure 3.11 – Connected Millom and Haverigg proposals for Mainsgate Road junction	20
Figure 4.1 – Masterplan.....	21
Figure 4.2 – Visitor Centre and Surrounding Area	22
Figure 4.3 – Aerial View of Approach from Millom	25

Tables

Table 4.1 – Parking Guidelines 27

Table 5.1 – CIHT Recommended Walking Distances..... 29

Table 5.2 – Summary of Rail Services calling at Millom 31

Table 7.1 – Modal Splits for The Iron Line (Local), Peak District, and Yorkshire Dales 38

Table 7.2 – Example of Potential Targets 38

Table 9.1 – Action Plan 42

Plans

- Plan 081617-CUR-XX-XX-G-TP-06001** – Location Plan – Regional
- Plan 081617-CUR-XX-XX-G-TP-06002** – Location Plan – Local
- Plan 081617-CUR-XX-XX-G-TP-06003** – Accessibility – Pedestrian Catchment Plan
- Plan 081617-CUR-XX-XX-G-TP-06004** – Accessibility – Cycle Catchment Plan
- Plan 081617-CUR-XX-XX-G-TP-06005** – Accessibility – Public Transport Plan

Appendices

- Appendix A** – Proposed Layout, including Site Masterplan, Mainsgate Road Entrance, Sea Wall Typical Arrangement, and Visitor Centre (1:500)
- Appendix B** – Connected Millom and Haverigg

1.0 Introduction

1.1 Project Background

1.1.1 Curtins has been appointed by Cumberland Council to provide traffic and transport advice in relation to a project known as The Iron Line, Millom, Cumbria.

1.1.2 The planning description of the proposed development is as follows:

“Erection of visitor centre with café/shop, group room, staff/volunteer, Toilet facilities and car park; consolidation, repair and installation of interpretive sculpture to Towsey Hole Windmill; refurbishment of existing Tern Island hide; new bird hides, pathways, gateway features and street furniture; enhancement of wildlife habitats; associated landscaping and drainage infrastructure; and maintenance of byway with restricted vehicular access.”

1.1.3 Cumberland Council replaced Cumbria County Council, Allerdale Borough Council, Carlisle City Council and Copeland Borough Council on 1st April 2023. The Iron Line was formerly within the boundaries of Copeland Borough Council and Cumbria County Council, with the former being the original client and planning authority and the latter being the highway authority.

1.1.4 The Iron Line project sits within a wider regeneration programme for Millom and Haverigg following the Town Deal Board and the former Copeland Borough Council securing funding through the government's 'Towns Fund' initiative. Other projects included in the bid involve:

- Activating Community Health;
- Reactivating Heritage Buildings; and
- Connecting Millom & Haverigg.

1.1.5 The project area for The Iron Line is not defined by a specific site boundary, however it covers the Royal Society for the Protection of Birds (RSPB) Hodbarrow Nature Reserve and surrounding fringe areas next to Millom and Haverigg.

1.1.6 Overlooking the Duddon Estuary, Hodbarrow Reserve comprises of a freshwater lagoon within the sea wall, with rich flower and insect communities living on the limestone slag. Grassland and scrub stretch inland to provide a haven for insects and breeding songbirds. Currently the reserve attracts circa 40,000 visitors per annum for leisure and recreational purposes.

1.1.7 RSPB Hodbarrow is located in close proximity to Millom and Haverigg and accessible on foot from the north via Mainsgate Road and from the east and west using a selection of public rights of way, including the recently established England Coast Path. The Iron Line route is formally designated as a Byway Open to All Traffic (BOAT) meaning that the route can be accessed by cars, cyclists, horses, and

pedestrians. Once on the reserve, a network of paths, of varying width and quality enable visitors to explore Hodbarrow.

- 1.1.8 For all its strengths, Hodbarrow does not announce itself well to new arrivals, nor does it help people navigate around the reserve, or educate visitors about the biodiversity or heritage that is integral to the formation of the place. There are also issues with the upkeep and accessibility of the path network and heritage assets, the lack of formal car parking and damage caused by vehicles, vandalism, and a lack of (appropriately located) signage, furniture, signage, and shelter. There is huge potential to improve the facilities on site in a way that does not compromise the natural beauty of the place.
- 1.1.9 The Iron Line project aims to build on the ecological assets through a number of interventions to increase the engagement, interaction and learning benefits from the reserve as well as improving the ecology of the site. It will provide facilities for local users and visitors that may see an uplift to circa 80,000 – 90,000 visits per annum, increasing visits from locally based audiences and tourists from the wider area, with an aim to be accessible to all.
- 1.1.10 The project will create an ecology, heritage, and art inspired route across the Hodbarrow Reserve to join the sea wall to transform this section of coast into a fully inclusive recreational space, sensitively reiving the landscape and improving existing assets including the Hodbarrow Lighthouse and remnants of the former mining industry.
- 1.1.11 A new visitor centre will also provide an information point for the site with a café/bar, retail space, a volunteers' mess, and a flexible room which can be used by groups and schools for exhibition and art. The visitor centre will be supported by appropriate infrastructure of a car park and visitor facilities including a changing facility.
- 1.1.12 The project will capitalise on the town's proximity to the Lake District National Park and coastline, enhancing the visitor offer and enabling visitors to move between Millom and Haverigg and its attractions, and in so doing support the vitality and economy of the town.
- 1.1.13 As one of four projects subject to government funding for the Millom area, the Iron Line will also:
 - Become an improved recreational asset for the local community.
 - Offer a regionally significant visitor attraction.
 - Provide facilities such as toilets and a cafe that don't exist now.
 - Support the long-term management of habitats and offer biodiversity net gain at Hodbarrow.
 - Encourage people to explore Hodbarrow using an enhanced network of footpaths.
 - Offer opportunities for public art.
 - Educate visitors about the heritage, ecology, landscape, and other features that make the place unique.

- 1.1.14 A planning application (reference: 4/23/2249/0F1) with the below description was previously submitted for the Iron Line project in September 2023:

“Erection of Welcome Building with café, retail space, staff facilities and car park, repair and stabilisation works at Hodbarrow Beacon, repair and stabilisation works and installation of ‘camera obscura’ structure at Towsey Hole Windmill, installation of cladding and new living roof to existing bird hide, erection of new bird hides and viewing platforms, creation of new multi-use pathways with signage, gateway features and street furniture, making good of existing byway (BOAT) along sea wall, enhancement of wildlife habitats, and associated access, landscaping and drainage infrastructure.”

- 1.1.15 The application received responses from various consultees. Those relevant to transport are summarised below:

- In relation to Natterjack toads, the RSPB (in a response dated 06/10/2023) raised concerns that the proposed resurfacing of the BOAT and filling of potholes would prompt more people to drive onto the site and allow higher vehicle speeds, suggesting there be built features to reduce speeds, such as gates, speed humps and chicanes, and keep as many cars as possible in the designated car parks.
- Natural England (in a response dated 16/11/2023) objected to the application due to insufficient information. They were concerned that an increased number of visitors, dogs, and vehicles would pose a risk to Natterjack toads. They stated: *“Natterjacks are likely to disperse on proposed surfaced areas such as roads, paths, boardwalks, waterside platforms, etc. Therefore, improvements to the roads surrounding the Welcome Building and along the BOAT are likely to increase vehicle accessibility and the volume of traffic on the site, negatively impacting the Natterjack re-establishment. Natural England strongly concurs with the RSPB’s recommendations that any surfaced road providing improved access should have trafficcalming strategies to reduce vehicle speed, specifically on the BOAT.”*
- Cumberland Highways (in a response dated 16/10/2023) provided a response to the Transport Assessment and Travel Plan, and comments, as well as various comments on the proposed layout. Highways concluded: *“The LHA considers that whilst many of the more minor observations and recommendations listed above could be accommodated or addressed at the detailed design stage (i.e. by way of conditions), there are too many issues related to the design and layout of the active travel routes and facilities around the Welcome Building but more significantly associated with the BOAT itself. We suggest that these elements are considered in more detail at this stage and welcome further discussion with the applicant on the design and layout of the various paths to deliver the best quality, convenience and appearance for the various users, whilst managing conflict and access as best as possible.”*

- 1.1.16 Cumberland Council did not make a decision on the application.

1.1.17 The proposals have since been revised to make various changes to address comments from consultees and cost pressures, including moving the Visitor Centre, altering the approach to the BOAT, and removing the realignment of the access road to the recycling centre. As such, a new application is being submitted.

1.1.18 The response to the Highways comments can be summarised as follows:

- Contributions were requested for potential TROs on Mainsgate Road and the monitoring of the travel plan. It is understood that the concerns regarding Mainsgate Road are to be addressed by the Connecting Millom and Haverigg project. As the Council is the applicant, it is not possible for an S106 agreement to be entered into;
- Some comments, such as surfacing the BOAT with macadam, segregated cycleways, and wider paths are unviable for several reasons, including that it is no longer proposed to change the width of the BOAT, the impact on habitat and the character of Hodbarrow, vehicle speeds, BNG, and the availability of space;
- The lack of segregation has instead been addressed by the proposed TRO to restrict most motor vehicles from using the BOAT;
- Some comments, such as tramper turning, are matters for the detailed design stage; and
- Some comments, such as the ramp to the Visitor Centre and tramway detailing, do not apply to the updated proposals.

1.2 Millom Background and Opportunities

1.2.1 The project will support and complement the other Millom Town Deal projects: Activating Community Health, Connected Millom and Haverigg, and Reactivating Heritage Buildings.

1.2.2 Although the reserve is currently a haven for wildlife, it is not widely promoted, limiting its potential use as an attraction and route to Millom Town Centre. The historical landmarks on the site are also not promoted and thus do not currently draw tourists other than as part of the Cumbrian coast, and the route along the sea wall which now forms part of the England Coast Path. The improvements to the site through the Iron Line project thus have an important reputational impact on Millom for visitors.

1.2.3 There are significant gaps in Millom's tourism infrastructure that limit visitor numbers and spend and the ability to service the growing staycation market. Despite limitations, the recent 2019 STEAM data showed an increase in day visitors of 1.3% and a 10.4% increase in visitors who stay overnight (compared to 1.7% increase in 2018). Addressing gaps in Millom's tourism infrastructure can help to capitalise on promising signs of growth and help capture greater spend in the local area.

1.2.4 Millom benefits from close proximity of the World Heritage sites of the Lake District National Park and Hadrian's Wall, among the UK's most popular tourist destinations. However, evidence suggests that the town and wider borough is not maximising this visitor potential. For example, Copeland Borough has

two thirds of the Lake District National Park boundary but only attracts 8% of the visitors. There is a clear opportunity to extend the tourist offer (spatially and throughout the year) to capture a greater proportion of visitors from the Lack District National Park to Millom. This project responds to this opportunity by increasing the interest and visitor experience to a number of appealing natural capital assets, such as the Duddon Estuary, Haverigg Lighthouse, and Hodbarrow Nature Reserve.

- 1.2.5 The project aligns with the Lake District National Park (LDNP) strategy of 'attract and disperse' visitors to manage impact and spread the benefits more widely. It is important to capitalise on the growth in visitors by enhancing promotion access and environmental assets in the local visitor offer.

1.3 What is a Travel Plan?

- 1.3.1 A Travel Plan (TP) is defined¹ as:

"A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed."

- 1.3.2 In essence, a TP is intended to encourage people to choose alternative transport modes over single occupancy car use and, where possible, reduce the need to travel at all. Such a plan should include a range of measures designed to achieve this goal.

1.4 Purpose of the Report

- 1.4.1 This Interim Travel Plan is intended to be read alongside the accompanying Transport Assessment (TA) (**Ref: 081617-CUR-XX-XX-T-TP-00001**) that has been prepared to assess the potential traffic and transportation impacts of the development proposals.
- 1.4.2 An ITP is the first stage of the Travel Plan process and is often prepared during the planning stage prior to the construction of the development. It includes a list of potential measures that could be implemented to affect modal choice, and a management strategy for producing a full Travel Plan in the future.
- 1.4.3 RSPB Hodbarrow is the primary landowner at the Iron Line, Millom along with Cumberland Council. For the purposes of this document, they are assumed to be the custodians of the site and Interim Travel Plan.
- 1.4.4 This document has been written in accordance with the above statements and with reference to the following key documents:
- National Planning Policy Framework, MHCLG (now DLUHC), 2021;
 - National Planning Practice Guidance, DCLG (now DLUHC), 2014; and

¹ Ministry of Housing, Communities & Local Government (2021). National Planning Policy Framework [Online]. Available at <https://www.gov.uk/government/publications/national-planning-policy-framework--2#full-publication-update-history>

1.5 Structure of the Report

- 1.5.1 Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful Travel Plan.
- 1.5.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout; and **Section 4** provides a summary of the development proposals.
- 1.5.3 **Section 5** assesses the accessibility of the site by sustainable modes of transport, including walking, cycling and public transport.
- 1.5.4 **Section 6** sets out key aims and objectives for the Travel Plan process and outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel.
- 1.5.5 **Section 7** outlines the strategy for Travel Plan targets.
- 1.5.6 **Section 8** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the Travel Plan progresses.
- 1.5.7 **Section 9** concludes the report by providing an Action Plan that summarises the document and next steps.

2.0 Travel Plan Benefits

2.1 Introduction

2.1.1 The benefits from a TP can be categorised under the following main headings:

- Environmental Benefits;
- Health Benefits;
- Financial Benefits; and
- Social Benefits.

2.1.2 This section explores just some of the improvements that can be made during a successful Travel Planning process.

2.1.3 Nationally, 7% of all car trips are less than 2 miles (1.6km) and more than half (57.0%) are less than 5 miles (8km)². The median car journey in 2019 was 3.8 miles / 6.2km². If some of these trips shifted to walking and cycling there would be a significant environmental, health, financial, social, and mutual benefits. **Figure 2.1** illustrates people's willingness to switch from car to other modes for journeys under 2 miles / 3.2km³:

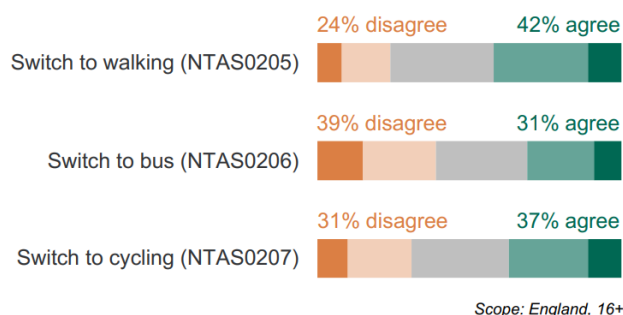


Figure 2.1 – Willingness to Switch Mode of Travel

2.2 Environmental Benefits

2.2.1 The climate emergency is a global issue that affects all nations.

2.2.2 Transport has been the largest emitting sector since 2016, accounting for 27% of all territorial greenhouse gas emissions within the UK in 2019, almost entirely through carbon dioxide emissions⁴. The main source of emissions from this sector is the use of petrol and diesel in road transport,

² Department for Transport. Dataset NTSQ01019 and NTSQ01018 of the National Travel Survey [Online]. Available at: <https://www.gov.uk/government/statistical-data-sets/ad-hoc-national-travel-survey-analysis>

³ Department for Transport (2019). National Travel Attitudes Study (NTAS) 2019: Wave 1 Report [Online]. Available at: <https://www.gov.uk/government/statistics/national-travel-attitudes-study-ntas-2019-wave-1>

⁴ Department for Business, Energy & Industrial Strategy (2021). 2019 UK Greenhouse Gas Emissions, Final Figures [Online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/957887/2019_Final_greenhouse_gas_emissions_statistical_release.pdf

particularly for passenger cars. Transport has historically failed to reduce emissions as fast as other sectors; emissions from the sector fell by 5% between 1990 and 2019. This is due to the increased length of journeys, a shift towards larger vehicles, and the relative cost of motoring falling 15% in 20 years while rail and bus / coach fares have increased by over 20% and 40%, respectively⁵.

2.2.3 More than 97% of addresses in the UK exceed World Health Organisation limits for at least one of three key pollutants, while 70% of addresses breach WHO limits for all three⁶.

2.2.4 How people travel will therefore play a key role in the UK's carbon reduction agenda as follows. On a national scale, the UK Government⁷ has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

"It is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 100% lower than the 1990 baseline."

2.2.5 Encouraging people to make smarter choices in the way they travel can considerably reduce the impact that a particular development or organisation makes on the environment.

2.3 Health Benefits

2.3.1 A reduction in polluting vehicles on the roads surrounding the site will mean better air quality throughout the area. There are also well documented health benefits associated with active travel, and activity levels across the UK could still be improved.

2.3.2 Air pollution, principally caused by transport emissions, has been linked to some cancers, stroke, high blood pressure and cardiovascular disease, including heart attacks and furring of the arteries. Recent studies have also made links to dementia, reduced cognitive function and Type 2 diabetes.

2.3.3 The adverse health impacts are not limited to vulnerable people, adults in good general health can also develop health conditions from continued exposure to dirty air. Travelling by car is not safer than cycling and walking as vehicles are surrounded by exhaust fumes from traffic, which you can breathe in as air filters don't always remove all pollution from the air circulated, and being a short distance from traffic can make a difference in exposure.

2.3.4 NHS Guidance is for adults to do some type of physical activity every day, for a total of *"at least 150 minutes of moderate intensity activity a week or 75 minutes of vigorous intensity activity a week"*⁸.

⁵ Manchester Climate Change Agency (2022). Manchester Climate Change Framework: 2022 Update [Online]. Available at: <https://www.manchesterclimate.com/sites/default/files/2022%20Update%20of%20the%20Manchester%20Climate%20Change%20Framework%20%282020-25%29%20AA.pdf>

⁶ Central Office of Public Information and Imperial College London (2022).

⁷ Climate Change Act 2008, Chapter 1, Part 1, 2008 (amended in 2019).

⁸ Department of Health and Social Care (2019). UK Chief Medical Officers' Physical Activity Guidelines [Online]. Available at: <https://www.gov.uk/government/publications/physical-activity-guidelines-uk-chief-medical-officers-report>

Figure 2.2 below demonstrates that although most adults (63.3%) meet this guidance⁹, a significant minority do not – including a quarter (24.6%) of adults who achieve less than one-fifth of the target.

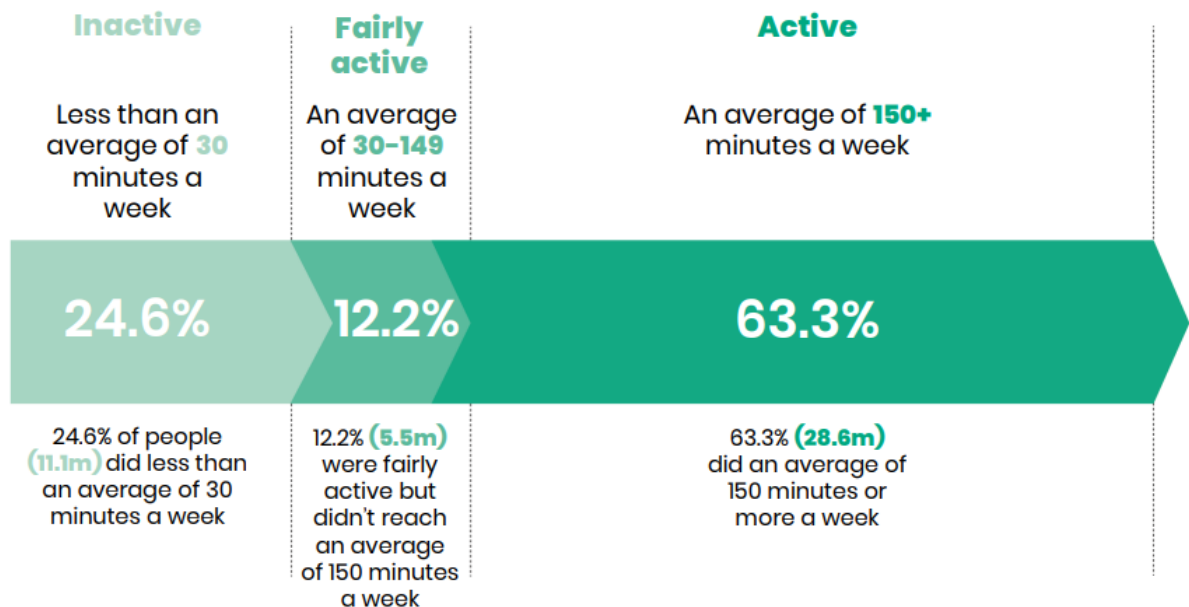


Figure 2.2 – Activity Levels for Adults

2.3.5 This has contributed to poor health in much of the adult population¹⁰:

"In 2021, 26% of adults in England were obese. [This is slightly lower than the 28% reported in 2019, although NHS Digital warns that the 2021 data is not directly comparable to prior years.]

The prevalence of ... diabetes increased with BMI group, from 3% of those who were not overweight nor obese, to 5% of overweight and 11% of obese adults.

The prevalence of longstanding illness was similar for those who were not overweight nor obese (36%) and those who were overweight but not obese (35%). It was higher among those classified as obese (51%)."

2.3.6 The UK Chief Medical Officers⁷ further state:

"If physical activity were a drug, we would refer to it as a miracle cure, due to the great many illnesses it can prevent and help treat."

2.3.7 Poor air quality is the largest environmental risk to public health in the UK¹¹. Road transport contributes to a third of all nitrogen dioxide (NO₂) and an eighth of all particulate matter (PM) emissions, which are major components of urban air pollution. The short-term effects of air pollution can include exacerbation

⁹ Sport England (2020). Active Lives Adult Survey: November 2018/19 Report [Online]. Available at: https://www.sportengland.org/research-and-data/data/active-lives?section=access_the_reports

¹⁰ NHS Digital (2022). Health Survey for England, 2021 [Online]. Available at: <https://digital.nhs.uk/data-and-information/publications/statistical/health-survey-for-england/2021>

¹¹ Public Health England (2018). Health Matters: Air Pollution [Online]. Available at: <https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution>

of asthma, and cough, wheezing, and shortness of breath; whereas long-term effects include stroke, lung cancer, respiratory conditions, and cardiovascular diseases.

- 2.3.8 Regular moderate physical activity (including walking and cycling), can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems. Further examples of the impact of travel behaviour on public health is shown in **Figure 2.3** below:

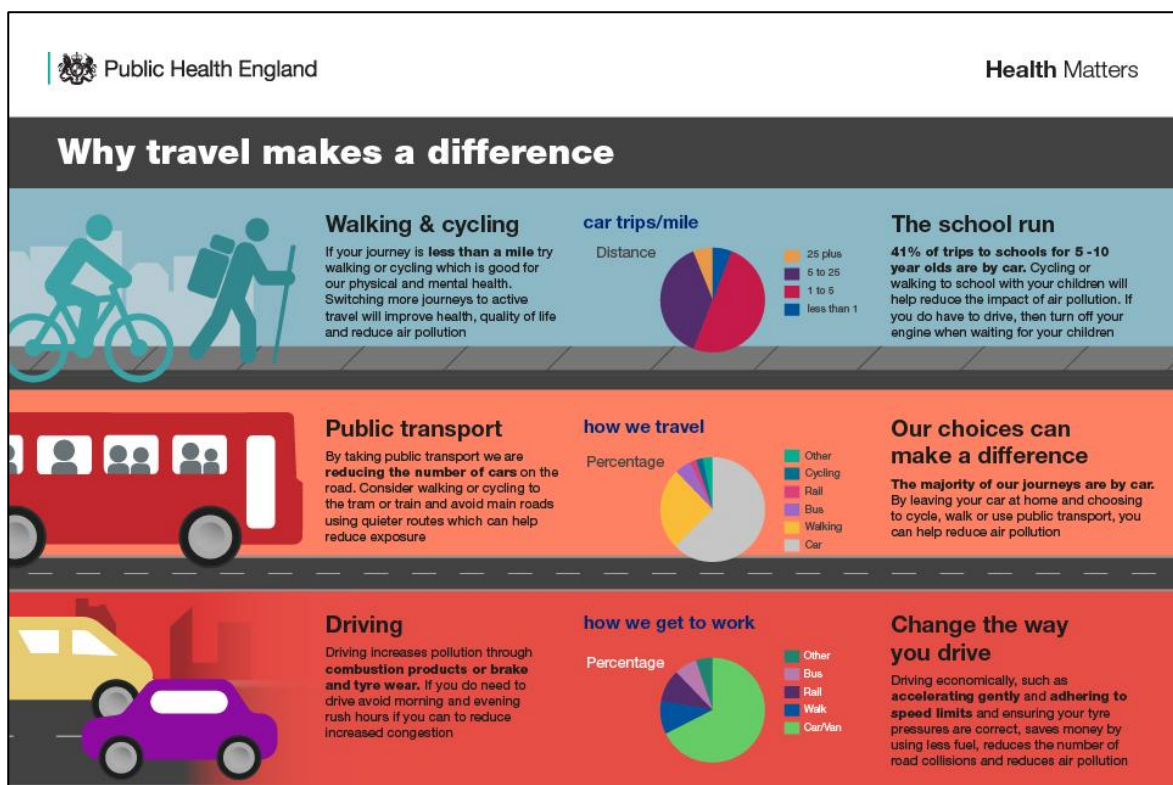


Figure 2.3 – The Impact of Travel Behaviour on Public Health

- 2.3.9 A major Glasgow University analysis of hundreds of thousands of commuters in the UK revealed significant health benefits of active travel, with those for cycling in particular being “staggering”¹².

Cycling to work was associated with a 41% lower risk of dying overall compared to commuting by car or public transport. ... They also had 46% lower risk of developing heart disease and a 45% lower risk of developing cancer at all.

Walking to work was not associated with a lower risk of dying from all causes. Walkers did, however, have a 27% lower risk of heart disease and a 36% lower risk of dying from it.

In addition, those who cycled part of the way to work still saw benefits – this is important as many people live too far from work to cycle the entire distance.

¹² The Conversation (2017). Cycling to work: major new study suggests health benefits are staggering [Online]. Available at: <https://theconversation.com/cycling-to-work-major-new-study-suggests-health-benefits-are-staggering-76292>

2.4 Financial Benefits

- 2.4.1 Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing active travel rates as physical inactivity has been conservatively calculated to directly cost the NHS up to £1 billion per annum (in 2006-07 prices)¹³, with further indirect costs estimated at £8.2 billion (in 2002 prices)¹⁴.
- 2.4.2 There will be a £5.3 billion health and social care cost of air pollution in England by 2035 if direct action is not taken¹⁵. Whereas, increased walking and cycling in urban areas would lead to savings of roughly £17 billion within 20 years for the NHS (in 2010 prices)¹⁶.
- 2.4.3 Every £1 spent on cycling brings £5.50 of social benefits¹⁷ – primarily through improved physical fitness, but also in journey ambience, congestion relief, and other benefits – which is higher than the benefits of investment in road and rail projects¹⁸.
- 2.4.4 There is a growing body of evidence to suggest that cycle and pedestrian-friendly streets can boost footfall and retail sales, helping to revive traditional high streets and town centres by creating more pleasant conditions¹⁹. Cycle parking delivers five times higher retail spend than the same area of car parking²⁰. Furthermore, reallocating road space from cars to cycles can boost local economic activity by up to a quarter²¹.
- 2.4.5 Individuals can also benefit financially from travelling to and from a site with a TP in place due to the improved range of transport options available, some of which may be more cost-effective than car travel. In some circumstances, TP measures can remove an individual's need for a car (or their household's need for a second car), removing the capital and on-going cost of car ownership.
- 2.4.6 Living Streets claims the benefits of walking and exercise for business include²²:

¹³ Scarborough, P., Bhatnagar, P., Wickramasinghe, K., Allender, S., Foster, C., Rayner, M. 2011 The economic burden due to diet, physical inactivity, smoking, alcohol and obesity in the UK, Journal of Public Health, 33(4): 527-535.

¹⁴ Department of Culture Media and Sport Strategy Unit, 2002 Game Plan: A strategy for delivery Government's sport and physical activity objectives, London: Cabinet Office.

¹⁵ Clean Air Greater Manchester.

¹⁶ Jarrett J, Woodcock J, Griffiths UK, Chalabi Z, Edwards P, Roberts I, Haines A (2012). Effect of increasing active travel in urban England and Wales on costs to the National Health Service. Lancet, 379(9832): 2198-2205

¹⁷ Department for Transport (2014). Value for Money Assessment for Cycling Grants [Online]. Available at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/348943/vfm-assessment-of-cycling-grants.pdf

¹⁸ Eddington Transport Study (2006)

¹⁹ Department for Transport (2020). Cycle Infrastructure Design – Local Transport Note 1/20 [Online]. Available at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf

²⁰ Rajé F and Saffrey A (2016). The Value of Cycling [Online]. Phil Jones Associates, Department for Transport, and University of Birmingham. Available at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/509587/value-of-cycling.pdf

²¹ Aldred R in association with Leigh Day for British Cycling (2014). Benefits of Investing in Cycling [Online]. Available at:

https://www.britishcycling.org.uk/zuvvi/media/bc_files/campaigning/BENEFITS_OF_INVESTING_IN_CYCLING_DIGI_FINAL.pdf

²² Living Streets (undated). Walking Works [Online]. Available at: <https://www.livingstreets.org.uk/products-and-services/projects/walking-works>

**Boost morale and
job satisfaction**

Demonstrating that you care about staff health and wellbeing by investing in walking activities will make them feel valued and proud of their workplace.

**Improve staff
performance**

Regular exercise causes an overall work performance boost of about 15%.

**Promote physical
and mental health**

Walking helps prevent diseases such as diabetes, heart disease and depression. Being engaged in meaningful activities at work is an important part of good mental health.

**Reduce
absenteeism**

Walking schemes can reduce the amount of sick days taken by staff, leading to lower absenteeism costs for the business.

**Enhance corporate
image**

Increased walking rates can also help towards ISO 14001 and 2600 targets; reducing the need for cars is better for both the environment and the employees' health.

**Return on
investment**

A highly engaged workforce can improve operating income by 19.2%.

- 2.4.7 An effective TP can help encourage staff and visitors to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

2.5 Social Benefits

- 2.5.1 The use of active and sustainable modes of transport, including car sharing, can offer social benefits and improved well-being through the interaction with other people²³:

“Engagement with individuals and communities through the travel planning process can support higher levels of walking and cycling, and this in turn can encourage greater social inclusion and community cohesion as well as healthier communities.”

- 2.5.2 Increased cycling can boost the mobility of the poorest by a quarter and promote independence in youth and at older ages¹⁸.

²³ Department for Transport (2009). Good Practice Guidelines: Delivering Travel Plans through the Planning Process

3.0 Existing Situation

3.1 Site Location

3.1.1 The project area for The Iron Line is not defined by a specific site boundary, however it covers the Royal RSPB Hodbarrow Nature Reserve and surrounding fringe areas next to Millom and Haverigg.

3.1.2 The site generally sits to the south of Millom and east of Haverigg.

3.1.3 **Figure 3.1** below shows The Iron Line in a local context:



Figure 3.1 – Site Location
(Source: Google Earth, 2022)

3.2 Existing Access

3.2.1 The site is primarily accessible for vehicles from both Millom and Haverigg along Mainsgate Road and The Front respectively.

3.2.2 The site is encompassed by a Byway Open to All Traffic (BOAT). A BOAT is a highway over which the public is entitled to travel on foot, horseback or pedal cycle and by wheeled vehicles of all kinds, including mechanically propelled vehicles, but which is used by the public mainly for walking or for riding.

3.2.3 **Figure 3.2** below, an extract of the 1993 Public Path Modification Order that established the BOAT, illustrates the route of the BOAT. The section along the sea wall, between Points B and D, is described as varying in width from 8-15 metres, while the approximately 350m long section between Points C and E is described as having a width of 5-6 metres. The width of the rest of the BOAT is undefined by the Order.

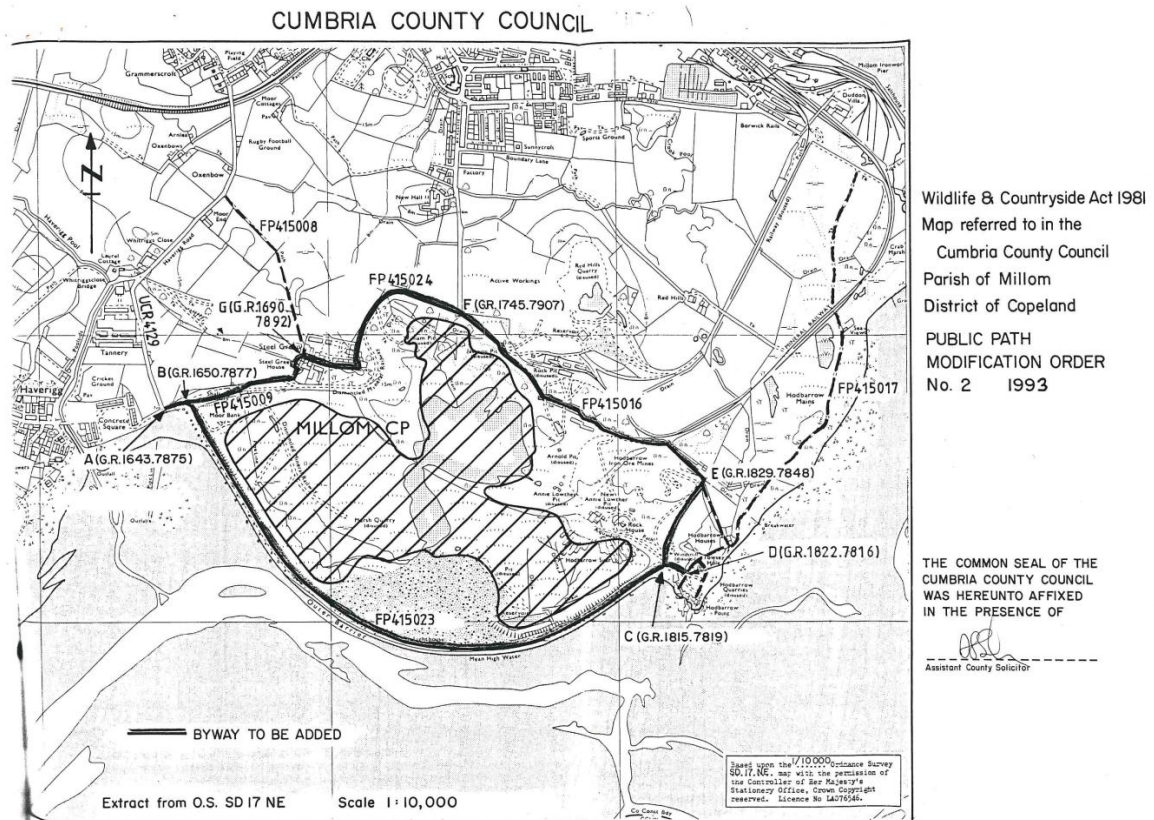


Figure 3.2 – Map of BOAT
(Source: Cumberland Council, 2024)

- 3.2.4 Whilst vehicles are permitted on the BOAT itself, it is understood that there are currently issues with vehicles off-roading onto land on which they are not permitted and damaging the ecology.
- 3.2.5 As illustrated above, the BOAT and site connect to other PROWs: a footpath extending north towards Haverigg Road, and a footpath running to Millom.
- 3.2.6 Much of the BOAT is poorly surfaced. Most of the section through the site consists of dirt / mud and has many potholes which fill with water during wet weather, as illustrated by **Figure 3.3** below.



Figure 3.3 – Section of the BOAT
(Source: PLACED, 2022)

- 3.2.7 It should be noted that on site observations in 2022 suggested the BOAT was very lightly trafficked. Footfall has created a wide range of secondary routes and desire lines that cut through the site to reach areas of elevation or bodies of water.
- 3.2.8 Hodbarrow Reserve and the sea wall are relatively flat and there are limited changes in gradient that would impact movement.
- 3.2.9 Vehicular access is also permitted to the Redhills Quarry HWRC during the day Thursday – Monday. This is accessed via a private road to the south east of Mainsgate Road that is gated when the HWRC is not in use.

3.3 Existing Parking Arrangements

- 3.3.1 Once vehicles have arrived at the site, there is no formally designated car parking and visitors park in a range of informal places to begin walks or access areas such as the beach. **Figure 3.4** below shows one of the main areas of informal car parking at the intersection of the byway and the road to the Household Recycling Centre (HWRC):



Figure 3.4 – Informal Car Parking Area Near Mainsgate Road
(Source: Google Street View, April 2011)

- 3.3.2 The imagery above shows seven cars, albeit there is space available for more. On site observation in 2022 suggest there is space for circa 12-15 vehicles depending on how efficiently people park.
- 3.3.3 Although, in practice, it is likely that, due to the lack of formal parking provision or restrictions on parking, drivers park throughout the site, there are some other key points currently used for parking, as indicated by the below satellite imagery from June 2018.

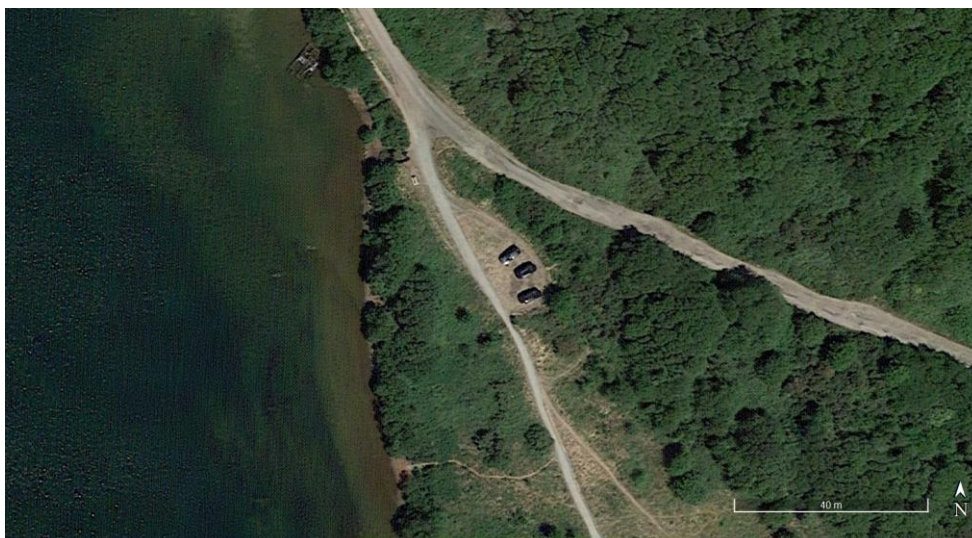




Figure 3.5 – Further Informal Car Parking Areas
(Source: Google Earth, June 2018)

3.4 Existing Site Usage

- 3.4.1 As part of the Iron Line project, PLACED undertook several engagement events between January and May 2022 with the local community regarding the proposed development.
- 3.4.2 The engagement included a survey which was available online and in-person. This received 71 responses, which as summarised below were mostly local.

Postcode	Count
LA 18	49
LA20	9
LA17	2
CA20	2
LA7	1
LA 12	1
LA23	1
CA7	1
CA11	1
CA16	1
GL2	1
ST6	1
WN5	1

Figure 3.6 – PLACED Survey Postcode

- 3.4.3 Survey respondents indicated that they were using the site mainly to exercise, watch birds and walk their dogs, although there is variety in uses, others of which included picnics and fishing.
- 3.4.4 The charts below show that over half of respondents visit the Reserve at least once a week, and most travel there by foot, followed by driving and cycling.

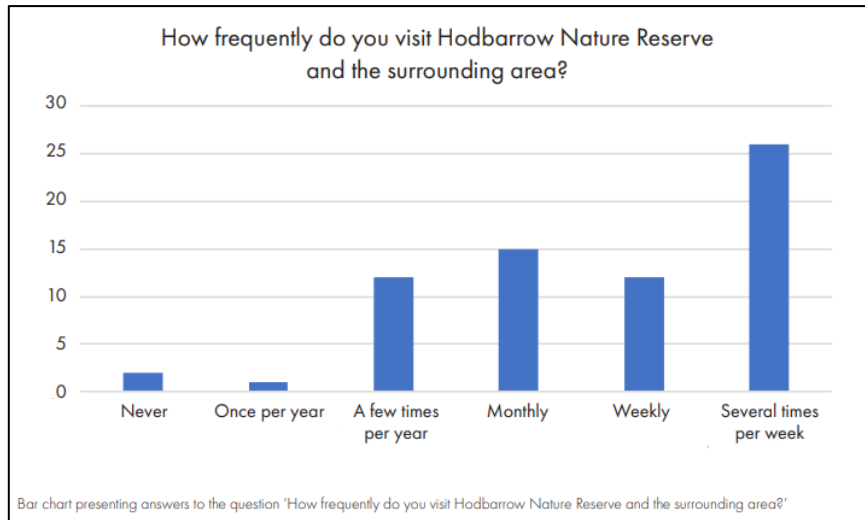


Figure 3.7 – PLACED Survey Frequency of Visits

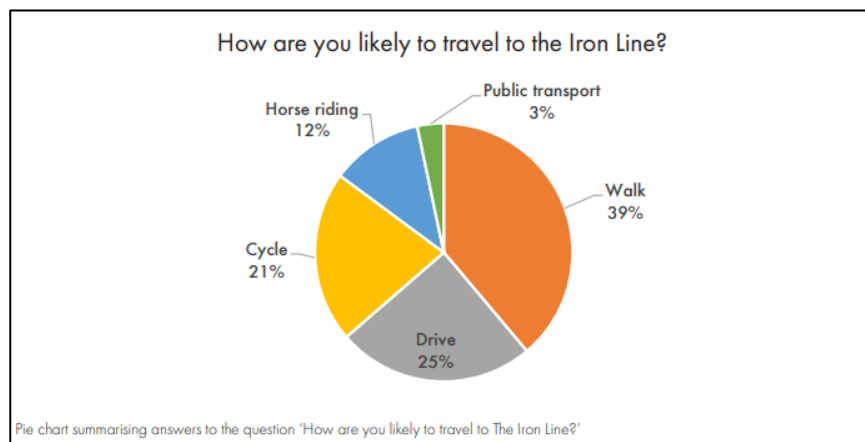


Figure 3.8 – PLACED Mode of Travel

3.4.5 The outcomes of the various consultation events with regards to transport were summarised as follows:

Transport

- Traffic and the presence of motor vehicles were seen as an issue that would worsen with the increased tourism. In general, people wished for vehicle access through the site to be limited to blue badge holders and those fishing.
- The horse-riding community was vocal to make sure horse riders were included in the designs and would still be allowed to use the site.
- Participants thought better connections between Millom, Haverigg and The Iron Line were crucial for the project to be successful.

Figure 3.9 – PLACED Transport Views

- 3.4.6 A comment on the Interactive Map, asking for cars to not be allowed on the sea wall and the Reserve, received 21 upvotes, making it the most popular comment on this page. Another comment, asking specifically for no car access to the RSPB Reserve, received 14 upvotes.
- 3.4.7 Similar thoughts were expressed at an in-person workshop in Millom in May 2022:

Byway Open to All Traffic

People who commented on the byway design again said they would prefer it to be car-free, or at least for vehicle access to be managed, with speed limits for example.

On the sea wall section of the byway, participants said that banks should still allow all users, including children and wheelchair users, to see the views from the byway.

Horse riders asked for the byway be made of compacted gravel to suit horses.

The idea of segregating users was popular, with some people questioning the size of the banks and the space allocated to motor vehicles and other users.

Figure 3.10 – PLACED BOAT Views

- 3.4.8 Whilst the above information is useful, it generally provides insight into the local community and not visitors who travel from further away. It is very likely that travel patterns and opinions of people who travelled further would be different to the results presented above.
- 3.4.9 Furthermore, information from RSPB Hodbarrow suggests there are circa 40,000 visitors per annum so a sample of 71 must be treated with some caution.

3.5 Surrounding Highway Network

Mainsgate Road

- 3.5.1 Mainsgate Road extends on a north-south alignment for c. 750m from the priority junction with St George's Road / Lapstone Road / Devonshire Road to the site. The road is c. 5.5m – 6.5m wide.
- 3.5.2 Between the main junction and the junction with Bowness Road, there are footways along both sides of the road. Approximately 50m south of Bowness Road the western footway ends, with a footway of up to c. 1.5m-wide continuing south along the eastern side of the road for the rest of its length. The footway ends at the southern end of Mainsgate Road just before the BOAT.
- 3.5.3 The footways are generally flat and well surfaced with intermittent streetlighting. There are relatively few junctions with other roads / paths along Mainsgate Road. Where there are crossings these generally consist of dropped kerbs but no tactile paving, although one crossing does also have tactile paving and

some – including the junction with St George's Road / Lapstone Road / Devonshire Road – have no dropped kerbs or tactile paving.

- 3.5.4 Approximately 140m to the south of Bowness Road, the speed limit changes from 20mph to the north and 30mph to the south.
- 3.5.5 Connected Millom and Haverigg, another Millom Town Deal project, aims to improve pedestrian and cycle connectivity within and between the two towns, and is targeted for delivery in April 2026.
- 3.5.6 The full RIBA 4 drawing pack is provided in **Appendix B**, with an extract of the proposals for the junction at the southern extent of Mainsgate Road provided below (from drawing 70117729-WSP-XX-XX-DR-C-0108). A continuous shared-use footway cycleway would be provided along the eastern side of Mainsgate Road (3.0m-wide at the south, narrowing to 2.5m and then 2.0m). The southernmost part of Mainsgate Road would be c. 6.7m wide, with most of the rest being c. 6.0m.

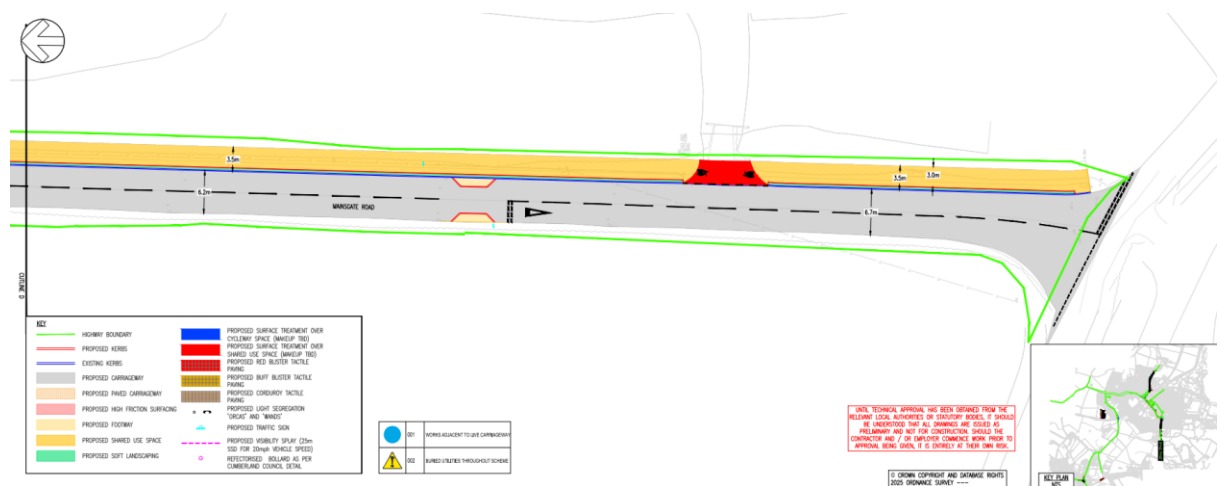


Figure 3.11 – Connected Millom and Haverigg proposals for Mainsgate Road junction
(Source: Cumberland Council / WSP, 2025)

- 3.5.7 Elsewhere within Millom, the scheme will provide a lightly segregated 2.0-2.5m wide two-way cycle lane on Salthouse Road, wider footways, some signalised crossings and uncontrolled crossings elsewhere, tightened junctions and carriageway widths, on-street car parking, and a one-way system on St George's Terrace.
- 3.5.8 Cumberland Council is taking a joined-up approach between the two projects to ensure the benefits and opportunities for walking and cycling are maximised.

4.0 Development Proposals

4.1 Overview of Proposals

4.1.1 **Figure 4.1** below shows an overview of the key components of the proposed layout of the 57.7-hectare site.



Figure 4.1 – Masterplan
(Source: Layer.studio, 2025)

4.1.2 The Iron Line project aims to create an interesting and inspiring place for all people to visit, at all times of the year. This includes a wide-ranging clientele, from locals who visit on a daily basis through to those who travel longer distances making Hodbarrow the destination for a day visit.

- 4.1.3 The most significant change will be the addition of a Visitor Centre at the north-east of the site near the HWRC. The Visitor Centre will provide core services and facilities for visitors, including WCs, a changing facility, cafe, retail, educational and/or cultural spaces. It also has the opportunity to provide storage and be a base for volunteering or educational activities.
- 4.1.4 It is envisioned that the accessible Visitor Centre will act as a gateway to The Iron Line, perhaps forging the beginning and end of a journey there. **Figure 4.2** below shows the Visitor Centre in the context of the surrounding path network, car parks, and waste recycling centre.



Figure 4.2 – Visitor Centre and Surrounding Area
(Source: Layer.studio, 2025)

- 4.1.5 The new building will be accessed via the existing road that serves the Household Waste Recycling Centre (HWRC).
- 4.1.6 A series of improved gateways will create a more welcoming sense of arrival. Designated car parking will be located on the peripheries of the site to allow pedestrians to walk at ease along The Iron Line and to help keep the majority of the site car free. Wayfinding and information boards will be implemented at strategic locations to help guide users through the site – improving footway surfacing as well as the addition of raised boardwalks will help to make the site more accessible.
- 4.1.7 The masterplan proposes to improve the path network so that routes are better defined, solid and level underfoot so that visitors can traverse the site more easily. This will comprise:
- Formalising existing desire lines;

- Creating new routes including boardwalks to minimise impact on ecology;
- Where appropriate, the introduction of fencing to keep visitors "on track" and away from the most sensitive habitats; and
- Highlighting of important path nodes.

4.1.8 It is also proposed that a deck walkway will also be added to the inner sea wall to create a vantage point experience for views across the lagoon and some of the heritage structures located around the site are to be reused and incorporated into the project, including the old windmill.

4.1.9 The following drawings, prepared by Layer.studio, are provided in **Appendix A** at the rear of this report:

- Site Masterplan;
- Drawing Locator Key;
- Mainsgate Road Entrance;
- Visitor Centre (1:500); and
- Sea Wall Typical Arrangement.

4.1.10 As indicated by the Drawing Locator Key, Layer.studio has prepared further detailed drawings of some areas which will be available separately on the planning portal.

4.2 The BOAT

4.2.1 Although all users are currently permitted to use the BOAT, it does not serve them well, with the poor surfacing and potholes risking damage and injury, potential for conflict between users due to the lack of segregation, and vehicles damaging ecology.

4.2.2 As detailed in **Section 3.4**, issues with the BOAT have been repeatedly raised in local consultation events, and measures to reduce and restrict motorised vehicle traffic on the BOAT were popular amongst respondents. Natural England and the RSPB, as detailed in **Section 1.1**, have also raised concerns about the vehicle levels and speed on the BOAT posing a risk to Natterjack toads.

4.2.3 Cumberland Highways' comments on the previous application included:

"Mixing of the different user types [cyclists and motorised vehicles] creates a risk to the cyclist. The forecasted visitor numbers mean it is highly likely a cyclist would encounter not only vehicles coming in the opposing direction but also encounter vehicles passing each other along the route. Less confident cyclists can find this situation intimidating and a deterrent / barrier to cycling. For younger and vulnerable cyclists this creates a safety issue."

4.2.4 Cumberland Council is planning to introduce a Traffic Regulation Order (TRO) to prohibit most vehicular traffic on the BOAT between the proposed car park (near Mainsgate Road) and the north-western end of the sea wall (near The Front), with exemptions for vehicles including emergency services and maintenance.

4.2.5 The TRO will be implemented using Section 1 of the Road Traffic Regulation Act 1984. Section 1(1) of the Act states:

“The traffic authority for a road outside Greater London may make an order under this section (referred to in this Act as a “traffic regulation order”) in respect of the road where it appears to the authority making the order that it is expedient to make it—

- a) “for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or*
- b) for preventing damage to the road or to any building on or near the road, or*
- c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or*
- d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or*
- e) (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or*
- f) for preserving or improving the amenities of the area through which the road runs, or*
- g) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).”*

4.2.6 As discussed in the accompanying Transport Assessment, the lack of segregation of road users on the BOAT has the potential to result in collisions, with a particular risk of injury for vulnerable road users (i.e. pedestrians, cyclists, horse riders), as raised by Cumberland Highways. Traffic on the BOAT was seen as an issue by many participants in the consultation events and measures to restrict vehicular traffic on the BOAT and / or segregated users were popular, alluding to perceived safety issues.

4.2.7 General motorised vehicle traffic is inappropriate to the character of RSPB Hodbarrow Nature Reserve, and, as raised by the RSPB and Natural England, poses a danger to the ecology, including Natterjack toads. It is understood that there are also issues with vehicles driving off the BOAT onto areas where they are not permitted, and, whilst access is allowed on the BOAT, it is not currently feasible to prevent them from doing so.

4.2.8 As such, Cumberland Council considers it expedient to implement the TRO.

4.2.9 As shown by the proposed layout, there would be retractable bollards at each end of the TRO scheme to control access onto the BOAT.

4.2.10 Cumberland Council has developed the TRO scheme in consultation with the RSPB and Natural England, both of which have confirmed their support for the TRO.

4.2.11 It is expected that there will be a condition preventing occupation of the Visitor Centre before implementation of the TRO.

4.2.12 Existing potholes along the BOAT will also be filled.

4.2.13 This would be a significant betterment for pedestrians, cyclists, horse riders, and the ecology.

4.3 Proposed Access

Vehicular Access

4.3.1 Most visitors are expected to arrive from Millom and the immediate surrounding area.

4.3.2 Visitors arriving by car will approach from Mainsgate Road before turning left onto the access road and BOAT. The main Iron Line gateway is identified at the fork in the road where the existing HWRC gate is located with an aerial plan of this area shown by **Figure 3.3**:



Figure 4.3 – Aerial View of Approach from Millom
(Source: Layer.studio, 2023)

4.3.3 As illustrated by **Figure 3.2**, there will be a car park and coach drop off area adjacent to the Visitor Centre.

- 4.3.4 The existing access road extending from Mainsgate Road to the Household Recycling Centre (HWRC) is unadopted with the land being owned Cumberland Council and the HWRC operator (Renewi) having a right of access. The proposed development would not compromise the operation of the HWRC.

Pedestrian and Cycle Access

- 4.3.5 It is anticipated that some people will arrive on foot from Mainsgate Road and therefore signposting for this user group at the site gateway is equally important. Pedestrians will be guided onto the byway and along a new footpath link to the Visitor Centre. This will be a scenic, car free route that formalises an existing desire line.
- 4.3.6 For those wishing to stay on the byway, the sense of arrival will be enhanced by a new cluster of furniture and signage.
- 4.3.7 Along the sea wall, there would be a new 1.5m-wide path to the south of the BOAT.
- 4.3.8 Cyclists would be able to enter the site in a similar manner to other vehicles and pedestrians. While visitors will be able to travel around the site by cycle, cycle parking will also be provided at the Visitor Centre and hides should they wish to continue their visit on foot or park temporarily.

4.4 Proposed Parking

Council Parking Standards

- 4.4.1 Policy CO7 of the Copeland Local Plan (2021 – 2038) states:

“Proposals for new development will be required to provide adequate parking provision, including cycle parking and accessible parking bays, in accordance with the Cumbria Development Design Guide (or any document that replaces it) where appropriate.

Development will be supported where it accords with the Whitehaven Parking Strategy or any document that supersedes it. Proposals that provide new or improved park and ride facilities for local employment and development sites will be supported where they will provide demonstrable benefits and are situated in appropriate locations.”

- 4.4.2 No parking standards directly relevant to the proposed development are provided in the Cumbria Development Design Guide (2017). For reference, the standards for ‘Libraries, museums, art galleries’, which is deemed to be the closest land use covered by the standards to the proposed development, are provided below:

Land Use	Essential Operational	All Cars	Disabled Cars	Cycle	Motorcycle
Parking Standard - Libraries, museums, art galleries	1 space for LGV	1 space per 30sqm	1 bay or 5% of total car parking requirement, whichever is greater	10% of total car parking requirement	1 bay or 5% of total car parking requirement, whichever is greater

Table 4.1 – Parking Guidelines

Proposed Car Parking

- 4.4.3 Formal car parking areas will be provided near the Mainsgate Road access from Millom and by the Visitor Centre, as shown in **Appendix A**.
- 4.4.4 There will be 18 marked car parking spaces in the car park near the access from Mainsgate Road. These spaces would be free to use. This is at the location currently used for informal car parking.
- 4.4.5 The Visitor Centre car park would have 63 car parking spaces, including five standard EV charging spaces, one disabled EV charging space, and four non-charging disabled spaces. This car park would be charged.
- 4.4.6 A coach drop off area is to be provided near the Visitor Centre, with a path to the Visitor Centre and wider Reserve.
- 4.4.7 This totals 81 marked car parking spaces across The Iron Line – in line with the level proposed by application 4/23/2249/0F1 that was considered sufficient by Cumberland Council.
- 4.4.8 The accompanying Transport Assessment determines the car parking provision to be sufficient.

Proposed Cycle Parking

- 4.4.9 There will be the following cycle parking provision at The Iron Line:
- 4 Sheffield stands at Hodbarrow car park;
 - 5 Sheffield stands at Visitor Centre car park;
 - 4 Sheffield stands at Whiterock junction;
 - 4 Sheffield stands at Haverigg Lighthouse;
 - 4 Sheffield stands at the Quarry Hides; and
 - 2 Sheffield stands at the Annie Lowther Hide.
- 4.4.10 This totals 23 Sheffield stands providing 46 cycle parking spaces.

- 4.4.11 The cycle parking provision exceeds the 10% of car parking (9 spaces) recommended by the Cumbria Development Design Guide and is considered sufficient based on both traffic forecasting methodologies used in **Section 5**.
- 4.4.12 It is expected that some visitors who drive to The Iron Line will bring cycles to use there, and people will not park their cycle for the entire duration of their stay, rather most will temporarily park at their current area before cycling onto their next.
- 4.4.13 The accompanying Transport Assessment determines the cycle parking provision to be sufficient.

5.0 Accessibility by Sustainable Modes of Travel

5.1 Introduction

- 5.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 5.1.2 Walking, cycling, and public transport should be prioritised over car use, according to the National Design Guide (Department for Levelling Up, Housing and Community (DLUHC), 2021).
- 5.1.3 The accessibility of the proposed development is considered in this context for the following modes of travel:
- Pedestrian Accessibility;
 - Cycle Accessibility; and
 - Public Transport Accessibility.

5.2 Pedestrian Accessibility

- 5.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled *‘Providing for Journeys on Foot’* (2000) suggests walking distances which are relevant to this planning application. These are reproduced in **Table 5.1**:

CIHT Category	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200
Preferred Maximum	800	2,000	1,200

Table 5.1 – CIHT Recommended Walking Distances

- 5.2.2 The average pedestrian can walk approximately 400m every five minutes, based on the CIHT document *‘Planning for Walking’* (2015).
- 5.2.3 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan 081617-CUR-XX-XX-G-TP-06003** shows distances of 500m, 1,000m and 2,000m which are termed ‘Desirable’, ‘Acceptable’ and the ‘Preferred Maximum’ by the CIHT for sightseeing trips; which are considered a good approximation for trips associated with the development.

5.2.4 Within the 2km walking catchment, visitors can reach Millom town centre, including residential areas and the train station, the edge of Haverigg, and walk around much of the BOAT.

5.2.5 Overall, the site is considered accessible by foot.

5.3 Cycle Accessibility

5.3.1 Cycling is a cheap, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which, depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.

5.3.2 The average cycling trip length was 5,730m in 2022 and 4,545m in 2023 (based on National Travel Survey dataset NTS9910a). The average length was between 5.0km and 6.0km every year from 2012/13 to 2022, except 2014/15 and 2020. Cycling trip lengths are greater in rural than urban areas (NTS9910b).

5.3.3 National Travel Survey statistics demonstrate that 80% and 84% of cycling trips were under 5 miles / 8km in 2022 and 2023, respectively (see dataset NTS0308b). This distance is also referenced by both the National Model Design Code – Part 2 (DLUHC (now MHCLG), 2021) and LTN1/20.

5.3.4 In order to assist in assessing the accessibility of the site by cycle, **Plan 081617-CUR-XX-XX-G-TP-06004** presents 5.5km and 8km cycle catchments for the site, along with the National Cycle Network Routes available within these ranges.

5.3.5 The average cyclist travels at approximately 12mph, according to CD195 of the Design Manual for Roads and Bridges, so they could travel 5 miles in approximately 25 minutes.

5.3.6 The 5.5km catchment encompasses The Iron Line, Millom, Haverigg and some further settlements including Kirksanton and The Hill, while the 8km catchment extends to further small settlements.

5.3.7 Furthermore, the development will provide secure cycle parking spaces to encourage cycling.

5.3.8 It is considered that cycling is a realistic mode of travel to, from and around the site.

5.4 Public Transport Accessibility

5.4.1 **Plan 081617-CUR-XX-XX-G-TP-06005** demonstrates the areas accessible via public transport within 20, 40 and 60 minutes of the site. The accessible locations include:

- 20 minutes – Millom;
- 40 minutes – Silecroft, Green Road, Bootle, Foxfield; and
- 60 minutes – Seelafield, Seascale, Drigg, Ravenglass, Kirkby-in-Furness, Askam, Barrow-in-Furness.

5.4.2 The National Model Design Code – Part 2 (DLUHC, 2021) states: “Generally, people are prepared to walk further to a railway station or tram stop (10 minutes) [800m walking distance] than to a bus stop (5 minutes) [400m walking distance].” These distances are also cited in the CIHT document ‘Planning for Walking’ (2015). This equates to a walking speed of 80m per minute (1.34m/s) – equivalent to the average walking speed of 79m per minute (1.31m/s) in 2019 that can be calculated from the National Travel Survey statistics (Table NTS0303).

5.4.3 Millom railway station is located at a c. 1,300m walking distance from the southern end of Mainsgate Road and c. 1,800m from the proposed Visitor Centre. The station has a car park and 10 cycle parking spaces.

5.4.4 A summary of rail services from the rail station for the is outlined in **Table 5.2**:

Service	Peak Service Frequency	
	Mon – Sat	Sun
Carlisle to Preston and Manchester via Cumbrian Coast (some services terminate / start at Barrow in Furness, not Manchester)	Hourly	Hourly

Table 5.2 – Summary of Rail Services calling at Millom

5.4.5 It is noted that the provision of rail services will change over time in response to current circumstances. The rail frequencies are accurate at the time of writing, whereas up-to-date rail times can be found on northern’s website: <https://www.northernrailway.co.uk/travel/timetables>.

5.5 Summary

5.5.1 It should be remembered that the site is set in a rural location, and the expectation of levels of accessibility should reflect this. As paragraph 89 under the section “Supporting a Prosperous Rural Economy” of the National Planning Policy Framework (NPPF) (2024) states:

“Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport).”

5.5.2 Overall and considering this, the site can be seen to be accessible by multiple modes of sustainable transport such as walking, cycling and public transport, especially through multi-modal trips. The surrounding area especially exhibits good levels of pedestrian infrastructure and train connection.

6.0 Travel Plan Initiatives

6.1 Introduction, Aim and Objectives

- 6.1.1 Taking into account the location of the proposed development and the accessibility of the site via walking, cycling and public transport, a series of measures and initiatives have been developed to encourage active and sustainable travel and reduce single occupancy car travel to and from the site.
- 6.1.2 This section of the ITP sets out the initiatives that could be implemented in a full Travel Plan at the site. The initiatives below are in line with the aims, objectives and benefits set out in **Section 2** of this document.
- 6.1.3 Considering the benefits in **Section 2** and the end users, this ITP aims to minimise the number of car trips generated by the development and encourage staff and visitors to use sustainable modes of transport.
- 6.1.4 The aims of this ITP will be supported with the following objectives, all within an overarching aim to reduce car trips to and from the site:
- **Objective 1** – To increase the level of walking to and from the site;
 - **Objective 2** – To increase the level of cycling to and from the site;
 - **Objective 3** – To increase the level of public transport use to and from the site;
 - **Objective 4** – To encourage car sharing and shared transport to reduce single occupancy car travel to and from the Site; and
 - **Objective 5** – To encourage uptake of Ultra Low and Zero Emission vehicles to reduce the carbon impact of travel.

6.2 Appointment of Travel Plan Coordinator (TPC)

- 6.2.1 At least one month before first occupation of the proposed development, a Travel Plan Coordinator (TPC) will be appointed. The duty of the TPC will be to take responsibility for ensuring that the various elements of the Plan are monitored and operate effectively to offer a genuine choice of travel modes.
- 6.2.2 Additional responsibilities of a TPC are further detailed in **Section 8** of this report.

6.3 Production of Welcome Packs

- 6.3.1 Welcome Packs can be important in influencing travel patterns and therefore it is envisaged that welcome Packs will be supplied to all staff at the development in the early stages of operation. The contents of the Welcome Packs will include:
- Introduction to the Travel Plan concept detailing the aims, objectives and aspirations;

- The health and environmental benefits of travelling by walking, cycling, and public transport;
- Details of train services, including ticketing options, timetables, and routes;
- Details of the Travel Plan Co-ordinator (TPC).

6.3.2 The information contained with the Welcome Packs would be periodically updated by the TPC. The information above could also be emailed to staff, or on notice boards to be placed in the Visitor Centre.

6.4 Measures to Encourage Walking

6.4.1 Walking is the most sustainable and accessible mode of travel. Any individual in relatively fair health can incorporate walking into part of their journey. Furthermore, 30 minutes of moderate activity 5 or more times per week is likely to enhance the health and fitness of the individual.

6.4.2 It has been demonstrated throughout **Section 5** of this ITP that there is an existing good level of pedestrian infrastructure in the surrounding area.

6.4.3 The following measures will be provided in order to encourage staff and visitors to walk:

- Raise awareness of the health benefits of walking;
- Promotions within the site on national events such as “National Walking Month”;
- Clear signing of pedestrian routes within and adjacent to the site;
- Providing new pedestrian signage from the site to the main destinations;
- Adequate lighting, landscaping, and shelter to create pleasant pedestrian waiting areas; and
- Regularly review and update information (if necessary) provided within the Welcome Packs / notice boards, such as:
 - Local pedestrian routes, including public footpaths and walking times to key destinations; and
 - The www.plotaroute.com website for journey planning on foot.

6.5 Measures to Encourage Cycling

6.5.1 It has been demonstrated throughout **Section 5** of this ITP that there is an existing good level of cycle infrastructure in the surrounding area.

6.5.2 There will also be cycle parking provided as part of the development proposals. The provision of sufficient cycle parking of suitable quality has a key synergy with the successful implementation of travel plans.

6.5.3 To encourage staff and visitors to cycle, the following measures will be provided:

- Raise awareness of the health benefits of cycling;
- Register staff to the cycle to work scheme, which can save employees up to 42% on a new cycle and safety accessories;
- Ensure that there is sufficient cycling infrastructure and facilities on-site, such as:

- Provision of signage in and around the site;
- Engage with the Council to ensure appropriate standards of cycleways adjacent to the Site;
- Sufficient security at proposed cycle parking facilities;
- Changing room facilities to be provided in the Visitor Centre; and
- Provide an on-site cycle repair stand;
- Regularly review and update information (if necessary) provided within the Welcome Packs/ Travel Page / notice boards, such as:
 - Local cycle network routes;
 - Cycle information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk;
 - Details of local cycle shops; and
 - Marketing campaigns such as “National Bike Week”.

6.5.4 Additional measures such as encouraging a “cycle buddy” scheme via a Bicycle User Group (BUG), making a ‘bike doctor’ available at BUG meetings to check bicycles and ensure they are road worthy (any recommended repairs will be identified but it will be the responsibility of the individual to fund the repairs), and having the TPC negotiate discounts with local cycle retailers could also be considered.

6.6 Measures to Encourage Public Transport

6.6.1 The following measures will be provided in order to encourage staff and visitors to travel by public transport:

- Regularly review and update information (if necessary) provided within the Welcome Packs/ Travel Page / notice boards, such as:
 - Details of Traveline’s online journey planning resources: <https://www.traveline.info/>;
 - Advertise any promotions/discounts offered by Northern; and
 - Links to up-to-date rail details including timetables / route maps.

6.7 Measures to Encourage Car Sharing

6.7.1 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. This could be simply encouraged on an informal basis.

6.7.2 To aid the coordination of car sharing, it is suggested that staff who are willing to car share should submit their name to the Travel Plan Coordinator (TPC). People could then be matched with those undertaking similar journeys on a more informal basis through informal events such as ‘car share coffee mornings’. Staff will also be encouraged to separately discuss with colleagues and peers the option to car share to and from the site, with common needs, timetables, or destinations.

6.7.3 It is envisaged that this would need to be regularly maintained / revised.

- 6.7.4 Alternatively, www.liftshare.com/uk is a public website where prospective car sharers can search for matches on their own by filtering via location and time of departure etc. It is considered that car sharing would be an attractive facility for staff who do not own a car but require occasional use.
- 6.7.5 The TPC will also raise awareness of car ownership costs and highlight the social and economic benefits of car sharing.

6.8 Measures to Encourage Ultra-Low and Zero Emission Vehicles

- 6.8.1 To support the wider aims of the Council, the Proposed Development includes a 7% Electric Vehicle Charge (EVC) provision (6 spaces), with active charge points installed, upon occupation of the development.
- 6.8.2 Demand for EVC will be monitored as part of the FTP with additional charge points installed, as necessary, to meet demand.
- 6.8.3 Further to this, the TPC will promote the benefits of purchasing electric vehicles: the cost per mile of running an electric car is generally half that of a similar diesel vehicle while electric cars are more reliable which can save users up to a quarter on maintenance costs²⁴ and most EVs are zero-rated for Vehicle Excise Duty.

²⁴ Transport for Greater Manchester (undated). Is EV for me? Cars [Online]. Available at: <https://electrictravel.tfgm.com/is-ev-for-me-cars/>

7.0 Targets

7.1 Introduction

- 7.1.1 Target setting is an important part of any Travel Plan, providing a focus for the overall process and a measure against which the Travel Plan initiatives can be judged. This section sets out the strategy for the Travel Plan targets and provides an overview of the data that should be collected as part of future travel surveys to inform the full Travel Plan once developed.

7.2 Data Collection and Analysis

- 7.2.1 As the development has not yet been constructed, it is not possible to undertake any travel surveys of future staff and visitors. Therefore, it is not appropriate to provide a definitive set of targets at this stage.
- 7.2.2 In order to understand travel habits, a representative sample survey will be undertaken within 3 months of first occupancy, usually as a discharge of planning condition. Recipients will be encouraged to participate, and the surveys would extract the following key information:
- Place(s) of residence;
 - Usual mode of travel and reason for modal choice;
 - Attractiveness of various active and sustainable modes;
 - Any barriers to walking, cycling and public transport; and
 - Initiatives that would encourage staff and visitors to travel more sustainably.
- 7.2.3 This information will enable analysis to be undertaken to establish final targets. It will also provide information on reasons for that modal split and identify any measures that may encourage a modal shift.
- 7.2.4 Staff and visitors would be sent a link to an online survey in the early stages of operation and can click on it to be directed to an internet-based survey.
- 7.2.5 Visitors could be notified of the survey through signage with QR codes, particularly within the Visitor Centre, and paper copies will be available in the Visitor Centre.
- 7.2.6 Paper surveys will also be made available across communal areas of the site. These results can be manually transferred to the SurveyMonkey computer database for analysis alongside the electronic surveys.
- 7.2.7 The information obtained will be used to undertake modal split analysis, whereby an answer rate of 60% of staff and at least 200 visitors could be considered a sufficient representation. The local / non – local split of visitors will be reviewed against those provided below for the Yorkshire Dales National Park and the modal split adjusted if necessary. Staff and visitors would then be surveyed annually from the

initial survey to review progress against current and targeted modal splits, as well as means of testing the effectiveness of new measures where appropriate.

7.3 SMART Targets

7.3.1 All performance indicator targets and potential modal split targets are considered to be suitable interim measures before travel surveys are undertaken.

7.3.2 At this point, official targets will be set through consultation with the Council. The official targets will be **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed).

7.3.3 Once the travel surveys have been undertaken, it is possible to monitor modal splits so that Travel Plan initiatives can be tailored to increase uptake of certain modes of travel. Modal split targets are set for a reduction in private car use offset by an increase in sustainable modes.

7.3.4 The following phrases have been used to give a general indication of timescales for the '**SMART**' targets following the adoption of the Travel Plan:

- Short-Term Target – within one year;
- Medium-Term Target – for between 1 – 3 years; and
- Long-Term Target – more than 3 years.

7.3.1 As outlined in **Section 3.3**, PLACED has undertaken several engagement events with the local community regarding the proposed development, including surveying how respondents are likely to travel to the Iron Line. It has been assumed that this is relatively representative of local visitors – noting the low response rate relative to annual visitor numbers – whereas all non-local visitors are expected to travel by car.

7.3.2 The Yorkshire Dales National Park Visitor Survey 2017 found that 37% of visitors were from Yorkshire and the Humber and the remaining 63% of visitors do not live locally; it is assumed that there would be a similar split for The Iron Line.

7.3.3 The predicted local, non-local and adjusted modal split for the Iron Line, Millom are provided in **Table 7.1** below, along with the modal splits for the Peak District and Yorkshire Dales National Parks for comparison.

Travel Mode	Iron Line, Millom			Peak District*	Yorkshire Dales**
	Percent of (Local) Survey Respondents	Percent of Non-Local Visitors	Adjusted Percentage		
Walk	39%	0%	14%	8%	4%
Drive	25%	100%	72%	83%	87%

Travel Mode	Iron Line, Millom			Peak District*	Yorkshire Dales**
	Percent of (Local) Survey Respondents	Percent of Non-Local Visitors	Adjusted Percentage		
Cycle	21%	0%	8%	3%	1%
Horse Riding	12%	0%	4%	–	0%
Public Transport	3%	0%	1%	4%	5%
Coach	–	–	–	1%	
Motorbike	–	–	–	–	3%
<i>Total</i>	<i>100%</i>	<i>100%</i>	<i>100%</i>	<i>100%</i>	<i>100%</i>
<i>Proportion of All Visitors</i>	<i>37%</i>	<i>63%</i>	<i>–</i>	<i>–</i>	<i>–</i>

Table 7.1 – Modal Splits for The Iron Line (Local), Peak District, and Yorkshire Dales

*From: <https://reports.peakdistrict.gov.uk/sotpr/docs/adventure-&-exploration/transport-trends.html>

**From: Yorkshire Dales National Park Visitor Survey: 2017

7.3.4 To provide an indication of potential targets, an example is provided in **Table 7.2** below:

Example of Potential Modal Shift Targets					
Travel Mode	Existing (Predicted)	Short Term	Medium Term	Long Term	Total Target
Car Driver	72%	-2%	-4%	-4%	-10%
Car Share		+1%	+1%	+1%	+3%
Public Transport	1%	+1%	+1%	+1%	+3%
Cycle	8%	-	+1%	+1%	+2%
Foot	14%	-	+1%	+1%	+2%
Other	4%	-	-	-	-

Table 7.2 – Example of Potential Targets

7.3.5 The example modal split targets above aim for a 10% reduction in single occupancy car trips, whilst aiming for a 10% increase in trips by more sustainable modes such as public transport, walking and cycling.

7.3.6 The targets are considered to be realistic when considering the Travel Plan Initiatives as detailed throughout **Section 6** of this TP.

7.3.7 However, the above targets are indicative only, and final targets will be decided following the receipt of the travel surveys, which be arranged within 3 months of first occupancy or when 50% occupancy has been reached, whichever is sooner.

8.0 Monitoring and Review

8.1 Introduction

8.1.1 This section of the report sets out the proposed management arrangements associated with the ITP.

8.1.2 DfT Good Practice Guidelines outlines six key messages regarding implementation and management, as follows:

- *“Travel plans are living documents that need to be updated in the light of experience and sustained throughout the life of a development.*
- *At all times a named individual needs to be responsible for leading the delivery of the travel plan.*
- *The developer/occupier should take the lead in respect of delivering the site-specific elements of the travel plan.*
- *Local authorities need to establish robust databases of all travel plans in their areas.*
- *Post-implementation management arrangements must be identified and included in the travel plan.*
- *Transport Management Associations may be an appropriate mechanism for assisting with the implementation and on-going management of travel plans within a wider area.”*

Source: Good Practice Guidelines: *Delivering Travel Plans through the Planning Process*. DfT, 2009.

8.1.3 It is clear from the above that a TP document should be considered as merely the starting point of the process. The implementation of a TP is an on-going requirement and will require support and leadership in achieving its objectives.

8.2 Responsibility and Management

8.2.1 Overall responsibility for the TP will lie with the RSPB and Council or any future owner of the buildings if transacted prior to completion. Following full operation, the ITP will need to be updated to a full Travel Plan. This will involve the distribution of travel surveys.

8.2.2 The survey information will enable analysis to be undertaken to establish final targets. It will also provide information on the reasons for modal splits and identify measures that may encourage a modal shift.

8.2.3 At this point, the day-to-day responsibility will shift from the occupier to the appropriately appointed TPC.

8.2.4 Notwithstanding, adequate consultation and support from the scheme developer / management is required to ensure the smooth implementation of the TP. A number of measures to be undertaken comprise:

- Active management of the car parking supply;
- A commitment to actively pursue any future partnerships with bus operators;
- Provision of security for walkways to and from the site and between the main residential areas and the development, including CCTV monitoring where appropriate;
- Maintenance of cycling and walking facilities, lighting and any CCTV installations in collaboration with the Highways and Planning Authorities;
- Support for a TPC in ways including, but not limited to, funding to enable them to fulfil their duties and deliver the TP as intended; and
- A commitment to actively promoting car-sharing and sustainable transport options at the site.

8.3 Travel Plan Coordinator (TPC)

8.3.1 The TPC will take responsibility for ensuring that the various elements of the plan are monitored and operate effectively to offer a genuine choice of travel modes. Typical duties include:

- Leading on the delivery of the TP;
- Representing the human face of the TP and explaining its purpose and opportunities on offer;
- Implementing and promoting sustainable travel initiatives to ensure a coordinated approach across the site as a whole;
- Promoting individual measures/initiatives in the TP and instigate a marketing campaign upon first occupancy of the site;
- Liaising with public transport operators and represent the operator at relevant forums;
- Monitoring the TP and identifying trends in relation to the targets and reporting the findings to relevant parties (i.e. the Council); and
- Taking a key role in reviewing the TP according to the achievement of the modal shift targets specified therein.

8.3.2 A TPC will be nominated in due course, at least one month before operation. The TPC will remain in-post for the duration of the monitoring period.

8.4 Monitoring and Evaluation

8.4.1 The monitoring of travel behaviour is vital to measure progress towards the targets and would be the responsibility of the appointed TPC. Apart from receiving regular updates from staff and visitors and liaising with the Council on transport-related matters, the main monitoring process will involve travel surveys as described in **Section 7** above.

8.4.2 The results of each survey would be used to review progress against target modal splits, where the TPC will be required to calculate the percentage share of all travel modes to and from the site. Where targets are not met, remedial actions will be proposed, agreed, and then monitored for effect.

- 8.4.3 Monitoring reports will be provided to officers at the Council annually following the receipt of the first surveys, within 3 months of each travel survey phase. The reports would include a comparison of achievements against targets and remedial proposals for improvement where required. It would also include a summary of changes to any personnel, any new or changed partnerships and outline plans and proposals for the coming year. In addition, survey results would be circulated to all staff upon the completion of surveys.
- 8.4.4 It is recommended that a follow up meeting be held with the Council to review the results of the monitoring survey and discuss any remedial measures required. The meeting should be arranged and chaired by the TPC.
- 8.4.5 Monitoring will be carried out for a period of at least five years from the date of the baseline travel surveys (or until a date to be agreed with the Council) to ensure that the TP reflects current opportunities and local circumstances. The five-year monitoring schedule will include six surveys: the initial monitoring survey and five follow-up surveys.

9.0 Action Plan

9.1 Introduction

9.1.1 **Table 10.1** below summarises the key actions from the document by providing an Action Plan for the Travel Plan process:

Action	Target Date	Responsibility
Appoint TPC	One month before first occupation	RSPB / the Council or any future owner of the site if transacted prior to completion
Produce Welcome Pack	Upon occupation of the development	TPC
Implement TP Initiatives	During occupation of the development	TPC
Undertake Initial Travel Surveys	Within three months of first occupation	TPC
Decide Targets	Within one month of undertaking the initial surveys	TPC in conjunction with the Council
Update ITP to a full Travel Plan	Within two months of agreeing modal splits with the Council	TPC
Distribute Travel Survey Results to the Council	Within three months of each travel survey phase	TPC
Carry Out Annual Travel Surveys and Other Monitoring Exercises	Annually for at least five years from the date of the baseline travel surveys (or until a date to be agreed with the Council)	TPC

Table 9.1 – Action Plan

9.1.2 As a TP is a living document which should be adapted and updated as and when required, the TPC should aim to progress these actions within the allocated timeframe, with support as required from the scheme developer / management.

9.1.3 Progress against measures can be directly recorded into a working version of an Action Plan, which could be updated on an annual basis as part of the monitoring and review process.

Plans



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Project: THE IRON LANE - MILLOM

Drg Title: SITE LOCATION
REGIONAL VIEW

Status: PRELIMINARY

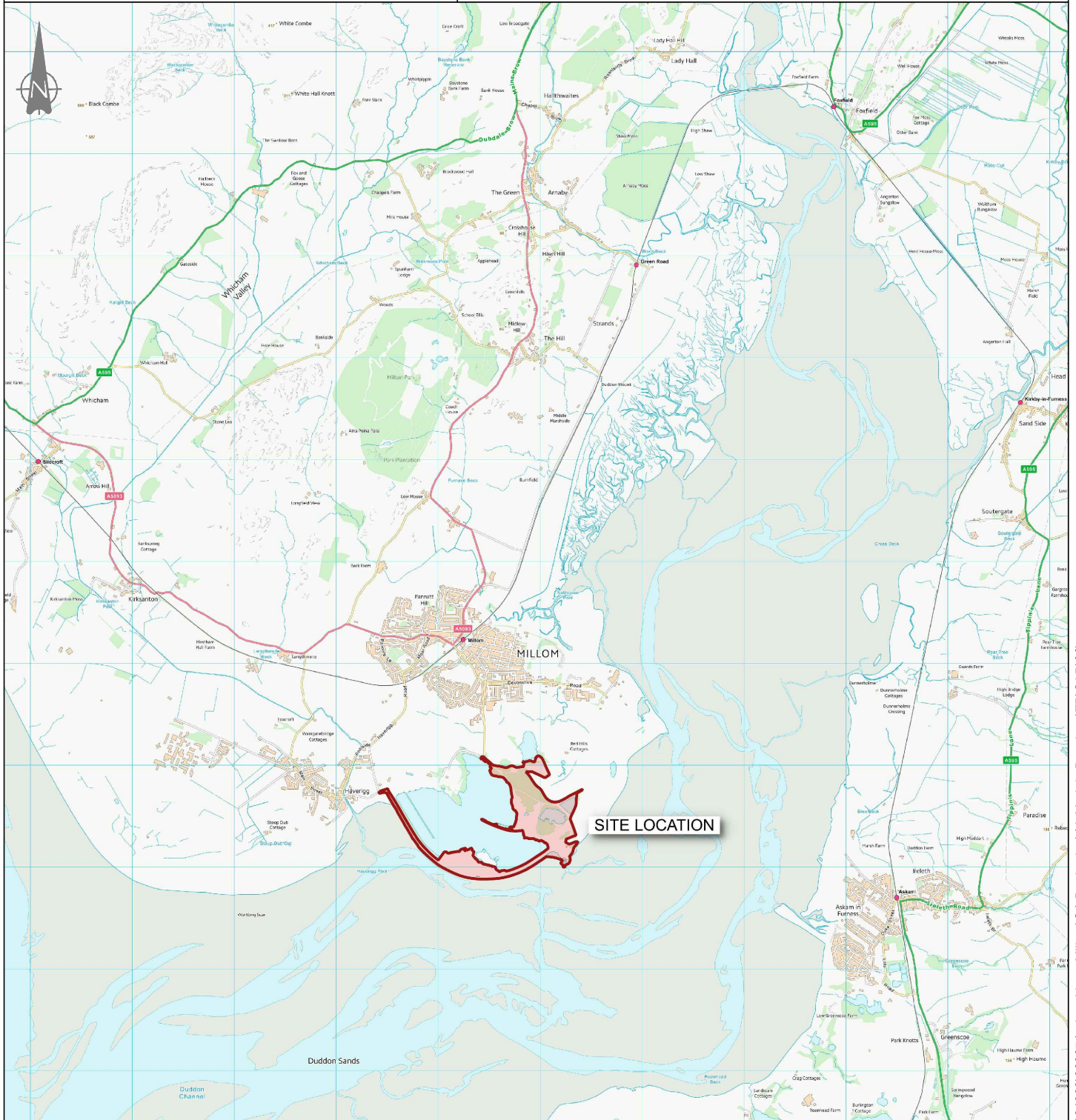
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Designed By: JM Date: 22/05/23

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

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KEY:  Site



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Project: THE IRON LANE - MILLOM

Drg Title: SITE LOCATION
LOCAL VIEW

Status: PRELIMINARY

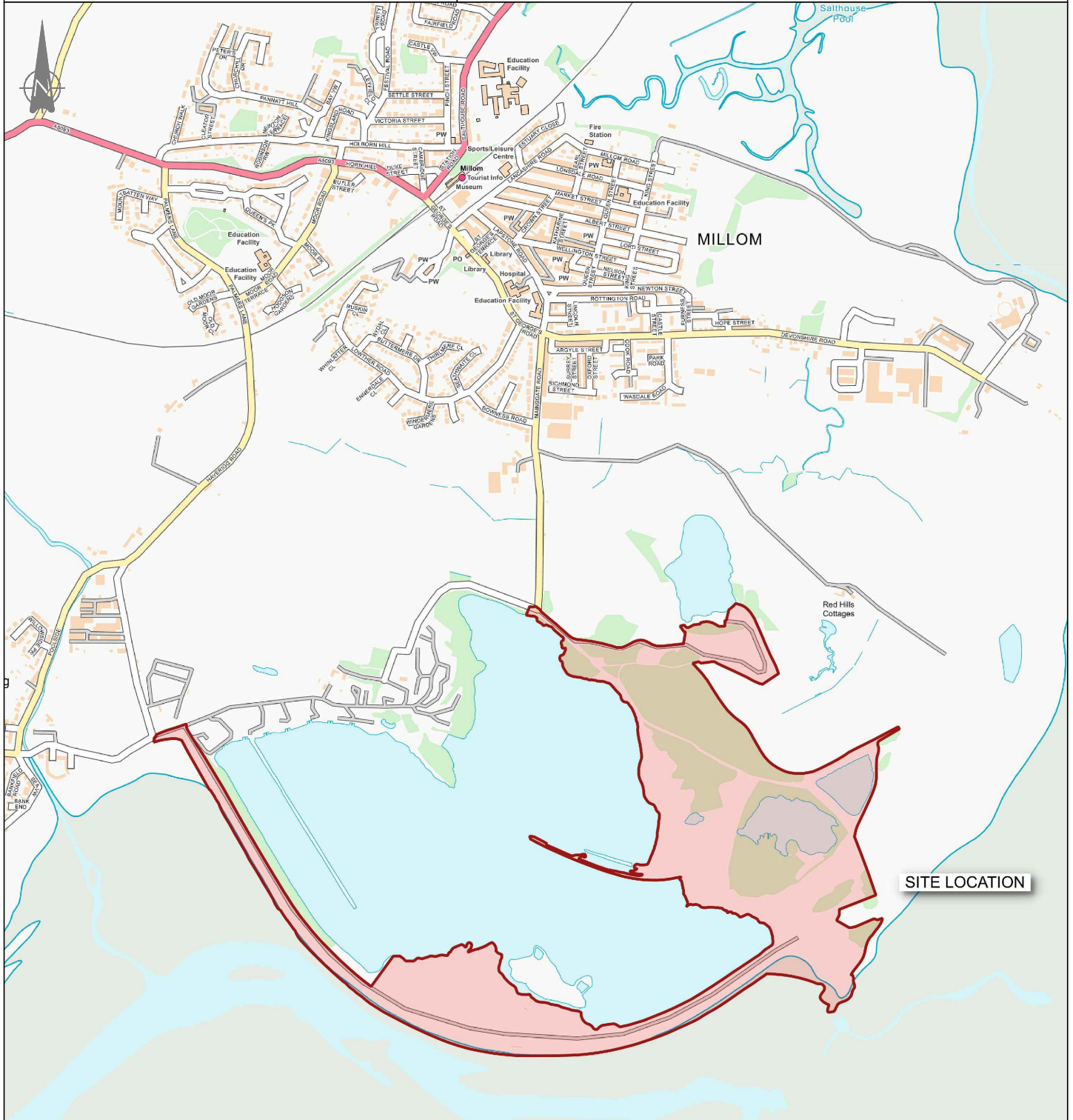
Drawn By: JM Checked By: AF

Designed By: JM Date: 22/05/23

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

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KEY: Site



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Project:

THE IRON LANE - MILLOM

Status:

PRELIMINARY

Drg Title:

ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

Drawn By: JM

Checked By: AF

Designed By: JM

Date: 22/05/23

Scale: NTS

Project No:

Originator:

Volume:

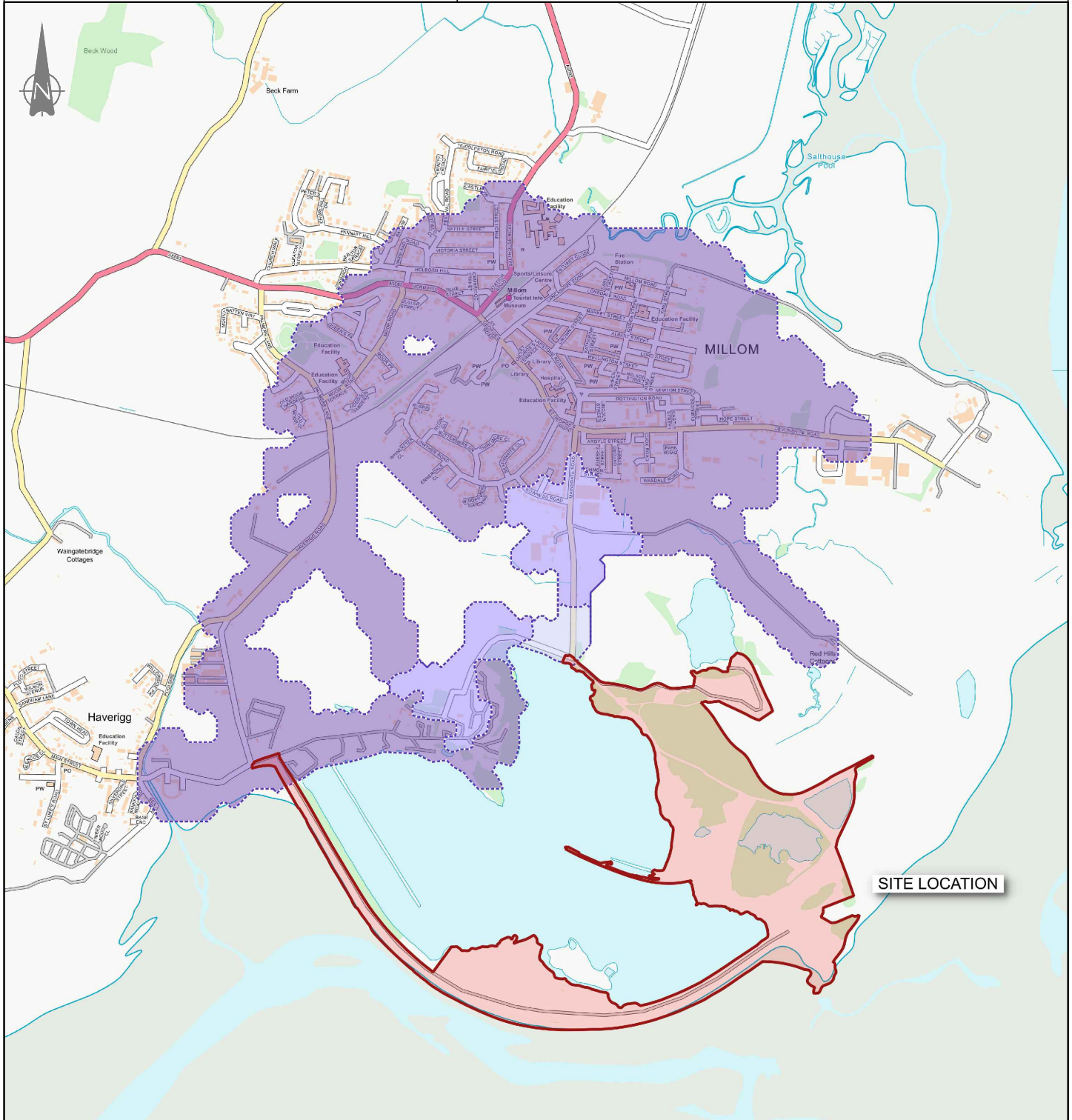
Level:

Type:

Role:

Category / Number: Rev:

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KEY:



Site

Walking Catchment:



500m



1000m



2000m

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Project:

THE IRON LANE - MILLOM

Status:

PRELIMINARY

Drg Title:

ACCESSIBILITY
INDICATIVE CYCLE CATCHMENT

Drawn By: JM

Checked By: AF

Designed By: JM

Date: 22/05/23

Scale: NTS

Project No:

Originator:

Volume:

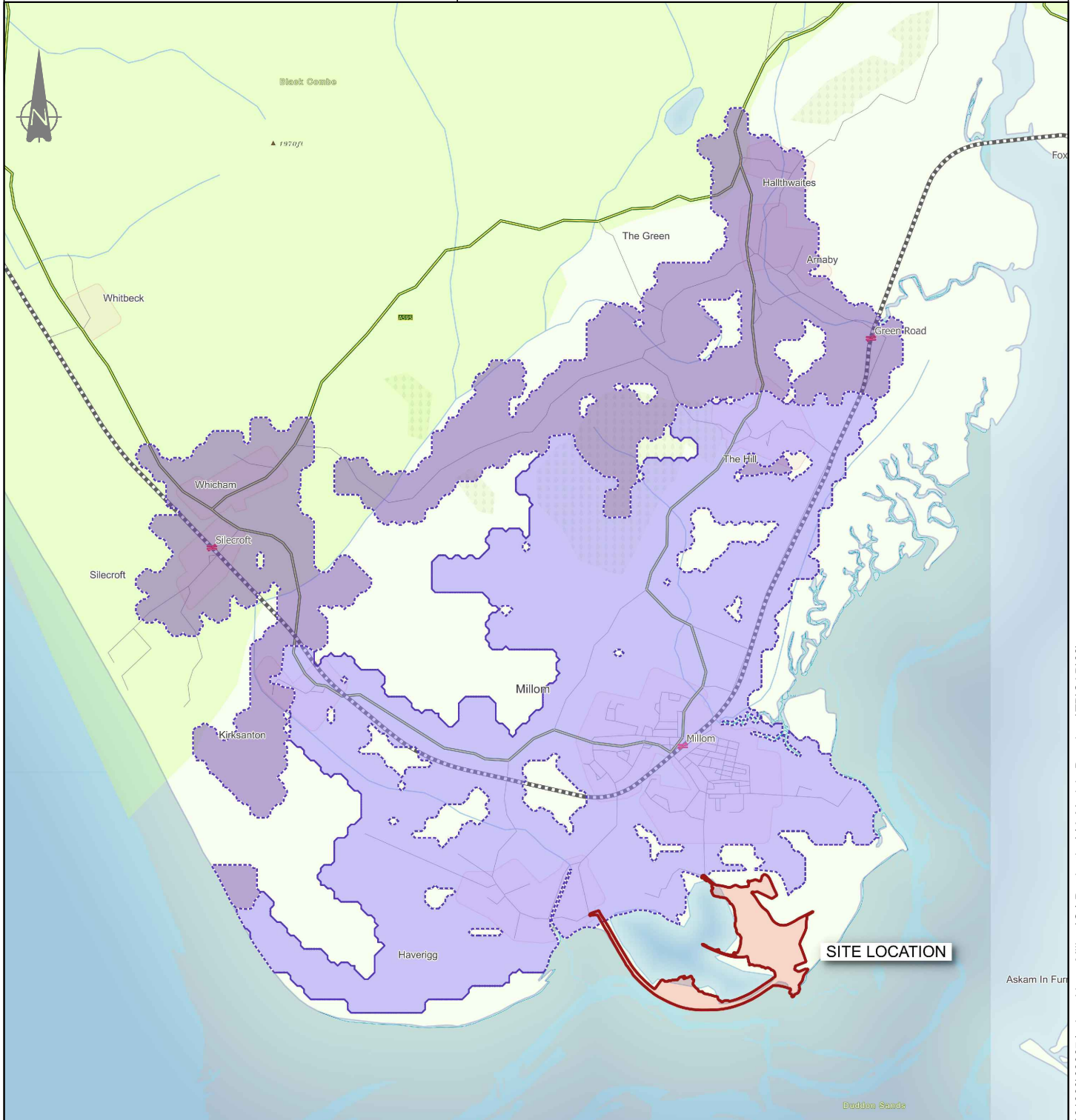
Level:

Type:

Role:

Category / Number: Rev:

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KEY:



Site

Cycle Catchment:



5500m



8000m

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Project:

THE IRON LANE - MILLOM

Status:

PRELIMINARY

Drg Title:

ACCESSIBILITY
INDICATIVE PUBLIC
TRANSPORT CATCHMENT

Drawn By: JM

Checked By: AF

Designed By: JM

Date: 22/05/23

Scale: NTS

Project No:

Originator:

Volume:

Level:

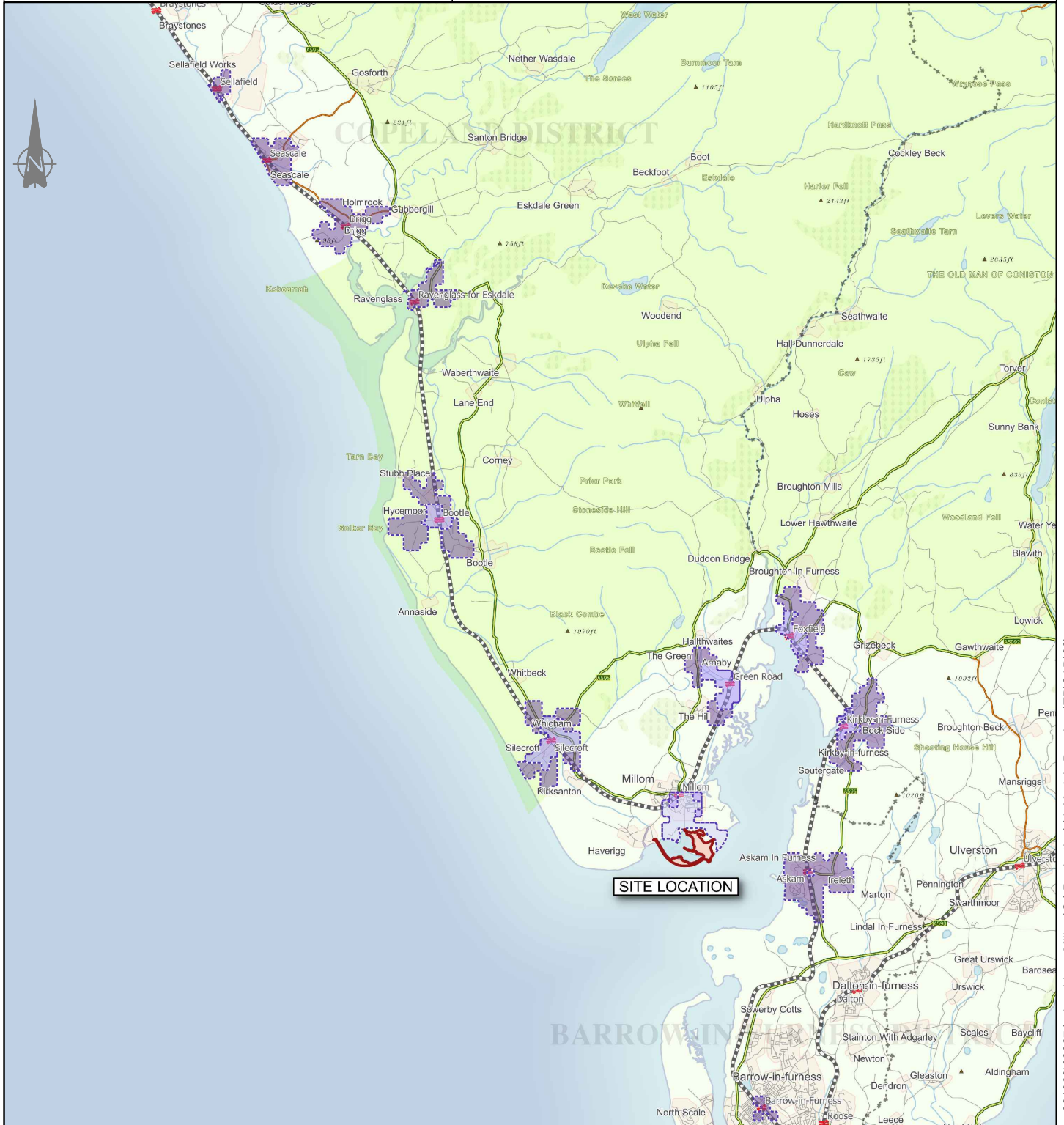
Type:

Role:

Category / Number:

Rev:

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KEY:



Site

Public Transport Catchment:

20 minutes

40 minutes

60 minutes

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Appendix A – Proposed Layout, including Site Masterplan,
Mainsgate Road Entrance, Sea Wall Typical Arrangement, and
Visitor Centre (1:500)

FURNITURE / BOUNDARIES

- F1.0 - PICNIC TABLE**
Location: Site wide
Material: Corten Steel / Timber / Concrete
- F2.0 - BENCH**
Location: Site wide
Material: Corten Steel / Timber / Concrete
- F2.1 - BENCH (EXISTING)**
Location: Site wide
Material: Timber
- F3.0 - WAYFINDING - SITE NAVIGATION**
Location: Site wide
Material: Corten Steel w/ laser cuttings
- F4.0 - WAYFINDING - ARRIVAL**
Location: Site wide
Material: Corten Steel w/ laser cuttings
- F5.0 - INFO BOARD: ECOLOGY**
Location: Site wide
Material: Corten Steel w/ laser cuttings
- F5.1 - INFO BOARD: MAP LOCATION**
Location: Site wide
Material: Corten Steel w/ laser cuttings
- F5.2 - INFO BOARD: HERITAGE**
Location: Site wide
Material: Corten Steel w/ laser cuttings
- F6.0 - VIEWING SCREEN**
Location: To Hidden Lagoon
Material: Timber
- F7.0 - DOUBLE LEAF GATE**
Location: Road to Welcome Building / HWRC
Material: Subject to future detail
- F7.1 - SINGLE LEAF GATE**
Location: To RSPB BOAT boundary
Material: Subject to future detail
- F8.0 - FEATURE FENCE**
Location: Site wide
Material: Timber
- F8.1 - EXISTING FENCE**
Location: Site wide
Material: Timber

- F9.0 - FEATURE ARTWORK**
Location: Site wide
Refer to Design & Access Statement Chapter 7
- F10.0 - CAR PARK PAY MACHINE**
Location: To Visitor Centre car park
Material: -
- F11.0 - FEATURE CONC BENCH w/ TIMBER TOP**
Location: Site wide
Material: Concrete / Timber
- F12.0 - CYCLE PARKING**
Location: Site wide
Material: Steel
- F13.0 - TIMBER LOGS**
Location: To car parking spaces
Material: Timber
- F14.0 - EV CHARGING LOCATIONS**
Location: To welcome building car park
Material: -
- F15.0 - THRESHOLD DETAIL**
Location: To key thresholds
Material: Corten
- F16.0 - BIRD HIDE**
Location: To Hidden Lagoon / Lagoon
Material: Timber
- F17.0 - PV CANOPY**
Location: To welcome building car park
Material: Subject to future detail
- F18.0 - WASTE BIN**
Location: Site wide
Material: Subject to future detail
- F19.0 - HAND RAIL**
Location: To entrance steps
Material: Subject to future detail
- F20.0 - BOLLARD**
Location: To Byway Entrances
Material: Timber

- NOTES:
- DO NOT SCALE FROM THIS DRAWING. ALWAYS WORK TO NOTED DIMENSIONS.
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THIS DRAWING WAS PLOTTED ON:

07/04/2025

REVISION HISTORY

DATE	REV	ZONE	DESCRIPTION	CHK
26/03/25	P01		Stage 03 draft issue - for coordination	MDM
07/04/25	P02		Issued for planning	MDM

KEY

GENERAL INFORMATION

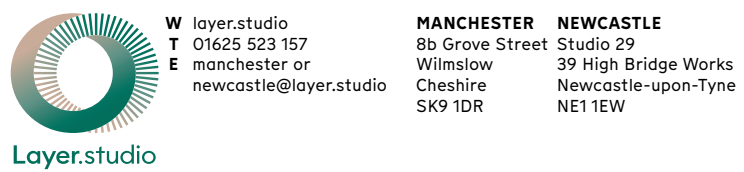
APPLICATION BOUNDARY

HARDWORKS

- S1.0 - SELF BINDING GRAVEL WITHOUT EDGINGS EXCEPT ON STEEP GRADIENTS (P)**
Location: To primary pedestrian routes
Dims: 15m wide
- S2.0 - STONE TO DUST SURFACE (V)**
Assumed: Existing surface planned - pot holes filled - Type 1 dressing with Grano Dust surface finish
Location: To Byway
Dims: As existing
- S3.0 - TIMBER BOARDWALK (P)**
Location: To sand dune raised walkway
Dims: 18m wide w/ low upstand
- S4.0 - VEHICULAR MACADAM (V)**
Location: Visitor Centre car park / Access Road Trench
Dims: 15m wide trench cover w/ passing places
- S5.0 - VEHICULAR ROUTE (MACADAM) (V)**
Assumed: Some resurfacing as per S4.0 specification
Location: To access road from Mainsgate Road to visitor centre - existing surface made good
Dims: 48m wide
- S6.0 - NATURAL STONE PAVING (P)**
Location: To Towsey Hole Windmill
- S7.0 - INSITU CONCRETE w/ SMOOTH FINISH (P)**
Location: To in ground railway details / Visitor Centre / Hoadbarrow Lighthouse
- S7.1 - INSITU CONCRETE w/ EXPOSED AGGREGATE FINISH (P / V)**
Location: To Visitor Centre / Whiterock Junction
- S8.0 - REINFORCED GRAVEL (P)**
Location: To Visitor Centre car park / Annie Lowther Hide
- S9.0 - RAISED STEEL WALKWAY w TIMBER EDGE (P)**
Location: To Visitor Centre
- SE - SURFACE EXISTING**
Location: As noted



ORIGINATOR



Client

Cumberland Council

Project

The Iron Line
Millom, Cumbria

Drawing Title

GA | Site Masterplan

Created By	Checked By	Scale	Sheet Size
MDM	CL	1:3000	A1
Project Number	Originator	Volume	Level
289	LYR	XX-ZZ-DWG-L-1000	
Work Stage	Status	Revision	
Stage 3	Planning	P02	



NOTES:
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THIS DRAWING WAS PLOTTED ON:
07/04/2025

REVISION HISTORY

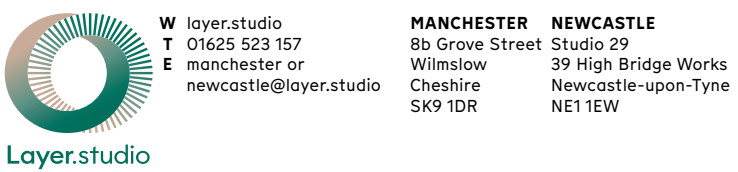
DATE	REV	ZONE	DESCRIPTION	CHK
26/03/25	P01		Stage 03 draft issue - for coordination	MDM
07/04/25	P02		Issued for planning	MDM

KEY

GENERAL INFORMATION

APPLICATION BOUNDARY

ORIGINATOR



Client
Cumberland Council
Project
The Iron Line
Millom, Cumbria
Drawing Title
GA | Drawing Locator Key

Created By MDM	Checked By CL	Scale 1:3000	Sheet Size A1
Project Number 289	Originator LYR	Volume XX-ZZ-DWG-L-1002	Number 1002
Work Stage Stage 3	Status Planning	Revision P02	



NOTES:
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THIS DRAWING WAS PLOTTED ON:
07/04/2025

REVISION HISTORY				
DATE	REV	ZONE	DESCRIPTION	CHK
26/03/25	PO1		Stage 03 draft issue - for coordination	MDM
07/04/25	PO2		Issued for planning	MDM

KEY	
GENERAL INFORMATION	
	APPLICATION BOUNDARY
HARDWORKS	
	S1.0 - SELF BINDING GRAVEL WITHOUT EDGINGS EXCEPT ON STEEP GRADIENTS (P) Location: To primary pedestrian routes Dims: 15m wide
	S2.0 - STONE TO DUST SURFACE (V) Assumed: Existing surface planned - pot holes filled - Type 1 dressing with Grano Dust surface finish Location: To Byway Dims: As existing
	S3.0 - TIMBER BOARDWALK (P) Location: To stand dune raised walkway Dims: 18m wide w/ low upstand
	S4.0 - VEHICULAR MACADAM (V) Location: Visitor Centre car park / Access Road Trench Dims: 15m wide trench cover w/ passing places
	S5.0 - VEHICULAR ROUTE (MACADAM) (V) Assumed: Some resurfacing as per S4.0 specification Location: To access road from Mainsgate Road to visitor centre - existing surface made good Dims: 48m wide
	S6.0 - NATURAL STONE PAVING (P) Location: To Towsey Hole Windmill
	S7.0 - INSITU CONCRETE w/ SMOOTH FINISH (P) Location: To in ground railway details / Visitor Centre / Hoadbarrow Lighthouse
	S7.1 - INSITU CONCRETE w/ EXPOSED AGGREGATE FINISH (P / V) Location: To Visitor Centre / Whiterock Junction
	S8.0 - REINFORCED GRAVEL (P) Location: To Visitor Centre car park / Annie Lowther Hide
	S9.0 - RAISED STEEL WALKWAY w TIMBER EDGE (P) Location: To Visitor Centre
	SE - SURFACE EXISTING Location: As noted



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39 High Bridge Works
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NE1 1EW

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Client			
Cumberland Council			
Project			
The Iron Line			
Millom, Cumbria			
Drawing Title			
GA Mainsgate Road Entrance			
Created By	Checked By	Scale	Sheet Size
MDM	CL	1:250	A1
Project Number	Originator	Volume	Level
289	LYR	XX-ZZ-DWG-L-1200	
Work Stage	Status	Revision	
Stage 3	Planning	PO2	



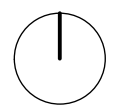
FURNITURE / BOUNDARIES	
	F1.0 - PICNIC TABLE Location: Site wide Material: Corten Steel / Timber / Concrete
	F2.0 - BENCH Location: Site wide Material: Corten Steel / Timber / Concrete
	F2.1 - BENCH (EXISTING) Location: Site wide Material: Timber
	F3.0 - WAYFINDING - SITE NAVIGATION Location: Site wide Material: Corten Steel w/ laser cuttings
	F4.0 - WAYFINDING - ARRIVAL Location: Site wide Material: Corten Steel w/ laser cuttings
	F5.0 - INFO BOARD: ECOLOGY Location: Site wide Material: Corten Steel w/ laser cuttings
	F5.1 - INFO BOARD: MAP LOCATION Location: Site wide Material: Corten Steel w/ laser cuttings
	F5.2 - INFO BOARD: HERITAGE Location: Site wide Material: Corten Steel w/ laser cuttings
	F6.0 - VIEWING SCREEN Location: To Hidden Lagoon Material: Timber
	F7.0 - DOUBLE LEAF GATE Location: Road to Welcome Building / HWRC Material: Subject to future detail
	F7.1 - SINGLE LEAF GATE Location: To RSPB BOAT boundary Material: Subject to future detail
	F8.0 - FEATURE FENCE Location: Site wide Material: Timber
	F8.1 - EXISTING FENCE Location: Site wide Material: Timber
	F9.0 - FEATURE ARTWORK Location: Site wide <i>Refer to Design & Access Statement Chapter 7</i>
	F10.0 - CAR PARK PAY MACHINE Location: To Visitor Centre car park Material: -
	F11.0 - FEATURE CONC BENCH w/ TIMBER TOP Location: Site wide Material: Concrete / Timber
	F12.0 - CYCLE PARKING Location: Site wide Material: Steel
	F13.0 - TIMBER LOGS Location: To car parking spaces Material: Timber
	F14.0 - EV CHARGING LOCATIONS Location: To welcome building car park Material: -
	F15.0 - THRESHOLD DETAIL Location: To key thresholds Material: Corten
	F16.0 - BIRD HIDE Location: To Hidden Lagoon / Lagoon Material: Timber
	F17.0 - PV CANOPY Location: To welcome building car park Material: Subject to future detail
	F18.0 - WASTE BIN Location: Site wide Material: Subject to future detail
	F19.0 - HAND RAIL Location: To entrance steps Material: Subject to future detail
	F20.0 - BOLLARD Location: To Byway Entrances Material: Timber

NOTES:
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07/04/2025

REVISION HISTORY				
DATE	REV	ZONE	DESCRIPTION	CHK
26/03/25	P01		Stage 03 draft issue - for coordination	MDM
07/04/25	P02		Issued for planning	MDM

KEY	
GENERAL INFORMATION	
	APPLICATION BOUNDARY
HARDWORKS	
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	S3.0 - TIMBER BOARDWALK (P) Location: To stand dune raised walkway Dims: 1.8m wide w/ low upstand
	S4.0 - VEHICULAR MACADAM (V) Location: Visitor Centre car park / Access Road Trench Dims: 15m wide trench cover w/ passing places
	S5.0 - VEHICULAR ROUTE (MACADAM) (V) Assumed: Some resurfacing as per S4.0 specification Location: To access road from Mainsgate Road to visitor centre - existing surface made good Dims: 4.8m wide
	S6.0 - NATURAL STONE PAVING (P) Location: To Towsey Hole Windmill
	S7.0 - INSITU CONCRETE w/ SMOOTH FINISH (P) Location: To in ground railway details / Visitor Centre / Hoadbarrow Lighthouse
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	SE - SURFACE EXISTING Location: As noted

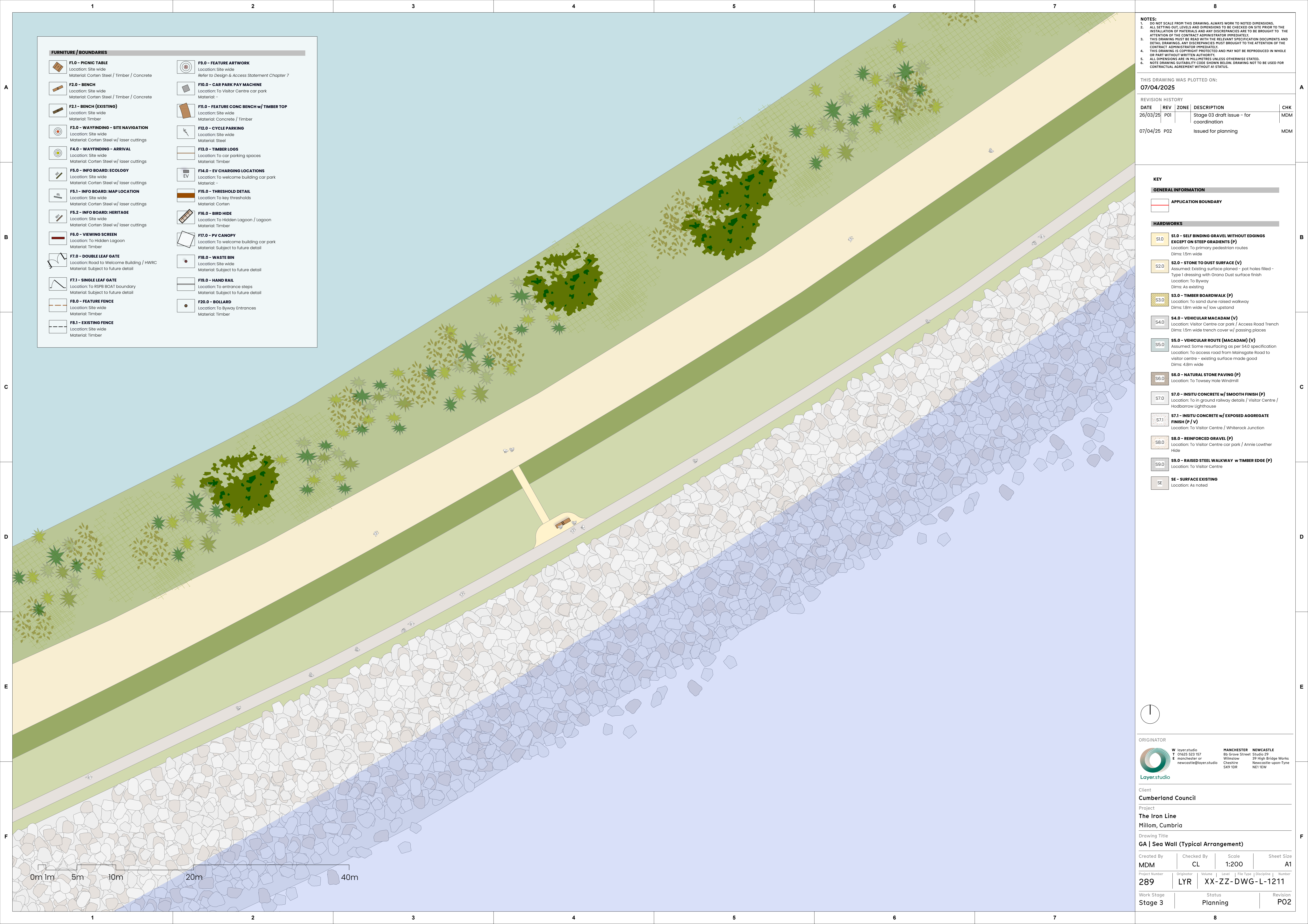


ORIGINATOR

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Willslow Cheshire SK9 1DR
NEWCASTLE 39 High Bridge Works
Newcastle-upon-Tyne NE1 1EW

Client Cumberland Council			
Project The Iron Line Millom, Cumbria			
Drawing Title GA Visitor Centre 1:500			
Created By MDM	Checked By CL	Scale 1:500	Sheet Size A1
Project Number 289	Originator LYR	Volume XX-ZZ-DWG-L-1202	Number P02
Work Stage Stage 3	Status Planning	Revision P02	



FURNITURE / BOUNDARIES

- F1.0 - PICNIC TABLE**
Location: Site wide
Material: Corten Steel / Timber / Concrete
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Location: Site wide
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Material: Subject to future detail
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07/04/2025

REVISION HISTORY

DATE	REV	ZONE	DESCRIPTION	CHK
26/03/25	P01		Stage 03 draft issue - for coordination	MDM
07/04/25	P02		Issued for planning	MDM

KEY

GENERAL INFORMATION

- APPLICATION BOUNDARY**

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Location: To Visitor Centre car park / Annie Lowther Hide
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Location: To Visitor Centre
- SE - SURFACE EXISTING**
Location: As noted



ORIGINATOR



Client

Cumberland Council

Project

The Iron Line
Millom, Cumbria

Drawing Title

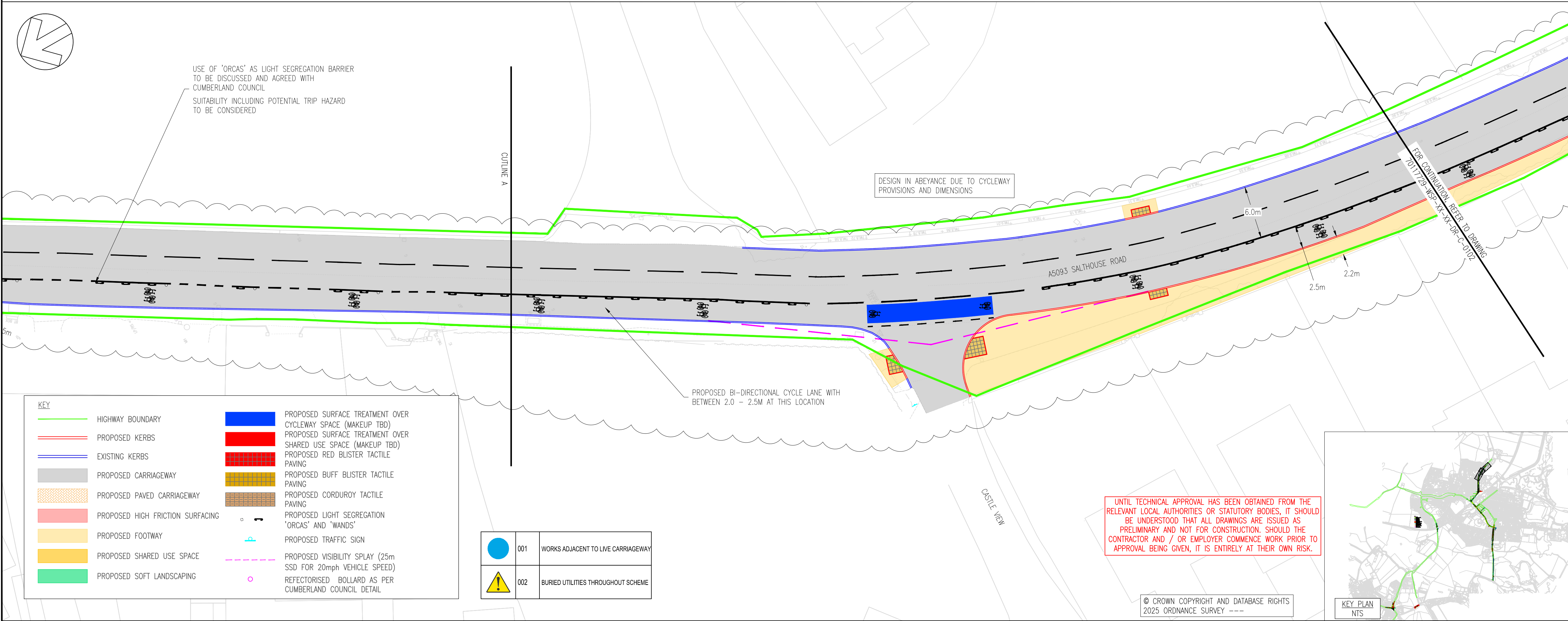
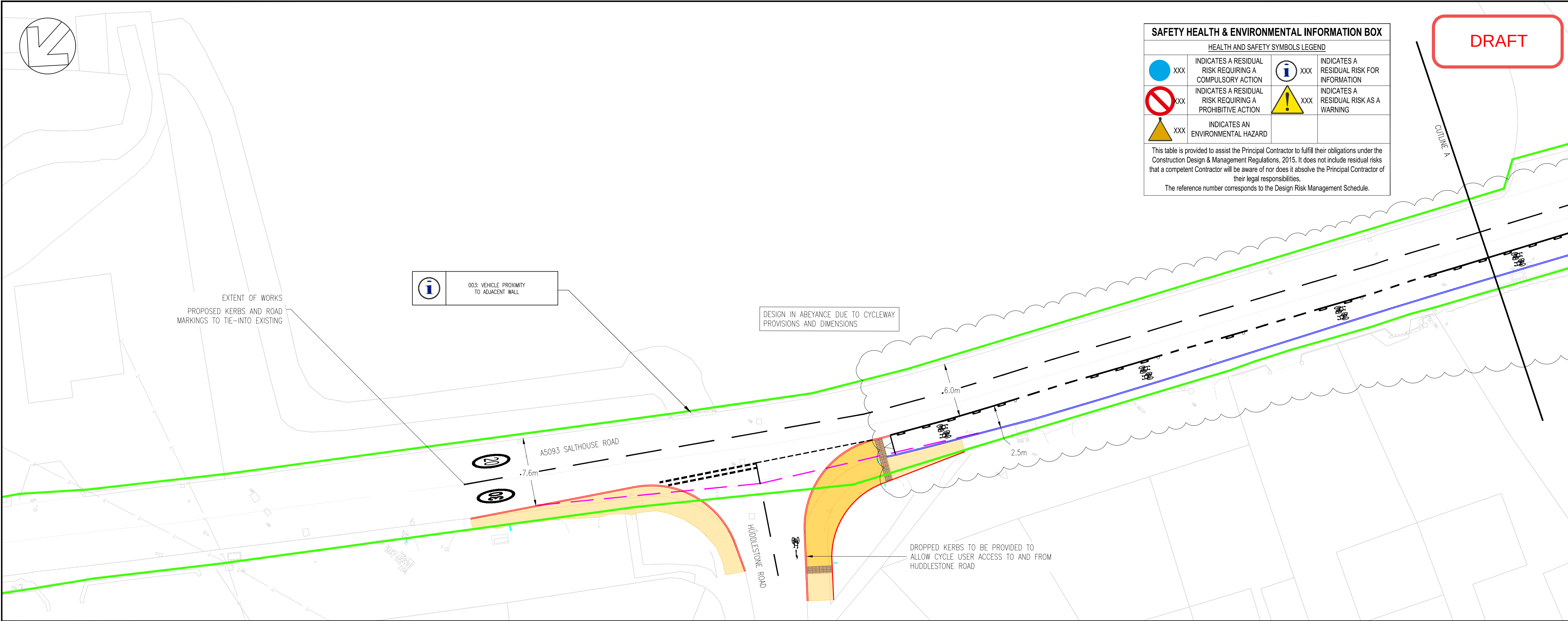
GA | Sea Wall (Typical Arrangement)

Created By	Checked By	Scale	Sheet Size
MDM	CL	1:200	A1

Project Number	Originator	Volume	Level	File Type	Discipline	Number
289	LYR	XX-ZZ-DWG-L-1211				

Work Stage	Status	Revision
Stage 3	Planning	P02

Appendix B – Connected Millom and Haverigg



SAFETY HEALTH & ENVIRONMENTAL INFORMATION BOX			
HEALTH AND SAFETY SYMBOLS LEGEND			
	INDICATES A RESIDUAL RISK REQUIRING A COMPULSORY ACTION		INDICATES A RESIDUAL RISK FOR INFORMATION
	INDICATES A RESIDUAL RISK REQUIRING A PROHIBITIVE ACTION		INDICATES A RESIDUAL RISK AS A WARNING
	INDICATES AN ENVIRONMENTAL HAZARD		
This table is provided to assist the Principal Contractor to fulfill their obligations under the Construction Design & Management Regulations, 2015. It does not include residual risks that a competent Contractor will be aware of nor does it absolve the Principal Contractor of their legal responsibilities.			
The reference number corresponds to the Design Risk Management Schedule.			

DRAFT

- DO NOT SCALE
- NOTES
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 - ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
 - ANY DISCREPANCIES TO BE REPORTED TO THE PROJECT MANAGER IMMEDIATELY SO THAT CLARIFICATION CAN BE SOUGHT PRIOR TO COMMENCEMENT OF WORKS.
 - SIGNAL POLE LOCATIONS AND SPECIFICATION TO BE FINALISED AS PART OF THE DETAILED DESIGN.
 - THE CONTRACTOR IS TO KEEP A RECORD OF ANY VARIATIONS MADE ON SITE SO THAT "AS BUILT" DRAWINGS CAN BE PREPARED ON COMPLETION OF THE PROJECT. ALL VARIATIONS ARE TO BE AGREED WITH THE PROJECT MANAGER AND THE RELEVANT APPROVALS IN PLACE.
 - ANY WORKS CARRIED OUT PRIOR TO THE RELEVANT APPROVALS BEING IN PLACE IS DONE SO AT RISK.
 - ALL EXISTING WHITE LINING ACROSS THE EXTENTS OF THE WORKS AREA TO BE REMOVED AND REINSTATED INLINE AS PER THE DESIGN.
 - INFORMATION REGARDING THE LOCATION AND DEPTH OF EXISTING UTILITIES CANNOT BE GUARANTEED BY THE STATUTORY UNDERTAKERS AND SHOULD BE INVESTIGATED. THE CONTRACTOR SHALL ESTABLISH THE PRECISE LINE AND DEPTH OF ALL EXISTING UTILITIES PRIOR TO COMMENCING ANY EXCAVATION WORK, AND IF REQUIRED, AGREE THE PROTECTION MEASURES AND/OR DIVERSION REQUIREMENTS FROM THE STATUTORY AUTHORITY.
 - CONTRACTOR TO ENSURE THAT NO SURFACE WATER DRAINAGE FACILITY IS COMPROMISED DURING THE CONSTRUCTION PERIOD AND THAT SURFACE WATER FEATURES ARE KEPT CLEAN OF ANY DEBRIS OR SILTATION.
 - ALL ROADS AND DRAINAGE TO BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATION OF HIGHWAY WORKS.
 - THE DESIGN IS BASED ON TOPOGRAPHICAL SURVEYORS AND OS MAPPING WHERE TOPOGRAPHICAL SURVEY DATA IS NOT AVAILABLE. LOCATIONS WHERE DESIGN IS BASED ON OS MAPPING SUBJECT TO AMENDMENT ONCE TOPOGRAPHICAL SURVEY DATA BECOMES AVAILABLE. TOPOGRAPHICAL SURVEY BY MALCOLM HUGHES LAND REFERENCE 61263/1-31, DATED JANUARY 2024.
 - ALL TRAFFIC SIGNS AND ROAD MARKING REFERENCES CONFORM TO TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS (TSRGD) 2016 AND THE TRAFFIC SIGNS MANUAL (TSM).
 - ALL IRONWORK WITHIN WORKS BOUNDARY TO BE REVIEWED AND IF REQUIRED REST TO MATCH FINISH PAVEMENT LEVELS.
 - THIS DRAWING IS BASED IN WHOLE OR IN PART ON INFORMATION AND/OR DATA APPROVED BY A THIRD PARTY INCLUDING CUMBERLAND COUNCIL AND AS SUCH IS CONTINGENT UPON THE ACCURACY AND COMPLETENESS OF THAT INFORMATION AND/OR DATA. WSP UK LIMITED SHALL NOT BE LIABLE IN RELATION TO ANY INACCURACY PRESENTED WITHIN THE DRAWING AND/OR IN RELATION TO ANY DISCREPANCY OR AMBIGUITY WITH ANY OTHER PROJECT DOCUMENTS SHOULD ANY DATA AND OR INFORMATION UPON WHICH RELIANCE HAS BEEN BASED BE INCORRECT OR OUT OF DATE OR HAVE BEEN CONCEALED, WITHHELD, OR BE INCOMPLETE, MISPPRESENTED OR OTHERWISE NOT FULLY DISCLOSED TO WSP UK LIMITED.

P03	31/03/2025	DH	ISSUE TO CUMBERLAND COUNCIL	ST	AB
P02	10/06/2024	JH	UPDATED FOLLOWING CLIENT REVIEW	PWW	NM
P01	09/04/2024	JH	FIRST ISSUE	PWW	NM
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S0 - WORK IN PROGRESS

Amber Court, William Armstrong Drive, Newcastle upon Tyne, NE4 7YQ, UK
T+ 44 (0) 191 226 2000, F+ 44 (0) 191 226 2104
wsp.com

CLIENT: CUMBERLAND COUNCIL

ARCHITECT: OPTIMISED ENVIRONMENTS LTD

SITE PROJECT: CONNECTING MILLOM AND HAVERIGG

TITLE: GENERAL ARRANGEMENT
SECTION 1 - A5093 HUDDLESTONE ROAD TO ST GEORGE'S ROAD
(SHEET 1 OF 2)

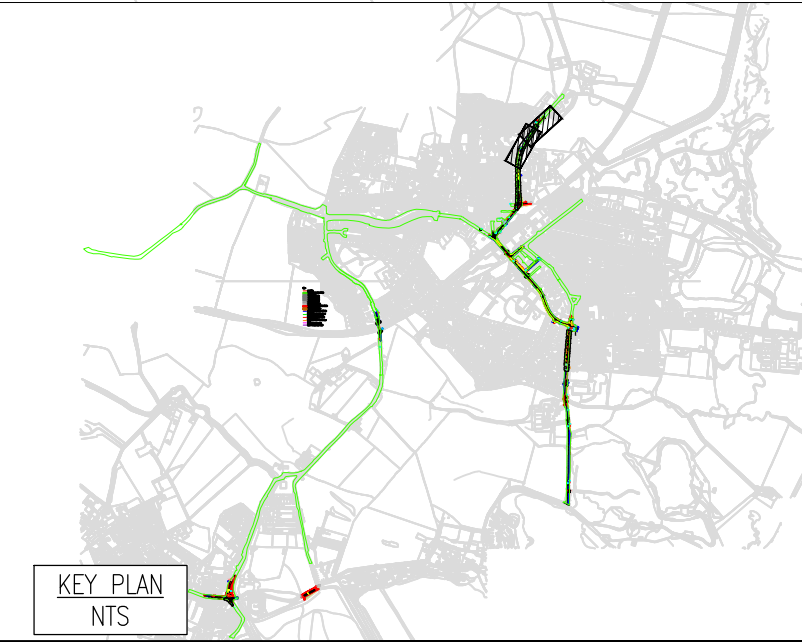
SCALE @ A1: 1:250	CHECKED: ST	APPROVED: AB
PROJECT NO: 70117729	DESIGNED: DH	DRAWN: DH
	DATE: MARCH 2025	

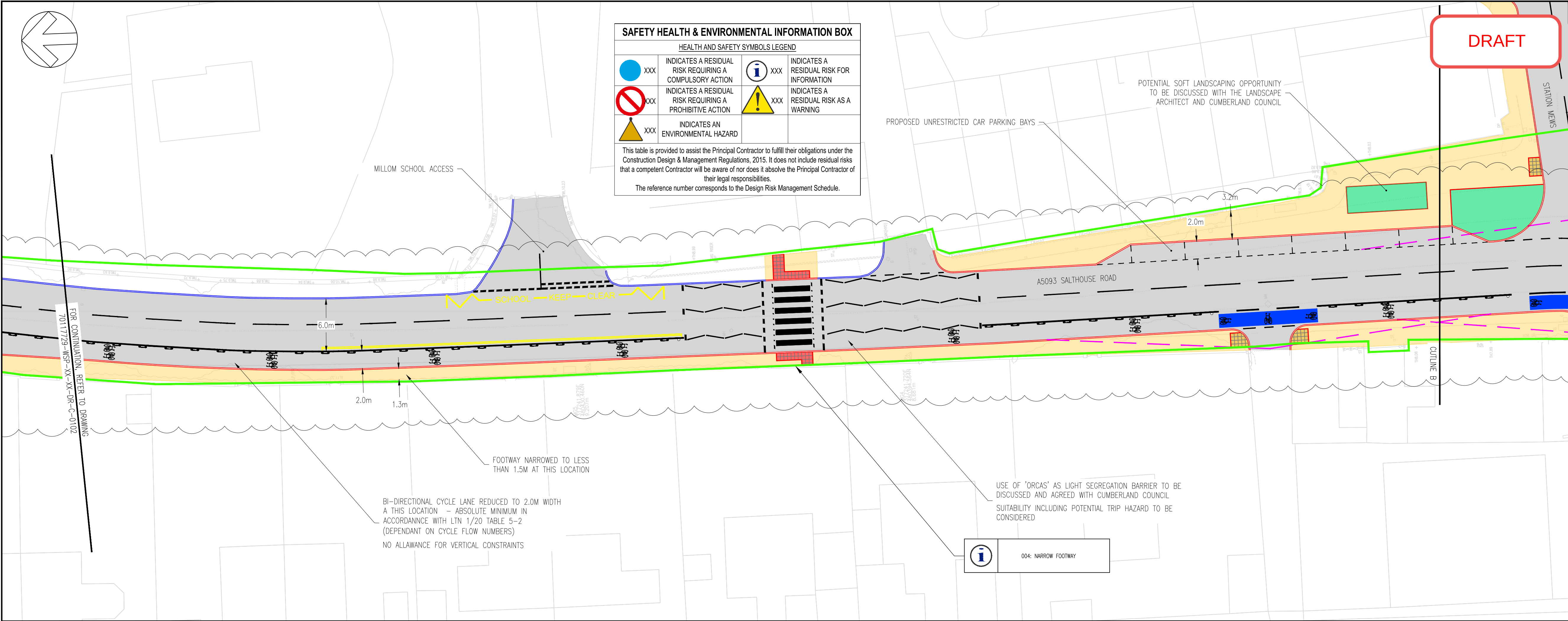
DRAWING NO: 70117729-WSP-XX-XX-DR-C-0101	REV: P03
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2025 ORDNANCE SURVEY ---





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P04	31/03/2025	DH	ISSUE TO CUMBERLAND COUNCIL	ST	AB
P03	19/07/2024	JH	UPDATED FOLLOWING RSA STAGE 1 COMMENTS	PWW	PWW
P02	10/06/2024	JH	UPDATED FOLLOWING CLIENT REVIEW	PWW	NM
P01	09/04/2024	JH	DRAFT ISSUE	PWW	NM
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S0 - WORK IN PROGRESS

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ARCHITECT: OPTIMISED ENVIRONMENTS LTD

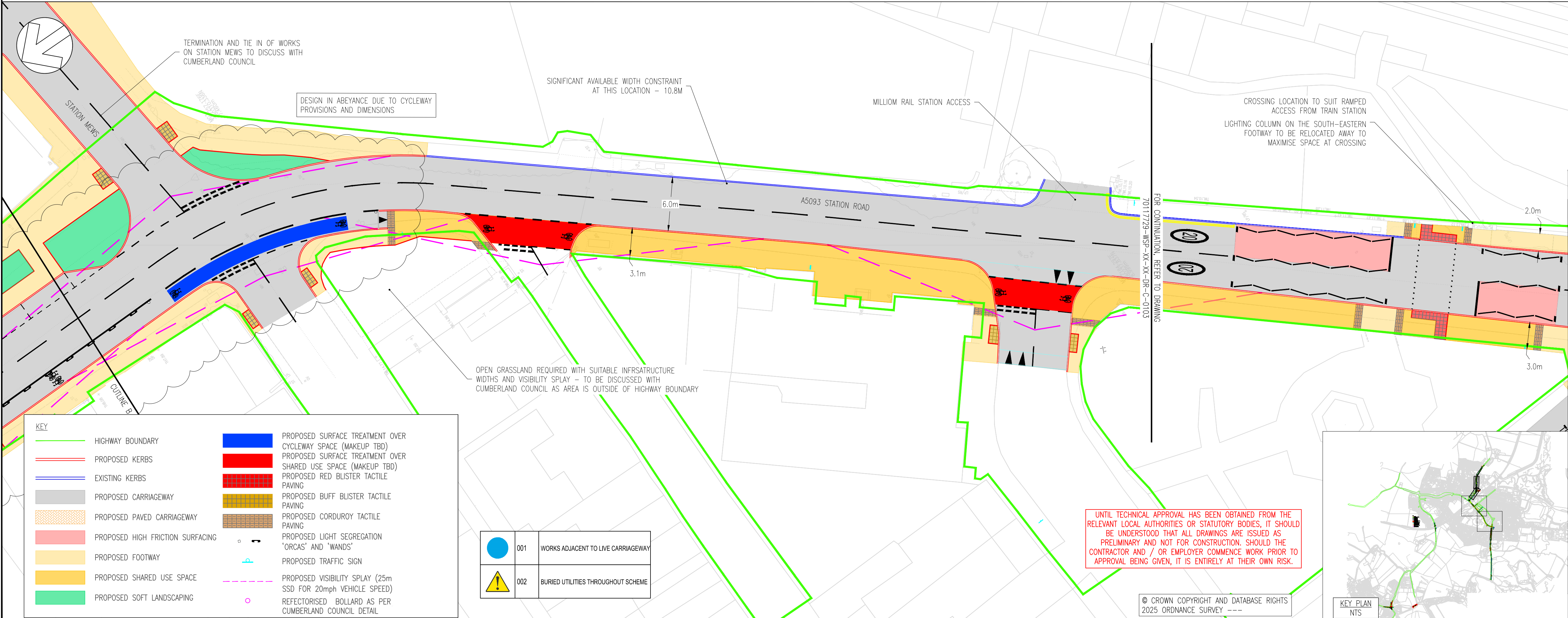
SITE/PROJECT: CONNECTING MILLOM AND HAVERIGG

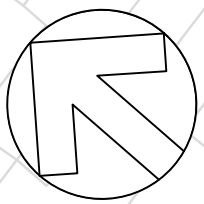
TITLE: GENERAL ARRANGEMENT
SECTION 1 - A5093 HUDDLESTONE ROAD TO ST GEORGE'S ROAD
(SHEET 2 OF 2)

SCALE @ A1: 1:250	CHECKED: ST	APPROVED: AB
PROJECT NO: 70117729	DESIGNED: DH	DRAWN: DH
		DATE: MARCH 2025

DRAWING NO: 70117729-WSP-XX-XX-DR-C-0102	REV: P04
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SAFETY HEALTH & ENVIRONMENTAL INFORMATION BOX					
HEALTH AND SAFETY SYMBOLS LEGEND					
	XXX	INDICATES A RESIDUAL RISK REQUIRING A COMPULSORY ACTION		XXX	INDICATES A RESIDUAL RISK FOR INFORMATION
	XXX	INDICATES A RESIDUAL RISK REQUIRING A PROHIBITIVE ACTION		XXX	INDICATES A RESIDUAL RISK AS A WARNING
	XXX	INDICATES AN ENVIRONMENTAL HAZARD			
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P05	31/03/2025	DH	ISSUE TO CUMBERLAND COUNCIL	ST	AB
P04	25/07/2024	JH	FURTHER UPDATES FOLLOWING RSA STAGE 1 COMMENTS	PWW	PWW
P03	19/07/2024	JH	UPDATED FOLLOWING RSA STAGE 1 COMMENTS	PWW	PWW
P02	10/06/2024	JH	UPDATED FOLLOWING CLIENT REVIEW	PWW	NM
P01	09/04/2024	JH	DRAFT ISSUE	PWW	NM
REV	DATE	BY	DESCRIPTION	CHK	APP

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CLIENT: CUMBERLAND COUNCIL

ARCHITECT: OPTIMISED ENVIRONMENTS LTD

SITE/PROJECT: CONNECTING MILLOM AND HAVERIGG

TITLE: GENERAL ARRANGEMENT
SECTION 2 - ST GEORGE'S ROAD TO MAINSGATE ROAD
(SHEET 1 OF 4)

SCALE @ A1:	1:250	CHECKED:	ST	APPROVED:	AB
PROJECT NO:	70117729	DESIGNED:	DH	DRAWN:	DH
				DATE:	MARCH 2025

DRAWING NO:	70117729-WSP-XX-XX-DR-C-0103	REV:	P05
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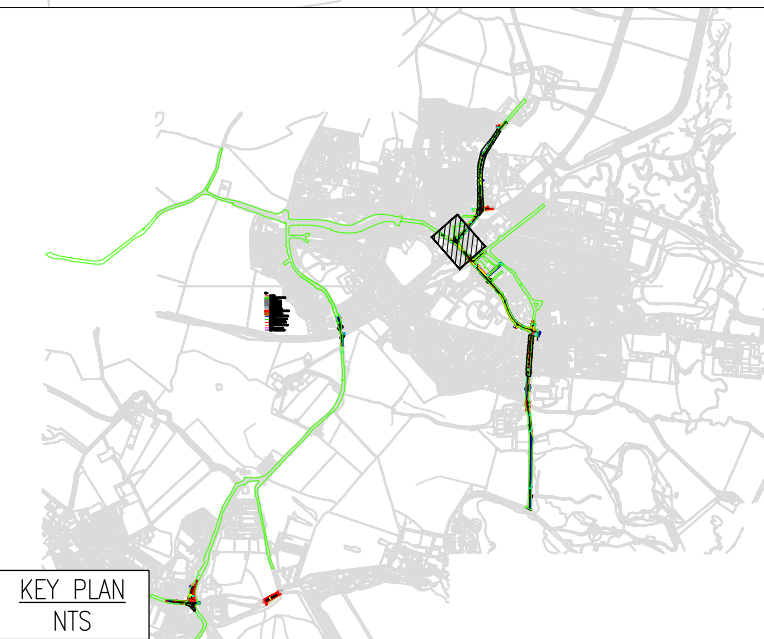
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KEY			
	HIGHWAY BOUNDARY		PROPOSED SURFACE TREATMENT OVER CYCLEWAY SPACE (MAKEUP TBD)
	PROPOSED KERBS		PROPOSED SURFACE TREATMENT OVER SHARED USE SPACE (MAKEUP TBD)
	EXISTING KERBS		PROPOSED RED BLISTER TACTILE PAVING
	PROPOSED CARRIAGEWAY		PROPOSED BUFF BLISTER TACTILE PAVING
	PROPOSED PAVED CARRIAGEWAY		PROPOSED CORDUROY TACTILE PAVING
	PROPOSED HIGH FRICTION SURFACING		PROPOSED LIGHT SEGREGATION 'ORCAS' AND 'WANDS'
	PROPOSED FOOTWAY		PROPOSED TRAFFIC SIGN
	PROPOSED SHARED USE SPACE		PROPOSED VISIBILITY SPLAY (25m SSD FOR 20mph VEHICLE SPEED)
	PROPOSED SOFT LANDSCAPING		REFECTORISED BOLLARD AS PER CUMBERLAND COUNCIL DETAIL

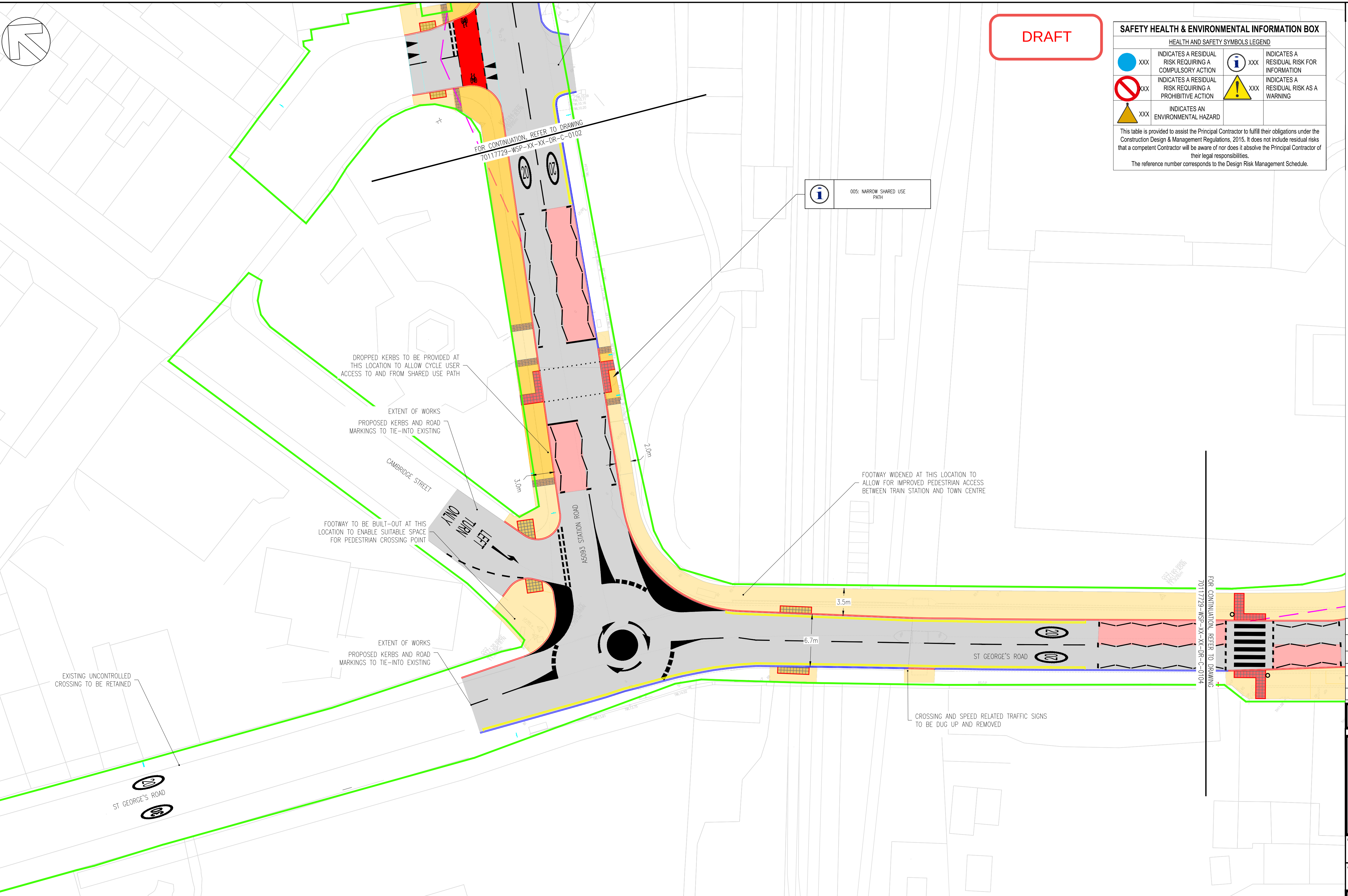
	001	WORKS ADJACENT TO LIVE CARRIAGEWAY
	002	BURIED UTILITIES THROUGHOUT SCHEME

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KEY PLAN
NTS



DROPPED KERBS TO BE PROVIDED AT THIS LOCATION TO ALLOW CYCLE USER ACCESS TO AND FROM SHARED USE PATH

EXTENT OF WORKS
PROPOSED KERBS AND ROAD MARKINGS TO TIE-INTO EXISTING

FOOTWAY TO BE BUILT-OUT AT THIS LOCATION TO ENABLE SUITABLE SPACE FOR PEDESTRIAN CROSSING POINT

EXTENT OF WORKS
PROPOSED KERBS AND ROAD MARKINGS TO TIE-INTO EXISTING

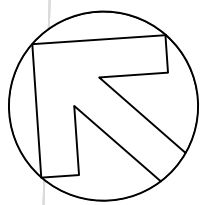
EXISTING UNCONTROLLED CROSSING TO BE RETAINED

FOOTWAY WIDENED AT THIS LOCATION TO ALLOW FOR IMPROVED PEDESTRIAN ACCESS BETWEEN TRAIN STATION AND TOWN CENTRE

CROSSING AND SPEED RELATED TRAFFIC SIGNS TO BE DUG UP AND REMOVED

FOR CONTINUATION, REFER TO DRAWING
70117729-WSP-XX-XX-DR-C-0102

FOR CONTINUATION, REFER TO DRAWING
70117729-WSP-XX-XX-DR-C-0104



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P06	31/03/2025	DH	ISSUE TO CUMBERLAND COUNCIL	ST	AB
P05	21/02/2025	DH	UPDATED FOR COUNCIL REVIEW	ST	AB
P04	10/02/2025	DH	DRAFT ISSUE	ST	PC
P03	19/07/2024	JH	UPDATED FOLLOWING RSA STAGE 1 COMMENTS	PWW	PWW
P02	10/06/2024	JH	UPDATED FOLLOWING CLIENT REVIEW	PWW	NM
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REV	DATE	BY	DESCRIPTION	CHK	APP

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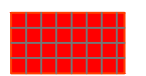
SITE PROJECT: CONNECTING MILLOM AND HAVERIGG

TITLE: GENERAL ARRANGEMENT
SECTION 2 - ST GEORGE'S ROAD TO MAINSGATE ROAD
(SHEET 2 OF 4)

SCALE @ A1: 1:250	CHECKED: ST	APPROVED: AB
PROJECT NO: 70117729	DESIGNED: DH	DRAWN: DH
		DATE: MARCH 2025

DRAWING NO: 70117729-WSP-XX-XX-DR-C-0104	REV: P06
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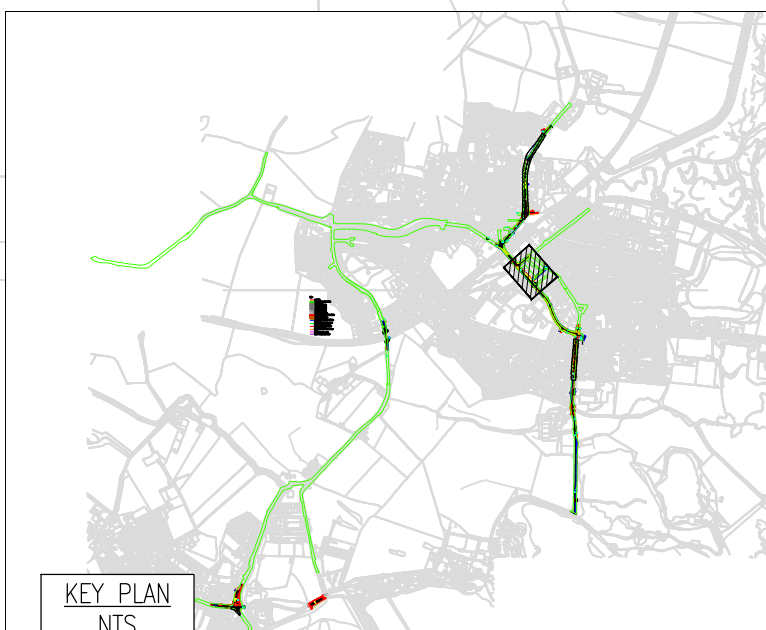
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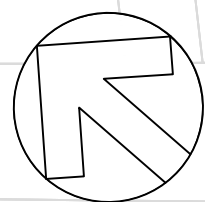
KEY	
	HIGHWAY BOUNDARY
	PROPOSED KERB
	PROPOSED FOOTWAY & PUBLIC REALM
	PROPOSED CYCLEWAY
	PROPOSED CARRIAGEWAY (PAVED)
	PROPOSED CARRIAGEWAY (ASPHALT)
	PROPOSED RAISED CROSSING
	PROPOSED SOFT LANDSCAPING
	PROPOSED TRAFFIC SIGN
	PROPOSED RED BLISTER TACTILE PAVING
	PROPOSED BUFF BLISTER TACTILE PAVING
	PROPOSED VISIBILITY SPLAY (2.4m X 40m SSD FOR 30mph VEHICLE SPEED)

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HEALTH AND SAFETY SYMBOLS LEGEND					
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P03	31/03/2025	DH	ISSUE TO CUMBERLAND COUNCIL	ST	AB
P02	10/06/2024	JH	UPDATED FOLLOWING CLIENT REVIEW	PWW	NM
P01	09/04/2024	JH	DRAFT ISSUE	PWW	NM
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:	S0 - WORK IN PROGRESS
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ARCHITECT:	OPTIMISED ENVIRONMENTS LTD
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SITE/PROJECT:	CONNECTING MILLOM AND HAVERIGG
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TITLE:	GENERAL ARRANGEMENT SECTION 2 - ST GEORGE'S ROAD TO MAINSGATE ROAD (SHEET 3 OF 4)
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SCALE @ A1:	1:250	CHECKED:	ST	APPROVED:	AB
PROJECT NO:	70117729	DESIGNED:	DH	DRAWN:	DH
		DATE:	MARCH 2025		

DRAWING NO:	70117729-WSP-XX-XX-DR-C-0105	REV:	P03
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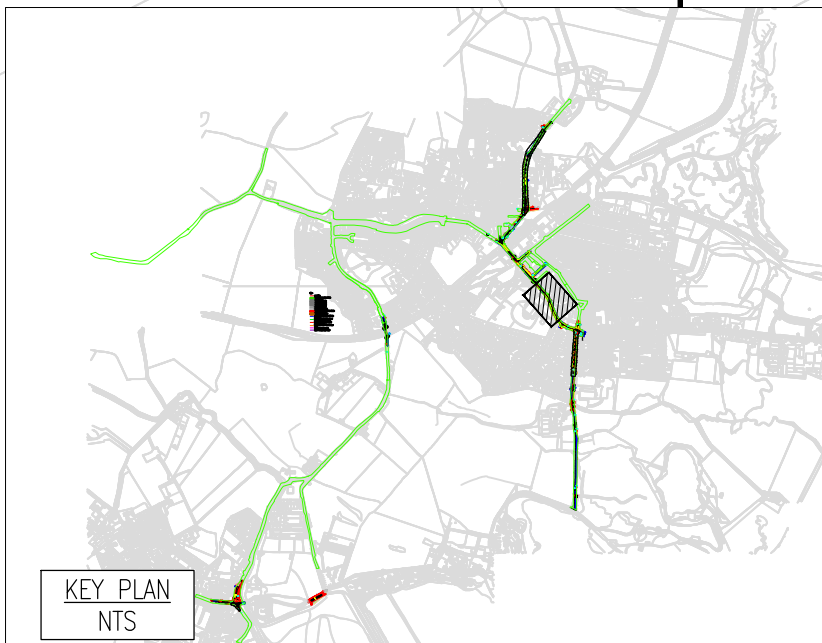
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KEY	
	HIGHWAY BOUNDARY
	PROPOSED KERBS
	EXISTING KERBS
	PROPOSED CARRIAGEWAY
	PROPOSED PAVED CARRIAGEWAY
	PROPOSED HIGH FRICTION SURFACING
	PROPOSED FOOTWAY
	PROPOSED SOFT LANDSCAPING
	PROPOSED SURFACE TREATMENT OVER CYCLEWAY SPACE (MAKEUP TBD)
	PROPOSED SURFACE TREATMENT OVER SHARED USE SPACE (MAKEUP TBD)
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	PROPOSED LIGHT SEGREGATION 'ORCAS' AND 'WANDS'
	PROPOSED TRAFFIC SIGN
	PROPOSED VISIBILITY SPLAY (25m SSD FOR 20mph VEHICLE SPEED)
	REFLECTORISED BOLLARD AS PER CUMBERLAND COUNCIL DETAIL

	001	WORKS ADJACENT TO LIVE CARRIAGEWAY
	002	BURIED UTILITIES THROUGHOUT SCHEME

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ADDITIONAL SPEED REDUCTION MEASURES TO BE DISCUSSED WITH CUMBERLAND COUNCIL

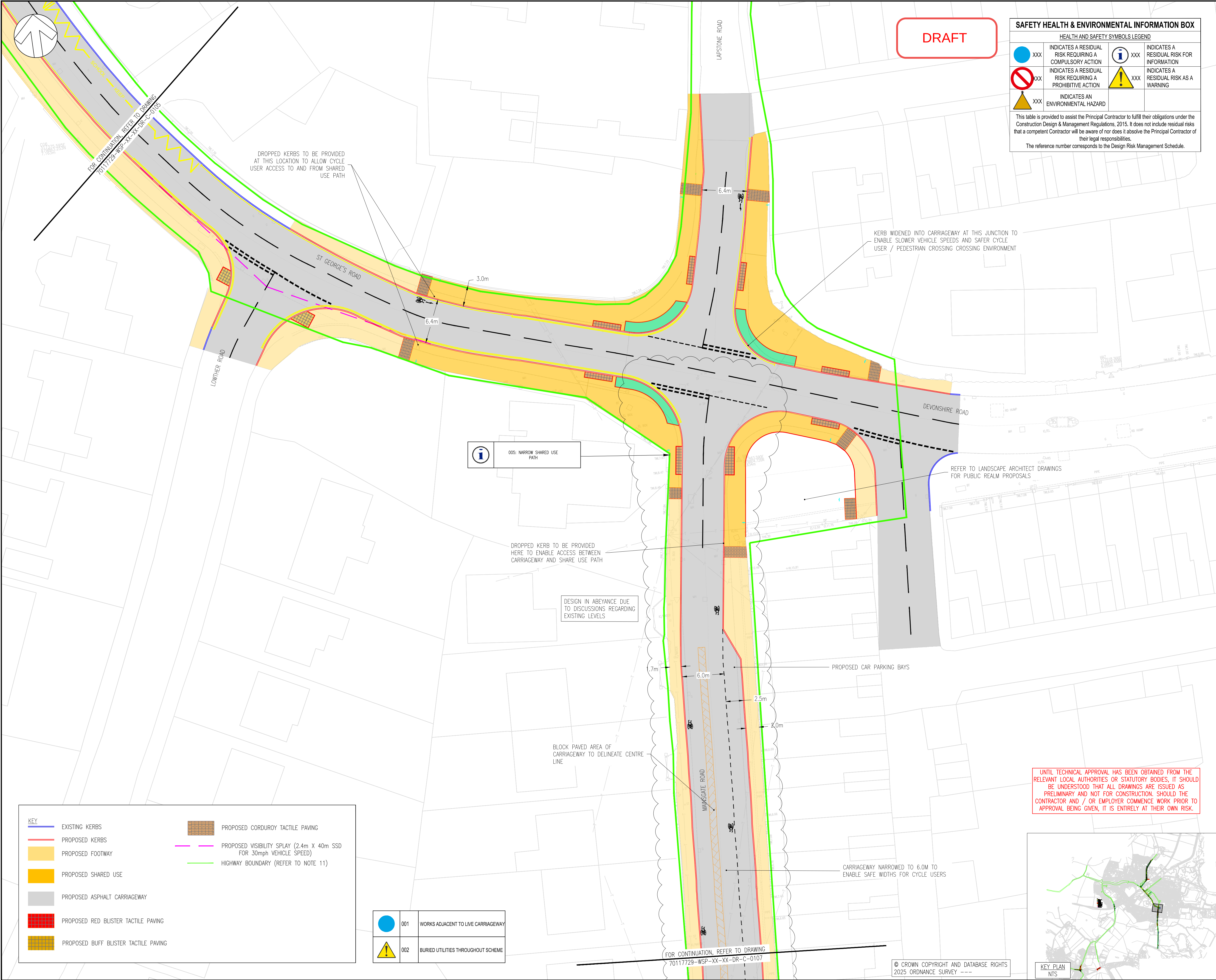
CARRIAGEWAY NARROWED TO 6.4M TO ENABLE SAFE WIDTHS FOR CYCLE USERS

PROPOSED CAR PARKING BAYS
SHORT LENGTH OF EXISTING KERB TO BE RETAINED AT THIS LOCATION

MILLOM CROWN GREEN
BOWLING CLUB

FOR CONTINUATION, REFER TO DRAWING
70117729-WSP-XX-XX-DR-C-0104

FOR CONTINUATION, REFER TO DRAWING
70117729-WSP-XX-XX-DR-C-0106



DRAFT

SAFETY HEALTH & ENVIRONMENTAL INFORMATION BOX					
HEALTH AND SAFETY SYMBOLS LEGEND					
	XXX	INDICATES A RESIDUAL RISK REQUIRING A COMPULSORY ACTION		XXX	INDICATES A RESIDUAL RISK FOR INFORMATION
	XXX	INDICATES A RESIDUAL RISK REQUIRING A PROHIBITIVE ACTION		XXX	INDICATES A RESIDUAL RISK AS A WARNING
	XXX	INDICATES AN ENVIRONMENTAL HAZARD			
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P05	31/03/2025	DH	ISSUE TO CUMBERLAND COUNCIL	ST	AB
P04	07/03/2025	DH	DRAFT ISSUE	AB	PC
P03	19/01/2024	JH	UPDATED FOLLOWING RSA STAGE 1 COMMENTS	PWW	PWW
P02	10/06/2024	JH	UPDATED FOLLOWING CLIENT REVIEW	PWW	NM
P01	09/04/2024	JH	DRAFT ISSUE	PWW	NM
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S0 - WORK IN PROGRESS



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CLIENT: CUMBERLAND COUNCIL

ARCHITECT: OPTIMISED ENVIRONMENTS LTD

SITE/PROJECT: CONNECTING MILLOM AND HAVERIGG

TITLE: GENERAL ARRANGEMENT
SECTION 2 - ST GEORGE'S ROAD TO MAINSGATE ROAD
(SHEET 4 OF 4)

SCALE @ A1: 1:250	CHECKED: ST	APPROVED: AB
PROJECT NO: 70117729	DESIGNED: DH	DRAWN: DH
	DATE: MARCH 2025	

DRAWING No: 70117729-WSP-XX-XX-DR-C-0106	REV: P05
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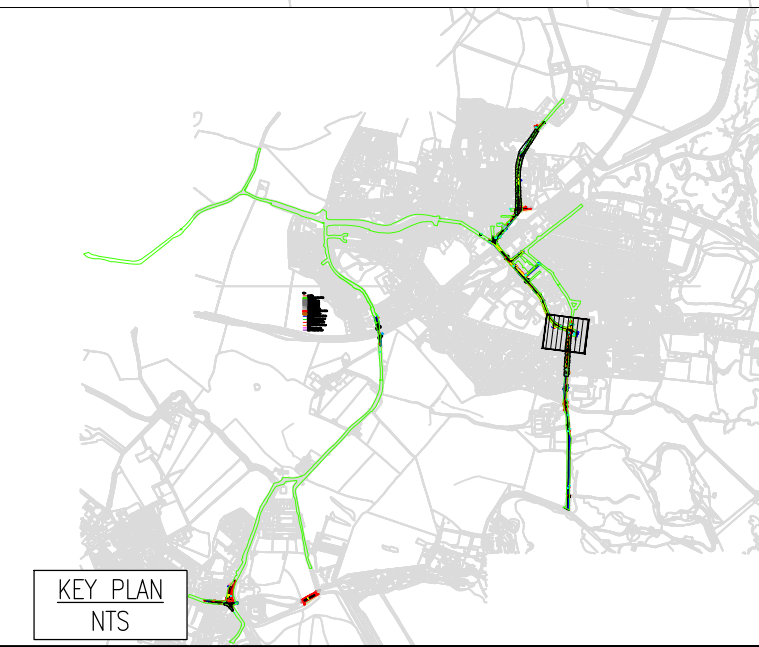
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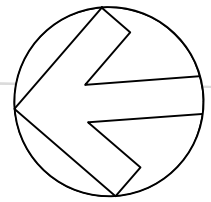
KEY	
	EXISTING KERBS
	PROPOSED KERBS
	PROPOSED FOOTWAY
	PROPOSED SHARED USE
	PROPOSED ASPHALT CARRIAGEWAY
	PROPOSED RED BLISTER TACTILE PAVING
	PROPOSED BUFF BLISTER TACTILE PAVING
	PROPOSED CORDUROY TACTILE PAVING
	PROPOSED VISIBILITY SPLAY (2.4m X 40m SSD FOR 30mph VEHICLE SPEED)
	HIGHWAY BOUNDARY (REFER TO NOTE 11)

	001	WORKS ADJACENT TO LIVE CARRIAGEWAY
	002	BURIED UTILITIES THROUGHOUT SCHEME

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SAFETY HEALTH & ENVIRONMENTAL INFORMATION BOX			
HEALTH AND SAFETY SYMBOLS LEGEND			
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	INDICATES A RESIDUAL RISK REQUIRING A PROHIBITIVE ACTION		INDICATES A RESIDUAL RISK AS A WARNING
	INDICATES AN ENVIRONMENTAL HAZARD		

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FOR CONTINUATION, REFER TO DRAWING
70117729-WSP-XX-XX-DR-C-0106

BLOCK PAVED AREA OF
CARRIAGEWAY TO DELINEATE CENTRE
LINE

RAISED JUNCTION TO BE PROVIDED
AT THIS LOCATION TO ACT AS A
TRAFFIC CALMING MEASURE

DESIGN IN ABEYANCE DUE TO
DISCUSSIONS REGARDING EXISTING LEVELS

DROPPED KERB TO BE PROVIDED TO ALLOW
SAFE CYCLE ACCESS ONTO SHARED USE PATH

VEGETATION CLEARANCE REQUIRED
TO ENABLE SHARED USE PATH

NARROW CARRIAGEWAY WIDTH
DUE TO EXISTING CONSTRAINTS

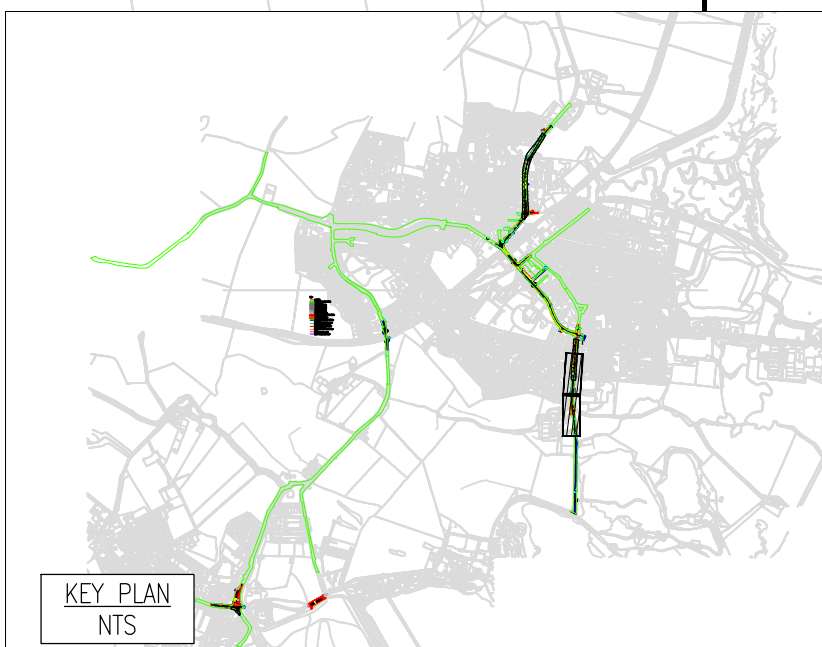
FOR CONTINUATION, REFER TO DRAWING
70117729-WSP-XX-XX-DR-C-0108

KEY	
	HIGHWAY BOUNDARY
	PROPOSED KERBS
	EXISTING KERBS
	PROPOSED CARRIAGEWAY
	PROPOSED PAVED CARRIAGEWAY
	PROPOSED HIGH FRICTION SURFACING
	PROPOSED FOOTWAY
	PROPOSED SHARED USE SPACE
	PROPOSED SOFT LANDSCAPING
	PROPOSED SURFACE TREATMENT OVER CYCLEWAY SPACE (MAKEUP TBD)
	PROPOSED SURFACE TREATMENT OVER SHARED USE SPACE (MAKEUP TBD)
	PROPOSED RED BLISTER TACTILE PAVING
	PROPOSED BUFF BLISTER TACTILE PAVING
	PROPOSED CORDUROY TACTILE PAVING
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	PROPOSED TRAFFIC SIGN
	PROPOSED VISIBILITY SPLAY (25m SSD FOR 20mph VEHICLE SPEED)
	REFLECTORISED BOLLARD AS PER CUMBERLAND COUNCIL DETAIL

	001	WORKS ADJACENT TO LIVE CARRIAGEWAY
	002	BURIED UTILITIES THROUGHOUT SCHEME

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P04	31/03/2025	DH	ISSUE TO CUMBERLAND COUNCIL	ST	AB
P03	19/07/2024	JH	UPDATED FOLLOWING RSA STAGE 1 COMMENTS	PWW	PWW
P02	10/06/2024	JH	UPDATED FOLLOWING CLIENT REVIEW	PWW	NM
P01	09/04/2024	JH	DRAFT ISSUE	PWW	NM
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:	S0 - WORK IN PROGRESS
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ARCHITECT:	OPTIMISED ENVIRONMENTS LTD
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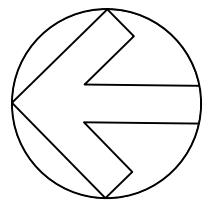
SITE/PROJECT:	CONNECTING MILLOM AND HAVERIGG
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TITLE:	GENERAL ARRANGEMENT SECTION 3 - MAINSGATE ROAD TO RSPB HODBARROW (SHEET 1 OF 2)
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SCALE @ A1:	1:250	CHECKED:	ST	APPROVED:	AB
PROJECT NO:	70117729	DESIGNED:	DH	DRAWN:	DH
				DATE:	MARCH 2025

DRAWING NO:	70117729-WSP-XX-XX-DR-C-0107	REV:	P04
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P03	31/03/2025	DH	ISSUE TO CUMBERLAND COUNCIL	ST	AB
P02	10/06/2024	JH	UPDATED FOLLOWING CLIENT REVIEW	PWW	NM
P01	09/04/2024	JH	DRAFT ISSUE	PWW	NM
REV	DATE	BY	DESCRIPTION	CHK	APP

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CLIENT: CUMBERLAND COUNCIL

ARCHITECT: OPTIMISED ENVIRONMENTS LTD

SITEPROJECT: CONNECTING MILLOM AND HAVERIGG

TITLE: GENERAL ARRANGEMENT
SECTION 3 - MAINSGATE ROAD TO RSPB HODBARROW
(SHEET 2 OF 2)

SCALE @ A1: 1:250	CHECKED: ST	APPROVED: AB
PROJECT NO: 70117729	DESIGNED: DH	DRAWN: DH
	DATE: MARCH 2025	
DRAWING No: 70117729-WSP-XX-XX-DR-C-0108	REV: P03	

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VEGETATION CLEARANCE REQUIRED TO ENABLE SHARED USE PATH

0.5M VERGE WIDTH ADDED AS PROTECTION BUFFER

MAINSGATE ROAD

CUTLINE D

FOR CONTINUATION, REFER TO DRAWING 70117729-WSP-XX-XX-DR-C-0107

CUTLINE D

KEY

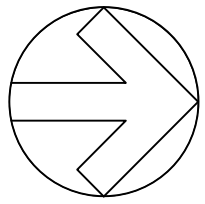
	HIGHWAY BOUNDARY		PROPOSED SURFACE TREATMENT OVER CYCLEWAY SPACE (MAKEUP TBD)
	PROPOSED KERBS		PROPOSED SURFACE TREATMENT OVER SHARED USE SPACE (MAKEUP TBD)
	EXISTING KERBS		PROPOSED RED BLISTER TACTILE PAVING
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	PROPOSED SHARED USE SPACE		PROPOSED VISIBILITY SPLAY (25m SSD FOR 20mph VEHICLE SPEED)
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SAFETY HEALTH & ENVIRONMENTAL INFORMATION BOX			
HEALTH AND SAFETY SYMBOLS LEGEND			
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- THIS DRAWING IS BASED IN WHOLE OR IN PART ON INFORMATION AND/OR DATA APPROVED BY A THIRD PARTY INCLUDING CUMBERLAND COUNCIL AND AS SUCH IS CONTINGENT UPON THE ACCURACY AND COMPLETENESS OF THAT INFORMATION AND/OR DATA. WSP UK LIMITED SHALL NOT BE LIABLE IN RELATION TO ANY INACCURACY PRESENTED WITHIN THE DRAWING AND/OR IN RELATION TO ANY DISCREPANCY OR AMBIGUITY WITH ANY OTHER PROJECT DOCUMENTS SHOULD ANY DATA AND OR INFORMATION UPON WHICH RELIANCE HAS BEEN BASED BE INCORRECT OR OUT OF DATE OR HAVE BEEN CONCEALED, WITHHELD, OR BE INCOMPLETE, MISPRESENTED OR OTHERWISE NOT FULLY DISCLOSED TO WSP UK LIMITED.

P04	31/03/2025	DH	ISSUE TO CUMBERLAND COUNCIL	ST	AB
P03	28/01/2025	DH	ISSUE TO NETWORK RAIL	ST	PC
P02	10/06/2024	JH	UPDATED FOLLOWING CLIENT REVIEW	PWW	NM
P01	09/04/2024	JH	DRAFT ISSUE	PWW	NM
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S2 - FOR INFORMATION



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CLIENT: CUMBERLAND COUNCIL

ARCHITECT: OPTIMISED ENVIRONMENTS LTD

SITE PROJECT: CONNECTING MILLOM AND HAVERIGG

TITLE: GENERAL ARRANGEMENT
SECTION 6 - POOLSIDE TO A5093 VIA MOOR ROAD
(SHEET 1 OF 2)

SCALE @ A1:	1:250	CHECKED:	ST	APPROVED:	AB
PROJECT NO:	70117729	DESIGNED:	DH	DATE:	MARCH 2025

DRAWING NO:	70117729-WSP-XX-XX-DR-C-0109	REV:	P04
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TEXTUREFLEX HIGH FRICTION
SURFACE COLOUR TO BE
CONFIRMED BY LHA.

CARRIAGEWAY
BUILD-OUT

PROPOSED TRAFFIC SIGNAL
LOCATION

KERB OFFSET UP TO 0.7m FROM
EDGE OF CARRIAGEWAY TO ALLOW
HIGHWAY TO DRAIN

CARRIAGEWAY WIDTH REDUCED AT
THIS LOCATION TO ALLOW SUITABLE
FOOTWAY WIDTH

PROPOSED TRAFFIC SIGNAL
LOCATION

R15.0m

3.5m

6.7m

17.5m

PROPOSED TRAFFIC SIGNAL
LOCATION

TEXTUREFLEX HIGH FRICTION
SURFACE COLOUR TO BE
CONFIRMED BY LHA.

PROPOSED TRAFFIC SIGNAL
LOCATION

UTILITY COVER TO BE
RECOATED, SUBJECT TO
AGREEMENT WITH
UTILITY ASSET OWNER.

001 – WORKS ADJACENT TO LIVE CARRIAGEWAY
– REQUISITE APPROVALS TO BE IN PLACE WITH
ASSET OWNERS

UTILITY COVER TO BE RECOATED,
SUBJECT TO AGREEMENT WITH UTILITY
ASSET OWNER.

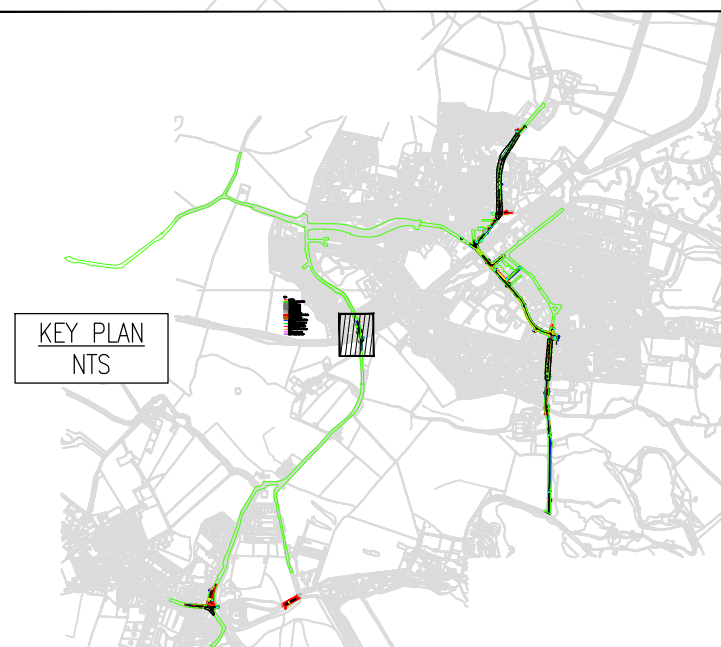
KEY

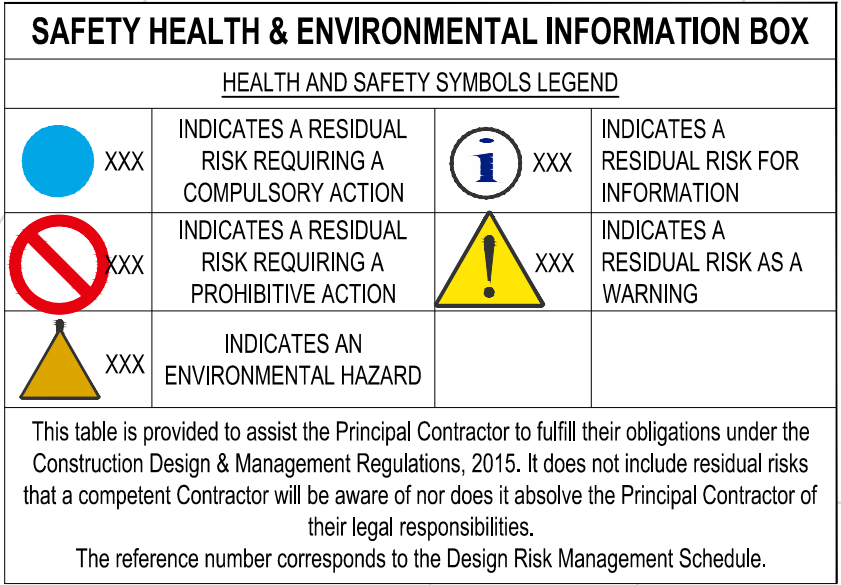
	HIGHWAY BOUNDARY		PROPOSED SURFACE TREATMENT OVER CYCLEWAY SPACE (MAKEUP TBD)
	PROPOSED KERBS		PROPOSED SURFACE TREATMENT OVER SHARED USE SPACE (MAKEUP TBD)
	EXISTING KERBS		PROPOSED RED BLISTER TACTILE PAVING
	PROPOSED CARRIAGEWAY		PROPOSED BUFF BLISTER TACTILE PAVING
	PROPOSED PAVED CARRIAGEWAY		PROPOSED CORDUROY TACTILE PAVING
	PROPOSED HIGH FRICTION SURFACING		PROPOSED LIGHT SEGREGATION 'ORCAS' AND 'WANDS'
	PROPOSED FOOTWAY		PROPOSED TRAFFIC SIGN
	PROPOSED SHARED USE SPACE		PROPOSED VISIBILITY SPY (25m SSD FOR 20mph VEHICLE SPEED)
	PROPOSED SOFT LANDSCAPING		REFLECTORISED BOLLARD AS PER CUMBERLAND COUNCIL DETAIL

	001	WORKS ADJACENT TO LIVE CARRIAGEWAY
	002	BURIED UTILITIES THROUGHOUT SCHEME

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2025 ORDNANCE SURVEY

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE
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PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE
CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO
APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK.





- NOTES
1. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL 70117729-WSP--XX--M2-C SERIES DRAWINGS.
 2. THE ORIGINAL OF THIS DRAWING WAS PRODUCED IN COLOUR – A MONOCHROME COPY CANNOT BE RELIED ON.
 3. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
 4. ANY DISCREPANCIES TO BE REPORTED TO THE PROJECT MANAGER IMMEDIATELY SO THAT CLARIFICATION CAN BE SOUGHT PRIOR TO COMMENCEMENT OF WORKS.
 5. SIGNAL POLE LOCATIONS AND SPECIFICATION TO BE FINALISED AS PART OF THE DETAILED DESIGN.
 6. THE CONTRACTOR IS TO KEEP A RECORD OF ANY VARIATIONS MADE ON SITE SO THAT "AS BUILT" DRAWINGS CAN BE PREPARED ON COMPLETION OF THE PROJECT. ALL VARIATIONS ARE TO BE AGREED WITH THE PROJECT MANAGER AND THE RELEVANT APPROVALS IN PLACE.
 7. ANY WORKS CARRIED OUT PRIOR TO THE RELEVANT APPROVALS BEING IN PLACE IS DONE SO AT RISK.
 8. ALL EXISTING WHITE LINING ACROSS THE EXTENTS OF THE WORKS AREA TO BE REMOVED AND REINSTATED INLINE AS PER THE DESIGN.
 9. INFORMATION REGARDING THE LOCATION AND DEPTH OF EXISTING UTILITIES CANNOT BE GUARANTEED BY THE STATUTORY UNDERTAKINGS AND SHOULD BE INVESTIGATED. THE CONTRACTOR SHALL ESTABLISH THE PRECISE LINE AND DEPTH OF ALL EXISTING UTILITIES PRIOR TO COMMENCING ANY EXCAVATION WORK, AND IF REQUIRED, AGREE THE PROTECTION MEASURES AND/OR DIVERSION REQUIREMENTS FROM THE STATUTORY AUTHORITY.
 10. CONTRACTOR TO ENSURE THAT NO SURFACE WATER DRAINAGE FACILITY IS COMPROMISED DURING THE CONSTRUCTION PERIOD AND THAT SURFACE WATER FEATURES ARE KEPT CLEAN OF ANY DEBRIS OR SILTATION.
 11. ALL ROADS AND DRAINAGE TO BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATION OF HIGHWAY WORKS.
 12. THE DESIGN IS BASED ON TOPOGRAPHICAL SURVEYORS AND OS MAPPING WHERE TOPOGRAPHICAL SURVEY DATA IS NOT AVAILABLE. LOCATIONS WHERE DESIGN IS BASED ON OS MAPPING SUBJECT TO AMENDMENT ONCE TOPOGRAPHICAL SURVEY DATA BECOMES AVAILABLE. TOPOGRAPHICAL SURVEY BY MALCOLM HUGHES LAND REFERENCE 61263/1-31, DATED JANUARY 2024.
 13. ALL TRAFFIC SIGNS AND ROAD MARKING REFERENCES CONFORM TO TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS (TSRGD) 2016 AND THE TRAFFIC SIGNS MANUAL (TSM).
 14. ALL IRONWORK WITHIN WORKS BOUNDARY TO BE REVIEWED AND IF REQUIRED REST TO MATCH FINISH PAVEMENT LEVELS.
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P04	31/03/2025	DH	ISSUE TO CUMBERLAND COUNCIL	ST	AB
P03	19/07/2024	JH	UPDATED FOLLOWING RSA STAGE 1 COMMENTS	PWW	PWW
P02	10/06/2024	JH	UPDATED FOLLOWING CLIENT REVIEW	PWW	NM
P01	09/04/2024	DH	DRAFT ISSUE	PWW	NM
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S0 - WORK IN PROGRESS



CLIENT: CUMBERLAND COUNCIL

ARCHITECT: OPTIMISED ENVIRONMENTS LTD

SITE/PROJECT:

CONNECTING
MILLOM AND HAVERIGG

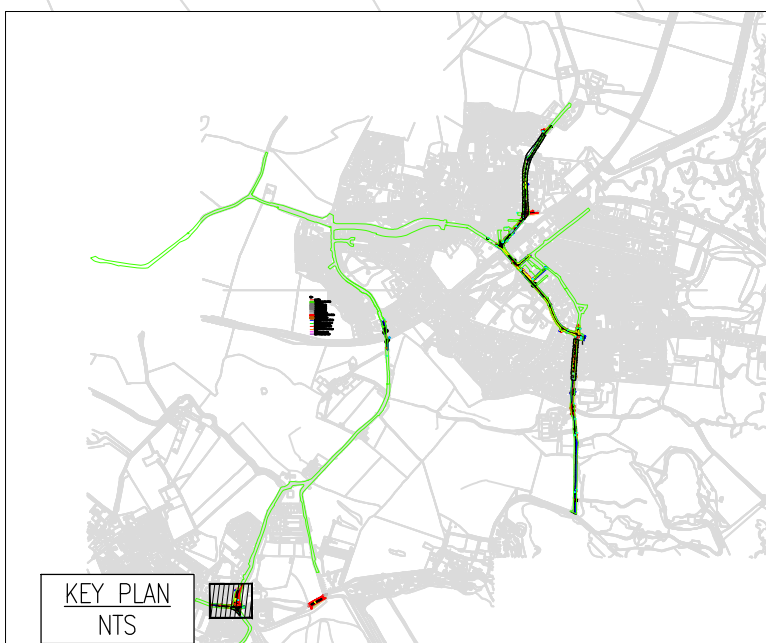
TITLE:

GENERAL ARRANGEMENT
SECTION 6 - POOLSIDE TO A5093 VIA MOOR ROAD
(SHEET 2 OF 2)

SCALE @ A1: 1:250	CHECKED: ST	APPROVED: AB
PROJECT NO: 70117729	DESIGNED: DH	DRAWN: DH
		DATE: MARCH 2025

70117729-WSP-XX-XX-DR-C-0110	P04
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