

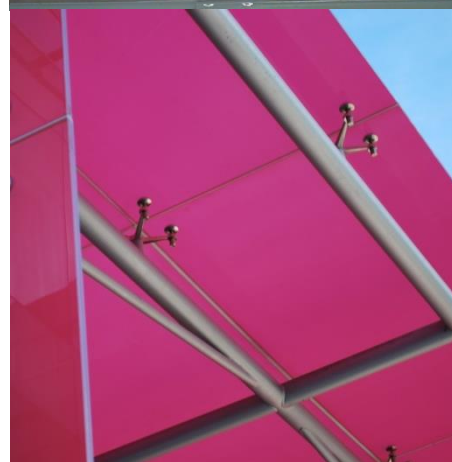
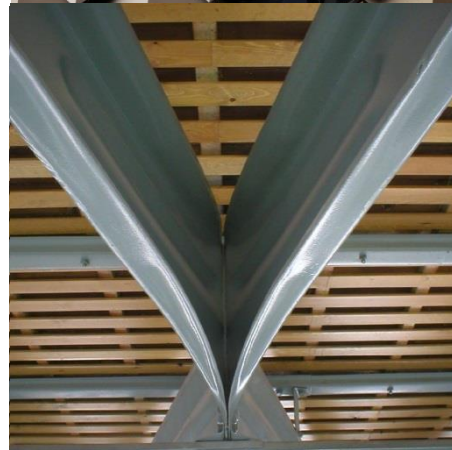
The Iron Line, Millom Transport Assessment

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Appendices

- Appendix A – Proposed Layout, including Site Masterplan, Mainsgate Road Entrance, Sea Wall Typical Arrangement, and Welcome Building (1:500)**
- Appendix B – TRICS Output**

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 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.”

1.1.3 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, the 105-hectare 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 150,000 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 nationally 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.

1.2 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 Purpose of the Report

- 1.3.1 This Transport Assessment (TA) has been prepared to inform Highway Officers at Cumberland Council (formerly Cumbria County Council) as the Local Highway Authority (LHA) of the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.
- 1.3.2 The TA is supported by an Interim Travel Plan (Document Reference: **080874-CUR-XX-XX-T-TP-00002**) with measures and initiatives to encourage active and sustainable travel.

1.4 Scope of the Report

- 1.4.1 The scope of this report is consistent with the guidance and recommendations set out in Local and National planning policy.
- 1.4.2 In addition, Curtins held three meetings with the then Cumbria County Council (now Cumberland Council) Highways Officers. These took place on the 6th May 2022, 21st July 2022 and 9th January 2023.
- 1.4.3 Matters discussed during these meetings included changes to the Byway Open to All Traffic (BOAT) which runs through the site, parking, methodology for determining traffic generation, and scope of the planning reports. The Council was not, in principle, concerned by the highway impacts of the development subject to justification within the planning submission.
- 1.4.4 On this basis, the TA contains the following:
- Details of the existing use and the development proposals, together with a proposed site layout plan;
 - A review of highway safety within the vicinity of the site for the most recent five years;
 - An audit of accessibility by all modes of travel including walking, cycling, and public transport;
 - Drawings showing the site access proposals, vehicle tracking and visibility splays;
 - Details of proposed parking arrangements and justification for the provision;
 - Details of future vehicular trips and commentary on any highway impacts; and
 - A review of the relevant local and national transport planning policy.

1.5 Structure of the Report

- 1.5.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.
- 1.5.2 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of collisions adjacent to the site over the most recent five-year period available.
- 1.5.3 **Section 3** gives an overview of the development proposals including details on proposed access and parking provision.
- 1.5.4 **Section 4** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.
- 1.5.5 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals, and the highway impact.
- 1.5.6 **Section 6** assesses the suitability of the proposed car parking provision.

1.5.7 **Section 7** summarises key national and local transport planning policy, and **Section 8** provides a report summary and conclusion.

2.0 Existing Situation

2.1 Site Location

2.1.1 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.

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

2.1.3 **Figure 2.1** below shows The Iron Line in a local context:



Figure 2.1 – Site Location
(Source: Google Earth, 2022)

2.2 Existing Access and Parking Arrangements

2.2.1 **Figure 2.2** illustrates the existing routes around the site and the surrounding Public Right of Way (PROW):

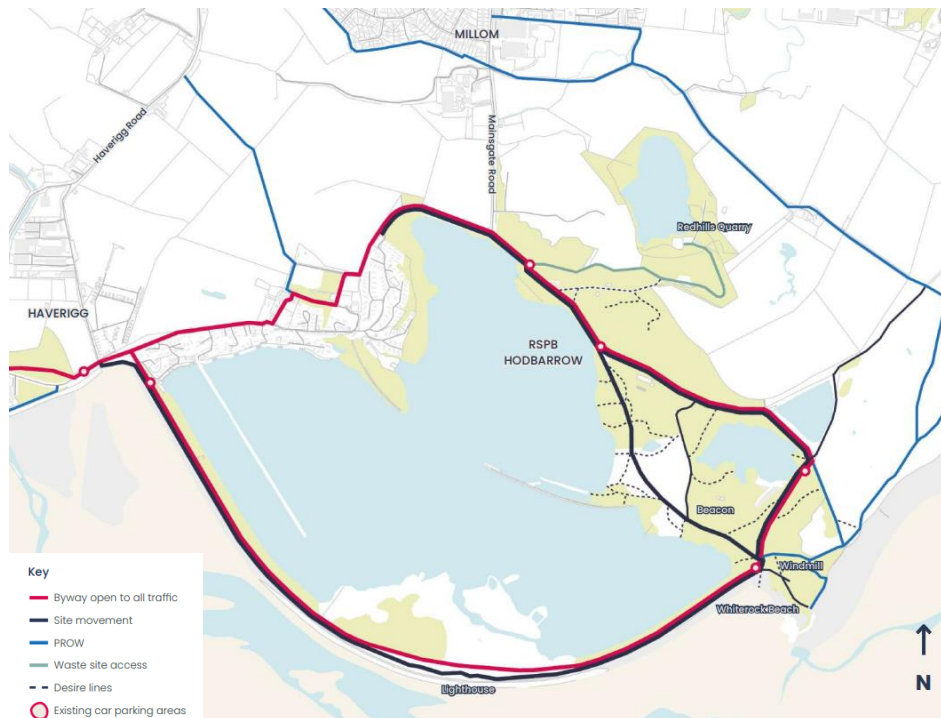


Figure 2.2 – Routes and PROWs to and around The Iron Line
(Source: Layer.studio, April 2022)

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

2.2.1 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 2.3** 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):

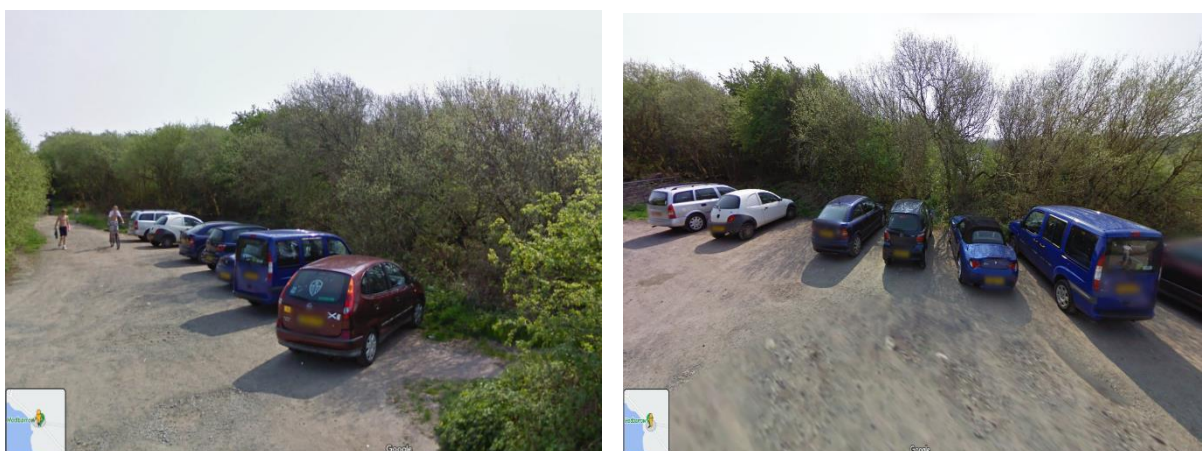


Figure 2.3 – Informal Car Parking Area
(Source: Google Street View)

2.2.2 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.

- 2.2.3 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.
- 2.2.4 Vehicles can access the majority of the wider site by utilising the existing Byway Open to All Traffic (BOAT) route through RSPB Hodbarrow and along the sea wall. However, it should be noted that on site observations in 2022 suggested the BOAT was very lightly trafficked.
- 2.2.5 Pedestrians and cyclists can also use the BOAT and in addition to the formal PROW network, 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.
- 2.2.6 Hodbarrow Reserve and the sea wall are relatively flat and there are limited changes in gradient that would impact movement.

2.3 Existing Site Usage

- 2.3.1 As part of the Iron Line project, PLACED has undertaken several engagement events with the local community regarding the proposed development. This included a survey which received 71 mostly local responses.
- 2.3.2 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.
- 2.3.3 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.

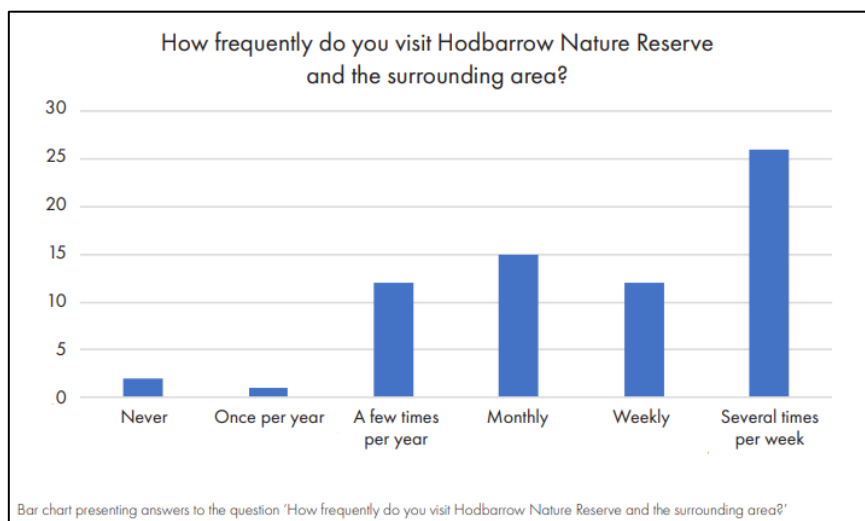


Figure 2.4 – PLACED Survey Frequency of Visits

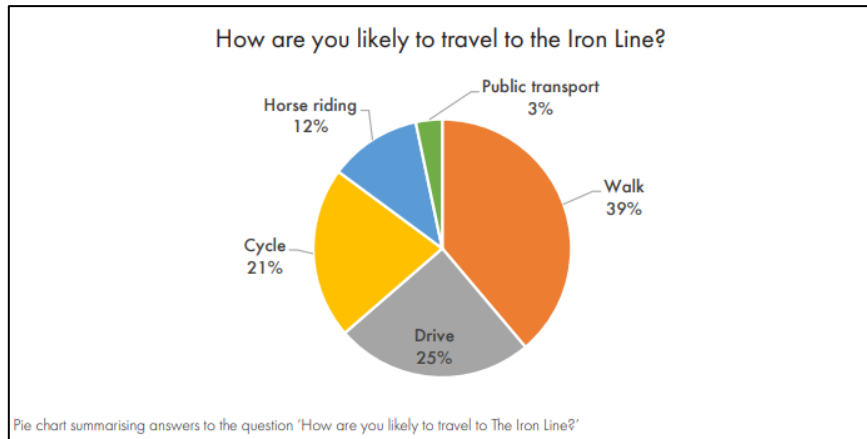


Figure 2.5 – PLACED Mode of Travel

2.3.4 Whilst the above survey data 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 of people who travelled further would be different to the results presented above.

2.3.5 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.

2.4 Surrounding Highway Network

Mainsgate Road

2.4.1 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.

2.4.2 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.

2.4.3 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.

2.4.4 Approximately 140m to the south of Bowness Road, the speed limit changes from 20mph to the north and 30mph to the south.

2.5 Highway Safety

- 2.5.1 Collision data for the highway network adjacent to the site has been obtained from the Crashmap reported road incidents database for the most recent five-year period (2017 – 2021 inclusive). The details of the search are contained in **Figure 2.6**:

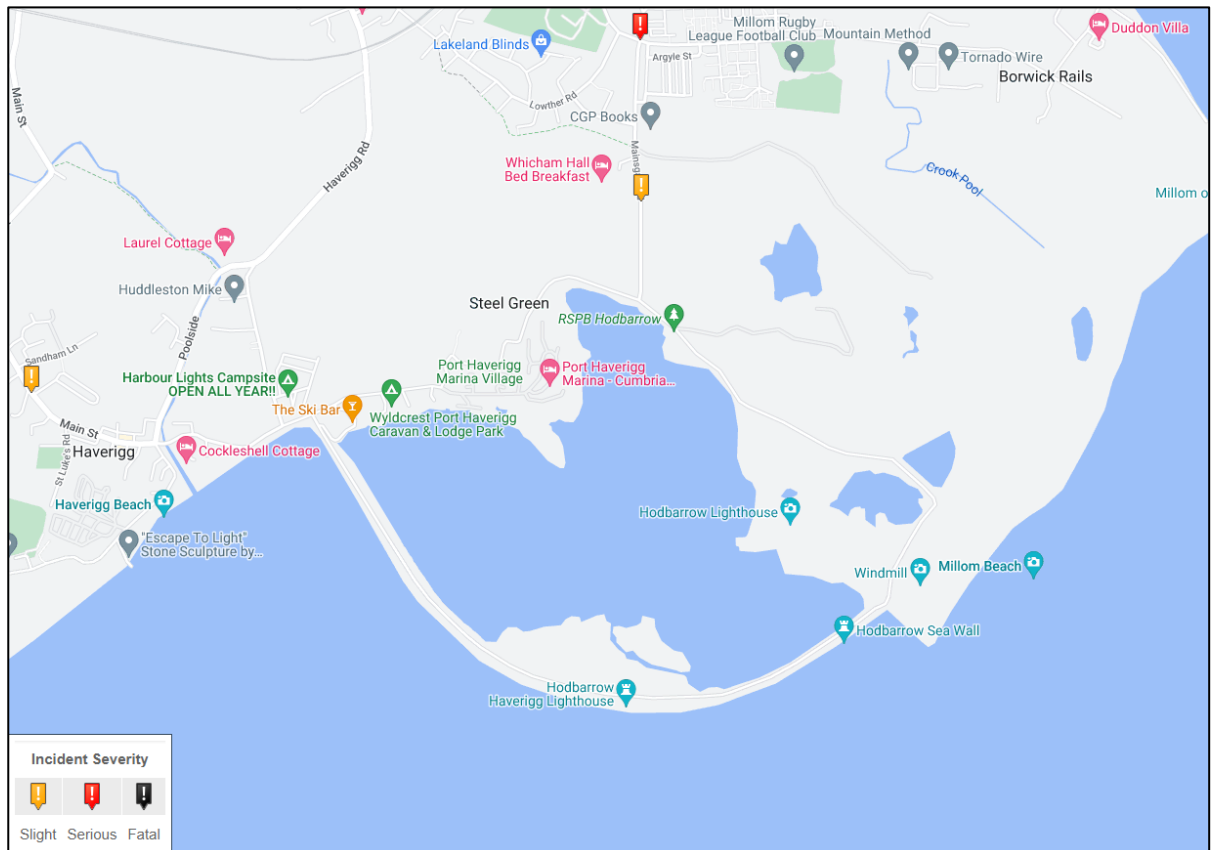


Figure 2.6 – Collision Map
(Source: Crashmap, 2022)

- 2.5.2 There have been very few collisions recorded in the surrounding area, consisting only of 'slight' severity incidents along Mainsgate Road and Main Street in 2021 and 2018, respectively, and a 'serious' severity incident at the Mainsgate Road / St George's Road / Lapstone Road / Devonshire Road junction in 2017. There have been no fatal incidents in the surrounding area.
- 2.5.3 Expanding the search to the latest 10-year period (2012 – 2021 inclusive) shows no further collisions of any severity recorded along Mainsgate Road.
- 2.5.4 No significant correlations have been identified to suggest that highway condition, layout or design were significant contributory factors in any of the collisions. It is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.

3.0 Development Proposals

3.1 Overview of Proposals

- 3.1.1 **Figure 3.1** below shows an overview of the key components of the proposed layout of the 58.3-hectare site with the full proposed site layout provided in **Appendix A**. Further information on the proposals can be found in the Design and Access Statement prepared by Layer Studios.



Figure 3.1 – Illustrative Masterplan
(Source: Layer.studio, 2023)

- 3.1.2 **Appendix A** also includes drawings of the Mainsgate Road Entrance, Sea Wall Typical Arrangement and Welcome Building (1:500).
- 3.1.3 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.
- 3.1.4 The most significant change will be the addition of a Welcome Building at the north-east of the site near the HWRC. The Welcome Building 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.

- 3.1.5 It is envisioned that the accessible Welcome Building will act as a gateway to The Iron Line, perhaps forging the beginning and end of a journey there. **Figure 3.2** below shows the Welcome Building in the context of the surrounding path network, car parks, and waste recycling centre.

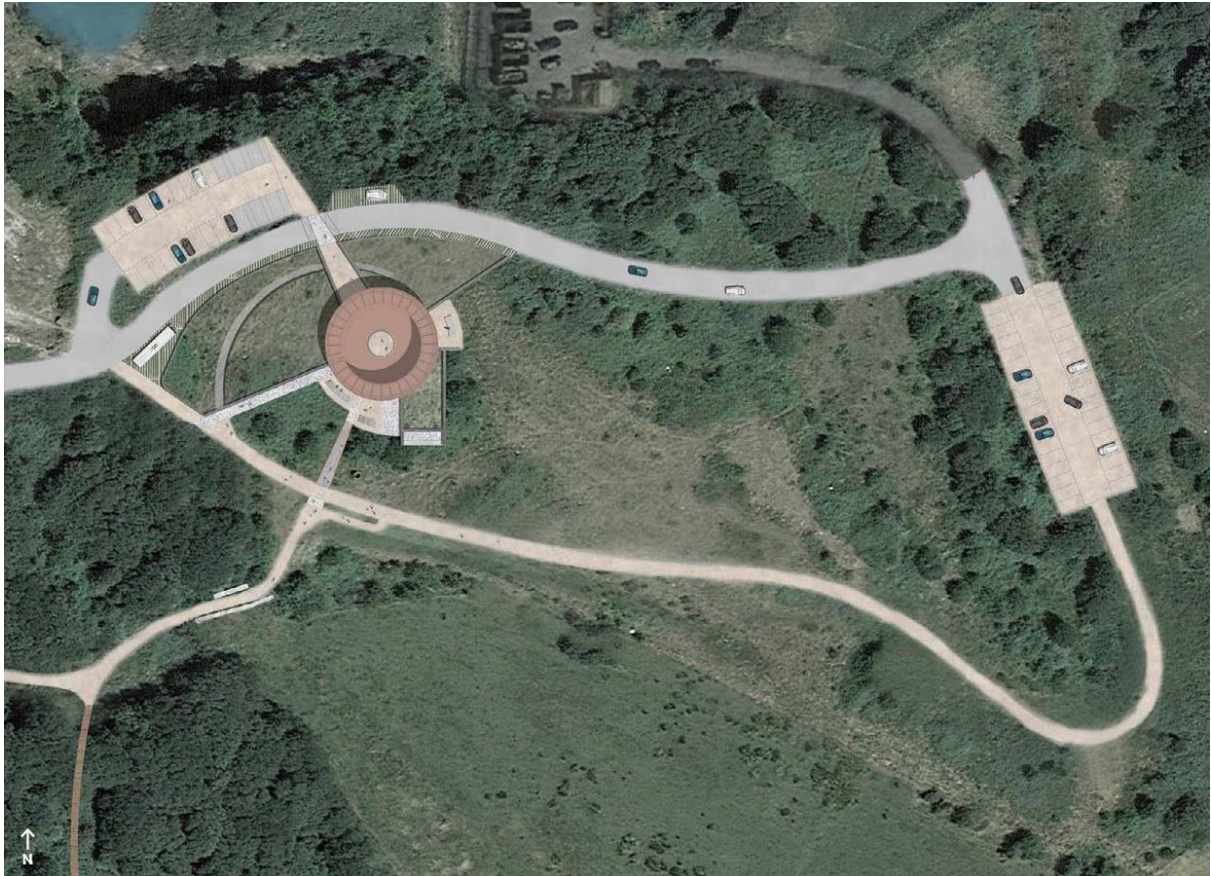


Figure 3.2 – Welcome Building and Surrounding Area
(Source: Layer.studio, 2023)

- 3.1.6 The new building will be accessed via the existing road that serves the Household Waste Recycling Centre (HWRC) and to minimise conflict of interest between users, the most easterly section of this road will be rerouted (the footpath shown follows the route of the existing road section). In terms of visitor experience, this importantly means that the outlook from the building, towards the reserve is not compromised by passing vehicles.
- 3.1.7 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.
- 3.1.8 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.
- Highlighting of important path nodes

3.1.9 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.

3.1.10 It is expected that the proposed development could be completed in early 2026.

3.2 Proposed Access

Vehicular Access

3.2.1 Visitors arriving by car will approach from Mainsgate Road before turning left onto the 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**:



Approaching the Iron Line from Millom

Figure 3.3 – Aerial View of Approach from Millom
(Source: Layer.studio, 2023)

3.2.2 Most visitors are expected to arrive from Millom.

3.2.3 **Figure 3.4** below shows an aerial plan of the approach to The Iron Line from Haverigg:

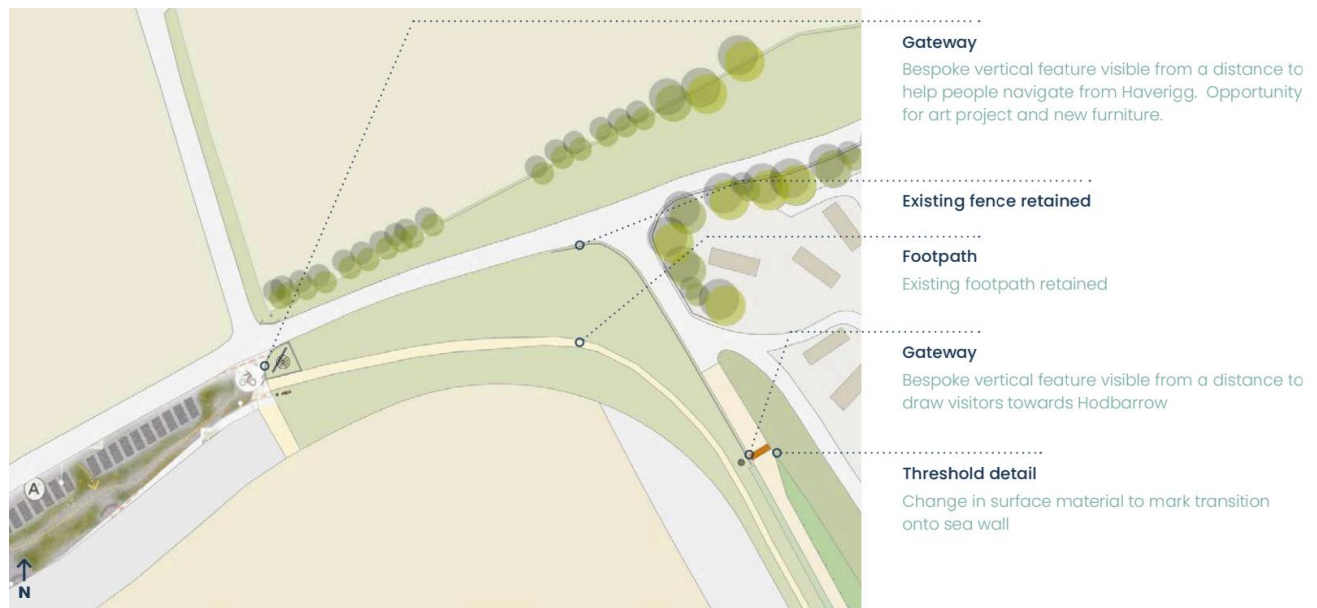


Figure 3.4 – Aerial View of Approach from Haverigg
(Source: Layer.studio, 2023)

- 3.2.4 To discourage (but not prevent) motorists from using the BOAT and remind drivers it is a pedestrian-first environment, a vehicle gate will be introduced at either end of RSPB land. This gate will be closed but never locked and easily opened using an equine latch mechanism.
- 3.2.5 The BOAT will remain in its current position, but it will be enhanced to better balance the needs of established user groups. The design principles for the BOAT are:
- Vehicles permitted but not encouraged;
 - Pedestrians identified as the priority user, followed by cyclists/horse riders and then cars;
 - Uniform width of 3m with passing places (2.5m wide);
 - Signage required to prevent parking in passing places;
 - Natural looking "stone to dust", free draining surface, with steel edgings;
 - Flush, steel edgings as reference to historic railway. Also serves as an opportunity for integrated art; and
 - Leftover land will be given over to ecology.

3.2.6 **Figure 3.5** below shows the proposed cross section of the BOAT:

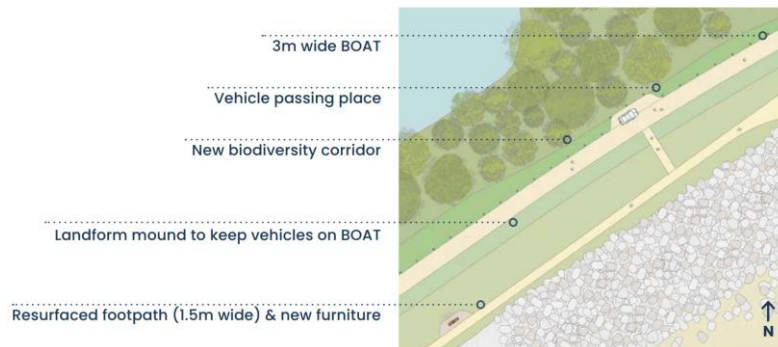


Figure 3.5 – Aerial View of BOAT

(Source: Layer.studio, 2023)

- 3.2.7 The alignment of the existing access road to the HWRC (and Welcome Building) will be adjusted slightly. To combat the potential conflict of interest between commercial vehicles and an increased quantity of private cars, the road will be enhanced to include passing places.
- 3.2.8 This road 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.
- 3.2.9 **Drawings 080874-CUR-XX-00-D-TP-05001, 080874-CUR-XX-00-D-TP-05003, and 080874-CUR-XX-00-D-TP-05004** at the rear of this report shows that a large car, coach, and tipper, respectively, can ingress and egress from the site to the Welcome Building / HWRC in forward gear. **Drawing 080874-CUR-XX-00-D-TP-05002** shows the route of a large car safely traversing the redesigned BOAT.

Pedestrian and Cycle Access

- 3.2.10 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 Welcome Building. This will be a scenic, car free route that formalises an existing desire line.
- 3.2.11 For those wishing to stay on the byway, the sense of arrival will be enhanced by a new cluster of furniture and signage, which will connect with a viewing point over the lagoon. This feature will be located to avoid sensitive flora which has been identified by ecological surveys.
- 3.2.12 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 Welcome Building and hides should they wish to continue their visit on foot or park temporarily.

3.3 Proposed Parking

Council Parking Standards

- 3.3.1 The Copeland Local Plan, adopted in 2013, advises that a Parking Strategy will be developed, but that in the absence of that car parking standards provided by the North West Regional Spatial Strategy should be used as a guide. Policy CO7PU of the emerging Copeland Local Plan (2021 – 2038) states:

“Proposals for new development will be required to provide adequate parking provision in accordance with the Cumbria Development Design Guide (or any document that replaces it) where appropriate. There will also be a requirement for the provision of secure cycle parking in all new car parks as well as accessible parking bays and associated development.

All new development should integrate new Electric Vehicle Charging Infrastructure as follows: ... For non-residential development, at least one charging point must be provided per 10 spaces and the infrastructure to enable future installation of charging points in every parking bay. Consideration should be given to grouping parking bays to optimise provision of charging infrastructure.”

- 3.3.2 No parking standards directly relevant to the proposed development are provided in either the North West Regional Spatial Strategy (2008) or the Cumbria Development Design Guide (2017). As noted by the 2013 Local Plan:

“The North West Regional Spatial Strategy was in place during the production of this Core Strategy and was formally revoked on 20th May 2013. The foundations of the production of this Core Strategy have been based on conformity with the North West RSS, the Borough Council being satisfied that what RSS proposed was appropriate for Copeland.”

- 3.3.3 The parking standards for land uses deemed closest to the proposed development from both documents are reproduced **Table 3.1** below for guidance:

Land Use	All Cars	Disabled Cars	Cycle	Motorcycle
North West RSS	1 space per 22sqm (Other leisure facilities (i.e. not cinema or conference facilities))	5 bays or 5% of total parking, whichever is greater (Shopping, leisure, recreation, and places open to public)	–	–
Cumbria Development Design Guide (Libraries, museums, art galleries)	1 space per 30sqm	1 bay or 5% of total car parking requirement, whichever is greater	10% of total car parking requirement	5% of total car parking requirement

Table 3.1 – Parking Guidelines

- 3.3.4 In the absence of newer guidance from Cumberland Council, it is assumed that the Cumberland’s parking requirements remain as stated in the adopted and emerging Copeland Local Plans.

Proposed Car Parking

- 3.3.5 Formal car parking areas will be provided near the Mainsgate Road access from Millom and by the Welcome Building, as shown in **Appendix A**.
- 3.3.6 There will be 17 marked car parking spaces in the car park near the access from Mainsgate Road. This is at the location currently used for informal car parking.
- 3.3.7 There will be two car parks near the Welcome Building; the one adjacent to the building will have 23 spaces, including 6 EV charging spaces and 5 disabled bays, while the other car park – at an approximately 250m – 300m walking distance along the new footpath from the building – will have 36 spaces.
- 3.3.8 This totals 76 marked car parking spaces across The Iron Line, including 6 EV charging spaces and 5 disabled bays. There will be payment machines located in each of the three car parks.
- 3.3.9 The proposed car parking provision is determined to be sufficient in **Section 6**.

Proposed Cycle Parking

- 3.3.10 There will be the following cycle parking provision at The Iron Line:
- 3 Sheffield stands at Hodbarrow car park;
 - 5 Sheffield stands in Welcome Building;
 - 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.
- 3.3.11 This totals 22 Sheffield stands providing 44 cycle parking spaces.
- 3.3.12 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**.
- 3.3.13 Methodology 1 predicts 32 visitors will arrive by cycle per day following completion of the proposed development (see **Table 5.5**). Based on 64% of traffic on Mainsgate Road occurring between 10:00 and 16:00 (see **Section 5.3**), there could be a peak of 3 cycle trips per hour.
- 3.3.14 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.

- 3.3.1 The proposed cycle parking provision is also determined to be sufficient in **Section 6** (using Methodology 2 – TRICS data).
- 3.3.2 This is one of the many initiatives to encourage more people to travel by sustainable modes (in addition to other measures outlined in the accompanying Interim Travel Plan (Document Reference: **080874-CUR-00-XX-RP-TP-00002**). The provision of sufficient cycle parking of suitable quality has a key synergy with the successful implementation of travel plans.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

- 4.1.1 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.
- 4.1.2 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).
- 4.1.3 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.

4.2 Pedestrian Accessibility

- 4.2.1 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 4.1**:

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

Table 4.1 – CIHT Recommended Walking Distances

- 4.2.2 The Department for Transport's National Travel Survey (from Tables NTS0308a and NTS0601) shows that walking is the most frequent mode used for short trips: 80% of all trips and 74% of walking trips were under 1 mile (1.6km) in 2019 – with the 1.6km distance broadly comparable with the CIHT's 2.0km 'Preferred Maximum'. The average distance for walking trips was 1.5km and 96% of walking trips were under 2 miles (3.2km) in 2019. This indicates that walking is the natural first choice for most local trips.
- 4.2.3 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan 080874-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.

- 4.2.4 The average pedestrian travels at approximately 80m per minute, based on walking distances and times in the CIHT document 'Planning for Walking' (2015), so they could travel 500m, 1,000m and 2,000m in approximately 6 minutes, 12.5 minutes, and 25 minutes, respectively.
- 4.2.5 Within the 2km walking catchment from the proposed Welcome Building, visitors can reach Millom town centre, including residential areas and the train station, the edge of Haverigg, and walk around much of the BOAT.
- 4.2.6 Overall, the site is considered accessible by foot.

4.3 Cycle Accessibility

- 4.3.1 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.
- 4.3.2 In order to assist in assessing the accessibility of the site by cycle, **Plan 080874-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.
- 4.3.3 The average cycling trip length in England was 3.29 miles / 5.30km in 2019, which is rounded to a 5.5km catchment (see National Travel Survey dataset NTS9910).
- 4.3.4 The maximum acceptable cycling distance for most people is considered to be 8km (5 miles), based on the National Travel Survey statistics which demonstrates that 82% and 78% of cycling trips were under 5 miles (8km) in 2019 and 2021. The National Model Design Code – Part 2 (DLUHC, 2021) also references this distance, expressing *“the aim that walking and cycling should be the first choice for short local journeys, particularly those of 5 miles or less.”* Even in the Netherlands, which has the highest cycling levels in Europe, 88% of cycling trips were 7.4km or less in 2019.
- 4.3.5 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.
- 4.3.6 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.
- 4.3.7 Furthermore, the development will provide secure cycle parking spaces to encourage cycling.
- 4.3.8 It is considered that cycling is a realistic mode of travel to, from and around the site.

4.4 Public Transport Accessibility

- 4.4.1 **Plan 080874-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.

4.4.2 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).

4.4.3 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 Welcome Building. The station has a car park and 10 cycle parking spaces.

4.4.4 A summary of rail services from the rail station for the winter 2022 timetable is outlined in **Table 4.2**:

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 4.2 – Summary of Rail Services calling at Millom

4.4.5 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>.

4.5 Summary

4.5.1 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 85 under the section “Supporting a Prosperous Rural Economy” of the National Planning Policy Framework (NPPF) (2021) 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).”

- 4.5.2 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.

5.0 Traffic Forecasting and Highway Impact

5.1 Introduction

5.1.1 The following section of this report provides a summary of the existing situation with regard to trip generation and analysis of the traffic generating potential following completion of the project.

5.2 Existing Trip Generation

5.2.1 It is understood from discussions with the RSPB that circa 40,000 visitors per annum currently visit the site. There is no survey data to evidence this level of usage, but it seems a reasonable assumption from a trusted source, in the absence of any other data.

5.2.2 In an attempt to quantify daily usage on the highway network in the vicinity of the site, Curtins liaised with the then Cumbria County Council (now Cumberland Council) Highways to see what data was available.

5.2.3 In response the Highways team provided Curtins with traffic data for three points on Mainsgate Road, covering Monday 22nd October to Sunday 28th October 2018 and Friday 28th February to Thursday 5th March 2020. The locations of the traffic counts are displayed by **Figure 5.1** below.



Figure 5.1 – Locations of Traffic Counts
(Source: Google Earth, 2020)

5.2.1 It is noted that at the time of the 2020 surveys there were no restrictions on movement within the UK and most people had not significantly changed their behaviour, so would likely have been visiting as normal. Covid-19 case numbers exceeded 100 on the 5th March. People were initially advised to stay

at home and avoid non-essential travel on 16th March 2020 and the UK entered the first 'lockdown' on 23rd March.

5.2.2 All the traffic count points are located on the outskirts of Millom, so the counts will have captured various trips unrelated to the site, including to and from dwellings, the two industrial units, the bed and breakfast, the HWRC, Haverigg, and other destinations.

5.2.3 Across the periods recorded the total two-way trips for all vehicles were as follows:

Traffic Count	Total Vehicles	5 Day Average (Mon – Fri)	7 Day Average (Mon – Sun)	% HGV	Mean Speed
Oct 2018	6352	946	908	5.9	20.6
Feb 2020; Site 1	5916	895	845	5.2	20.2
Feb 2020; Site 2	3563	484	509	8.1	24.6

Table 5.1 – Summary of Mainsgate Road Traffic Counts

5.2.4 As shown above, the February 2020 total vehicle flows were 66% higher at Site 1 than Site 2. It is considered that this indicates that Site 1 captured significantly more residential and other trips unrelated to the Reserve than Site 2, so Site 1 has not been further analysed. Site 2 and the 2018 dataset will also, however, have recorded trips unrelated to the Reserve.

5.2.5 The datasets covering February/March and October is considered beneficial in indicating any seasonal changes in visitor numbers, although neither is likely to represent 'peak season'.

5.2.6 **Figures 5.2** and **5.3** below summarise the two-way vehicle trips recorded between 07:00 and 20:00 across the weeks surveyed in October 2018 and February/March 2020.

Hour	Mon	Tue	Wed	Thurs	Fri	Sat	Sun	Weekday Average	Weekend Average	7 Day Average
0700	18	19	17	18	17	15	12	18	14	17
0800	49	52	52	62	50	28	12	53	20	44
0900	70	55	56	58	60	65	12	60	39	54
1000	59	54	50	75	77	82	12	63	47	58
1100	87	57	62	89	104	90	12	80	51	72
1200	94	95	70	82	94	86	12	87	49	76
1300	98	81	77	101	105	94	12	92	53	81
1400	97	75	63	99	77	70	12	82	41	70
1500	85	87	85	77	102	75	12	87	44	75
1600	75	61	57	65	71	51	12	66	32	56
1700	91	78	103	83	87	51	12	88	32	72
1800	53	63	83	62	66	49	12	65	31	55
1900	38	29	32	32	35	36	12	33	24	31

Table 5.2 – October 2018 Traffic Count

Hour	Mon	Tue	Wed	Thurs	Fri	Sat	Sun	Weekday Average	Weekend Average	7 Day Average
0700	10	4	8	10	6	6	2	8	4	7
0800	20	18	19	32	24	16	13	23	15	20
0900	41	22	29	45	27	34	29	33	32	32
1000	48	32	31	72	47	57	58	46	58	49
1100	41	23	39	76	33	89	69	42	79	53
1200	57	24	39	61	41	67	53	44	60	49
1300	50	37	45	81	47	57	82	52	70	57
1400	60	35	31	52	33	61	80	42	71	50
1500	57	47	41	52	43	67	62	48	65	53
1600	37	37	36	38	40	44	34	38	39	38
1700	30	27	48	46	26	16	23	35	20	31
1800	33	32	31	29	30	21	27	31	24	29
1900	15	12	13	22	18	14	14	16	14	15

Table 5.3 – February 2020 Traffic Count

- 5.2.7 The figures in **Table 5.3** are considered to be the most representative of existing conditions on Mainsgate Road in the vicinity of the site, due to the closer proximity to the site.
- 5.2.8 The data demonstrates very low flows, with traffic not exceeding 89 vehicles per hour for any of the recorded time periods.
- 5.2.9 It must also be noted that a significant proportion of this traffic will not be accessing the site and will be vehicles travelling to and from Haverigg.

5.3 Traffic Generating Potential of the Site

- 5.3.1 Information provided by the wider team indicates that visitor numbers following completion of the development could increase from 40,000 people per annum to 150,000 people per annum. As noted in **Section 1**, the visitor numbers are expected to increase to this level across several years, so there will be no sudden impact on the transport network.
- 5.3.2 To determine the traffic generating potential of this number, there are a number of different methodologies available and two of these are presented below.

Methodology 1

- 5.3.3 This methodology estimates the existing and proposed trip generation for the site by applying modal split and car occupancy assumptions to the visitor numbers for local and non-local visitors.
- 5.3.4 As outlined in **Section 2.2**, a survey has been undertaken of how local visitors travel to the site. However, this survey does not capture many of the visitors travelling from further afield. The modal split from the survey, along with those for day trips to the Peak District National Park in 2015 and the Yorkshire Dales National Park in 2017 are recreated in **Table 5.4**. Specific data for the LDNP did not appear to be available.

Mode of Travel	Iron Line, Millom	Peak District*	Yorkshire Dales**
Walk	39%	8%	4%
Drive	25%	83%	87%
Cycle	21%	3%	1%
Horse Riding	12%	–	0%
Public Transport/ Coach	3%	5%	5%
Motorbike	–		3%

Table 5.4 – 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

5.3.5 The trip generation has been analysed separately for local and national visitors to The Iron Line.

Local Visitors

5.3.6 The Yorkshire Dales National Park Visitor Survey 2017 found that 37% of visitors were from Yorkshire and the Humber; it is assumed that a similar proportion of visitors to The Iron Line would be local to the site and that these people will travel in a similar manner to that indicated by the survey undertaken by PLACED.

5.3.7 Local visitors are expected to visit regularly – be it for general exercise, dog walking, fishing, days out or other reasons – so an equal proportion are assumed to visit throughout the year.

5.3.8 The estimated annual and daily trip generation by mode of travel for local visitors in the existing (40,000 visitors per annum) and proposed situation (150,000 visitors per annum) is summarised in **Table 5.5**:

Mode of Travel	14,800 Local Visitors		55,500 Local visitors	
	Number of People, Annually	Number of People, Daily	Number of People, Annually	Number of People, Daily
Walk	5772	16	21645	59
Drive	3700	10	13875	38
Cycle	3108	9	11655	32
Horse Riding	1776	5	6660	18
Public Transport	444	1	1665	5

Table 5.5 – Estimated Local Annual Trip Generation

Non-Local Visitors

5.3.9 It is assumed, similar to the Yorkshire Dales National Park Travel Survey, that the remaining 63% of visitors do not live locally and that all of these people may travel by car to The Iron Line. This is a robust worst case assumption, given the presence of the railway station.

5.3.10 The Statista dataset ‘Number of domestic overnight holiday trips taken in Great Britain in 2019, by month trip started’ has been recreated below and indicates the proportion of overnight domestic trips that occur across the year:

Mode of Travel	Overnight Trips in Millions, Great Britain	Percent	Number of Non-Local Trips to Site	
			25,200 Annually	94,500 Annually
January	1.96	3.2%	817	3064
February	3.35	5.5%	1396	5236
March	4.23	7.0%	1763	6612
April	5.9	9.8%	2459	9222
May	6.53	10.8%	2722	10207
June	5.12	8.5%	2134	8003
July	7.59	12.6%	3164	11863
August	9.42	15.6%	3926	14724
September	4.85	8.0%	2022	7581
October	3.95	6.5%	1646	6174
November	3.35	5.5%	1396	5236
December	4.21	7.0%	1755	6580

Table 5.6 – Non-Local Visitors by Month

5.3.11 This indicates that the peak month is August, accounting for 16% of non-local trips. As such, it is projected that there are currently 3,926 non-local visitors in the busiest month which will increase to 14,724 following completion of the proposed development. This equates to 127 and 475 daily non-local visitors, respectively.

All Visitors

5.3.12 The adjusted modal split for all visitors is therefore as follows:

Mode of Travel	Adjusted Modal Split
Walk	14%
Drive	72%
Cycle	8%
Horse Riding	4%
Public Transport	1%

Table 5.7 – Adjusted Modal Split

5.3.13 The modal split is relatively similar to that given for the Peak District and Yorkshire Dales National Parks; hence it is considered to be suitably accurate and robust.

5.3.14 According to Table NTS0905 of the National Travel Survey, trips for holidays / day trips had a vehicle occupancy rate of 1.95 in 2019.

5.3.15 **Table 5.8** and 5.9 below summarise the number of people travelling by car and number of cars for the existing situation and proposed development for the whole month of August and each day within August:

	Existing	Proposed
Local people travelling by car	314	1,178
Non-local people travelling by car	3,926	14,724
Total people travelling by car	4,241	15,902
Total number of cars	2,180	8,174

Table 5.8 – Peak Monthly Vehicle Trip Generation

	Existing	Proposed
Local people travelling by car	10	38
Non-local people travelling by car	127	475
Total people travelling by car	137	513
Total number of cars	70	264

Table 5.9 – Peak Daily Vehicle Trip Generation

- 5.3.16 Across the 7-day average for the Mainsgate Road traffic counts, 31% and 64% of the traffic was between 10:00 and 16:00 in 2018 and 2020, respectively. To represent a worst-case scenario, the 2020 proportion has been used and an equal split across the hours within this period, which gives an increase from 8 to 28 vehicle trips per hour within the peak period (10:00 – 16:00) as a result of the proposed development.
- 5.3.17 An increase of 21 two-way trips in the peak hours of the peak month is considered to be negligible, especially as these will be split across multiple informal and formal parking areas across the site and roads to the site, including Mainsgate Road and The Front.

Methodology 2

- 5.3.18 TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development. The database contains surveys of varying land uses in multiple destinations across the UK, including country parks.
- 5.3.19 The full search criteria used in the TRICS database are presented in **Appendix B**, applying the criteria of Country Park in Great Britain (excluding Greater London). No other filters were applied, aside from excluding a survey for being undertaken at a time of Covid-19 restrictions. The results indicated there were two surveys undertaken on a Saturday at free standing sites. The surveys were of St Chads Nature Reserve (8 hectares) between Derby and Nottingham in October 2018, and Queen Elizabeth Country Park (350 hectares) near Waterloo in December 2021.
- 5.3.20 **Table 5.10** below summarises the trip rates for the country parks.

TRICS	Saturday Average Trip Rates (per 1 space)		
	Arrive	Depart	Total
07:00-08:00	0.052	0.018	0.070
08:00-09:00	0.383	0.067	0.450
09:00-10:00	0.207	0.170	0.377
10:00-11:00	0.310	0.228	0.538
11:00-12:00	0.252	0.210	0.462
12:00-13:00	0.347	0.195	0.542
13:00-14:00	0.313	0.289	0.602
14:00-15:00	0.237	0.337	0.574
15:00-16:00	0.198	0.392	0.590
16:00-17:00	0.082	0.337	0.419
17:00-18:00	0.073	0.17	0.243
18:00-19:00	0.030	0.067	0.097
19:00-20:00	0.024	0.018	0.042
Daily	2.708	2.818	5.526

Table 5.10 – TRICS Trip Rates

- 5.3.21 Similar to the Mainsgate Road traffic data, the peak hour is 13:00-14:00. Three-fifths (60%) of the trips generated by the country parks surveyed occur between 10:00 and 16:00 – outside the traditional AM and PM peak hours.
- 5.3.22 Given that the existing parking is entirely informal and unmarked, it is challenging to definitely determine how many parking spaces are currently available within the site. It is considered that there is space for approximately 10 vehicles at the parking area near Mainsgate Road (as shown in **Section 2.2**) and a further 10 throughout the site, including where the BOAT is wider near The Front and the caravan park. The redeveloped site will have 82 car parking spaces – an increase of 62. **Figure 5.11** below shows the existing and proposed vehicle trip generation based on TRICS for the site:

TRICS	Existing Saturday Trip Generation (20 spaces)			Increase in Saturday Trip Generation (56 spaces)			Total Proposed Saturday Trip Generation (76 spaces)		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
07:00-08:00	1	0	1	3	1	4	4	1	5
08:00-09:00	8	1	9	21	4	25	29	5	34
09:00-10:00	4	3	8	12	10	21	16	13	29
10:00-11:00	6	5	11	17	13	30	24	17	41
11:00-12:00	5	4	9	14	12	26	19	16	35
12:00-13:00	7	4	11	19	11	30	26	15	41
13:00-14:00	6	6	12	18	16	34	24	22	46
14:00-15:00	5	7	11	13	19	32	18	26	44
15:00-16:00	4	8	12	11	22	33	15	30	45
16:00-17:00	2	7	8	5	19	23	6	26	32
17:00-18:00	1	3	5	4	10	14	6	13	18
18:00-19:00	1	1	2	2	4	5	2	5	7

TRICS	Existing Saturday Trip Generation (20 spaces)			Increase in Saturday Trip Generation (56 spaces)			Total Proposed Saturday Trip Generation (76 spaces)		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
19:00-20:00	0	0	1	1	1	2	2	1	3
Daily	54	56	111	152	158	309	206	214	420

Table 5.11 – TRICS Existing and Proposed Trip Generation

5.3.23 This indicates that the proposed development could result in an increase of 34 two-way vehicle trips in the peak hour (13:00-14:00) and 309 across the day.

5.3.24 The average increase in vehicles trips between 10:00 and 16:00 is 31, as indicated by the TRICS dataset, similar if slightly higher than the 21 suggested by Methodology 1. The similarities in results indicate that both methodologies are relatively robust.

5.4 Highway Impact Summary

5.4.1 On the above basis, Curtins do not believe that capacity assessments would be required, and that the highway network would not experience any adverse traffic impact resulting from the proposed development.

6.0 Parking Impact

6.1 Introduction

6.1.1 This section of the report considers parking in relation to the proposed development.

6.2 Car Parking

6.2.1 Based on the previous TRICS trip generation, the impact and suitability of the 82 proposed car parking spaces has been assessed. This is presented by **Table 6.1** below:

Hour	In	Out	Accumulation	Two-way	Space Capacity
06:00-07:00	-	-	0	-	76
07:00-08:00	4	1	3	5	73
08:00-09:00	29	5	27	34	49
09:00-10:00	16	13	29	29	47
10:00-11:00	24	17	36	41	40
11:00-12:00	19	16	39	35	37
12:00-13:00	26	15	50	41	26
13:00-14:00	24	22	52	46	24
14:00-15:00	18	26	45	44	31
15:00-16:00	15	30	30	45	46
16:00-17:00	6	26	10	32	66
17:00-18:00	6	13	3	18	73
18:00-19:00	2	5	0	7	76
19:00-20:00	2	1	1	3	75

Table 6.1 – Car Parking Accumulation and Spare Capacity

6.2.2 The results show a lower quartile of 3 parked vehicles (4.1% of proposed spaces), a median of 29 vehicles (38.7%) and an upper quartile of 39 vehicles (51.1%) occupying the proposed car parking between 07:00 – 20:00.

6.2.3 The table demonstrates that based on the TRICS trip generation the accumulation is expected to exceed 38 parked cars (half the proposed provision) between 11:00 and 15:00 with a peak of 52 parked vehicles between 13:00 and 14:00. Thus, it is considered that the proposed car parking provision is sufficient.

6.2.4 The trip generation could be up to 45% higher than that predicted by TRICS, and the car parking would remain sufficient.

6.3 Cycle Parking

6.3.1 Based on the cycle trip rates provided in **Appendix B**, the impact and suitability of the 44 cycle parking spaces has been assessed. This is presented by **Table 6.2** below:

Hour	In	Out	Accumulation	Two-way	Space Capacity
06:00-07:00	-	-	0	-	44
07:00-08:00	0	0	0	0	44
08:00-09:00	0	0	1	0	43
09:00-10:00	4	0	4	5	40
10:00-11:00	5	4	5	9	39
11:00-12:00	3	3	5	5	39
12:00-13:00	3	1	7	4	37
13:00-14:00	3	3	6	6	38
14:00-15:00	1	3	4	4	40
15:00-16:00	1	2	3	3	41
16:00-17:00	1	1	3	2	41
17:00-18:00	0	2	1	3	43
18:00-19:00	0	1	0	2	44
19:00-20:00	0	1	0	1	44

Table 6.2 – Cycle Parking Accumulation and Spare Capacity

- 6.3.2 The table demonstrates that based on the TRICS trip generation the accumulation is expected to peak at 7 parked cycles between 12:00 and 13:00. Thus, it is considered that the proposed cycle parking provision is sufficient.
- 6.3.3 The trip generation could be up to five times higher than that predicted by TRICS, and the cycle parking would remain sufficient.

7.0 Transport Planning Policy

7.1 Introduction

- 7.1.1 The following section sets out key local and national transport planning policies, and how the proposals relate to them.

7.2 National Planning Policy Framework (2021)

- 7.2.1 NPPF sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development.

- 7.2.2 Paragraph 11 states that:

“Plans and decisions should apply a presumption in favour of sustainable development.”

- 7.2.3 For decision taking this means granting permission unless:

“...any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies.”

- 7.2.4 Section 9 of the NPPF is entitled *Promoting Sustainable Transport* and outlines the important role that transport policies have to play in facilitating sustainable development. The section states that:

“The planning system should actively manage patterns of growth ...Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.”

- 7.2.5 The document emphasises the need for developments to offer a choice of sustainable modes of transport to *“reduce congestion and emissions, and improve air quality and public health”* and provide *“safe and suitable access”* for all users.

- 7.2.6 Paragraph 110 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications in development, it should be ensured that:

- a) *“appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code⁴⁶; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

7.2.7 The development proposals have shown that safe and suitable access to the site can be achieved, and it is not anticipated that the proposals would result in any significant impacts on the highway network.

7.2.8 Paragraph 111 of the NPPF states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”

7.2.9 Trip generation forecasts using a first principles approach and TRICS data have demonstrated that there would be an increase of up to 37 vehicle trips between 12:00 and 13:00, or 28 and 15 trips in the AM and PM network peaks, respectively. The trips would dissipate across multiple parking locations and routes to and from the site. As such, any vehicular impact would be negligible on the surrounding area in terms of highways, traffic and transportation.

7.2.10 Paragraph 112 of the NPPF states that applications for development should:

- *“give priority to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport; and*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.”*

7.2.11 The proposed development is situated in an accessible location. There is good walking and cycling infrastructure adjacent to the site, and the train station is accessible within an acceptable cycling distance.

7.2.12 The proposed development accords with the general principles of the NPPF.

7.3 National Planning Practice Guidance (2014)

7.3.1 In addition to the NPPF, National Planning Practice Guidance (NPPG) has been developed by the Department for Communities and Local Government (DCLG; now the DLUHC) in 2014. It brings together planning practice guidance for England and sits alongside the NPPF. Within this document there is a specific section that clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. The guidance states that:

“Travel Plans, Transport Assessments and Statements can positively contribute to:

- *Encouraging sustainable travel;*

- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads.”*

7.3.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a Transport Assessment. It also clarifies the process for establishing a scope for what the documents should contain. The NPPG has been considered in the production of this TA and the accompanying Interim Travel Plan (Document Reference: **080874-CUR-XX-XX-T-TP-00002**).

7.3.3 As outlined above, this TA demonstrates that the site is accessible by active and sustainable modes of travel, and that safe and suitable access can be gained to the development. The development proposals therefore apply the principles set out in the NPPG and will seek to create a sustainable development and make a positive contribution to the local area.

7.4 Copeland Local Plan (2013 – 2028)

7.4.1 The Copeland Local Plan was adopted in December 2013. Although Copeland Borough Council has since been replaced by Cumberland Council, the new Council has yet to adopt new policy and the website links to the Copeland Local Plan.

7.4.2 Policy T1 advises that the Council will be most supportive of developments which maximise accessibility by foot, cycle, and public transport.

7.4.3 Policy DM22, titled ‘Accessible Developments’, states the Council will require the following of development proposals:

“The layout of the development responds positively to existing movement patterns in the area by providing or contributing towards:

- Permeable and legible layouts which are convenient for access into and through the site for pedestrians, cyclists and disabled people*
- Access for public transport*
- Access for emergency and service vehicles*

Incorporate innovative approaches to managing vehicular access and parking with:

- i) *Standards incorporated into the design of the development which manage traffic access and speeds without excessive engineering measures*
- ii) *Incorporate car parking, through a variety of on street and off street arrangements which avoid vehicles dominating the street scene, whilst meeting adopted car parking standards which reflect the needs of the Borough in its rural context"*

7.4.4 One of the core purposes of the proposed development is to improve the accessibility and attractiveness of the site to those travelling by sustainable modes, particularly pedestrians and disabled people. The byway and other paths have been redesigned to discourage car usage, with a uniform width and improved signage and surfacing. Although there is no public bus service in Millom, a drop off area and turning head has been provided for coaches adjacent to the Welcome Building.

7.4.5 The policy regarding parking is outlined in **Section 3.4**.

7.5 Copeland Local Plan (2021 – 2038)

7.5.1 The Publication Draft of the emerging Local Plan was released in January 2022. Although Copeland Borough Council has since been replaced by Cumberland Council, the new Council has yet to adopt new policy and the website links to the Copeland Local Plan.

7.5.2 It is unclear whether Cumberland Council will be seeking to adopt the emerging Local Plan for the area formerly covered by Copeland Borough Council or develop a new Plan.

7.5.3 Strategic Policy CO4PU, titled 'Sustainable Travel', states:

"Proposals must include safe and direct connections to routes that promote active travel, such as cycling and walking routes where appropriate.

The Council will also support, in principle, developments which encourages the use of sustainable modes of transport, in particular:

- a) *Proposals that have safe and direct connections to routes that promote active travel, such as walking and cycling, and those that provide access to regular public transport services;*
- b) *Proposals that enable the sustainable movement of freight;*
- c) *Proposals that make provision for electric vehicles*
- d) *Proposals for the integration of electric vehicle charging infrastructure into new developments. This will have different requirements dependent on the scale of development.*
- e) *Proposals that take opportunities available to use disused rail track beds to widen sustainable transport choices, encourage active travel within the borough and provide spaces for biodiversity."*

7.5.4 In descending order, developments should prioritise the use of walking (most), cycling, public transport, car sharing, and all other vehicles (least), with consideration given to the needs of disabled people across all modes, in accordance with Policy CO5PU.

7.5.5 Strategic Policy CO6PU, titled 'Countryside Access', states:

"The Council will support improved access to the countryside for residents and visitors, where biodiversity conservation interest would not be harmed as a result, by:

- a) Identifying opportunities to provide or improve access on routes and gateways from settlements and to secure the implementation of improvement measures with key partners and developers*
- b) Investigating opportunities for reclaiming contaminated and derelict land for recreation purposes*
- c) Identifying potential for the development of a community forest and long distance walks*

Proposals should identify opportunities to improve countryside access through their developments, both through improved active travel links and through measures such as enhanced signage. Where appropriate, access should make provision for those with limited mobility."

7.5.6 The policy regarding parking is outlined in **Section 3.4**.

7.6 Conclusions

7.6.1 It is considered that the proposed development is in line with national and local transport policies and guidance. The site is located within an area which has a range of existing local facilities and sustainable travel choices.

8.0 Summary and Conclusions

8.1 Summary

- 8.1.1 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.
- 8.1.2 Relevant details of the proposed site layout, access, parking facilities, and servicing arrangements have been provided.
- 8.1.3 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development.
- 8.1.1 The site is accessible by sustainable modes of transport. The surrounding area exhibits reasonable levels of pedestrian and cycling infrastructure, and there is a train station within walking distance of the site.
- 8.1.2 Trip generation forecasts using a first principles approach and TRICS data have demonstrated that there would be an increase of up to 34 vehicle trips between 12:00 and 13:00, or 25 and 14 trips in the AM and PM network peaks, respectively. The trips would dissipate across multiple parking locations and routes to and from the site. As such, any vehicular impact would be negligible on the surrounding area in terms of highways, traffic, and transportation.
- 8.1.3 Additionally, measures are proposed in the accompanying Interim Travel Plan to increase the level of walking, cycling and public transport use to and from the site, and to reduce reliance on the private car.
- 8.1.4 A review of relevant local and national transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

8.2 Conclusions

- 8.2.1 It is Curtins' view that from a highways and transport perspective there are no reasons why the development proposals should not be granted planning approval.

Plans



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Project: THE IRON LANE - MILLOM

Drg Title: SITE LOCATION
REGIONAL VIEW

Status: PRELIMINARY

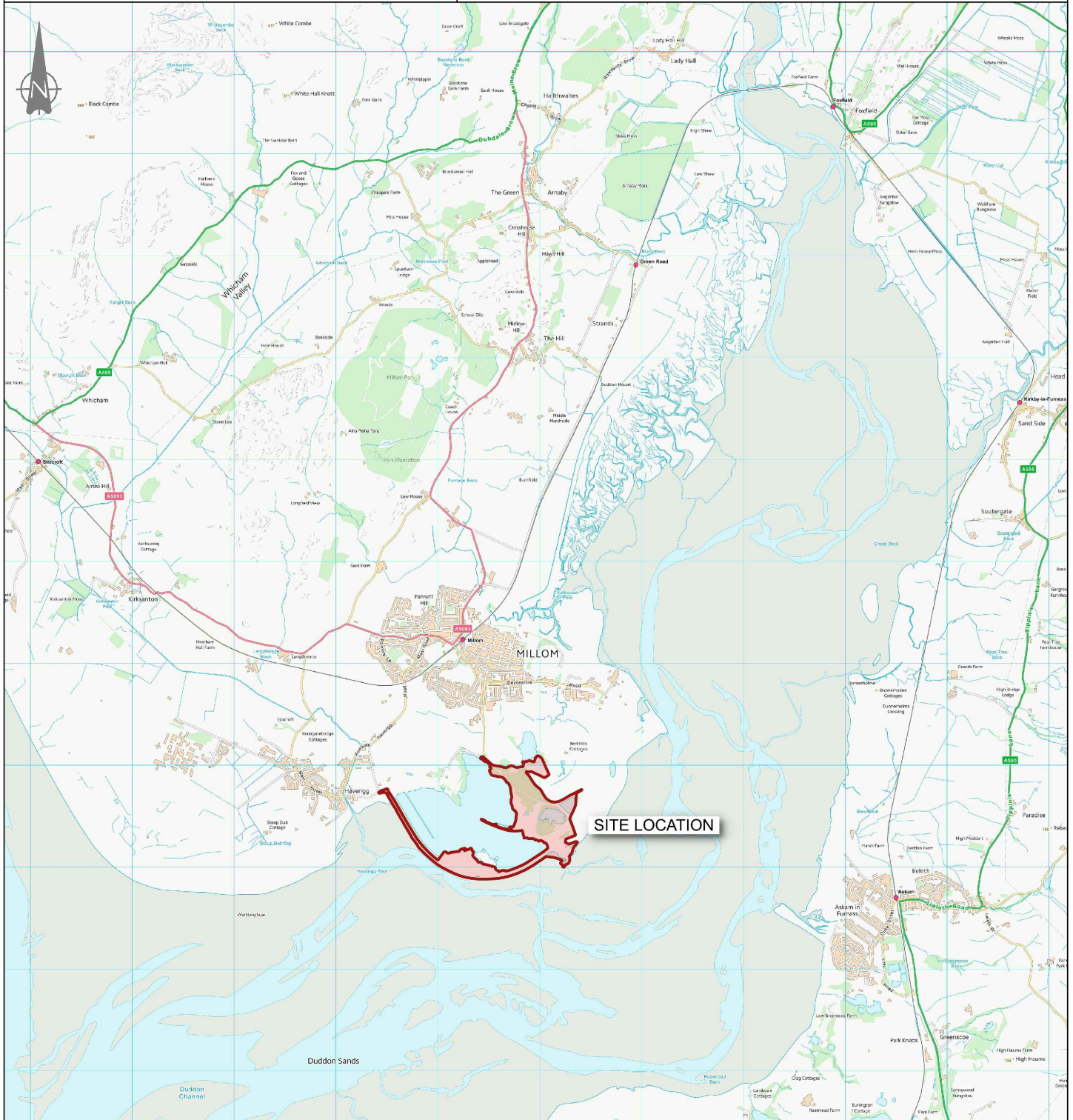
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Designed By: JM Date: 22/05/23

Scale: NTS

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

80874 - CUR - XX - XX - G - TP - 06001 - P02



KEY:  Site



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Project: THE IRON LANE - MILLOM

Drg Title: SITE LOCATION
LOCAL VIEW

Status: PRELIMINARY

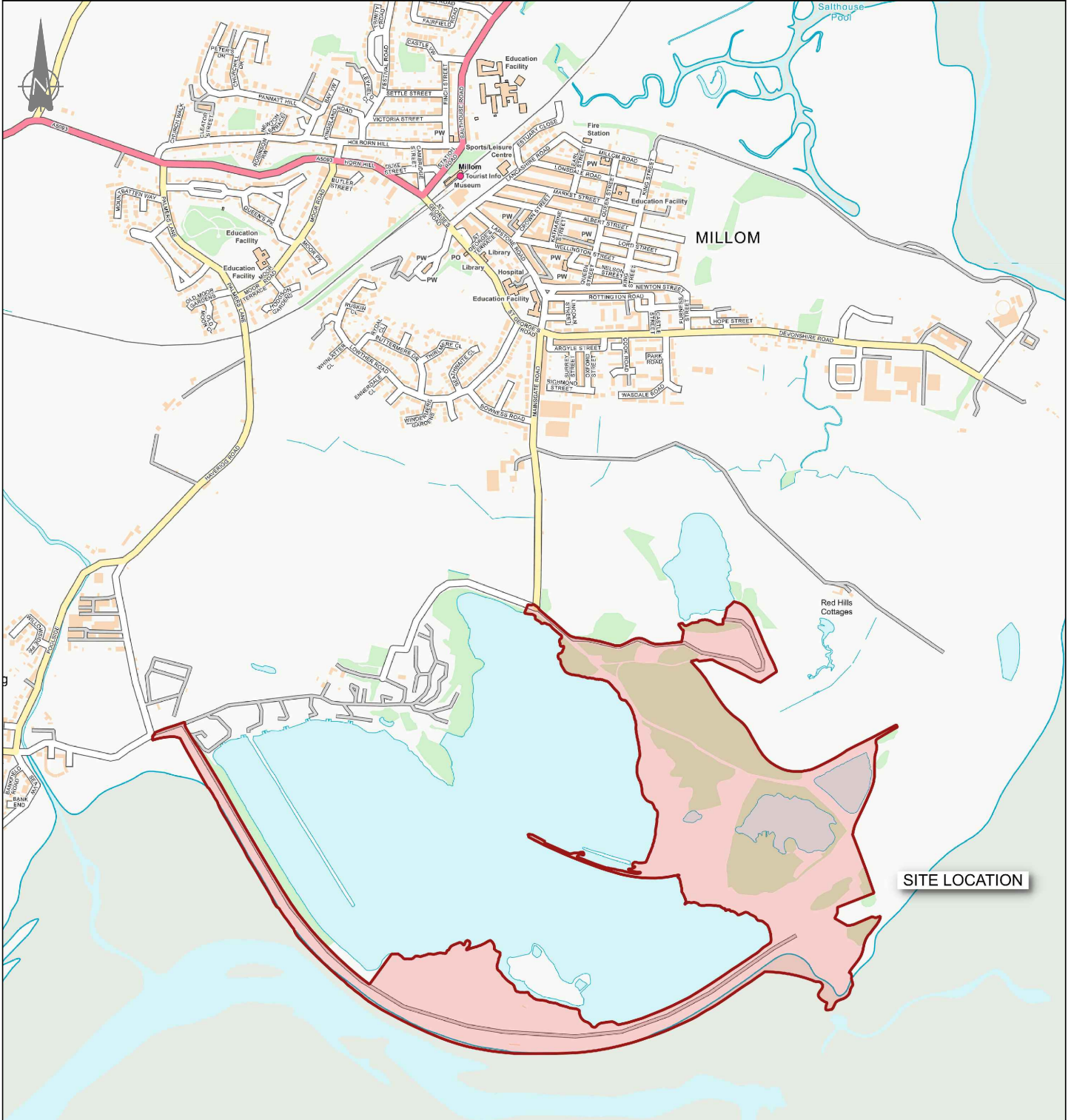
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Designed By: JM Date: 22/05/23

Scale: NTS

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

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Project: THE IRON LANE - MILLOM

Drg Title: ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

Status: PRELIMINARY

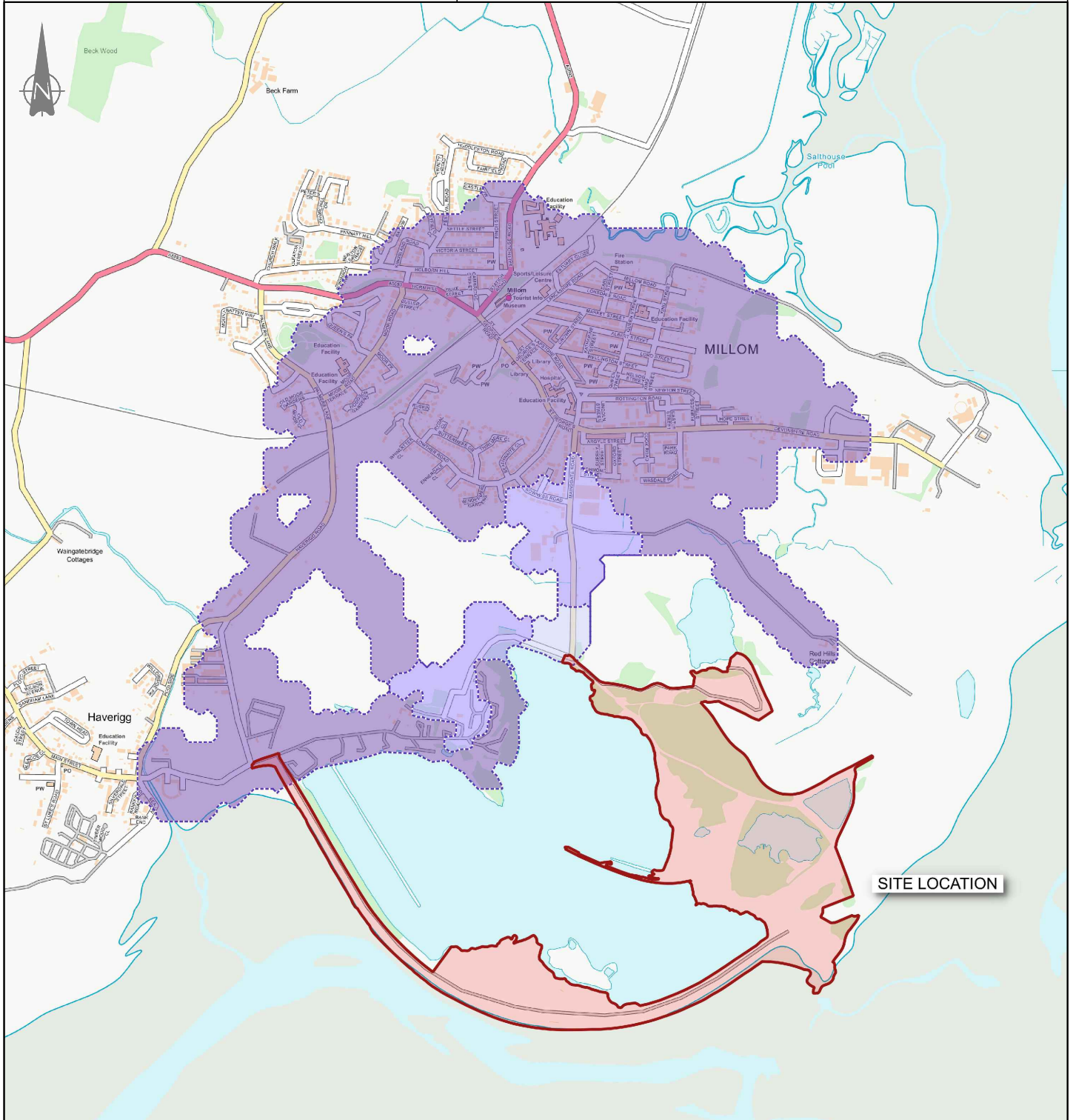
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Designed By: JM Date: 22/05/23

Scale: NTS

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

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KEY: Site 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:

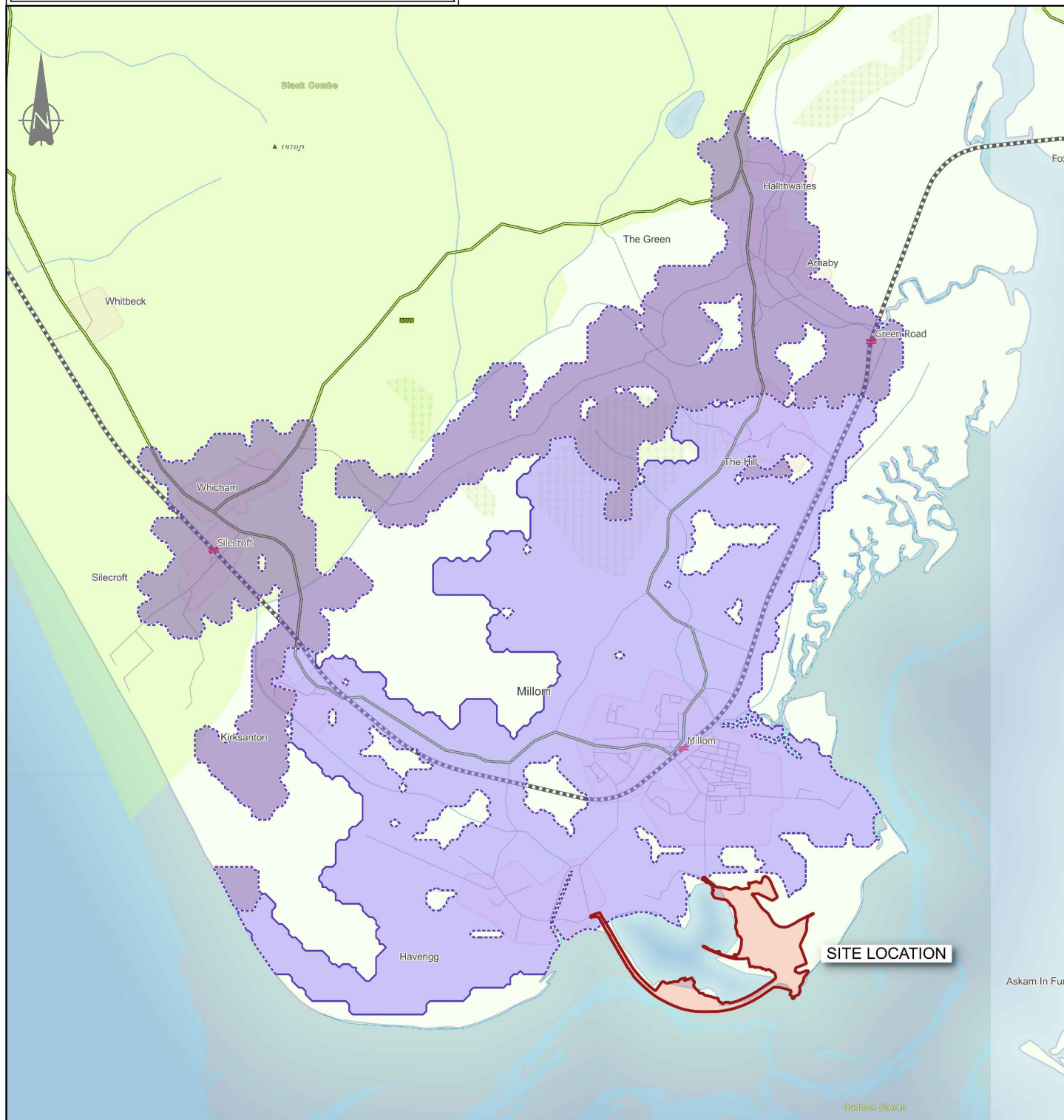
Type:

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:

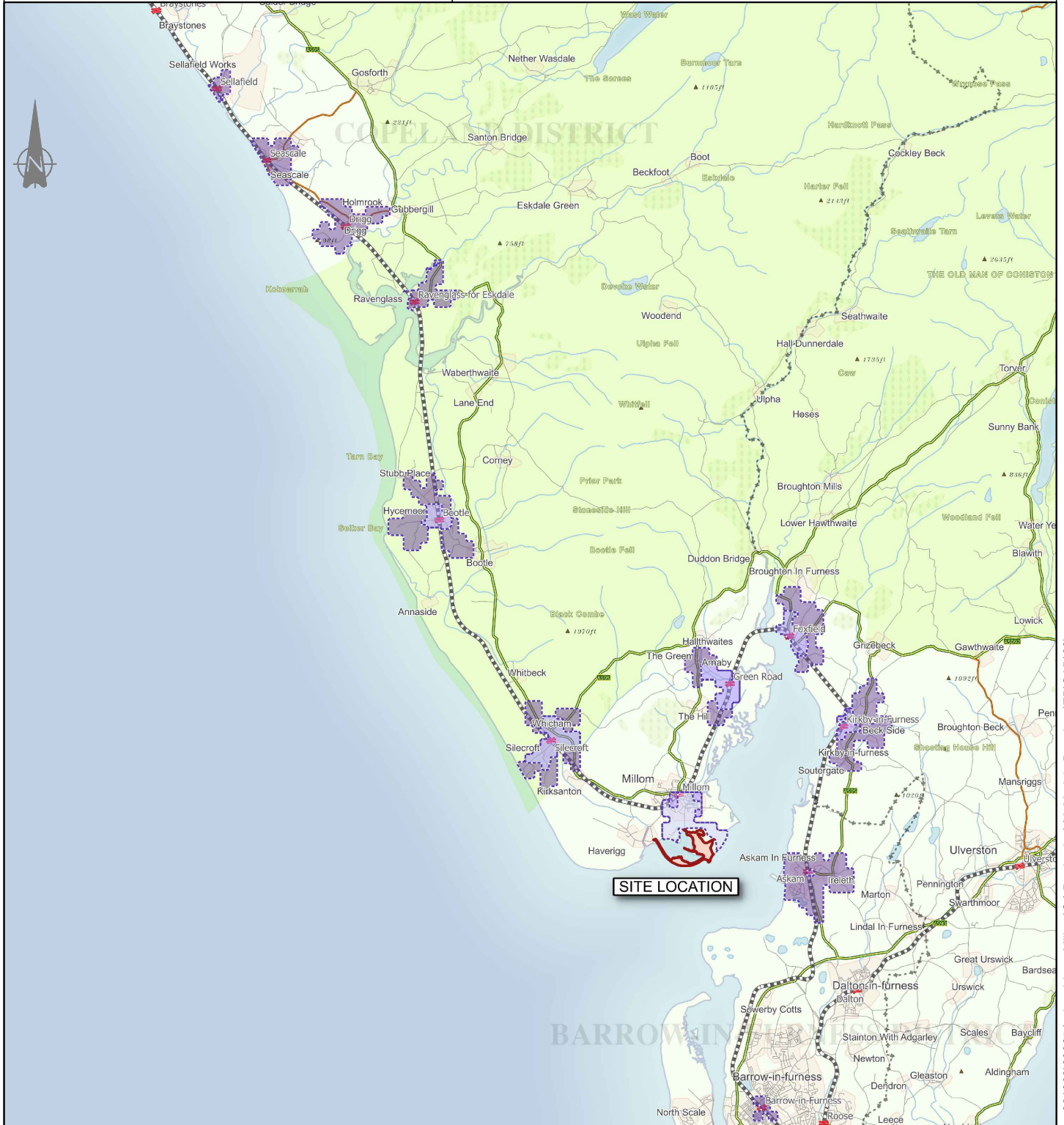
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Role:

Category / Number:

Rev:

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KEY: Site

Public Transport Catchment:

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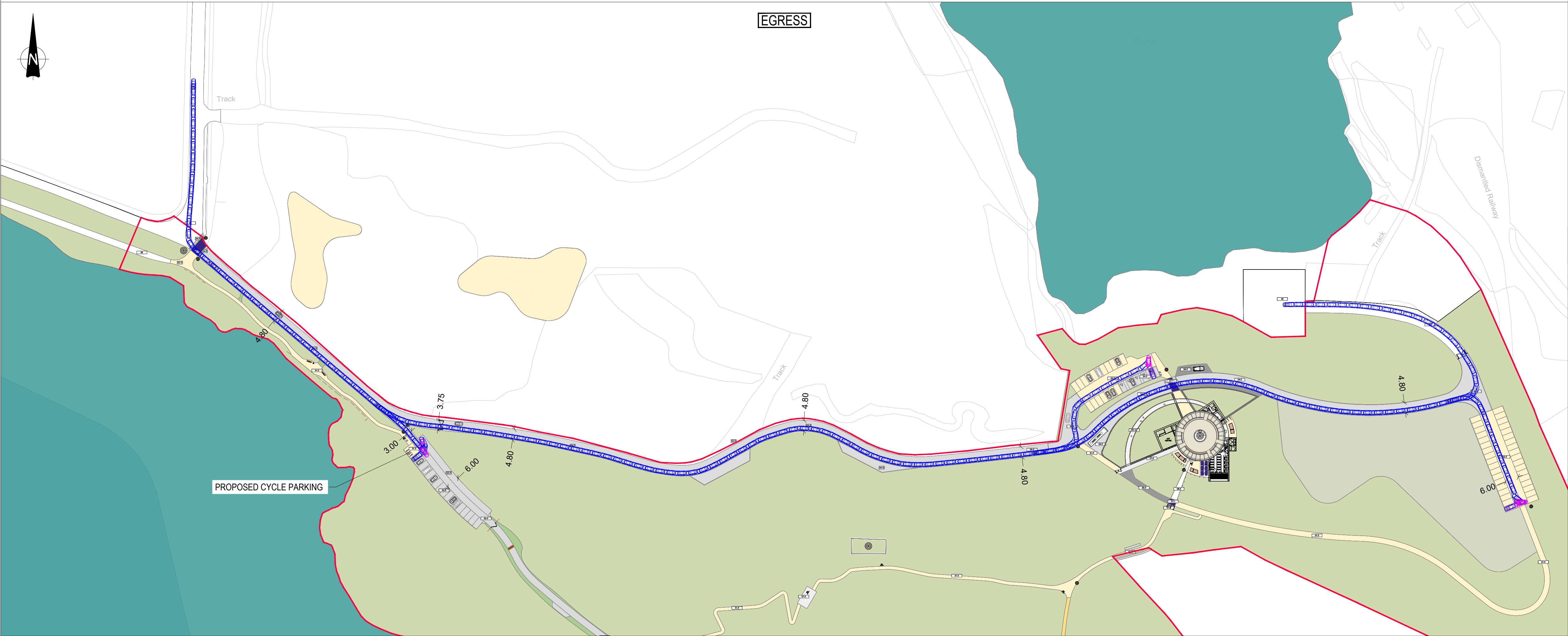
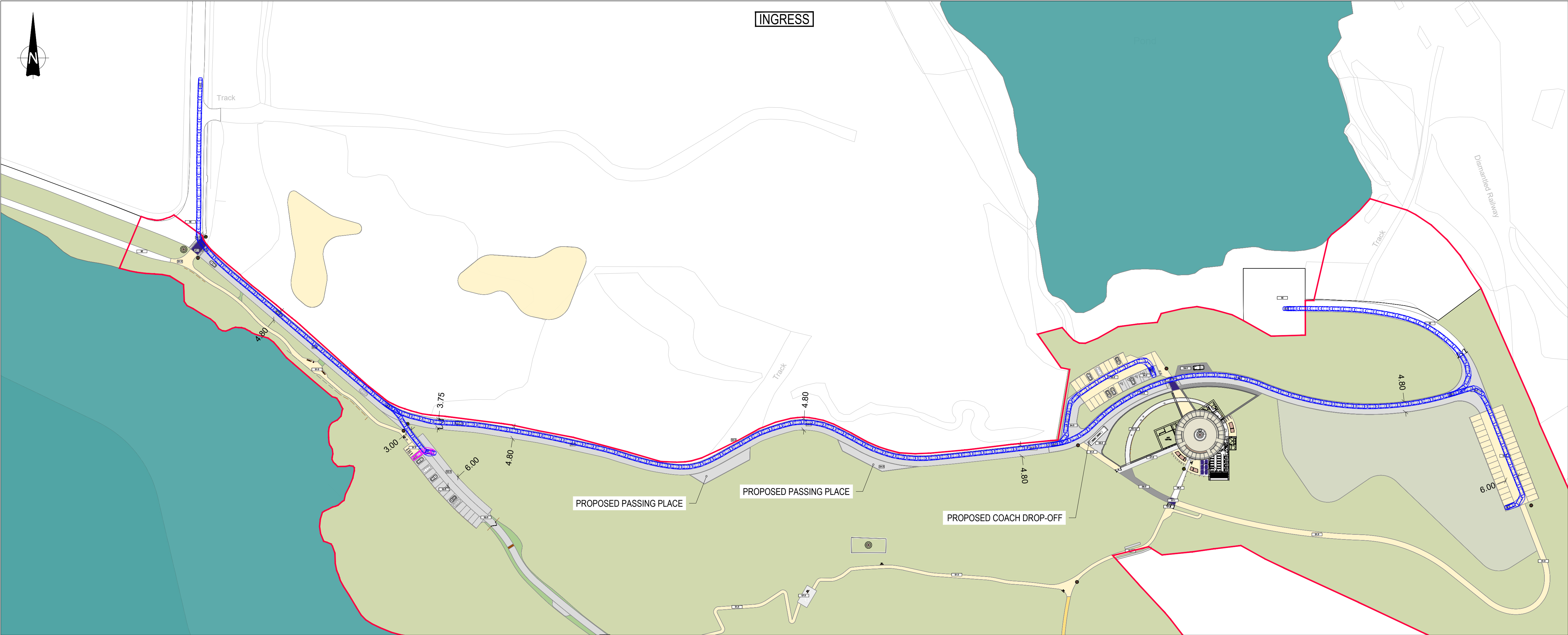
40 minutes

60 minutes

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Drawings

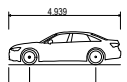


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6. DRAWING BASED ON LANDSCAPE ARCHITECT'S LAYOUT.
LAYER STUDIO DRAWING REF: 289-LYR-XX-ZZ-DWG-L-1000 - Rev 3

KEY: — APPLICATION BOUNDARY

VEHICLE PROFILE:



Audi A6 (2018)
Overall Length 4.80m
Overall Width 2.14m
Overall Body Height 1.42m
Min Body Ground Clearance 0.14m
Max Track Width 1.80m
Lock to lock time 4.00s
Kerb to kerb turning Radius 5.99m

4.80m
2.14m
1.42m
0.14m
1.80m
4.00s
5.99m

P04	Layout & application boundary updated	15/05/23	JM	AV
P03	Layout & highway proposals updated	05/04/23	JM	AV
P02	Layout & highway proposals updated	25/01/23	JM	AV
Rev:	Description:	Date:	By:	Chkd:



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Status: PLANNING

Project: THE IRON LINE - MILLOM

Orig Title: SWEPT PATH ANALYSIS
LARGE CAR
CAR PARK

Size:	Date:	Drawn By:	Designed By:	Checked By:
A1	06/12/22	DD	DD	AV
Scale:	1:1000			
Project No:	Originator:	Volume:	Level:	Type:
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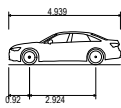


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KEY: — APPLICATION BOUNDARY

VEHICLE PROFILE:



Audi A8 (2018)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to Lock Turn
Kerb to Kerb Turning Radius

4.80m
2.11m
1.42m
0.14m
0.42m
4.00m
5.99m

P04	Application boundary updated	19/05/23	JM	AV
P03	Layout & application boundary updated	15/05/23	JM	AV
P02	Layout updated	05/04/23	JM	AV
Rev:	Description:	Date:	By:	Chkd:



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Status: **PLANNING**

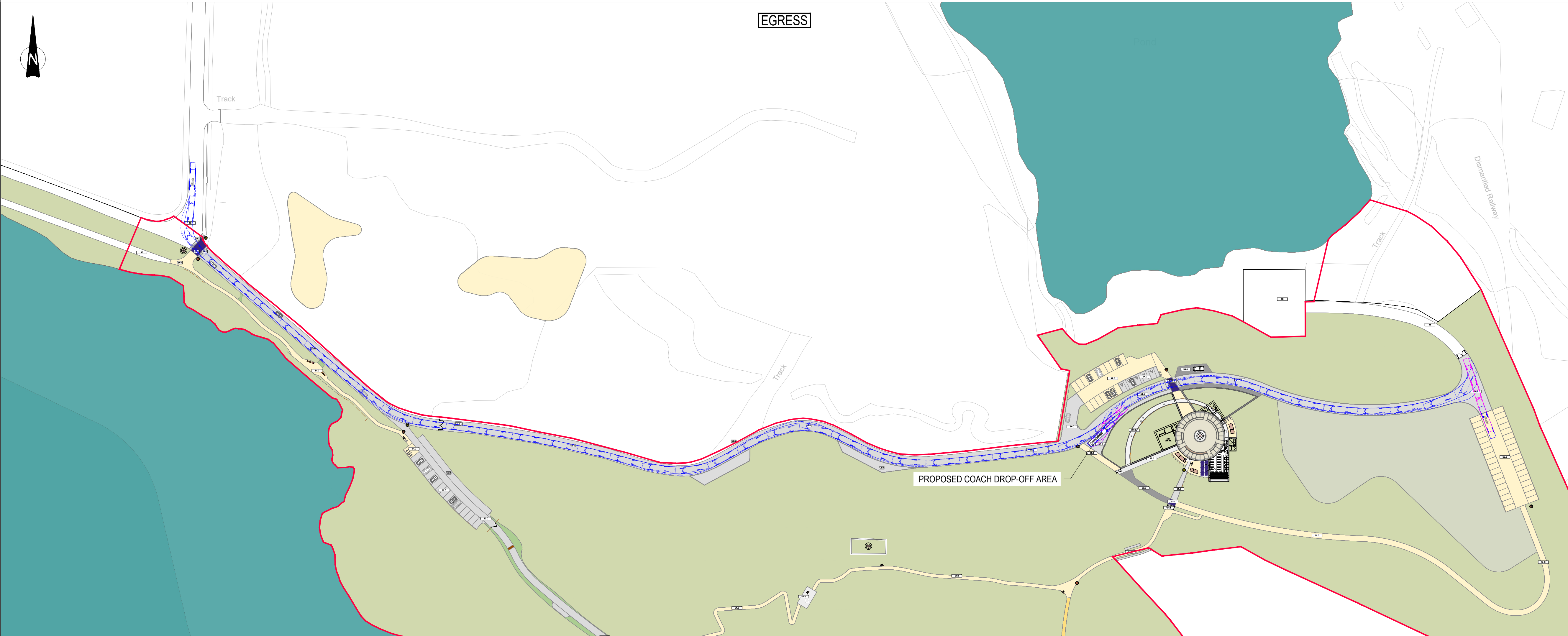
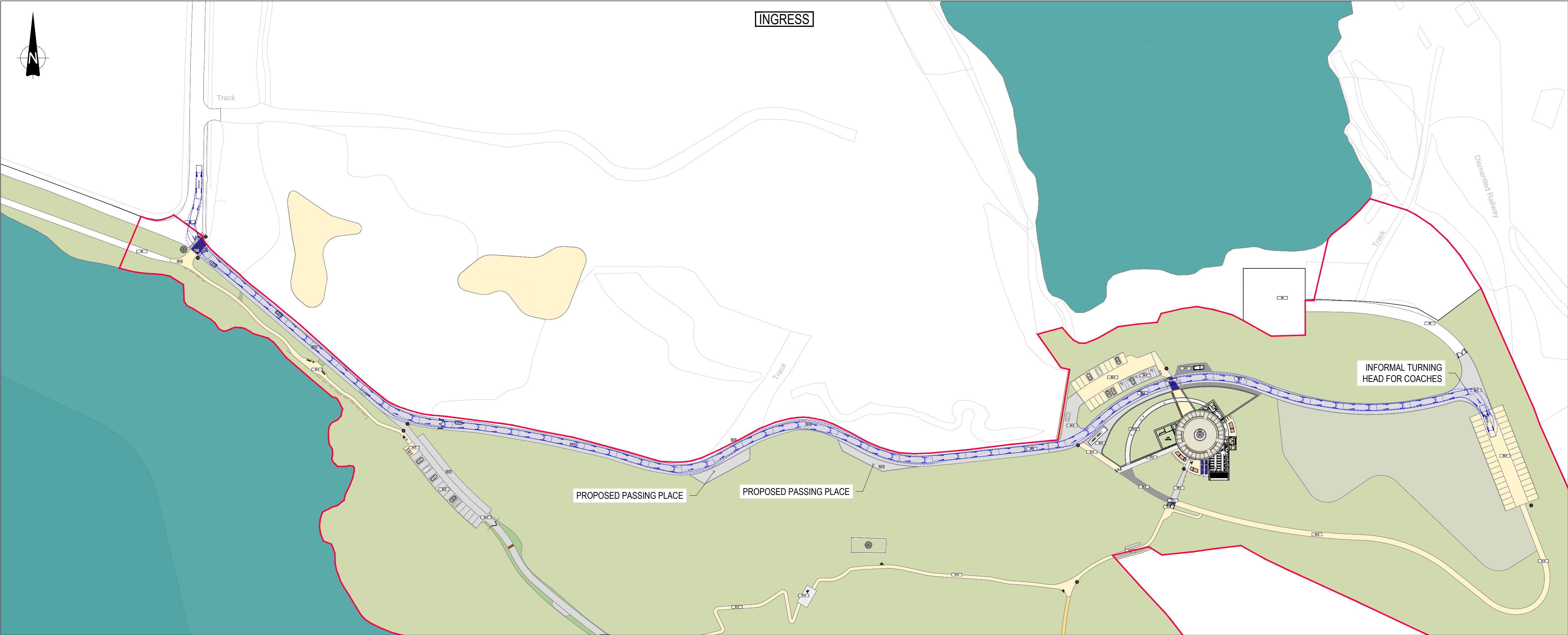
Project: **THE IRON LINE - MILLOM**

Orig Title: **SWEPT PATH ANALYSIS
LARGE CAR
B.O.A.T.**

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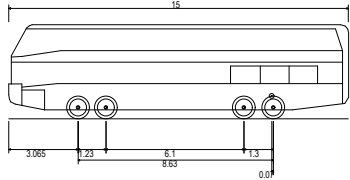


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KEY: APPLICATION BOUNDARY

VEHICLE PROFILE:



15m BVS Luxury Coach
Overall Length: 15.000m
Overall Width: 2.500m
Overall Body Height: 4.100m
Max Body Ground Clearance: 0.300m
Track Width: 2.500m
Load to Top Edge: 5.000m
Wall to Wall Turning Radius: 12.800m

P04	Layout & application boundary updated	15/05/23	JM	AV
P03	Layout & highway proposals updated	05/04/23	JM	AV
P02	Layout & highway proposals updated	25/01/23	JM	AV
Rev:	Description:	Date:	By:	Chkd:



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Status:

PLANNING

Project:

THE IRON LINE - MILLOM

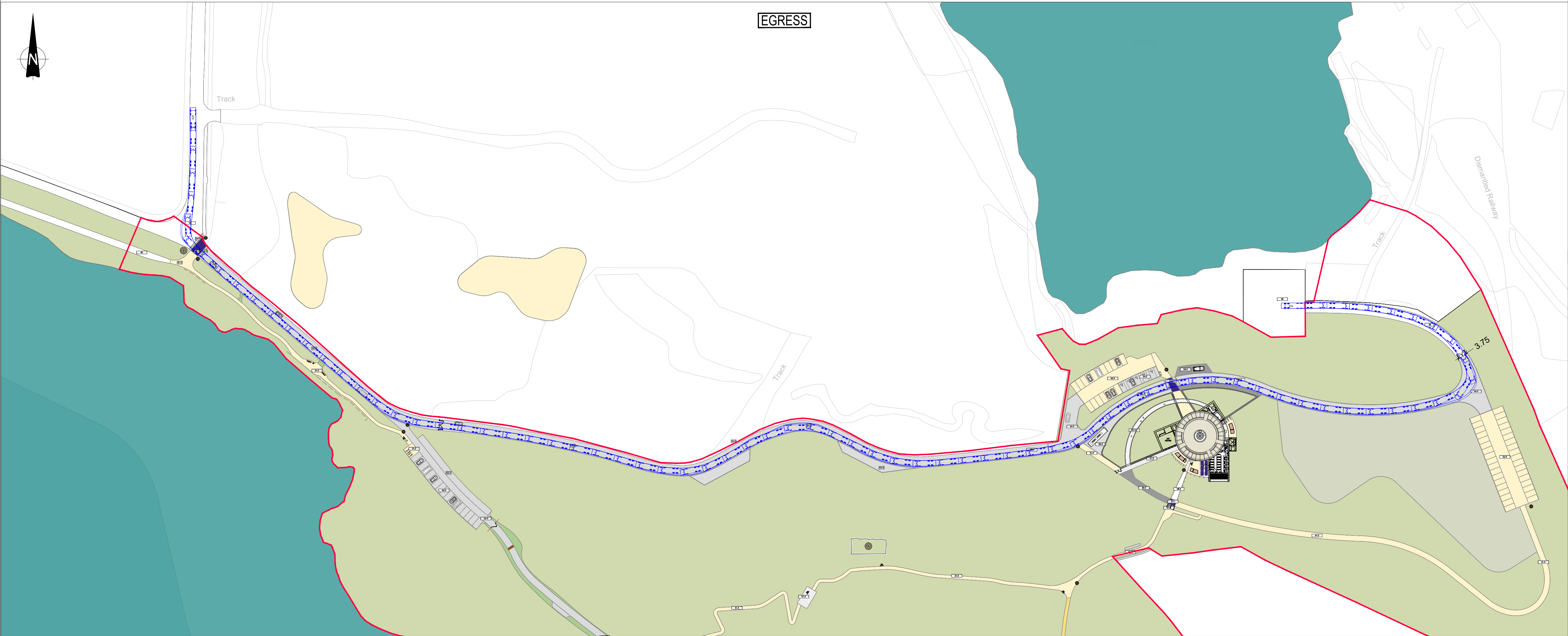
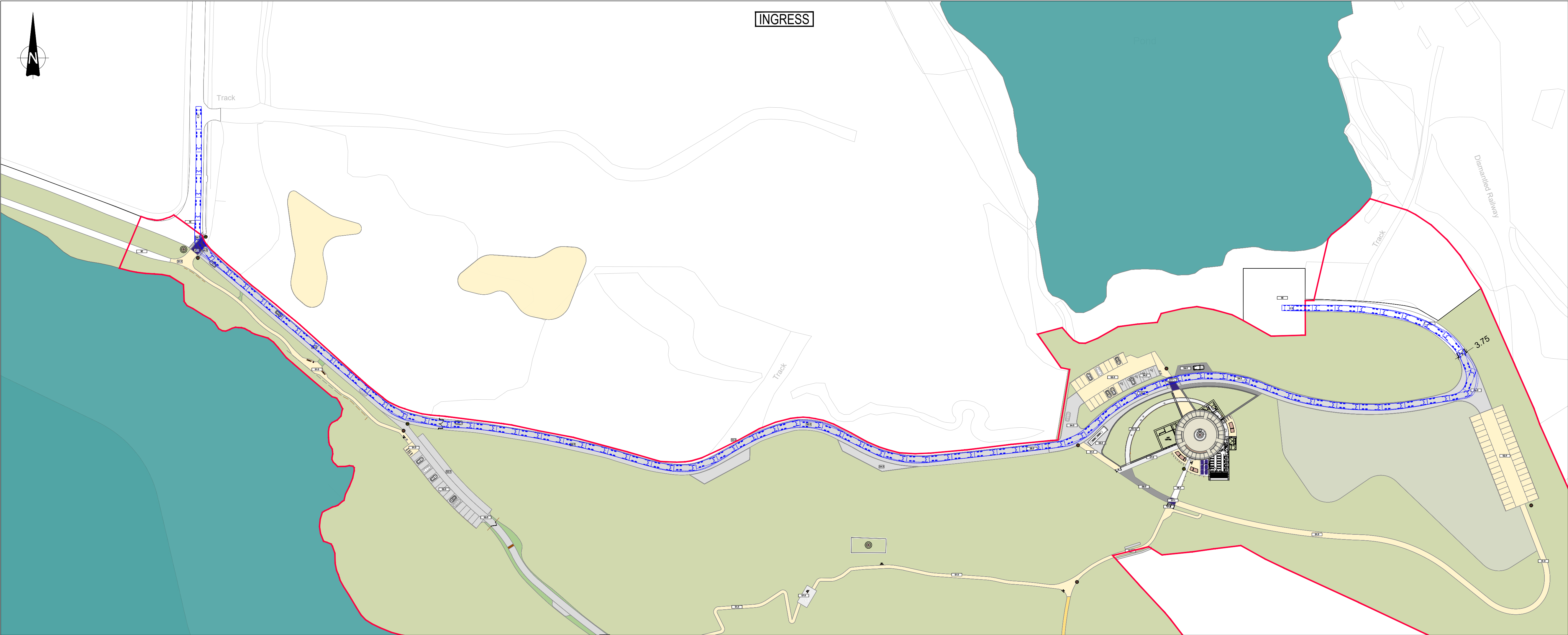
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SWEPT PATH ANALYSIS
15m COACH

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080874 - CUR - XX - 00 - D - TP -	05003	- P04		

080874 - CUR - XX - 00 - D - TP - 05003 - P04

\\media02\Projects\080801 - 081000\080874 - Iron Line - Milom\04-Production\4A-Node Drawings\TP CAD\05

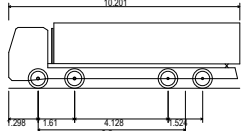


GENERAL NOTES:

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2. DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
3. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
4. FOR GENERAL NOTES REFER TO DRAWING.
5. THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES

KEY: — APPLICATION BOUNDARY

VEHICLE PROFILE:



Large Tipper
Overall Length 10.20m
Overall Width 2.40m
Overall Body Height 2.80m
Min Body Ground Clearance 0.30m
Track Width 2.27m
Load Width 6.00m
Kerb to Kerb Turning Radius 11.50m

P02	Layout & application boundary updated	16/05/23	JM	AV
Rev:	Description:	Date:	By:	Chkd:



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Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kentish • Leeds • Liverpool • London • Manchester • Nottingham

Status:

PLANNING

Project:

THE IRON LINE - MILLOM

Orig Title:

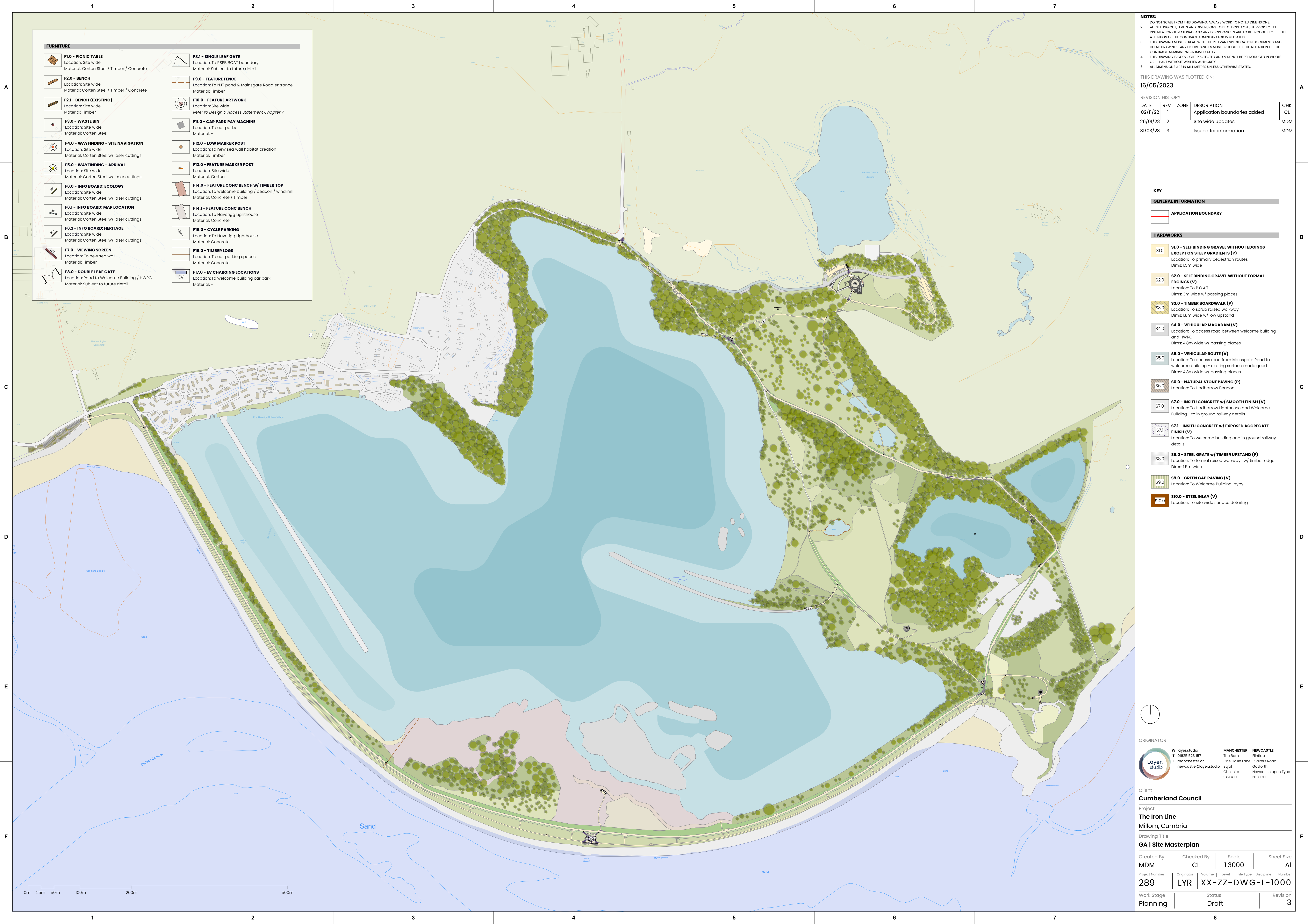
SWEPT PATH ANALYSIS
10.2m TIPPER

Size:	Date:	Drawn By:	Designed By:	Checked By:
A1	06/12/22	DD	DD	AV
Scale:	1:1000			
Project No:	Originator:	Volume:	Level:	Type:
080874 - CUR - XX - 00 - D - TP -				
Role:	Category / Number:	Rev:		
	05004 - P02			

080874 - CUR - XX - 00 - D - TP - 05004 - P02

V:\m1\02\Projects\080874 - Iron Line - Milom\04-Production\4A-Node Drawings\TP CAD\05

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



FURNITURE

- 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 - WASTE BIN**
Location: Site wide
Material: Corten Steel
- F4.0 - WAYFINDING - SITE NAVIGATION**
Location: Site wide
Material: Corten Steel w/ laser cuttings
- F5.0 - WAYFINDING - ARRIVAL**
Location: Site wide
Material: Corten Steel w/ laser cuttings
- F6.0 - INFO BOARD: ECOLOGY**
Location: Site wide
Material: Corten Steel w/ laser cuttings
- F6.1 - INFO BOARD: MAP LOCATION**
Location: Site wide
Material: Corten Steel w/ laser cuttings
- F6.2 - INFO BOARD: HERITAGE**
Location: Site wide
Material: Corten Steel w/ laser cuttings
- F7.0 - VIEWING SCREEN**
Location: To new sea wall
Material: Timber
- F8.0 - DOUBLE LEAF GATE**
Location: Road to Welcome Building / HWRC
Material: Subject to future detail
- F9.1 - SINGLE LEAF GATE**
Location: To RSPB BOAT boundary
Material: Subject to future detail
- F9.0 - FEATURE FENCE**
Location: To NJT pond & Mainsgate Road entrance
Material: Timber
- F10.0 - FEATURE ARTWORK**
Location: Site wide
Refer to Design & Access Statement Chapter 7
- F11.0 - CAR PARK PAY MACHINE**
Location: To car parks
Material: -
- F12.0 - LOW MARKER POST**
Location: To new sea wall habitat creation
Material: Timber
- F13.0 - FEATURE MARKER POST**
Location: Site wide
Material: Corten
- F14.0 - FEATURE CONC BENCH w/ TIMBER TOP**
Location: To welcome building / beacon / windmill
Material: Concrete / Timber
- F14.1 - FEATURE CONC BENCH**
Location: To Haverigg Lighthouse
Material: Concrete
- F15.0 - CYCLE PARKING**
Location: To Haverigg Lighthouse
Material: Concrete
- F16.0 - TIMBER LOGS**
Location: To car parking spaces
Material: Concrete
- F17.0 - EV CHARGING LOCATIONS**
Location: To welcome building car park
Material: -

- NOTES:
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THIS DRAWING WAS PLOTTED ON:

16/05/2023

REVISION HISTORY				
DATE	REV	ZONE	DESCRIPTION	CHK
02/11/22	1		Application boundaries added	CL
26/01/23	2		Site wide updates	MDM
31/03/23	3		Issued for information	MDM

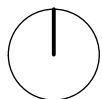
KEY

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 - SELF BINDING GRAVEL WITHOUT FORMAL EDGINGS (V)**
Location: To B.O.A.T.
Dims: 3m wide w/ passing places
- S3.0 - TIMBER BOARDWALK (P)**
Location: To scrub raised walkway
Dims: 18m wide w/ low upstand
- S4.0 - VEHICULAR MACADAM (V)**
Location: To access road between welcome building and HWRC
Dims: 4.8m wide w/ passing places
- S5.0 - VEHICULAR ROUTE (V)**
Location: To access road from Mainsgate Road to welcome building - existing surface made good
Dims: 4.8m wide w/ passing places
- S6.0 - NATURAL STONE PAVING (P)**
Location: To Hadbarrow Beacon
- S7.0 - INSITU CONCRETE w/ SMOOTH FINISH (V)**
Location: To Hadbarrow Lighthouse and Welcome Building - to in ground railway details
- S7.1 - INSITU CONCRETE w/ EXPOSED AGGREGATE FINISH (V)**
Location: To welcome building and in ground railway details
- S8.0 - STEEL GRATE w/ TIMBER UPSTAND (P)**
Location: To formal raised walkways w/ timber edge
Dims: 15m wide
- S9.0 - GREEN GAP PAVING (V)**
Location: To Welcome Building layby
- S10.0 - STEEL INLAY (V)**
Location: To site wide surface detailing



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			Cheshire SK9 4JH	Newcastle upon Tyne NE3 1DH

Client:
Cumberland Council

Project:
The Iron Line

Millom, Cumbria

Drawing Title:
GA | Site Masterplan

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



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THIS DRAWING WAS PLOTTED ON:

05/05/2023

REVISION HISTORY				
DATE	REV	ZONE	DESCRIPTION	CHK
31/03/23	1		Issued for information	MDM
05/05/23	2		Draft planning issue	MDM

KEY

GENERAL INFORMATION



HARDWORKS

	\$1.0 - SELF BINDING GRAVEL WITHOUT EDGINGS EXCEPT ON STEEP GRADIENTS (P) Location: To primary pedestrian routes Dims: 15m wide
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	\$7.0 - INSITU CONCRETE w/ SMOOTH FINISH (V) Location: To Hadbarrow Lighthouse and Welcome Building - to in ground railway details
	\$7.1 - INSITU CONCRETE w/ EXPOSED AGGREGATE FINISH (V) Location: To welcome building and in ground railway details
	\$8.0 - STEEL GRATE w/ TIMBER UPSTAND (P) Location: To formal raised walkways w/ timber edge Dims: 15m wide
	\$9.0 - GREEN GRASS PAVING (V) Location: To Welcome Building layby
	\$10.0 - STEEL INLAY (V) Location: To site wide surface detailing



ORIGINATOR



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E	manchester or newcastle@layer.studio	One Hollin Lane Styal Cheshire SK9 4JH	1 Salters Road Gosforth Newcastle upon Tyne NE3 1DH

Client

Cumberland Council

Project

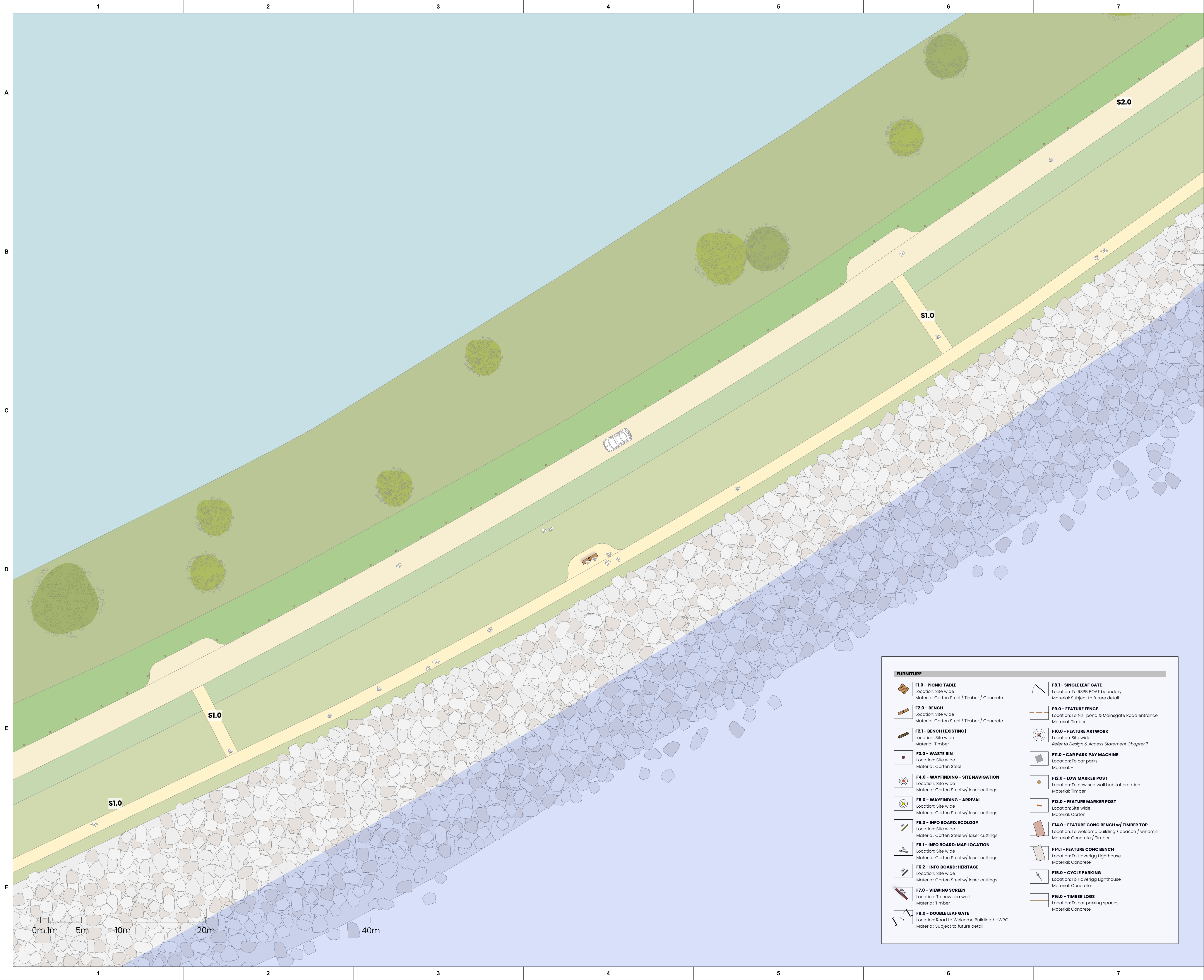
The Iron Line

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	File Type	Discipline	Number
289	LYR	XX-ZZ-DWG	L-1200			
Work Stage	Status	Revision				
Planning	INF	2				



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05/05/2023

REVISION HISTORY				
DATE	REV	ZONE	DESCRIPTION	CHK
31/03/23	1		Issued for information	MDM
05/05/23	2		Draft planning issue	MDM

KEY

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- S8.0 - STEEL GRATE w/ TIMBER UPSTAND (P)**
Location: To formal raised walkways w/ timber edge
Dims: 15m wide
- S9.0 - GREEN GAP PAVING (V)**
Location: To Welcome Building layby
- S10.0 - STEEL INLAY (V)**
Location: To site wide surface detailing

FURNITURE

- 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
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Location: Site wide
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Location: Site wide
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Location: Site wide
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Location: Site wide
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Location: Site wide
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Location: To new sea wall
Material: Timber
- F8.0 - DOUBLE LEAF GATE**
Location: Road to Welcome Building / HWRC
Material: Subject to future detail
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Location: To RSPB BOAT boundary
Material: Subject to future detail
- F8.0 - FEATURE FENCE**
Location: To NJT pond & Mainsgate Road entrance
Material: Timber
- F10.0 - FEATURE ARTWORK**
Location: Site wide
Refer to Design & Access Statement Chapter 7
- F11.0 - CAR PARK PAY MACHINE**
Location: To car parks
Material: -
- F12.0 - LOW MARKER POST**
Location: To new sea wall habitat creation
Material: Timber
- F13.0 - FEATURE MARKER POST**
Location: Site wide
Material: Corten
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Location: To welcome building / beacon / windmill
Material: Concrete / Timber
- F14.1 - FEATURE CONC BENCH**
Location: To Haverigg Lighthouse
Material: Concrete
- F15.0 - CYCLE PARKING**
Location: To Haverigg Lighthouse
Material: Concrete
- F16.0 - TIMBER LOGS**
Location: To car parking spaces
Material: Concrete



ORIGINATOR			
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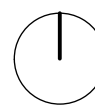
Client: Cumberland Council			
Project: The Iron Line			
Drawing Title: GA Sea Wall (Typical Arrangement)			
Created By MDM	Checked By CL	Scale 1:200	Sheet Size A1
Project Number 289	Originator LYR	Volume Level File Type Discipline Number XX-ZZ-DWG-L-1211	Revision 2
Work Stage Planning	Status Draft		



FURNITURE	
	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 - WASTE BIN Location: Site wide Material: Corten Steel
	F4.0 - WAYFINDING - SITE NAVIGATION Location: Site wide Material: Corten Steel w/ laser cuttings
	F5.0 - WAYFINDING - ARRIVAL Location: Site wide Material: Corten Steel w/ laser cuttings
	F6.0 - INFO BOARD: ECOLOGY Location: Site wide Material: Corten Steel w/ laser cuttings
	F6.1 - INFO BOARD: MAP LOCATION Location: Site wide Material: Corten Steel w/ laser cuttings
	F6.2 - INFO BOARD: HERITAGE Location: Site wide Material: Corten Steel w/ laser cuttings
	F7.0 - VIEWING SCREEN Location: To new sea wall Material: Timber
	F8.0 - DOUBLE LEAF GATE Location: Road to Welcome Building / HWRC Material: Subject to future detail
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	F16.0 - TIMBER LOGS Location: To car parking spaces Material: Concrete
	F17.0 - EV CHARGING LOCATIONS Location: To welcome building car park Material: -

NOTES:				
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THIS DRAWING WAS PLOTTED ON:				
16/05/2023				
REVISION HISTORY				
DATE	REV	ZONE	DESCRIPTION	CHK
31/03/23	1		Issued for information	MDM
05/05/23	2		Draft planning issue	MDM

KEY	
GENERAL INFORMATION	
	APPLICATION BOUNDARY
HARDWORKS	
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	S9.0 - GREEN GAP PAVING (V) Location: To Welcome Building layby
	S10.0 - STEEL INLAY (V) Location: To site wide surface detailing



ORIGINATOR



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The barn
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Gosforth
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NE3 1DH

Client

Cumberland Council

Project

The Iron Line
Millom, Cumbria

Drawing Title

GA | Welcome Building 1:500

Created By	Checked By	Scale	Sheet Size
MDM	CL	1:500	A1

Project Number	Originator	Volume	Level	File Type	Discipline	Number
289	LYR	XX-ZZ-DWG-L-1202				

Work Stage	Status	Revision
Planning	Draft	2

Appendix B – TRICS Output

Calculation Reference: AUDIT-148301-230411-0400

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : M - COUNTRY PARKS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Parking spaces
 Actual Range: 25 to 304 (units:)
 Range Selected by User: 25 to 540 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 16/10/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Saturday 2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Free Standing (PPS6 Out of Town) 2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Out of Town 2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:

Use Class:

F2(c) 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000 1 days

125,001 to 250,000 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 2 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DS-07-M-01	NATURE RESERVE	DERBYSHIRE
	WILNE ROAD		
	NEAR DERBY		
	CHURCH WILNE		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Parking spaces:	25	
	Survey date: SATURDAY	14/07/18	Survey Type: MANUAL
2	HC-07-M-02	COUNTRY PARK	HAMPSHIRE
	GRAVEL HILL		
	NEAR WATERLOOVILLE		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Parking spaces:	304	
	Survey date: SATURDAY	16/10/21	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CA-07-M-02	Covid-19 restrictions

TRIP RATE for Land Use 07 - LEISURE/M - COUNTRY PARKS

TOTAL VEHICLES

Calculation factor: 1 PARKING SPACES

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	165	0.052	2	165	0.018	2	165	0.070
08:00 - 09:00	2	165	0.383	2	165	0.067	2	165	0.450
09:00 - 10:00	2	165	0.207	2	165	0.170	2	165	0.377
10:00 - 11:00	2	165	0.310	2	165	0.228	2	165	0.538
11:00 - 12:00	2	165	0.252	2	165	0.210	2	165	0.462
12:00 - 13:00	2	165	0.347	2	165	0.195	2	165	0.542
13:00 - 14:00	2	165	0.313	2	165	0.289	2	165	0.602
14:00 - 15:00	2	165	0.237	2	165	0.337	2	165	0.574
15:00 - 16:00	2	165	0.198	2	165	0.392	2	165	0.590
16:00 - 17:00	2	165	0.082	2	165	0.337	2	165	0.419
17:00 - 18:00	2	165	0.073	2	165	0.170	2	165	0.243
18:00 - 19:00	2	165	0.030	2	165	0.067	2	165	0.097
19:00 - 20:00	2	165	0.024	2	165	0.018	2	165	0.042
20:00 - 21:00	1	25	0.200	1	25	0.320	1	25	0.520
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.708			2.818			5.526

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	25 - 304 (units:)
Survey date range:	01/01/15 - 16/10/21
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 07 - LEISURE/M - COUNTRY PARKS

PSVS

Calculation factor: 1 PARKING SPACES

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	165	0.000	2	165	0.000	2	165	0.000
08:00 - 09:00	2	165	0.000	2	165	0.000	2	165	0.000
09:00 - 10:00	2	165	0.000	2	165	0.000	2	165	0.000
10:00 - 11:00	2	165	0.000	2	165	0.000	2	165	0.000
11:00 - 12:00	2	165	0.000	2	165	0.000	2	165	0.000
12:00 - 13:00	2	165	0.000	2	165	0.000	2	165	0.000
13:00 - 14:00	2	165	0.000	2	165	0.000	2	165	0.000
14:00 - 15:00	2	165	0.003	2	165	0.000	2	165	0.003
15:00 - 16:00	2	165	0.000	2	165	0.000	2	165	0.000
16:00 - 17:00	2	165	0.000	2	165	0.000	2	165	0.000
17:00 - 18:00	2	165	0.000	2	165	0.003	2	165	0.003
18:00 - 19:00	2	165	0.000	2	165	0.000	2	165	0.000
19:00 - 20:00	2	165	0.000	2	165	0.000	2	165	0.000
20:00 - 21:00	1	25	0.000	1	25	0.000	1	25	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 07 - LEISURE/M - COUNTRY PARKS
CYCLISTS
Calculation factor: 1 PARKING SPACES
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	165	0.003	2	165	0.000	2	165	0.003
08:00 - 09:00	2	165	0.006	2	165	0.000	2	165	0.006
09:00 - 10:00	2	165	0.055	2	165	0.006	2	165	0.061
10:00 - 11:00	2	165	0.061	2	165	0.055	2	165	0.116
11:00 - 12:00	2	165	0.033	2	165	0.033	2	165	0.066
12:00 - 13:00	2	165	0.040	2	165	0.012	2	165	0.052
13:00 - 14:00	2	165	0.033	2	165	0.043	2	165	0.076
14:00 - 15:00	2	165	0.012	2	165	0.046	2	165	0.058
15:00 - 16:00	2	165	0.015	2	165	0.027	2	165	0.042
16:00 - 17:00	2	165	0.015	2	165	0.009	2	165	0.024
17:00 - 18:00	2	165	0.006	2	165	0.030	2	165	0.036
18:00 - 19:00	2	165	0.006	2	165	0.018	2	165	0.024
19:00 - 20:00	2	165	0.006	2	165	0.012	2	165	0.018
20:00 - 21:00	1	25	0.040	1	25	0.040	1	25	0.080
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.331			0.331			0.662

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 07 - LEISURE/M - COUNTRY PARKS
CARS
 Calculation factor: 1 PARKING SPACES
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	165	0.040	2	165	0.018	2	165	0.058
08:00 - 09:00	2	165	0.353	2	165	0.049	2	165	0.402
09:00 - 10:00	2	165	0.188	2	165	0.167	2	165	0.355
10:00 - 11:00	2	165	0.292	2	165	0.213	2	165	0.505
11:00 - 12:00	2	165	0.243	2	165	0.188	2	165	0.431
12:00 - 13:00	2	165	0.307	2	165	0.188	2	165	0.495
13:00 - 14:00	2	165	0.301	2	165	0.258	2	165	0.559
14:00 - 15:00	2	165	0.216	2	165	0.316	2	165	0.532
15:00 - 16:00	2	165	0.195	2	165	0.365	2	165	0.560
16:00 - 17:00	2	165	0.079	2	165	0.322	2	165	0.401
17:00 - 18:00	2	165	0.070	2	165	0.158	2	165	0.228
18:00 - 19:00	2	165	0.030	2	165	0.067	2	165	0.097
19:00 - 20:00	2	165	0.024	2	165	0.018	2	165	0.042
20:00 - 21:00	1	25	0.200	1	25	0.320	1	25	0.520
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.538			2.647			5.185

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 07 - LEISURE/M - COUNTRY PARKS
 LGVS
 Calculation factor: 1 PARKING SPACES
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	165	0.012	2	165	0.000	2	165	0.012
08:00 - 09:00	2	165	0.030	2	165	0.018	2	165	0.048
09:00 - 10:00	2	165	0.018	2	165	0.003	2	165	0.021
10:00 - 11:00	2	165	0.015	2	165	0.015	2	165	0.030
11:00 - 12:00	2	165	0.006	2	165	0.018	2	165	0.024
12:00 - 13:00	2	165	0.040	2	165	0.006	2	165	0.046
13:00 - 14:00	2	165	0.012	2	165	0.030	2	165	0.042
14:00 - 15:00	2	165	0.018	2	165	0.021	2	165	0.039
15:00 - 16:00	2	165	0.003	2	165	0.024	2	165	0.027
16:00 - 17:00	2	165	0.003	2	165	0.015	2	165	0.018
17:00 - 18:00	2	165	0.003	2	165	0.009	2	165	0.012
18:00 - 19:00	2	165	0.000	2	165	0.000	2	165	0.000
19:00 - 20:00	2	165	0.000	2	165	0.000	2	165	0.000
20:00 - 21:00	1	25	0.000	1	25	0.000	1	25	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.160			0.159			0.319

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 07 - LEISURE/M - COUNTRY PARKS

MOTOR CYCLES

Calculation factor: 1 PARKING SPACES

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	165	0.000	2	165	0.000	2	165	0.000
08:00 - 09:00	2	165	0.000	2	165	0.000	2	165	0.000
09:00 - 10:00	2	165	0.000	2	165	0.000	2	165	0.000
10:00 - 11:00	2	165	0.003	2	165	0.000	2	165	0.003
11:00 - 12:00	2	165	0.003	2	165	0.003	2	165	0.006
12:00 - 13:00	2	165	0.000	2	165	0.000	2	165	0.000
13:00 - 14:00	2	165	0.000	2	165	0.000	2	165	0.000
14:00 - 15:00	2	165	0.000	2	165	0.000	2	165	0.000
15:00 - 16:00	2	165	0.000	2	165	0.003	2	165	0.003
16:00 - 17:00	2	165	0.000	2	165	0.000	2	165	0.000
17:00 - 18:00	2	165	0.000	2	165	0.000	2	165	0.000
18:00 - 19:00	2	165	0.000	2	165	0.000	2	165	0.000
19:00 - 20:00	2	165	0.000	2	165	0.000	2	165	0.000
20:00 - 21:00	1	25	0.000	1	25	0.000	1	25	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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