



Florence Arts Centre Improvements

Florence Mine

Egremont

CA22 2NR

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APPENDICES

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TERM	DEFINITION
AADT	Annual Average Daily Traffic.
AM / PM / IP Peak	Denoting the morning, afternoon or inter peak period
Analysis	This report – a Transport Assessment or Statement as applicable
ATC	Automatic Traffic Count
GFA	Gross Floor Area
CIHT	Chartered Institution of Highways and Transportation
CERS / PERS	Cycling Environment Review System / Pedestrian Environment Review System
DfT	Department for Transport
DMRB	Design Manual for Roads and Bridges
FTP / TP / TPS	Framework Travel Plan / Travel Plan / Travel Plan Statement
HGV / LGV	Heavy Goods Vehicle / Light Goods Vehicle
LHA / LPA / LP	Local Highway Authority / Local Planning Authority / Local Plan
M/S	Manual for Streets
NMU	Non-Motorised User
NPPF	National Planning Policy Framework
OGV	Other Goods Vehicle
PCU	Passenger Car Unit
PIC / PII	Personal Injury Collisions / Incidents
SPD	Supplementary Planning Document
SRN	Strategic Road Network
TA / TIA / TS	Transport Assessment / Traffic Impact Assessment / Transport Statement
TEMPRO	Trip End Model Presentation Program, DfT software which provides forecast data on trips for transport planning purposes.
VPD	Vehicles Per Day
CC	Cumberland Council

SITE LOCATION	Florence Arts Centre, Florence Mine, Egremont, Cumbria, CA22 2NR
DESCRIPTION	Proposed improvements to the building and surrounding landscape for the existing Florence Arts Centre
APPLICANT	Florence Arts Centre

- i. The Application site is ideally located for the purposes for which it is intended. The site is located to the south-east Egremont with easy access from the A595 Egremont Bypass. Virtually the entire market town of Egremont and the village of Thornhill are within 2km cycling distance. Bus stops are within 450m however, accessibility on foot is limited,
- ii. Taking into consideration that the Arts Centre is existing and the development proposals intentions of providing better visitor experience, any committed developments or highway network changes will have no material impact on the findings of this Analysis.
- iii. It is anticipated that the development would attract the usual servicing requirements such as refuse collection (by private arrangements), post and online deliveries. The proposals include a one-way access route through the site which enables all vehicles to enter and egress in forward gear.
- iv. 41 car and 6 cycle parking spaces have been provided having regards to Cumberland Council (CC) Parking Standards (Development Design Guide).
- v. Due to the limited number of staff and target 'visitors', a Travel Plan would not be of value however, a Welcome Pack is recommended to promote and enhance the accessibility and sustainability of the development.
- vi. The Analysis has concluded that:
 - Total person trips can be accommodated within the existing infrastructure.
 - It is understood that improvements are proposed to improve the infrastructure connectivity along Little Mill between Egremont and the application site; and
 - The development proposals do NOT result in an unacceptable impact on highway safety or a residual cumulative impact on the road network, following mitigation, that is severe.

In this Report we will discuss...

Introduction 1	Site Location Vision
References & Guidelines 2	Scoping Discussions (if undertaken) References (Local & National) Guidelines (Local and National)
Existing Conditions 3	Site Location Infrastructure Review Multi-Modal Accessibility Local Amenities PIIs (if required) Committed Developments & Infrastructure
Development Proposals 4	Development Proposals Access Proposals Parking Proposals Servicing Arrangements Trips Generation Multi-Modal Trips
Measures to Support Development 5	Welcome Pack Travel Plan (if applicable) CTMP Junctions Capacity Assessment (if required) Mitigation Proposals (if required)
Summary & Conclusions 6	Summary & Conclusions

In this Chapter we will discuss...



- 1.1 iTransport Planning, a specialist member of iPRT Group, has been commissioned by the Applicant to provide an Analysis for the proposed improvements to the building and surrounding landscape for the existing Florence Arts Centre, Little Mill, Egremont.

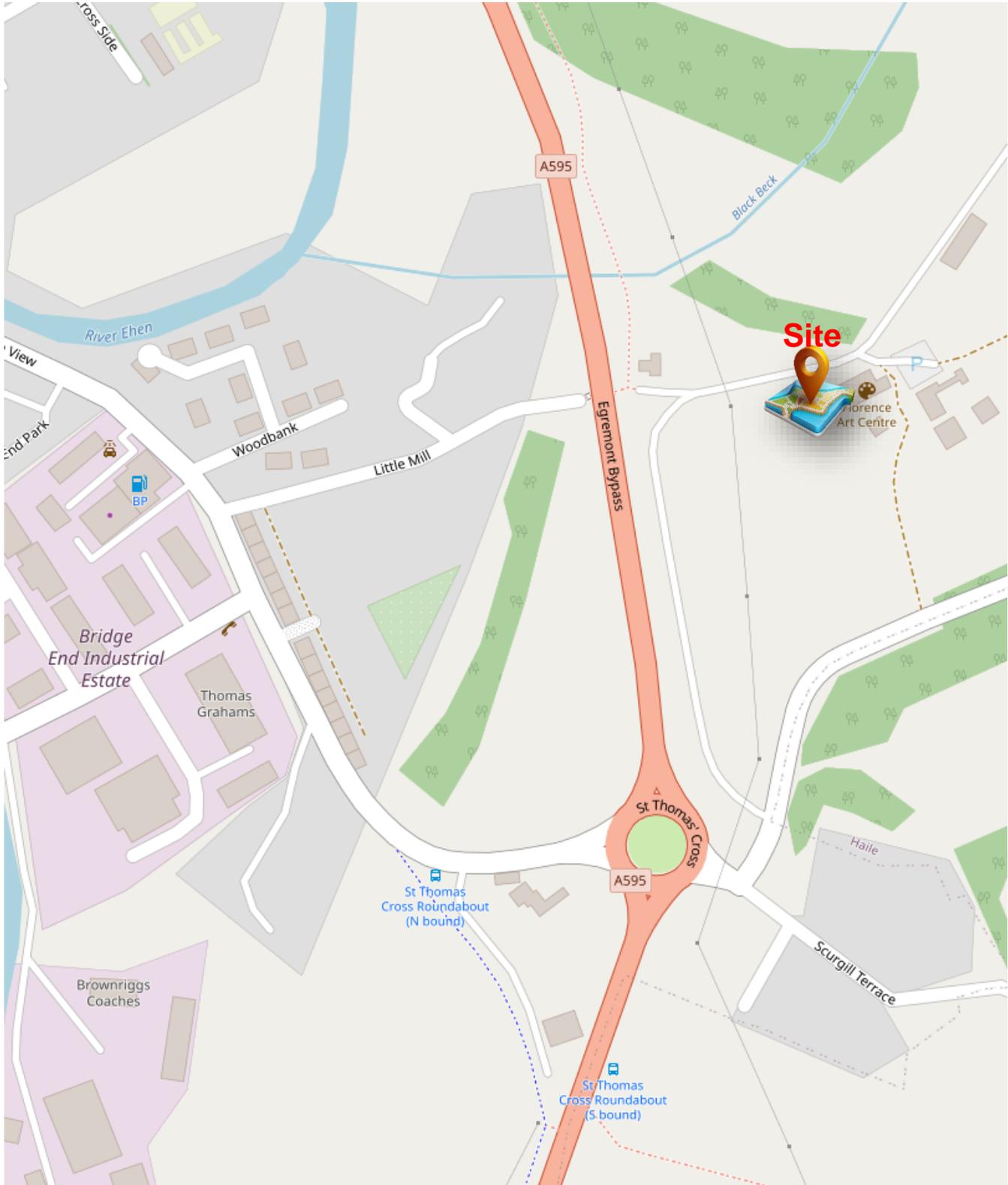


Figure 1.1
Illustrative site location

FLORENCE ARTS CENTRE

- 1.2 The Florence is a participatory arts centre located at the site of an old iron ore mine in Egremont and included:
- A craft café
 - Wildlife garden
 - Florence Paintmakers and Paintmakers Shop
 - Events and exhibitions / art gallery.
- 1.3 The Centre is open Wed & Thu for events and pre-booked courses and Fri – Sun for all other activities
<https://www.florenceartscentre.com/>
- 1.4 The Arts Centre is intended to be rural in its location due to the nature of arts and exhibitions as well as the wildlife garden. For example, Arcadian Exhibition is taking place between 17th January to 20th April 2025, and the promotional materials state:

In this exhibition artists Irene Godfrey, Jenni Hodgson, Maggie Learmonth and guest artists from West Cumbria explore the experience of being in the landscape. They walk the paths recording their observations, sharing perceptions and raising questions. 'Arcadia (revisited)' presents some of the outcomes as a sensorial expression of place and weather.

It also invites visitors to walk, draw and contribute. The artists have links with very different landscapes – Maggie grew up in Ennerdale, Jenni in the rural Eastern Cape in South Africa and Irene on the high North Pennines – but have come together in residencies in West Cumbria over the past couple of years to reflect on the West Cumbrian Landscape in their work. They invited 4 artists to join them on their recent weekend workshop – Clare Parker, Ian Hinde, Rob Mitchell and Alison McAdam – and their work will also be featured in the show.

The exhibition explores ideas about Arcadia as nostalgia for an idealised past and a perfect landscape. It asks how do we see a landscape? Is it simply a view? If so, whose view? Is it fixed or does it evolve?

POLICY-FOCUSED ETHICAL APPROACH

- 1.5 *Where applicable*, iTP sought to provide an assessment of the impacts of the proposed development on the local highway network by utilising industry accepted techniques to present the Local Highway Authority (LHA) with a robust assessment.

In this Chapter we will discuss...



- 2.1 This Analysis is in line with the Road Map and Contents on Page 5
- 2.2 Technical References are annotated as **Ref:** and for simplicity, a summary is included in the Appendices with full details available upon request.
- 2.3 Where relevant, the Analysis will be prepared having regard to CC Development Design Guide) and:

<div style="text-align: center; background-color: #e91e63; color: white; border-radius: 15px; padding: 5px; margin-bottom: 10px;">Design References</div> <p style="text-align: center;">Design Manual for Roads & Bridges</p> <p style="text-align: center;">Manual for Streets</p> <p style="text-align: center;">Cycle Infrastructure Design LTN 1/20</p> <p style="text-align: center;">National Design Guide</p> <p style="text-align: center;">National Model Design Guide</p>	<div style="text-align: center; background-color: #e91e63; color: white; border-radius: 15px; padding: 5px; margin-bottom: 10px;">If Relevant</div> <p style="text-align: center;">National Highways Strategic Road Network – Planning for the Future</p> <p style="text-align: center;"><u>DfT</u> Circular 1/20</p> <p style="text-align: center;"><u>DfT</u> Road Investment Strategy</p> <p style="text-align: center;">Transport Decarbonisation Plan</p> <p style="text-align: center;">Cycling & Walking Investment Strategy</p> <p style="text-align: center;">GTA by <u>DfT</u> 2007 & Good Practice Guidelines: Delivering TP through the Planning Process (albeit superseded)</p>
<div style="text-align: center; background-color: #e91e63; color: white; border-radius: 15px; padding: 5px; margin-bottom: 10px;">National Policies</div> <p style="text-align: center;">National Planning Policy Framework NPPF</p> <p style="text-align: center;">National, Regional & Local Transport Policies</p> <p style="text-align: center;">Local Plan</p> <p style="text-align: center;">Clean Growth Strategy</p> <p style="text-align: center;">Clean Air Strategy</p> <p style="text-align: center;">Net Zero Strategy</p> <p style="text-align: center;">Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen</p>	<div style="text-align: center; background-color: #e91e63; color: white; border-radius: 15px; padding: 5px; margin-bottom: 10px;">Transport Policies</div> <p style="text-align: center;">Transport Evidence Basis in Plan Making & Decision Taking</p> <p style="text-align: center;">Inclusive Mobility</p> <p style="text-align: center;">Travel Plans, Transport Assessments & Statements in Decision-Taking (& their predecessors)</p>

In this Chapter we will discuss...



LITTLE MILL

3.1 Figure 3.1 demonstrates the key features of the adjoining infrastructure in the vicinity of the Arts Centre.



Figure 3.1
Adjoining infrastructure – key features

Key:

1	Access road leading to the Arts Centre, single lane	2	Little Mill, narrow single lane, two-way
3	Little Mill, two-way carriageway	4	Pedestrian footpath
5	Pedestrian footpath	6	Little Mill, narrow single lane, two-way

SUSTAINABLE MODES OF TRAVEL

REFERENCES, RESEARCH & ISOCHRONES			
Walking	<i>CIHT Acceptable Walking Distances</i>	<p>Walking is a viable travel choice up to 2km / 25minutes walk</p> <p>Primary Schools up to 1.6km</p> <p>Secondary Schools Up to 3.2km</p>	
Cycling	<i>CIHT, NTS & Sustrans</i>	Cycling is a substitute for short car trips particularly under 5km and forms part of a longer journey by public transport	
Schools	<i>Primary & Secondary</i>	<p>Primary</p> <p><1 miles, 80% of journeys are made on foot and 2% cycle</p> <p>1-2 miles, 69% of journeys are made on foot and 3% cycle</p> <p>Secondary</p> <p><1 miles, 93% of journeys are made on foot and 2% cycle</p> <p>1-2 miles, 69% of journeys are made on foot and 3% cycle</p>	
CIHT, DfT & NTS 0306		<p>2km is an acceptable walking distance for commuting</p> <p>Average distance walked 1.4miles / 2.24km</p> <p>Average distance cycles / 85th percentile 4.3km / 7.25km</p>	
Rail	<i>Incl Tram, Metro, underground</i>	1km is a reasonable walking distance to rail	
Isochrones		400m, 800m, 1.2km, 1.6km, 2km, 5km & 8km	

Figure 3.2
Sustainable Travel References

3.2 The Chartered Institution of Highways and Transportation (CIHT) publication “Guidelines for Planning for Public Transport in Developments” states “Guidelines, not Standards; These Guidelines attempt to set out best practice. It is recognised that it will not always be possible to meet these criteria, and that compromise must sometimes be made...It is the task of the professional planner, designer and engineer to decide if a lower standard is acceptable in given circumstances or if another approach would be more beneficial.”

3.3 The above publication does state that the preferred walking distance to a bus stop is 400m and it further continues to state:

- “it is more important to provide frequent bus services that are easy for passengers to understand than to reduce walking distances to bus stops by a few meters”; and
- “The bus services should NOT be distorted to satisfy this criteria [400m]”.
- The Guidelines for Providing Journeys on Foot published by the CIHT in 2000 suggests that the preferred maximum is 800m [Table below]
- This is supported by TfL PTAL Guidance which considers that people are willing to walk up to eight minutes in order to access bus stop infrastructure. It assumes that on average pedestrians will walk at a speed of 80m per minute hence, in eight minutes, bus stops within 640m are considered to be accessible.

ACCEPTABLE WALKING DISTANCES [INSTITUTE OF HIGHWAYS AND TRANSPORTATION]			
Walking Distance	Local Facilities *	District Facilities**	Other
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m
* Includes food shops, public transport, primary schools, crèches, local play areas			
** Includes employment, secondary schools, health facilities, community / recreation facilities			

Figure 3.3
Acceptable Walking Distances [CIHT Guidelines]

3.4 Further, the CIHT publication Planning for Walking of April 2015 states:

“Most people will only walk if their destination is less than a mile away. Land use patterns most conducive to walking are thus mixed in use and resemble patchworks of “walkable neighbourhoods,” with a typical catchment of around 800 m or 10 minutes’ walk (section 6.3)”.

3.5 The National Travel Survey 2022: Mode share, journey lengths and trends in public transport use concluded that:

- Walking was the most frequent mode used for short trips: **83% of trips under one mile** were walks in 2022, similar to the proportion in 2021 (82%) and 2019 (80%). For all other distance bands, the car was the most frequent mode of travel. Nearly all walks recorded in the NTS were under 5 miles in 2022 (99.8%), compared with 60% of car trips, 67% of bus trips and 8% of trips by surface rail. This was similar to proportions in 2021 and 2019.
- Three-quarters (75%) of rail trips were 10 miles and over in 2022, similar to 2021 (73%) and in 2019 (74%)

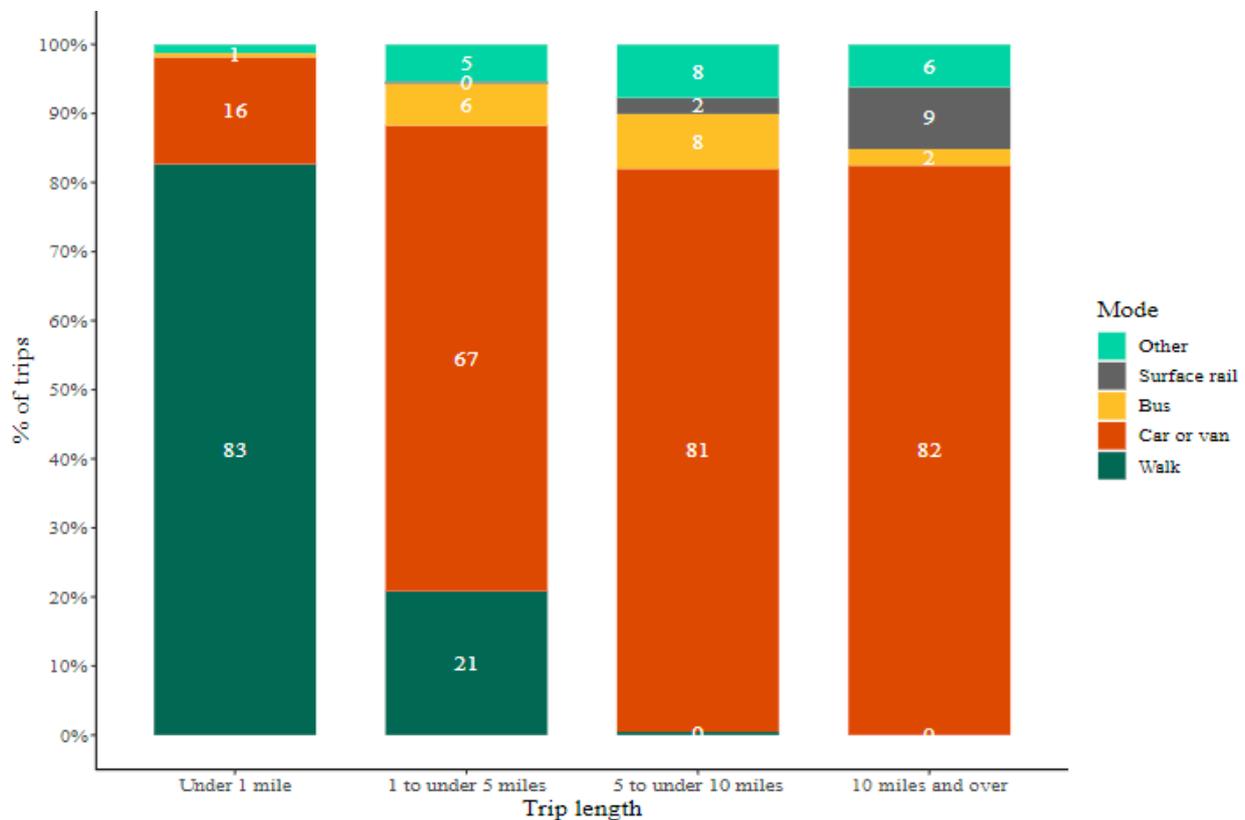


Figure 3.4 Modes of Travel by distance

3.6 With reference to cycling, PPG13 stated that **cycling** has the potential to substitute for short car trips, particularly those **under 5km**. The 5km isochrone represents a substantial catchment area within Alnwick from where staff and customers may originate.

Bus Services

3.7 As illustrated in Figure 3.1, bus stops are within 480-550m from the site (depending on the route taken) which is 5 – 7 mins walk. A summary of bus services is attached in Figure 3.5 with full timetables and maps found at <https://bustimes.org/localities/egremont-cumbria>

BUS SERVICE	ROUTE	*APPROX. DAYTIME FREQUENCY (MINS)		
		M-F	SAT	SUN
22	Cleator - West Cumberland Hospital	4 hourly services out and 4 return between 9am – 2pm		-
30	Thornhill/Frizington - Workington - Maryport	30		60
*Return journeys are typically at the same frequency as outward journeys				

Figure 3.5
Summary bus timetables

Rail

3.8 St Bees is the nearest railway station and is 6.1km from the Arts Centre / 27 mins cycle ride. The station is served by Taxi and runs an hourly service Mon-Sun between Carlisle to Barrow-in-Furness with some extensions to Lancaster and Preston.

Car Sharing

3.9 Joining the car-sharing revolution, Liftshare.com, blablacar.co.uk and taxi.co.uk are examples of many car-sharing platforms operating throughout the UK. The platforms allow users to sign up and view any car-sharing opportunities in an easy fun way that cuts the costs of driving; once registered you add your journey and filter the search to find the best option.

Walking & Cycling

3.10 Roads surrounding the site are rural in their nature and are not served by footways towards Egremont. However, it is understood that proposals are being developed to improve connectivity between the EXISTING site access and Egremont as illustrated in Figure 3.6.

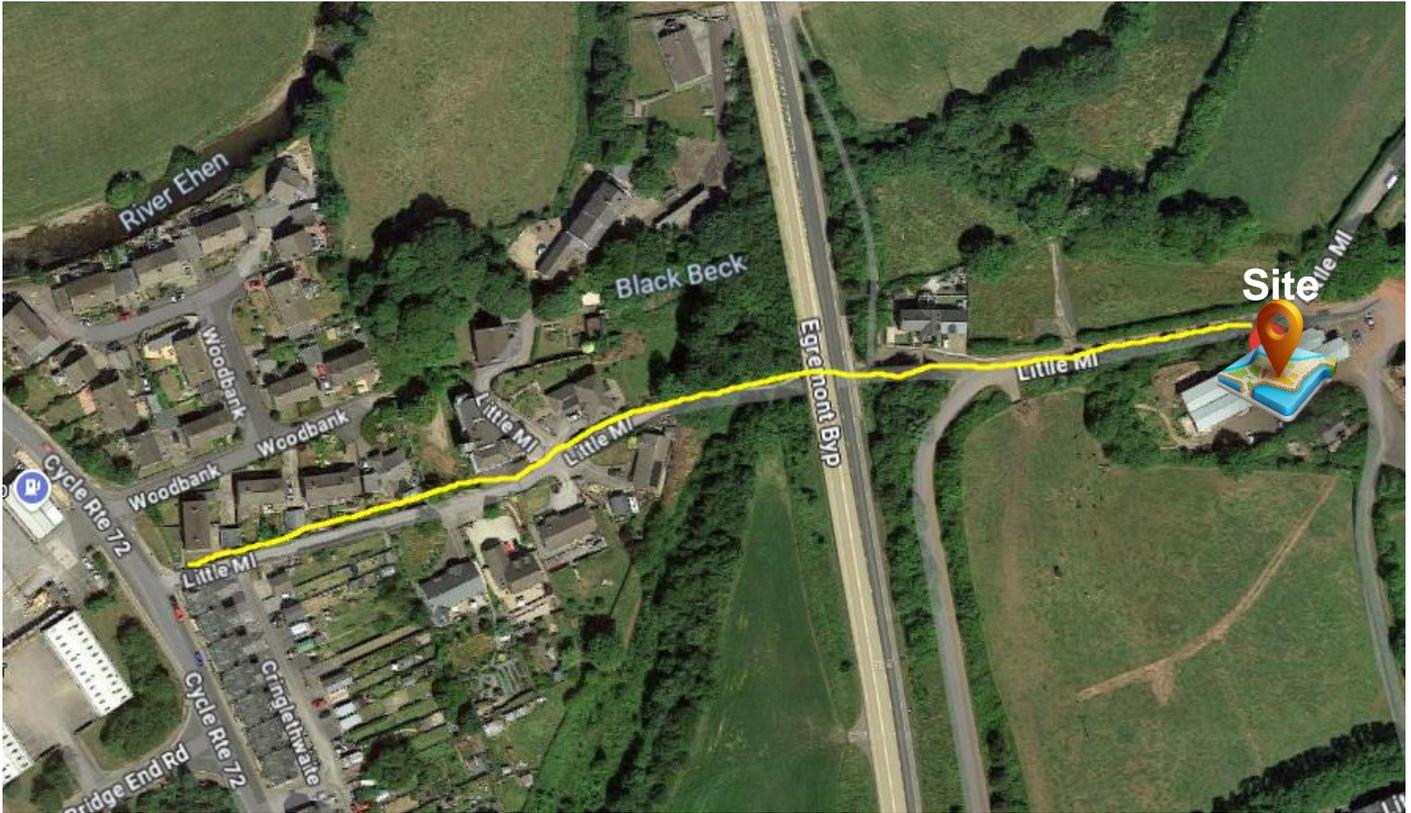


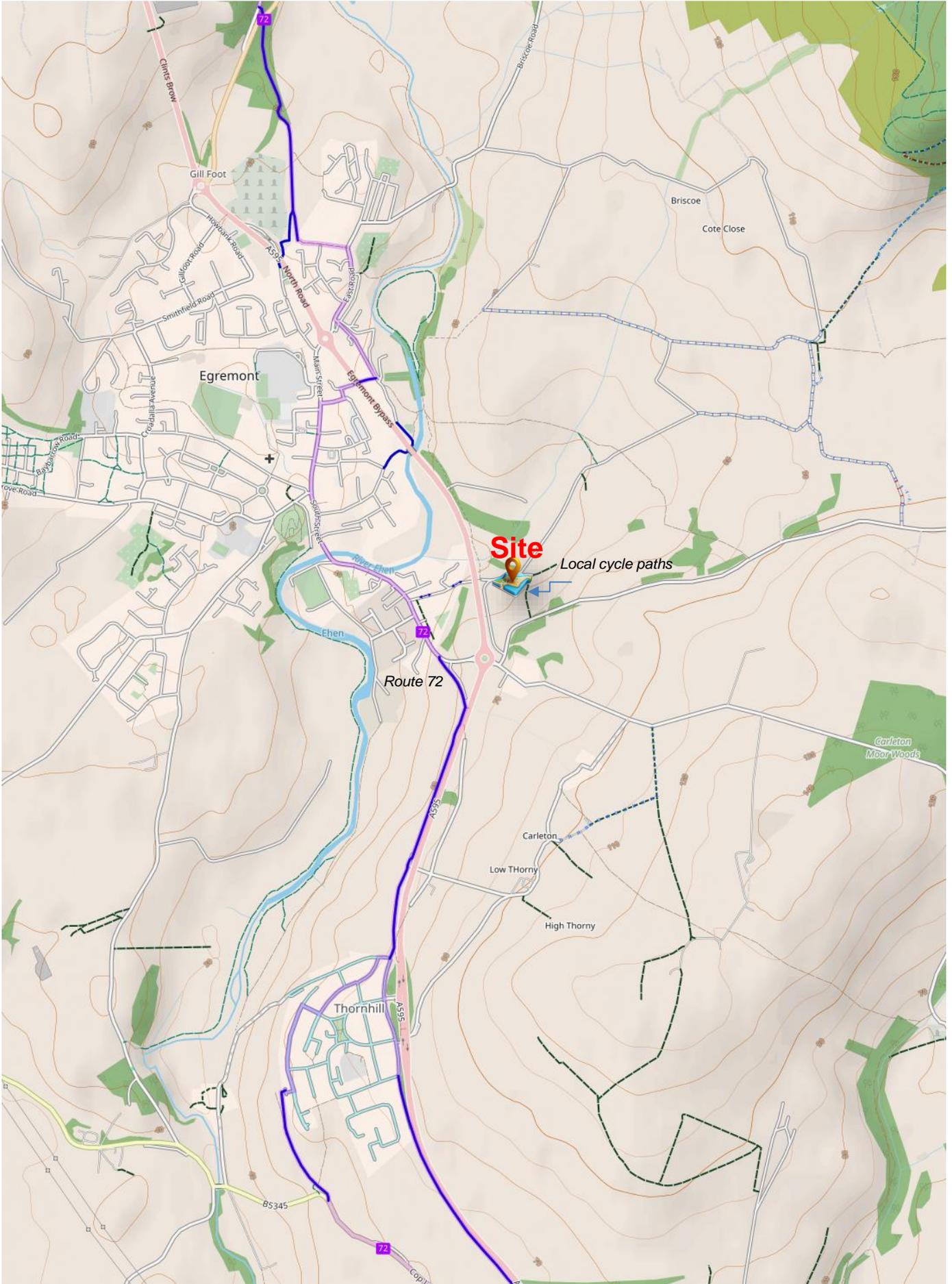
Figure 3.6
Proposed route improvements

- 3.11 Further, Figure 3.1 demonstrates the footpath connectivity between the site to Little Mill south (marked as 4) and Egremont to the west (marked as 5).
- 3.12 Furthermore, improving the infrastructure will result in connectivity betterment between the Arts Centre and Egremont; Figure 3.7 demonstrates cycle path and linkages to National Route 72 which provides access to the wider Egremont and Thornhill.

Accessibility Summary & Compliance with Policy

- 3.13 Taking into consideration the nature of the development and proposed improvements, the Analysis demonstrated that the development offers residents and visitors access to an additional attraction within walking or cycling distance from Egremont and access by public transport and car-share to those travelling longer distances.

Figure 3.7
Cycle routes relative to the site



In this Chapter we will discuss...



4.1 The proposals will provide substantive improvements to the building and the surrounding landscape of the existing Florence Arts Centre. The vision is to provide better visiting experience to residents of nearby towns and villages and tourists; the site will provide information on arts and culture the community has to offer.

Opening Hours

4.2 The Arts Centre operational hours are as follows:

- Mon & Tue Closed
- Wed & Thu available for hire, pre-booked workshops and group visits
- Friday Open to the public 11am – 4pm
- Sat & Sun Open to the public 11am – 3pm

Staff

4.3 The maximum number of staff on site at any one time is 6. The Arts Centre is community supported, and some additional volunteers may work on site outside opening hours for maintenance of the building and gardens. On occasions, some volunteers also support 1-2-1 youth programme where local artists support aspiring youth.

Number of Attendees

4.4 At present, the Arts Centre has some 6300 annual visitors; the aspirations are to double this number by attracting more school and tourist visitors who will be arriving by coach and car (Figure 4.1).

4.5 Based on the Arts Centre existing and ‘vision’ business case, the above is broken down as follows:

EXISTING	PROPOSED
2 school and 2 tourists’ coaches per month = 120 visitors (Wed or Thu) = 1 coach per week	4 school and 4 tourists’ coaches per month = 240 visitors (Wed or Thu) = 2 coach per week
35 visitors per day (Fri-Sun) = 105 per week	70 visitors per day (Fri-Sun) = 210 per week
Based on 50 weeks = 30x50 + 105x50 = 6,750	Based on 50 weeks = 60x50 + 210x50 = 13,500

Figure 4.1
Attendee numbers analysis

Booking System

- 4.6 The 'centre' operates and will continue to operate a booking mechanism for coaches, groups and events / exhibitions

SITE ACCESS ARRANGEMENTS

Vehicular

- 4.7 It is proposed that a one-way system be introduced which is an efficient use of the site's footprint; as demonstrated in Appendix 2, entry will be from the south (Little Mill) which is a two-way single carriageway and egress from the existing site access to the north. The newly introduced access road running south to north will be 3.7m wide (kerb to kerb) plus 2m footway in order to meet emergency services minimum road width requirements.
- 4.8 Little Mill to the north of the development site is narrow single lane carriageway; in accordance with any conditions imposed, a speed survey will be undertaken to verify the required egress visibility splay; The architectural plans identify a minimum of 2.4m x 126m to the right and 2.4m x 65m to the left. In addition, localised widening will be introduced between the application site along Little Mill to the west and south.
- 4.9 All hedges or vegetation that obstructs the visibility splay will be trimmed back or removed.
- 4.10 Swept path analysis for the access arrangements are attached on the architectural plans.

Pedestrians and Cyclists

- 4.11 As detailed in Chapter 3, roads surrounding the site are rural in their nature and are not served by footways towards Egremont. However, it is understood that proposals are being developed to improve connectivity between the EXISTING site access and Egremont as illustrated in Figure 3.6.
- 4.12 Further, Figure 3.1 demonstrates the footpath connectivity between the site to Little Mill south (marked as 4) and Egremont to the west (marked as 5). The route marked as (4) will, as discussed above, adjoin / be incorporated with the newly introduced access road from the south of the development site and this provides a great opportunity to improve pedestrian and cyclists' connectivity from the south and towards bus services.
- 4.13 Furthermore, improving the infrastructure will result in connectivity betterment between the Arts Centre and Egremont; Figure 3.7 demonstrates cycle path and linkages to National Route 72 which provides access to the wider Egremont and Thornhill.
- 4.14 Detailed design of the connectivity proposals will be provided in accordance with any planning conditions imposed.

CAR & CYCLE PARKING

4.15 Depending on the proposed classification of the application site, e.g. museum / art gallery, CC Development Design Guide requires 1 space per 30m². If this does not apply, the following 'first principles' approach is used.

	NUMBER	PARKING DEMAND
Staff	6 maximum on site at any one time	6
Visitors 30 by one coach or 70 based on 2 per car	Coach	1
	Cars	35
Maximum Parking demand		41

Figure 4.2
Car parking assessment

4.16 **41 spaces** are provided of which 2 are marked as accessible; EV bays will be provided in line with Building Regulations Part S. All parking bays are 2.5m x 5m with 6m reversing distance. Accessible bays include 1.2m to the rear and side.

4.17 In addition, 6 cycle parking spaces shed will be provided in a lit, secure and overlooked location as demonstrated on the architectural drawings.

VEHICULAR TRIP GENERATION

4.18 Based on first principles approach:

- 6 members of staff arrive between 10am – 11am and depart 4pm – 5pm
- 1 coach on a Wednesday or Thursday
- Up to 35 cars arriving and departing between 11am – 4pm...assume 50% arrive or depart in any one hour, this is equivalent to 17 trips which is not material

4.19 In conclusion, whether weekday or weekend flows are considered, the maximum trips are unlikely to exceed 17 trips in any one hour and no link or junction is likely to experience more than 30 movements hence, no further analysis is required.

NOTE: The analysed car parking demand and development trips are based on an ambitious vision of doubling the existing visitors' numbers.

SERVICING

- 4.20 It is anticipated that the development would attract the usual servicing requirements such as refuse collection, perishables and maintenance.
- 4.21 The Arts Centre is supplied by a local company (JMP Food Services) who use 8m long vehicles twice per week. Further, refuse is collected by private arrangements using an 11.2m refuse HGV. Swept path analysis for the refuse vehicle and Coach (bus) are illustrated in the architectural drawings as attached in Appendix 2 based upon which it is concluded that any other vehicles that may enter the site, i.e. emergency services, food deliveries or online orders deliveries all of which are smaller in length, will be easily accommodated within the site.

In this Chapter we will discuss...



WELCOME PACK

5.1 Due to the limited staff numbers, scale and nature of the development proposals, a Travel Plan will not be meaningful however, a Welcome Pack including Personalised Travel Planning should be produced to highlight, encourage and promote the sustainability and accessibility of the site.

01 Objectives

- To reduce the need to travel to and from the site
- To reduce single occupancy car travel to and from the site
- To promote and encourage walking, cycling and use of public transport as a healthy and sustainable ways of travelling to and from the site

02 Contents

- Sustainable Transport Links an example of which is found at www.iprtgroup.com/links
- Provide / offer / produce Personalised Travel Planning to all individuals
- Information about travelling to the development by sustainable means of transport

03 Transport Information

- Information regarding journeys by public transport including a map of the route and location of bus stops, timetable information for the journey and the cost of travel, etc.
- Telephone numbers to local taxi companies.
- Maps showing walk and cycle routes to regular destinations and information on the cycle facilities applicable to the person.

04 Health Benefits

- Be active for general wellbeing – walking and active travel are associated with lower likelihoods of being overweight or obese, having diabetes, or hypertension, positive mental health
- Cycling is low impact and can help to protect you from serious diseases such as stroke, heart attack, some cancers, depression, diabetes, obesity and arthritis.

Walking one mile to work



20 minutes

Journey time (one way)



164 calories

Total calories burned (there and back)



15 minutes

Total journey time (one way)



150 minutes

Time spent cycling over a week.



2 years

On average, cyclists live two years longer than non-cyclists.

Walking half a mile to the station



10 minutes

Journey time (one way)



100 minutes

Time walking over a week.

5.2 Further, and as part of the Welcome Pack:

- Setup a WalkBUDI and BikeBUDI groups to support and encourage staff and visitors to walk and cycle.
- Provide all staff and in particular visitors with personalised travel planning (PTP) to encourage them to car-share or travel by sustainable modes of travel particularly for events and workshop sessions (even minibus or large taxi will help)

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

5.3 A CTMP will be produced in satisfaction of any planning conditions imposed and pre-commencement. Local site conditions will dictate the range of considerations for inclusion in a CTMP, but a non-exhaustive list includes:

- ◆ Duration of Build
- ◆ Number and size of delivery vehicles (average day) & routing agreements for construction traffic
- ◆ A condition survey of surrounding roads
- ◆ Any temporary access and traffic management; Designation, layout, lighting requirements (on and off site) & design of construction access & egress points
- ◆ Details for the loading and unloading of plant, machinery and materials
- ◆ Details of security hoarding including decorative displays and facilities for public viewing, where appropriate
- ◆ If applicable, details of methods for piling of foundations including measures to suppress any associated noise and vibration
- ◆ Surface water drainage measures throughout construction
- ◆ Working hours for construction & demolition activities
- ◆ Location of the site compound for storage and parking; Details of contractors' compounds, materials storage and other storage arrangements, including cranes and plant, equipment and related temporary infrastructure
- ◆ Wheel washing facilities & measures to prevent mud & other material migrating onto the highway
- ◆ Details for the provision of directional signage (on & off site)
- ◆ Details of provision for all site operatives, parking and turning within the site
- ◆ Waste audit and scheme for waste minimisation and recycling/disposing of waste resulting from demolition and construction works
- ◆ A strategy to inform the local community of activities, including the provision of complaints procedures.
- ◆ Measures to monitor & control (a) emission of dust & dirt (b) noise & vibration

In this Chapter we will discuss...



- 6.1 In assessing these specific proposals for development, it was ensured that:
- Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location.
 - Safe and suitable access to the site can be achieved for all users.
 - The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance; and
 - 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 through a vision-led approach.
- 6.2 The Analysis described the development proposals and surrounding pedestrian routes, public transport services and cycleways. These sections demonstrate that the development proposal complies with the local and national guidelines and policies.
- 6.3 Additionally, the Analysis tests the impact of the development on the highway network to establish the extent of any significant highway impacts and evaluates compliance with the NPPF transport planning 'test' which prevents refusal on transport grounds unless the impacts of development are 'severe'.
- 6.4 The Analysis has therefore demonstrated that:
- Total person trips can be accommodated within the existing infrastructure.
 - It is understood that improvements are proposed to improve the infrastructure connectivity along Little Mill between Egremont and the application site; and
 - The development proposals do NOT result in an unacceptable impact on highway safety or a residual cumulative impact on the road network, following mitigation, that is severe.
- 6.5 It is concluded that the proposed development meets all safety and Planning Policy requirements and will have no material impact onto the highway network and as such, there are no transport / highways reasons for refusal of planning permission.

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The conclusions and recommendations contained in this Report are based upon information provided by others and upon the assumption that all relevant information has been provided by those parties from whom it has been requested and that such information is accurate. Information obtained by iPRT has not been independently verified by iPRT, unless otherwise stated in the Report.

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 Lugano Building, 57 Melbourne Street, Newcastle upon Tyne, NE1 2JQ
 DDI: 0845 47 48 851 Cell: 07886 225 813 Fax: 0871 900 7432

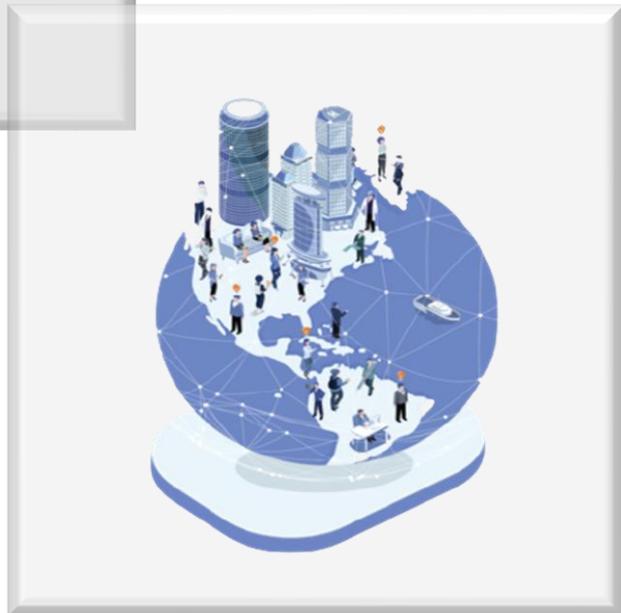
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Sites Appraisal & Feasibility Assessments

**Transport Assessments
 Transport Statements
 Green Sustainable Travel Plans**





APPENDIX	CONTENT	PAGE
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4	Cycle Isochrones	18

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The following is an extract summary for ease of reference, however, we would only be pleased to send full technical pack if requested

Ref: 1	MfS & MfS2	MfS2 paras 1.3.3 – 1.3.7																	
Ref: 2	Visibility Splays	MfS paras 1.3.2, 1.3.6, 10.5.2 & Table 7.1																	
Ref: 3	Pedestrian Visibility Splays	2m x 2m x 2m at a height not exceeding 600 mm																	
Ref: 4	Acceptable Walking Distances to Public Transport	<p>CIHT publication “Guidelines for Planning for Public Transport in Developments”</p> <p>ITP NTS 2002 - 2012 Analysis</p> <table border="1"> <thead> <tr> <th></th> <th>Median</th> <th>Mean</th> <th>85th Percentile</th> </tr> </thead> <tbody> <tr> <td>Bus Stops</td> <td>480</td> <td>580</td> <td>810</td> </tr> <tr> <td>Rail Stations</td> <td>810</td> <td>1010</td> <td>1610</td> </tr> </tbody> </table> <p>CIHT 2018 Buses In Urban Development publications</p>		Median	Mean	85 th Percentile	Bus Stops	480	580	810	Rail Stations	810	1010	1610					
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Rail Stations	810	1010	1610																
Ref: 5	Acceptable Walking Distances	<p>MfS s4.4, para 6.3.1</p> <p>CIHT Providing for Journeys on Foot Table 3.2</p>																	
<table border="1"> <thead> <tr> <th>CIHT Standard</th> <th>Town Centres</th> <th>Commuting / School</th> <th>Elsewhere</th> </tr> </thead> <tbody> <tr> <td>Desirable</td> <td>200m</td> <td>500m</td> <td>400m</td> </tr> <tr> <td>Acceptable</td> <td>400m</td> <td>1km</td> <td>800m</td> </tr> <tr> <td>Preferred Maximum</td> <td>800m</td> <td>2km</td> <td>1.2km</td> </tr> </tbody> </table>				CIHT Standard	Town Centres	Commuting / School	Elsewhere	Desirable	200m	500m	400m	Acceptable	400m	1km	800m	Preferred Maximum	800m	2km	1.2km
CIHT Standard	Town Centres	Commuting / School	Elsewhere																
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Acceptable	400m	1km	800m																
Preferred Maximum	800m	2km	1.2km																
Ref: 6	Acceptable Cycling Distances	NTS & Sustrans 2004 Travel Behaviour Research Baseline Survey and guidance states that cycling has the potential to substitute short car trips, particularly those less than 5km and has the potential to cater for many more trips than current levels. Cycle use is considered a feasible means of transport over short to medium distances.																	
Ref: 7	Form of Access	CD123																	
Ref: 8	TRICS	Paras 6.9, 6.10, Table 4.1																	

Ref: 9	<i>DfT and HE Guidance on Development Impact</i>	GTA para 2.11 CIHT Guidelines for Traffic Impact Assessment National Highways Network Analysis Tool (NAT)																
Ref: 10	<i>Environmental Impact</i>	Guidelines for the Environmental Assessment of Road Traffic																
Ref: 11	<i>Car Parking – NPPF</i>	Paras 111, 112																
	<i>Car Parking – MfS</i>	Paras 8.3.2, 8.3.6, 8.3.13, 8.3.15																
Ref: 12	<i>Setting of Local Speed Limits</i>	Department for Transport Circular 01/2013 - Setting of Local Speed Limits																
Ref: 13	<i>Construction Traffic Guidance</i>	Available upon request																
Ref: 14	<i>Swept Path Analysis</i>	Based on largest vehicle likely to access the site such as refuse vehicle (for residential) or artic for commercial																
Ref: 15	<i>Centreline Radii & Widening on Bends</i>	<table border="1" data-bbox="630 1115 1524 1301"> <tr> <td>Centre line radius (m)</td> <td>20</td> <td>30</td> <td>40</td> <td>50</td> <td>60</td> <td>80-400</td> <td>400+</td> </tr> <tr> <td>Minimum widening (m)</td> <td>0.60</td> <td>0.40</td> <td>0.35</td> <td>0.25</td> <td>0.20</td> <td>0.15</td> <td>0.00</td> </tr> </table> <p><i>(informal generic advice, always consult the LHA standards)</i></p>	Centre line radius (m)	20	30	40	50	60	80-400	400+	Minimum widening (m)	0.60	0.40	0.35	0.25	0.20	0.15	0.00
Centre line radius (m)	20	30	40	50	60	80-400	400+											
Minimum widening (m)	0.60	0.40	0.35	0.25	0.20	0.15	0.00											
Ref: 16	<i>Welcome Pack Links</i>	http://iptgroup.com/links or scan the QR code 																
Ref: 17	<i>PIIs Analysis Criteria</i>	clusters are typically identified as 5 or more personal injury collisions occurring up to 50m radius over a 5 year period.																
	The PII assessment methodology:	<ul style="list-style-type: none"> Aims to identify any significant highway safety clusters and provide an analysis of the recent accident history of the study area (the radius of which is as agreed with the LHA). 																

- Considers critical locations on the road network with poor accident records in *the vicinity of the site* to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems.

From the above, review the Road Safety factors (RSF) and identify if there are any clusters or a discernible pattern(s) to incidents at any of the junctions or carriageways in the vicinity of the proposed development and if so, whether the apparent issue(s) in the area would affect, or be affected by, the proposed development.

PRECIPITATING FACTORS		MAIN CONTRIBUTORY FACTOR
BEHAVIOUR OR INEXPERIENCE	B1	Failed to comply with traffic sign/signal
	B2	Disobeyed double white lines in centre of road
	B3	Driver / rider did not stop at junction
	B4	Ineffective observation by driver/rider, cyclist, pedestrian, equestrian
	B5	Learner or inexperienced driver/rider
	B6	Passing too close to cyclist, horse or pedestrian
	B7	Vehicle door opened in path of pedestrian, cyclist horse
DISTRACTION OR IMPAIRMENT	D1	Affected by alcohol
	D2	Affected by drugs
	D3	Driver/rider too tired to drive/ride safely
	D4	Uncorrected or defective eyesight
	D5	Illness or disability (mental or physical)
	D6	Using mobile device
	D7	Distraction in or outside of vehicle
NON-MOTORISED ROAD USERS <i>Pedestrian, cyclist or equestrian</i>	P1	Wrong use of pedestrian, cyclist, equestrian crossing facility
	P2	Cyclist entering road from pavement
	P3	Risk taking behaviour in carriageway
	P4	Careless or in a hurry
	P5	Pedestrian, cyclist, equestrian hard to see
ROADS	R1	Deposit on road
	R2	Slippery surface due to weather
	R3	Driver/riders view obscured by stationary or parked vehicles
	R4	Drivers/rider view obscured by road layout, vegetation, buildings or signs
	R5	Drivers/rider vision affected by adverse weather or dazzle
SPEEDS	S1	Exceeding speed limit
	S2	S2 Travelling too fast for conditions
	S3	S3 Following too close
	S4	S4 Dangerous or reckless driving/riding
	S5	S5 Driving too slowly for conditions including inexperience with vehicle or driving on left
	S6	Vehicle used in course of crime
VEHICLES	V1	Defective tyres
	V2	Other vehicle defects
	V3	Overloaded or poorly loaded vehicle or trailer
	V4	Driver view obscured or blind spot
	V5	Not using lights in dark or inclement weather

Ref: 18

LTN 1/20

In line with LTN 1/20 Core design principles, cycling and walking infrastructure should be directly accessible for all, and be:

COHERENT	DIRECT	SAFE	COMFORTABLE	ATTRACTIVE
Routes simple to navigate and of a high quality				
Cycle routes should be at least equally as direct as motor vehicle routes				
Infrastructure should be safe for all				
Good quality, well-maintained surfaces				
Public spaces should be well designed for people to spend time				

Cycle parking is an 'essential component' of cycle infrastructure; helping people confidently choose to cycle involves parking that is in a good location, easy to use for all, secure, and also attractive and welcoming. As part of the developments design ethos:

- Consideration has been given to different types of cycles and all types of cycle user (LTN 1/20 para 11.2.1)
- Space for cycle parking was considered at the earliest opportunity in the scheme development process (LTN 1/20 para 11.1.4)
- Consideration of users fear of vandalism and theft which may deters cycling (LTN 1/20 para 11.2.1)
- Security is the primary concern for long stay cycle parking (LTN 1/20 para 11.2.4)

Short stay parking: For short stays, users will be most concerned with **convenience** of access while having a safe place to secure their cycle. Cycle parking located close to shop fronts will generally provide good passive surveillance. Small clusters of stands close to main attractors are preferable to one central 'hub', although in certain circumstances / developments, a central facility on the ground floor of a car park or near the main pedestrian entrance to the may be the optimum location. Proximity is also essential for disabled cyclists who may be unable to walk very far.

Longer stay parking: **Security** is the primary consideration for longer stay parking. Many users will be willing to trade some convenience for additional security such as CCTV coverage, shelter from weather and secure access (i.e. not open to the passing public); secure parking should still be close to the main entrances and easy to access from the local cycle route network (LTN 1/20 Figure 11.1). Similarly cycle parking in **dwelling**s must be convenient, either in the home, within the building or in the immediate vicinity.

Cycle Parking: the cycle parking provision proposed includes secure, covered cycle storage. Details are included on the architectural plans and depending on the nature of the development, 5% of the proposed cycle parking on site is sufficient for larger bikes and e-bike (i.e. non-standard), including provision for charging.

The following is an extract from LTN 1/20 Table 11.2 summarising the recommended and minimum dimensions for banks of Sheffield type stands:

	Recommended	Minimum
Bay length (length of cycle parked on a stand)	2m	2m
Bay length (tandems, trailers and accessible cycles)	3.0m	2.5m
Access aisle width (if larger cycles use the end bay only)	3m	1.8m
Access aisle width (if large cycles use internal bays)	4m	3m
Edge access aisle + one bay to the side	5m-6m	3.8m-5m
Central access aisle + one bay to each side	7m-8m	5.8m-7m
Spacing between stands	1.2m	1.0m
Gap between stand and wall (part of bay width)	700mm (typical wheel diameter)	500mm

Two-tier stands

- Two-tier racks provide an efficient use of space as they may provide additional density, offering around a third more cycle parking capacity in the same footprint. However, two-tier cycle racks are typically optimised for a “standard” two-wheeled, 2m long cycle.
- In such circumstance, additional provision for three-wheelers, tandems, recumbents and other “non-standard” cycles are provided where two-tier racks are in use.
- Two-tier stands will incorporate a ceiling height of at least 2.7m; subject to the intended nature of end users, spring loaded or gas-assisted stands should be considered to assist in lifting the stands into position.

The Figure below presents the total trip generation for the development and LTN 1/20 advises appropriate level of protection for cyclists from motor traffic on highways



LTN 1/20 Coherent Direct Safe Comfortable Attractive

LTN 1/20 Figure 4.1: Appropriate protection from motor traffic on highways

Speed Limit ¹	Motor Traffic Flow (pcu/24 hour) ²	Protected Space for Cycling			Cycle Lane (mandatory/ advisory)	Mixed Traffic
		Fully Kerbed Cycle Track	Stepped Cycle Track	Light Segregation		
20 mph ³	0					
	2000					
	4000					
	6000+					
30 mph	0					
	2000					
	4000					
	6000+					
40 mph	Any					
50+ mph	Any					

- Provision suitable for most people
- Provision not suitable for all people and will exclude some potential users and/or have safety concerns
- Provision suitable for few people and will exclude most potential users and/or have safety concerns

1. If the 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% Of the 24-hour flow
3. In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 pcu per day

TRANSPORT POLICY CONTEXT

National Planning Policy Framework [NPPF] – para numbering reflects that in the NPPF

Promoting sustainable transport

9. Promoting sustainable transport

109. Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:
- a) making transport considerations an important part of early engagement with local communities;
 - b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
 - c) understanding and addressing the potential impacts of development on transport networks;
 - d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;
 - e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and
 - f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.
110. The planning system should actively manage patterns of growth in support of these objectives. 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. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.
111. Planning policies should:
- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
 - b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
 - c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;

- d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);
 - e) provide for any large scale transport facilities that need to be located in the area⁴⁶, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and
 - f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the General Aviation Strategy⁴⁷.
112. If setting local parking standards for residential and non-residential development, policies should take into account:
- a) the accessibility of the development;
 - b) the type, mix and use of development;
 - c) the availability of and opportunities for public transport;
 - d) local car ownership levels; and
 - e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.
113. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.
114. Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.

Considering development proposals

115. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
 - a) sustainable transport modes are prioritised taking account of the vision for the site, 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 Code⁴⁸; 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 through a vision-led approach.
116. 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, following mitigation, would be severe, taking into account all reasonable future scenarios.
117. Within this context, applications for development should:
 - a) give priority first 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;
 - b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - c) 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;
 - d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
118. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

MANUAL FOR STREETS (MfS1)

- i. Guidance for the design of residential roads set out in Design Bulletin 32 and its companion guide Places Streets and Movement was superseded in March 2007 by the publication of the Departments for Transport and Communities and Local Government publication 'Manual for Streets' (MfS). The document sets out that:

"It is therefore strongly recommended that local authorities review their standards and guidance to embrace the principles of MfS."
- ii. The aims of the document are to bring about a transformation in the quality of streets and represent a fundamental culture change in the way streets are designed and adopted. MfS provides guidance in order that streets can be designed to:
 - Help to build and strengthen the communities they serve.
 - Meet the needs of all users, by embodying the principles of inclusive design.
 - Form part of a well-connected network.
 - Be attractive and have their own distinctive identity.
 - Be cost-effective to construct and maintain; and
 - Be safe.
- iii. Manual for Streets advocates inclusive design and its principles which are to:
 - Place people at the heart of the design process.
 - Acknowledge diversity and difference.
 - Offer choice where a single solution cannot accommodate all users.
 - Provide for flexibility in use; and
 - Provide buildings and environments that are convenient and enjoyable to use for everyone.
- iv. Manual for Streets defines a 'street' as ...



a highway that has important public realm functions beyond the movement of traffic. *Streets have a sense of place and are distinctive and are lined with and provide direct access to buildings and public spaces. Most highways in built-up areas can be considered as streets. The Manual does not define an upper limit in terms of traffic flow to define a 'street' as that was considered to be too prescriptive but as a general guide suggests a threshold of about 10,000 vehicles per day or about 1,000 vehicles per hour at peak times.*

v. Scope of MFS:

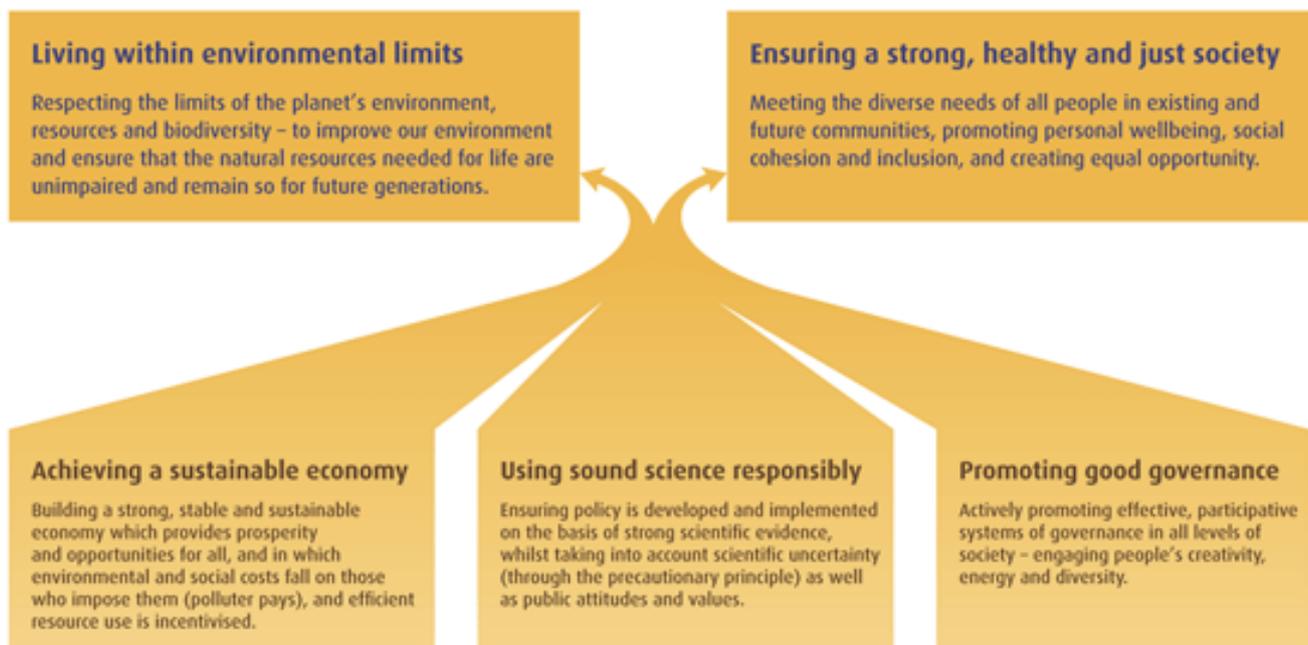
Speed Limit	20mph	30mph	40mph	50+mph
User Hierarchy	●	●	●	●
Team Working	●	●	●	●
Community Function	●	●	●	●
Inclusive Design	●	●	●	●
Ped/Cycle Support	●	●	●	●
Master Plans/Design Codes	●	●	●	●
Stopping Sight Distance	●	●	●	●
Frontage Access	●	●	●	●
Minimise Signs and Street Furniture	●	●	●	●
Quality Audits	●	●	●	●
Connectivity/Permeability	●	●	●	●

Table 1.1 Application of key areas of MFS advice

Note: ● yes ● subject to local context

SUSTAINABLE DEVELOPMENTS

- vi. In order for the UK to become more sustainable, it is important to have an agreed set of principles that can be used as a basis for co-ordinated national policies, strategies and action plans.
- vii. The UK Government published its 'Five Principles of Sustainable Development' in its Shared Framework for Sustainable Development, released in March 2005.



CYCLE INFRASTRUCTURE DESIGN LTN 1/20

- viii. The guidance has been developed closely with stakeholders so that it reflects the latest developments in cycle infrastructure design, including proven design elements pioneered by Transport for London and by the Cycle Ambition Cities and in Wales under the Welsh Active Travel Design Guidance.
- ix. It reflects current best practice, standards and legal requirements. Inclusive cycling is an underlying theme throughout so that people cycling of all ages and abilities are considered. The design options include segregation from traffic, measures for cycling at junctions and roundabouts, and updated guidance on crossings, signal design and the associated traffic signs and road markings.
- x. In Summary, the requirements are:
 - Local authorities are responsible for setting design standards for their roads.
 - The guidance contains tools which give local authorities flexibility on infrastructure design and sets a measurable quality threshold to achieve when designing cycling schemes. The Cycling Level of Service (CLoS) and the Junction Assessment tools (JAT) are new mechanisms introduced to set minimum quality criteria.

THE STRATEGIC ROAD NETWORK AND THE DELIVERY OF SUSTAINABLE DEVELOPMENT, DfT CIRCULAR 01/2022

- xi. The Strategic Road Network and the Delivery of Sustainable Development published by DfT is a document that sets out how National Highways will interact with stakeholders and interested parties to maintain a fully functional Strategic Road Network (SRN), in regard to economic and sustainable growth.
- xii. The document provides guidance on how the SRN should be assessed when accompanying planning applications which may affect the SRN. 3.2.9 The document details that development proposals are likely to be accepted if the volume of traffic it is to generate are within the available capacity of the network, or if they do not increase the demand for a specific link or junction.

TRANSPORT WHITE PAPER 'CREATING GROWTH, CUTTING CARBON - MAKING SUSTAINABLE LOCAL TRANSPORT HAPPEN'

- xiii. The Government's vision for a sustainable local transport system is set out in this White Paper, which acknowledges that transport provision is essential for economic growth. The Paper also recognises, however, that the current levels of carbon emissions from transport cannot be sustained if the nation is to meet its national commitments on climate change, as well as creating a safer and cleaner environment in which to live. The Government highlights sustainable transport solutions as a means by which the economy can grow, which will also see a positive impact on the local environment.

-
- xiv. Whilst the Paper outlines the funding options which will be available for sustainable transport schemes, it also recognises that investment alone will not be enough and that help needs to be given to people to ensure that the transport choices they make are good for society. The Paper recognises that it is at the local level where most can be done to encourage sustainable transport modes and implement sustainable transport schemes. Solutions should be developed for the places they serve, tailored for the specific needs and behaviour patterns of individual communities.
 - xv. Within the Paper, sustainable transport considers more than just public transport, walking and cycling schemes, and acknowledges that it is not feasible for some trips to be undertaken by these modes. There is therefore a realisation that the car will continue to be an important mode of transport and a focus should be given to making car travel greener through electric and other low emission vehicles.

REGIONAL & LOCAL POLICIES

- xvi. Please refer to planning statement

Do not scale from drawings unless by agreement with Architect/Engineer. Work to figured dimensions only. Check all dimensions on site prior to commencing the works. Drawings to be read in conjunction with other relevant consultant information. Where any discrepancy is found to exist it should be reported to the Architect/Engineer immediately.



Access:
Currently the site entrance and exit is located to the north of the building via Little Mill.
The proposed access is to create a one way system. The proposed entrance is located via the track through the farmers field, located to the south of the building. The exit would be located to the north of the building, where the site is currently accessed.

Parking Accommodation:
Proposed number of visitor car parking spaces: 33
Proposed number of DDA car parking spaces: 2
Proposed number of staff car parking spaces: 6
Proposed number of loading/delivery bays: 2
Total proposed number of car parking spaces: 41

- Key:**
- Site Boundary
 - Existing Buildings
 - Tarmac
 - Existing Concrete
 - Gravel
 - Proposed Grey Herringbone Block Paving
 - Proposed Timber Walkway
 - Proposed Pavement
 - Proposed Wetpour Surfacing
 - Soil
 - Existing Landscape
 - Proposed Landscape
 - Pond



Scale: 1:500
0m 5.0m 10.0m 20.0m 30.0m

Revision	Date	Issued	Description
WIP	11/03/25	JR	Initial issue for comment (EM)

Client & Project:
Florence Arts Centre
Improvements to the Arts Centre Building and Landscaping

Address:
Florence Mine Centre for Arts
Project Address

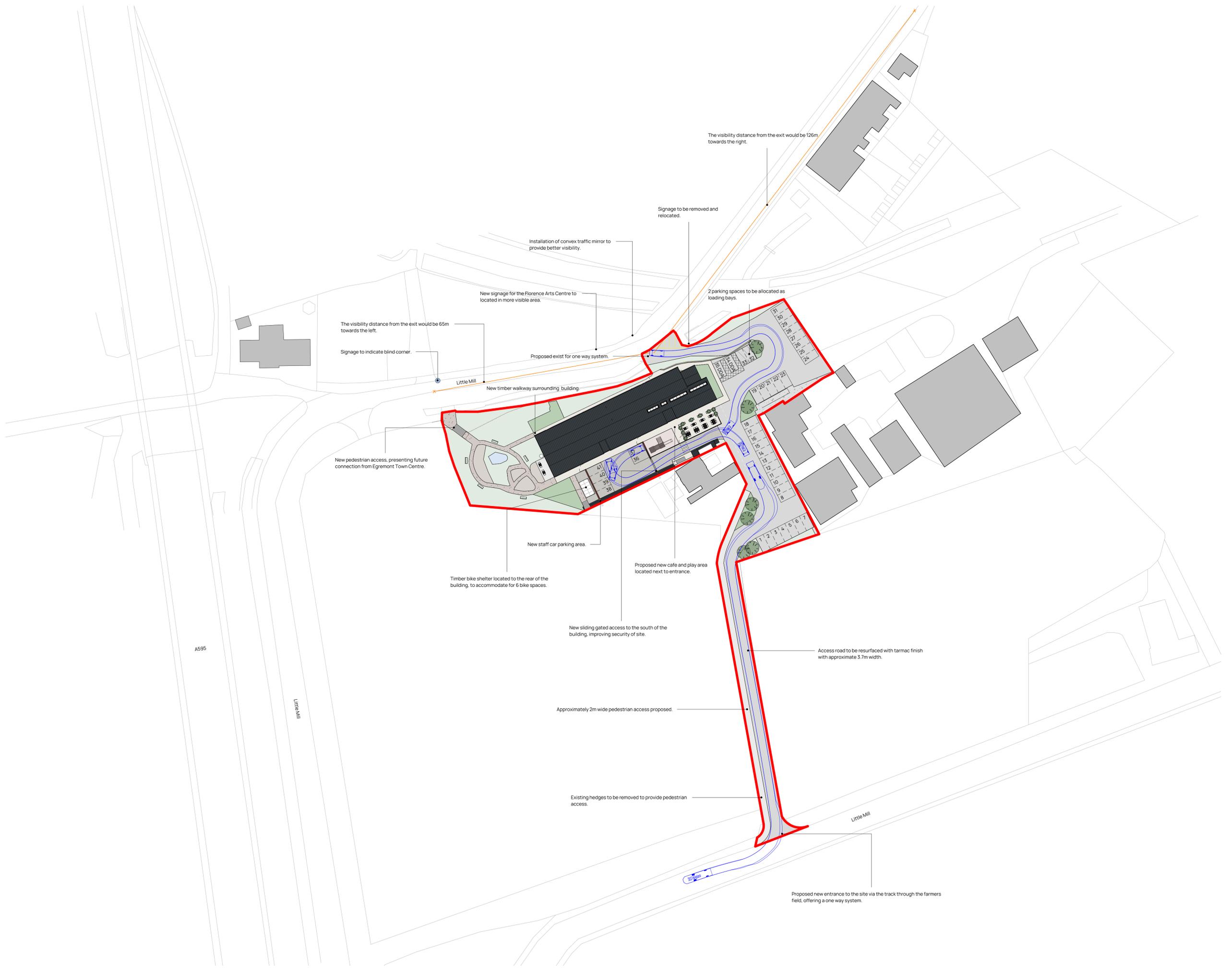
Drawing Title:
Proposed Site Plan

Scale @ A1	Drawn	Checked	Approved
1:500	EM	JR	JW

WORK IN PROGRESS

Established 1983.
T: 0191 556189 E: hello@bdrntd.com
W: www.bdrntd.com
North East (Head Office)
The Old School, Simpson Street,
Sunderland, SR4 6DR
North West
Room 110, Uxerston Business Centre,
Uxerston, LA12 7UG

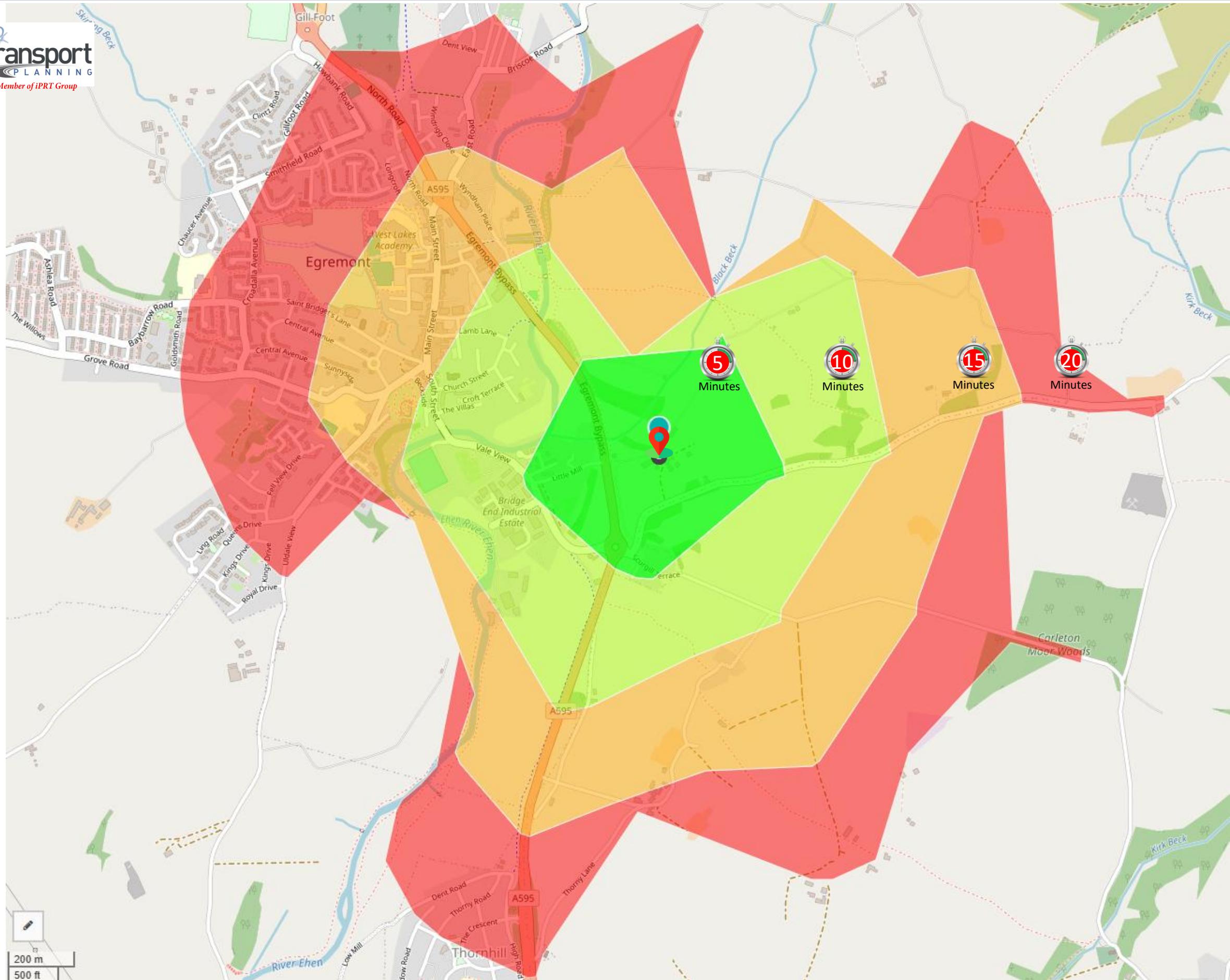
BuildingDesignNorthern



A595

Little Mill

Little Mill

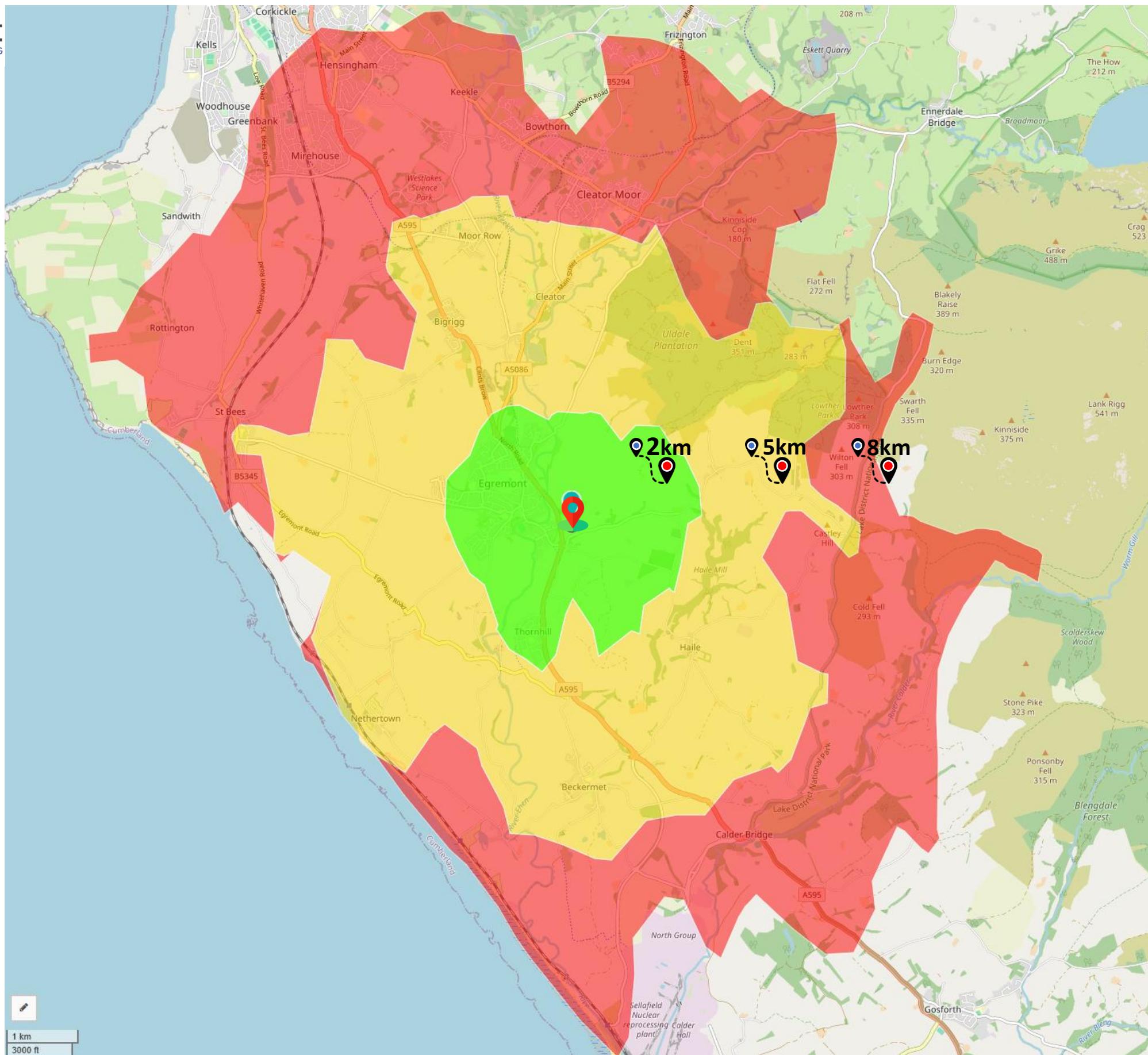


TITLE
Illustrative Walk Isochrones

NOTES These isochrones are intended to provide an illustration of the potential extent of isochrones and not intended to be precise distances

DRAWN BY
RAH

DRAWING REF
W-001



TITLE
Illustrative Cycle Isochrones

NOTES These isochrones are intended to provide an illustration of the potential extent of isochrones and not intended to be precise distances

DRAWN BY
RAH

DRAWING REF
C-001



Registered Office
 Lugano Building, 57 Melbourne Street, Newcastle upon Tyne, NE1 2JQ
 DDI: 0845 47 48 851 Cell: 07886 225 813 Fax: 0871 900 7432

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