

Cleator Moor
Activity Centre
Transport Statement
230616/SK22315/TS01(-00)

Contents

| | Page |
|--------------------------------|------|
| 1 Introduction | 1 |
| 2 Existing Situation | 1 |
| 3 Proposed Development | 6 |
| 4 Trip Forecast | 7 |
| 5 Accessibility Assessment | 9 |
| 6 Traffic & Parking Assessment | 11 |
| 7 Conclusions | 14 |

Appendices

- A Proposed Layout
- B Traffic Survey Data
- C Swept Path Analysis
- D Interim Travel Plan
- E TRICS Output
- F Parking Assessment

| Project | Document | Rev | Description | Authorised by | Signed | Date |
|---------|----------|-----|-------------|---------------|--------|------------|
| SK22315 | TS01 | 00 | - | L Speers | LGS | 16/06/2023 |

1 Introduction

1.1 SK has been appointed by Alliance Leisure to prepare a Transport Statement (TS) that examines the impact of extending the Cleator Moor Activity Centre to improve the facilities available for the local community. The existing and proposed layouts are attached as Appendix A.

1.2 The TS has been prepared in accordance with the guidance set out below:

- Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places
- Copeland Borough Council (2013), Copeland Local Plan 2013 – 2028
- Copeland Borough Council (2022), Emerging Copeland Local Plan 2017 – 2035
- Cumbria County Council (2017), Cumbria Design Guide
- Ministry of Housing, Communities & Local Government (2016), Planning Practice Guidance
- Ministry of Housing, Communities & Local Government (2021), National Planning Policy Framework

1.3 The Local Highway Authority is Cumberland Council (CC).

2 Existing Situation

Site Location

2.1 Figure 2.1 shows that the site is located adjacent to the centre of Cleator Moor, just to the north of Ennerdale Road (B5295), and relates well to the residential community it serves.



Figure 2.1: Site Location
[source: ISO4]

Site Access & Parking Arrangements

- 2.2 Vehicle access to the site is provided via a route from Quarry Road between two buildings. Quarry Road is a 7.3m wide road with a 1.7m footway on the north-western side and a 1m footway on the south-eastern side. The site access adjoins the corner of Quarry Road with Wyndham Street and provides a width of 5m-6m as a shared surface arrangement. The access passes between two adjacent properties over a distance of 20m before opening into the site. At its south-western end, Quarry Road meets Ennerdale Road at a priority junction.
- 2.3 Pedestrian access is achieved via the Quarry Road access or via segregated pedestrian routes to the northwest of the all-weather playing pitch through to Aldby Street or Birks Road.
- 2.4 Parking is provided on site for circa 11 cars in marked spaces next to the building. An area of unmarked hardstanding is also available for parking, with capacity for between 40 and 50 cars.
- 2.5 Figure 2.2 shows the adopted highway surrounding the site.

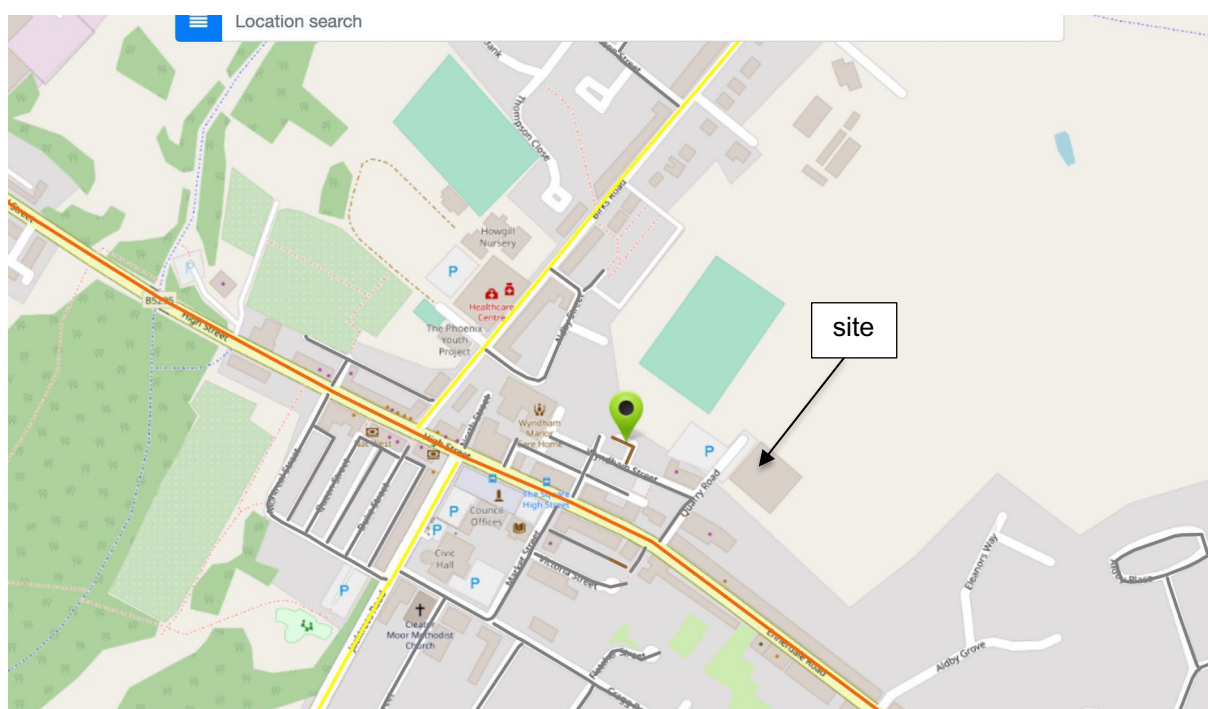


Figure 2.2: Adopted Highway
[source: CC]

Existing Site Operation

- 2.6 The site is in current use as an Activity Centre and the building on site (1,338sqm) provides a gym, studio space, indoor bowls hall and changing facilities. Externally there is an all-weather pitch.
- 2.7 Table 2.1 provides a summary of the opening hours for the Activity Centre.

| Day of the Week | Centre Opening Times |
|-----------------|----------------------|
| Monday | 10am - 9pm |
| Tuesday | 12pm - 9pm |
| Wednesday | 10am - 9pm |
| Thursday | 12pm - 9pm |
| Friday | 10am-9pm |
| Saturday | 9am-12pm |
| Sunday | Closed |

Table 2.1: Activity Centre Opening Times

- 2.8 The Activity Centre takes private bookings on a Saturday afternoon and all-day Sunday.
- 2.9 Table 2.2 provides a summary of the all-weather pitch bookings. These bookings occur during the winter season (between September and early April), outside this period the football teams return to their own respective club pitches.

| | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|-------------|---|--------------------------|---------------------------------|---------------------------------|---------------------------|--------------|
| 09:00-10:00 | | | | | | Pitch booked |
| 17:00-18:00 | Celtic U10/U11/U12 (2/3) Walking Foot (1/3) | Celtic U8/U10/U12 (Full) | Moor Row (1/3) Celtic U13 (1/3) | Celtic U8/U9/U13 (Full) | Celtic U10/U11/U12 (Full) | |
| 18:00-19:00 | Celtic (Full) U9/U13 | Moor Row (Full) | Moor Row (Full) | Celtic U10/U12 (Full) | Celtic U11/U15 (Full) | |
| 19:00-20:00 | Moor Row (Full) | Moor Row (Full) | Moor Row (Full) | Celtic U14 (2/3) Gosforth (1/3) | Celtic U14 | |
| 20:00-21:00 | Gosforth (1/3) Moor Row (1/3) | Moor Row (1/3) | Moor Row (1/3) | | | |

Table 2.2: All Weather Pitch Bookings
[source: GLL]

- 2.10 The bowling season occurs between September and April. The operator has advised that the bowls hall tends to be busiest during the following periods:

- Monday: 12pm – 2pm
- Tuesday: 12pm – 4pm
- Wednesday: 10am – 12pm
- Thursday: 10am – 12pm / 6pm – 8pm

Parking Spot Occupancy Surveys

- 2.11 The operator undertook a number of spot occupancy parking surveys at the site during week commencing 27 March 2023. The surveys were timed to coincide with all-weather pitch bookings and use of the bowls hall.

| | | | | | | | |
|----------------------|--------------|-------------|-------------|-------------------------|------------|---|-----------|
| Centre Opening Times | 10am - 9pm | 12pm - 9pm | 10am - 9pm | 12pm - 9pm | 10am - 9pm | 9am - 12pm | Closed |
| Pitch Bookings | 5pm - 9pm | 5pm - 9pm | 5pm - 9pm | 5pm - 8pm | 5pm - 8pm | 9am - 10am | - |
| Bowling Busy Periods | 12pm - 2pm | 12pm - 4pm | 10am - 12pm | 10am - 12pm / 6pm - 8pm | | | |
| Other Notes | | | | | | School Holidays / Parties Booked on Both Days | |
| Survey Date | Mon 27 March | Tues 28 Mar | Wed 29 Mar | Thurs 30 Mar | Fri 31 Mar | Sat 1 Apr | Sun 2 Apr |
| 09:00-10:00 | | | | | | 39 | |
| 10:00-11:00 | | | | | 7 | | |
| 11:00-12:00 | | | | | | 34 | |
| 12:00-13:00 | 15 | 16 | 23 | | | | 17 |
| 13:00-14:00 | | | | | | 23 | |
| 14:00-15:00 | | 12 | 19 | 3 | 13 | | 20 |
| 15:00-16:00 | | | | | | 25 | 15 |
| 16:00-17:00 | | | | | | | 5 |
| 17:00-18:00 | 31 | 50 | | 40 | | | |
| 18:00-19:00 | 36 | 28 | 23 | 21 | 33 | | |
| 19:00-20:00 | 30 | | 2 | 15 | 37 | | |
| 20:00-21:00 | | | | | | | |
| 21:00-22:00 | | | | | | | |
| 22:00-23:00 | | | | | | | |

Table 2.3: Surveyed Parking Demand
[source: GLL]

2.12 Table 2.4 provides a summary of the maximum recorded parking demand and the events taking place.

| Date | Time | Maximum Parking | Bowling Event | Pitch In Use | Centre Open |
|----------------|-------------|-----------------|---------------|--------------|-------------|
| Mon 27 March | 18:00-19:00 | 36 | | | |
| Tues 28 March | 17:00-18:00 | 50 | | | |
| Wed 29 March | 12:00-13:00 | 23 | | | |
| Thurs 30 March | 17:00-18:00 | 40 | | | |
| Fri 31 March | 19:00-20:00 | 37 | | | |
| Sat 1 April | 09:00-10:00 | 39 | | | |

Table 2.4: Maximum Surveyed Parking Demand

Traffic Flow Surveys

2.13 In addition to the parking observations undertaken by the operator, an in / out survey was undertaken by Traffic Sense on Wednesday 19 April 2023 at the Quarry Road site access

junction. The survey was undertaken between 7am and 10pm. The survey data is attached as Appendix B.

- 2.14 The survey was timed to cover the existing Activity Centre opening hours of 10am to 9pm and the future opening times following the introduction of the development (assumed to be 7am to 9pm).
- 2.15 The survey occurred outside the all-weather pitch booking and bowling club season. The operator advised that in general the busiest day for other uses at the Activity Centre tends to occur on a Wednesday.

| | In | Out | Total |
|-------------|----|-----|-------|
| Cars / LGV | 90 | 90 | 180 |
| HGV | 1 | 1 | 2 |
| Bus / Coach | 1 | 1 | 2 |
| Pedestrians | 49 | 48 | 97 |

Table 2.5: Daily Traffic Flows
[source: Traffic Sense]

- 2.16 Table 2.6 shows the AM and PM peak hour site traffic flows, and the Centre peak traffic flows (18:00-19:00).

| | In | Out | Total |
|---------------------|----|-----|-------|
| AM Peak Hour | 1 | 0 | 1 |
| PM Peak Hour | 26 | 5 | 31 |
| PM Centre Park Hour | 15 | 27 | 42 |

Table 2.6: Peak Periods Traffic Flows
[source: Traffic Sense]

Existing Parking Demand

- 2.17 The surveyed car / LGV data has been used to establish the maximum parking demand on the day of the survey. The parking accumulation is attached as Appendix B.
- 2.18 The parking accumulation shows a maximum parking demand of 31 car parking spaces.
- 2.19 It can be seen from the data that use of the existing parking varies quite significantly. The only count relating solely to activity at the Centre itself is the Traffic Sense survey as the pitches and bowling were not active at the time of that survey. This recorded peak demand of 31 vehicles.
- 2.20 However, the Centre was open during all of the other parking surveys and some lower numbers were recorded even when the pitch was in use and at the time of a bowling event. The pattern appears to broadly indicate that the Centre itself is the primary factor in parking demand and that use of the pitch generates the main secondary demand, with the bowling events having less of an influence on demand.

Road Safety Patterns

- 2.21 Personal injury collision data has been reviewed from the Crashmap database for the most recent five years available. The output shows that there have been no collisions at the site access junction, Quarry Road or the junction of Quarry Road / Ennerdale Road during the five-year period assessed.
- 2.22 There has been a single collision to the east of the Quarry Road / Ennerdale Road junction. The collision occurred in 2017 and was classified as slight. The collision did not involve a pedestrian or cyclist.

- 2.23 The frequency and location of accidents in the study area does not indicate a prevalent road safety issue.

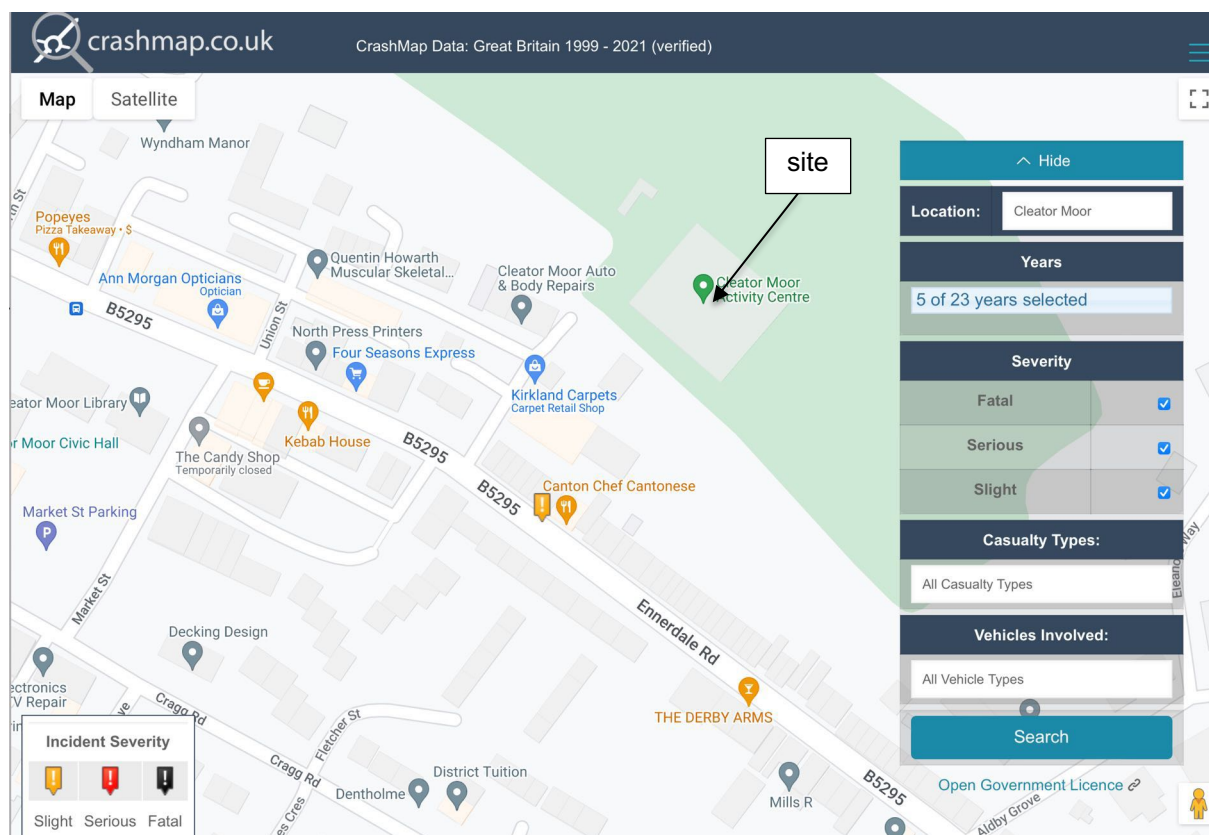


Figure 2.3: Road Safety Data
[source: Crashmap]

3 Proposed Development

- 3.1 The proposed layout is attached as Appendix A.
- 3.2 The proposal will extend the existing Activity Centre to improve facilities for site users. The extension has a floor area of 700sqm and the total floor area following the development will be 2,038sqm. The additional floor space will provide fitness space, changing facilities, plant and circulation space.
- 3.3 Vehicle access will be retained as existing from Quarry Road.
- 3.4 A new running track is created by the proposal that include enhancement to the existing pedestrian access to the site from the north-west. The Quarry Road access will continue to be available to all users of the Centre.
- 3.5 The proposal will modify the layout to provide 49 formal parking spaces, including eight disabled spaces and five EV parking spaces. The unmarked parking area is retained in line with existing arrangements for use by people attending the football pitches (capacity 40 – 50 cars). The appropriateness of the level of parking is examined in Section 6.
- 3.6 Cycle parking is provided for 12 bikes located in a shelter close to the building.
- 3.7 The majority of service vehicles are expected to be light goods vehicles up to 7.5t which will be able to access and manoeuvre within the service area proposed. Swept path analysis for a typical long-wheelbase Transit-type van is shown in Appendix C to represent a vehicle of this type. Larger vehicles would be required to reverse to the service yard using the turning head provided and swept path analysis for a large refuse collection vehicle is included in Appendix C showing this.

- 3.8 The turning head will also allow coaches to turn for drop-off and collection on the north-western frontage. Swept path analysis for a 12m coach undertaking this manoeuvre is also included in Appendix C.
- 3.9 An Interim Travel Plan has been prepared for the planning application and is attached as Appendix D. The Interim Travel Plan will form the basis for the full Travel Plan that will be adopted on occupation of the site. The requirement to prepare a full Travel Plan will be dealt with by a suitably worded planning condition.
- 3.10 A Construction Management Plan will be prepared prior to the start on site, and this will be dealt with by a suitably worded planning condition.

4 Trip Forecast

Background

- 4.1 As it is the intention to extend the Activity Centre opening times following the introduction of the development, two different development forecasts have been undertaken.
- 4.2 The first uses the traffic survey data collected at the site to derive trip rates. This method is based on the Centre opening times remain as existing (i.e., 10am to 9pm).
- 4.3 The second uses a more standard approach using a comparable use from TRICS. This method allows the extension of the Centre opening hours to be modelled. The limited existing opening hours at the Centre condenses the use of the facility rather than allowing for the more natural spread of attendance found at such facilities that are open for longer across the day.

Method 1: Survey Trip Rates

- 4.4 The survey data and existing floor area has been used to derive trip rates. The assessment considers the AM and PM network peak periods, and also the Centre peak period (6pm to 7pm).

| | Car / LGV Trip Rate | | | Pedestrian Trip Rate | | | OGV Trip Rate | | |
|---------------------|---------------------|-------|-------|----------------------|-------|-------|---------------|-----|-------|
| | (per 100sqm) | | | (per 100sqm) | | | (per 100sqm) | | |
| | In | Out | Total | In | Out | Total | In | Out | Total |
| AM Peak Hour | 0 | 0 | 0 | 0.149 | 0.149 | 0.299 | 0.075 | 0 | 0.075 |
| PM Peak Hour | 1.868 | 0.374 | 2.242 | 0.673 | 0.448 | 1.046 | 0 | 0 | 0 |
| PM Centre Peak Hour | 1.121 | 1.943 | 3.064 | 0.149 | 0.673 | 0.822 | 0 | 0 | 0 |
| | Coach Trip Rate | | | Vehicle Trip Rate | | | | | |
| | (per 100sqm) | | | (per 100sqm) | | | | | |
| | In | Out | Total | In | Out | Total | | | |
| AM Peak Hour | 0 | 0 | 0 | 0.075 | 0.000 | 0.075 | | | |
| PM Peak Hour | 0.075 | 0 | 0.075 | 1.943 | 0.374 | 2.317 | | | |
| PM Centre Peak Hour | 0 | 0.075 | 0 | 1.121 | 2.018 | 3.139 | | | |

Table 4.1: Trip Rates – Method 1

| | Cars / LGV Trips | | | Pedestrian Trips | | | OGV Trips | | |
|---------------------|------------------|-----|-------|---------------------|-----|-------|-----------|-----|-------|
| | In | Out | Total | In | Out | Total | In | Out | Total |
| AM Peak Hour | 0 | 0 | 0 | 3 | 3 | 6 | 2 | 0 | 2 |
| PM Peak Hour | 38 | 8 | 46 | 14 | 9 | 23 | 0 | 0 | 0 |
| PM Centre Peak Hour | 23 | 40 | 63 | 3 | 14 | 17 | 0 | 0 | 0 |
| | Coach Trips | | | Total Vehicle Trips | | | | | |
| | In | Out | Total | In | Out | Total | | | |
| AM Peak Hour | 0 | 0 | 0 | 2 | 0 | 2 | | | |
| PM Peak Hour | 2 | 0 | 0 | 40 | 8 | 48 | | | |
| PM Centre Peak Hour | 0 | 2 | 0 | 23 | 42 | 65 | | | |

Table 4.2: Future Trips – Method 1

- 4.5 Table 4.2 shows the total future trips associated with the site using forecast based on the existing surveyed patterns of movement. The future trips include the existing and proposed floor area.

Method 2: TRICS Trip Rates

- 4.6 TRICS has been used to forecast the traffic associated with Centre to allow an understanding of impact of changing the opening hours at the site. . The following parameters have been set:

- Land Use: 07 / Leisure / C / Leisure Centre
- Parameter: Trip per 100sqm
- Range: 360 to 4000 (average: 2241sqm)
- Date: 01/01/00 to 21/05/22 (expanded to increase sample size)
- Days: Monday – Friday
- Locations: Suburban Area / Edge of Town

- 4.7 The TRICS sample has been reviewed and sites with swimming pools have been removed. The TRICS output is attached as Appendix E.

- 4.8 Table 4.3 provides a summary of the trip rates and traffic flows. The trip rates have been applied to the existing and development floor area.

| | Public Transport Trip Rate | | | Pedestrian Trip Rate | | | Cycle Trip Rate | | |
|---------------------|----------------------------|-------|-------|----------------------|-------|-------|-----------------|-------|-------|
| | (per 100sqm) | | | (per 100sqm) | | | (per 100sqm) | | |
| | In | Out | Total | In | Out | Total | In | Out | Total |
| AM Peak Hour | 0.177 | 0 | 0.177 | 0.135 | 0.092 | 0.227 | 0.014 | 0.007 | 0.021 |
| PM Peak Hour | 0.019 | 0.013 | 0.032 | 0.491 | 0.382 | 0.873 | 0.038 | 0.076 | 0.114 |
| PM Centre Peak Hour | 0.006 | 0.013 | 0.019 | 0.446 | 0.306 | 0.752 | 0.025 | 0.051 | 0.076 |
| | Vehicle Trip Rate | | | OGV Trip Rate | | | | | |
| | (per 100sqm) | | | (per 100sqm) | | | | | |
| | In | Out | Total | In | Out | Total | | | |
| AM Peak Hour | 0.603 | 0.22 | 0.823 | 0 | 0 | 0 | | | |
| PM Peak Hour | 1.128 | 0.918 | 2.046 | 0 | 0 | 0 | | | |
| PM Centre Peak Hour | 1.339 | 1.198 | 2.537 | 0 | 0 | 0 | | | |

Table 4.3: Trip Rates – Method 2

| | Public Transport Trip Rate | | | Pedestrian Trip Rate | | | Cycle Trip Rate | | |
|---------------------|----------------------------|-----|-------|----------------------|-----|-------|-----------------|-----|-------|
| | In | Out | Total | In | Out | Total | In | Out | Total |
| | In | Out | Total | In | Out | Total | In | Out | Total |
| AM Peak Hour | 4 | 0 | 4 | 3 | 2 | 5 | 0 | 0 | 0 |
| PM Peak Hour | 0 | 0 | 1 | 10 | 8 | 18 | 1 | 2 | 2 |
| PM Centre Peak Hour | 0 | 0 | 0 | 9 | 6 | 15 | 1 | 1 | 2 |
| | Vehicle Trip Rate | | | OGV Trip Rate | | | | | |
| | In | Out | Total | In | Out | Total | | | |
| | In | Out | Total | In | Out | Total | | | |
| AM Peak Hour | 12 | 4 | 17 | 0 | 0 | 0 | | | |
| PM Peak Hour | 23 | 19 | 42 | 0 | 0 | 0 | | | |
| PM Centre Peak Hour | 27 | 24 | 52 | 0 | 0 | 0 | | | |

Table 4.4: Future Trips – Method 2

5 Accessibility Assessment

- 5.1 In general, footway provision in the area around the site is good, with 2m+ footways on Ennerdale Road and on Birks Road to the north-west from which segregated pedestrian access is available. A footway of 1.7m width is available on the north-western side of Quarry Road leading to the site from Ennerdale Road but only 1m on the south-western side. These lead to the shared access into the site.
- 5.2 It is generally held that journeys under 2km offer the greatest potential to substitute a car trip. Figure 5.1 shows a 2km walking catchment from the site. This shows that the centre of Cleator Moor is within 300m of the site and all of Cleator Moor is within a 2km walk of the site.

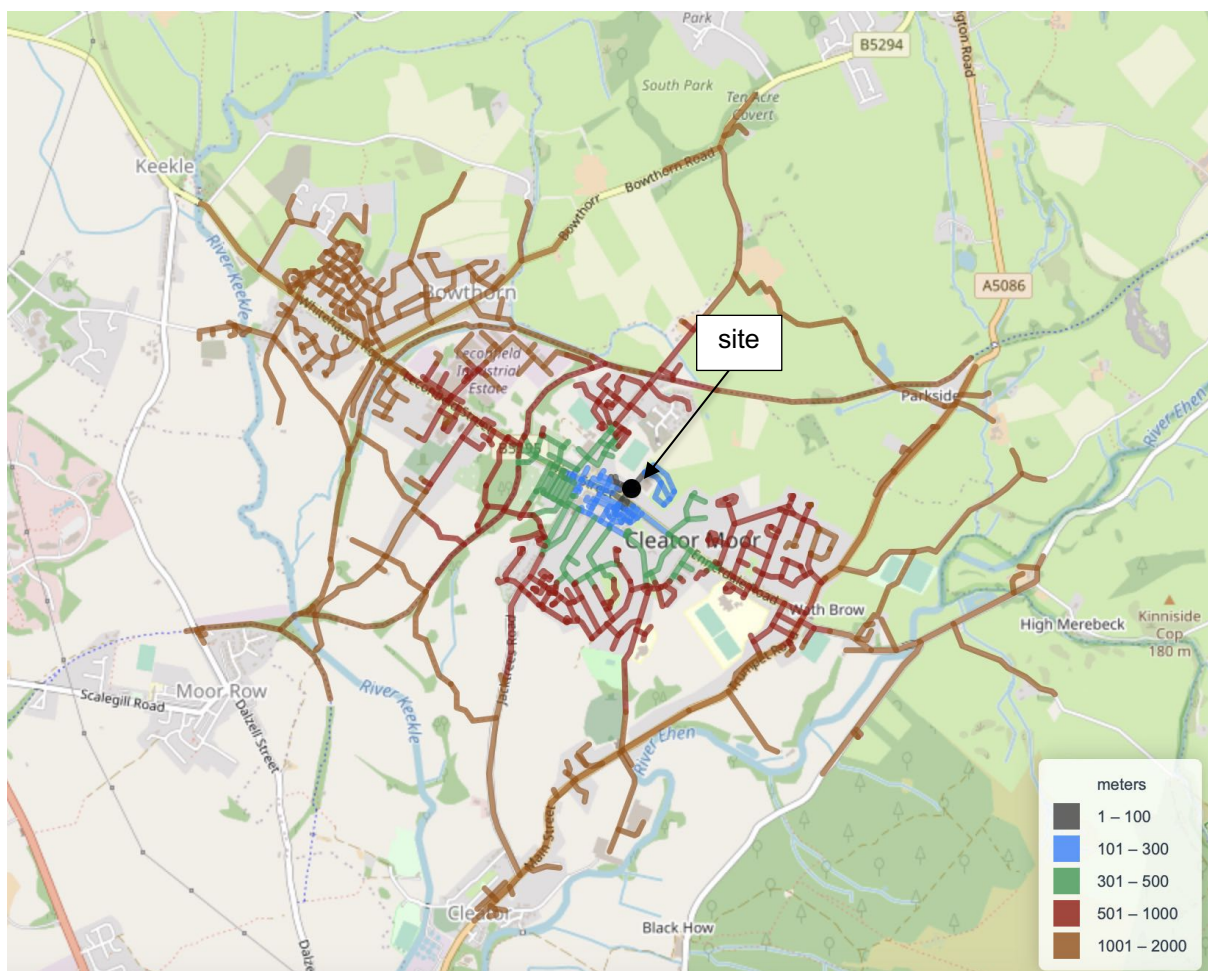


Figure 5.1: 2km Walking Catchment
[source: ISO4]

- 5.3 Figure 5.2 shows that the site is served by Route 71 of the National Cycle Network (C2C).
- 5.4 The nearest bus stops to the site are located on Ennerdale Road, 210m / three-minute walk from the site. Table 5.1 provides a summary of the buses serving these stops.

| | Route | Typical Daytime Frequency |
|-----|---|-----------------------------|
| 30 | Frizington – Cleator Moor – Whitehaven / Maryport | 2 per hour |
| | Whitehaven / Maryport – Cleator Moor – Frizington | 2 per hour |
| 217 | Frizington – Dean – Cockermouth | 2 per day / Wednesdays only |
| | Cockermouth – Dean - Frizington | 2 per day / Wednesdays only |
| 218 | Frizington – Workington | 1 per day / Fridays only |
| | Workington – Frizington | 1 per day / Fridays only |

Table 5.1: Local Bus Services
[source: Cumberland Council]

- 5.5 The central location of the site and the proposed community use, means that there are opportunities to access on foot and by cycle for local trips, and bus services for longer distance journeys.
- 5.6 The proposal includes a newly defined pedestrian route across the site, cycle parking, and a Travel Plan. The proposal has also been designed to accommodate coach drop-off / collection movements. EV parking is provided in the car park.
- 5.7 The assessment shows that the site is well located within a short active mode trip distance of the community it will serve. NPPF states that planning decisions should ensure an integrated

approach to considering the location of housing, economic uses and community facilities and services. NPPF supports developments in sustainable locations which allow a mix of uses to be provided across an area to minimise the number and length of journeys needed by residents. The proposed leisure centre is in line with this policy.



Figure 5.2: Cycle Network
[source: ISO4]

6 Impact Assessment

Traffic Assessment: Method 1

- 6.1 Table 6.1 compares the existing Centre total traffic flows with the future Centre traffic flows using the trip rates derived from the surveys. This assumes that the opening times will remain the same as surveyed.

| | Existing Activity Centre Traffic Flows | | | Future Activity Centre Traffic Flows | | |
|---------------------|--|-----|-------|--------------------------------------|-----|-------|
| | In | Out | Total | In | Out | Total |
| AM Peak Hour | 1 | 0 | 1 | 2 | 0 | 2 |
| PM Peak Hour | 26 | 5 | 31 | 40 | 8 | 48 |
| PM Centre Peak Hour | 15 | 27 | 42 | 23 | 42 | 65 |

Table 6.1: Net Impact – Method 1

- 6.2 Table 6.1 shows that using the above method the development will result in a maximum increase of 23 vehicles in the Centre peak hour. In no hour will the level of increase in traffic be above DfT hourly significance thresholds (30 vehicles per hour).

Traffic Assessment: Method 2

- 6.3 Table 6.2 compares the existing Centre total traffic flows with the future Centre traffic flows using the TRICS trip rates. This assumes that the opening times will be extended at the site to spread attendance.

| | Existing Activity Centre Traffic Flows | | | Future Activity Centre Traffic Flows | | |
|---------------------|--|-----|-------|--------------------------------------|-----|-------|
| | In | Out | Total | In | Out | Total |
| AM Peak Hour | 1 | 0 | 1 | 12 | 4 | 17 |
| PM Peak Hour | 26 | 5 | 31 | 23 | 19 | 42 |
| PM Centre Peak Hour | 15 | 27 | 42 | 27 | 24 | 52 |

Table 6.2: Net Impact – Method 2

- 6.4 Table 6.2 shows that using the above method the development will result in a maximum increase of 16 vehicles in the AM peak hour and 11 in the PM peak hour. Again, in no hour will the level of increase in traffic be above DfT hourly significance thresholds (30 vehicles per hour).
- 6.5 Both assessment methods show that the proposal will not cause a significant increase in traffic flows. Extending the opening hours, as is intended, will assist in creating a better spread of arrivals / departures across the day.

Parking Assessment

- 6.6 CC's parking policy is set out in Appendix 1 of the Cumbria Design Guide. Appendix 1 shows that there are no adopted standards for leisure centre uses, in the absence of a parking standard the level of parking required for the new leisure centre has been based on a parking accumulation forecast using the traffic forecast methods outlined previously. The parking accumulations are based on car / LGV movements only and are attached as Appendix F.

| | Future Activity Centre Cars / LGV – Method 1 | | | Total Future Use Parking Demand |
|-------------|--|-----|-------|------------------------------------|
| | In | Out | Total | |
| 07:00-08:00 | 0 | 0 | 0 | 0 |
| 08:00-09:00 | 0 | 0 | 0 | 0 |
| 09:00-10:00 | 0 | 0 | 0 | 0 |
| 10:00-11:00 | 3 | 3 | 6 | 0 |
| 11:00-12:00 | 2 | 0 | 2 | 2 |
| 12:00-13:00 | 3 | 2 | 5 | 3 |
| 13:00-14:00 | 17 | 3 | 20 | 17 |
| 14:00-15:00 | 6 | 9 | 15 | 14 |
| 15:00-16:00 | 5 | 15 | 20 | 3 |
| 16:00-17:00 | 18 | 5 | 23 | 17 |
| 17:00-18:00 | 38 | 8 | 46 | 47 |
| 18:00-19:00 | 23 | 40 | 62 | 30 |
| 19:00-20:00 | 20 | 32 | 52 | 18 |
| 20:00-21:00 | 0 | 0 | 0 | 0 |

Table 6.5: Method 1 Parking Accumulation

- 6.7 The Table 6.5 parking accumulation is based on the surveyed movements and the existing opening hours (10am to 9pm). It shows a maximum leisure centre demand of 47 spaces occurring between 5pm and 6pm.
- 6.8 The Table 6.6 parking accumulation is based on the TRICS forecast and allows for the changes in opening hours. It shows a maximum leisure centre demand of 41 spaces occurring between 6pm and 7pm.
- 6.9 The proposal provides 49 parking spaces and the assessment confirms that the level of future demand using either method can be accommodated.
- 6.10 As noted previously the Activity Centre is the principal generator of parking demand at the site. The survey data shows that even when the football pitches and bowling club are active (in addition to the Activity Centre being open) the demand for parking is only 50 spaces, therefore not much higher than when the Activity Centre is considered in isolation.
- 6.11 Notwithstanding this, the proposal retains an area of unmarked parking so this can continue to be used by football traffic.

| | Future Activity Centre Cars / LGV – Method 2 | | | Total Future Use Parking Demand |
|-------------|--|-----|-------|------------------------------------|
| | In | Out | Total | |
| 07:00-08:00 | 10 | 4 | 14 | 18 |
| 08:00-09:00 | 12 | 4 | 17 | 26 |
| 09:00-10:00 | 14 | 7 | 20 | 34 |
| 10:00-11:00 | 10 | 10 | 20 | 33 |
| 11:00-12:00 | 8 | 11 | 19 | 30 |
| 12:00-13:00 | 8 | 9 | 17 | 29 |
| 13:00-14:00 | 9 | 7 | 17 | 31 |
| 14:00-15:00 | 7 | 6 | 13 | 31 |
| 15:00-16:00 | 8 | 9 | 17 | 30 |
| 16:00-17:00 | 16 | 12 | 29 | 34 |
| 17:00-18:00 | 23 | 19 | 42 | 39 |
| 18:00-19:00 | 27 | 24 | 52 | 41 |
| 19:00-20:00 | 15 | 20 | 35 | 36 |
| 20:00-21:00 | 11 | 20 | 31 | 28 |

Table 6.6: Method 2 Parking Accumulation

Summary

- 6.12 There are no adopted parking standards for leisure centres, in the absence of this guidance a parking accumulation has been undertaken using the future site traffic flows. The assessment confirms that sufficient parking is provided to meet the parking demand associated with all uses at the site.
- 6.13 NPPF states that developments should only be prevented on highways grounds if there would be an unacceptable impact on highway safety or where residual cumulative impacts would be severe. The assessment shows that the hourly traffic flows generated by the proposal are not significantly higher than associated with the current use of the site.

7 Conclusions

- 7.1 SK has been appointed to prepare a TS to examine the impact of extending Cleator Moor Activity Centre to improve facilities for site users. The proposal will construct an additional floor area of 700sqm at the site.
- 7.2 The assessment has been undertaken in line with standard appraisal methods. A full day of traffic surveys was undertaken at the site to record hourly in / out movements. In addition, the operator undertook a week of parking occupancy surveys. The data has been used to establish the existing hourly traffic flows and parking demand associated with the current use of the Centre and football pitch.
- 7.3 The accessibility assessment shows that the site is well located in relation to the community it will serve, and that existing infrastructure is in place to allow connections to these areas. The proposal includes measures to support sustainable trip making including EV charging, cycle parking, and a Travel Plan.
- 7.4 The existing site access from Quarry Road is to be retained, this has served the centre on the site in its current form and the proposal is not expected to result in a significant difference to the

operation of the access in terms of demand levels and user types. Pedestrian access to the site is to be enhanced from the north-west with improved routes across the site.

- 7.5 A TRICS forecast has been undertaken to establish the future use of the Centre. This has been used rather than the site traffic survey as it is the intention to extend the Centre's opening hours following the proposal.
- 7.6 The traffic assessment shows that the proposal will not generate a significant increase in hourly traffic, when considered in the context of the peak hourly use of the current Centre.
- 7.7 There are no adopted parking standards for a leisure centre development. The parking level required to serve the proposal is based on the surveyed parking demand and forecast future Activity Centre parking demand forecast using TRICS. The assessment shows that sufficient parking is provided at the site to accommodate future forecast demand levels. Appropriate levels of disabled and EV parking is provided.
- 7.8 The traffic impact and road safety assessment show that the proposal will not have a severe impact on highway operation or unacceptable effects on road safety.

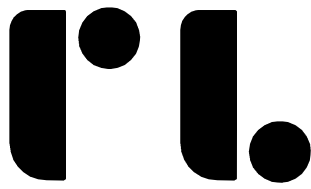
Appendix A



This line should measure 70mm when printed correctly
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| Rev | Date | By | Chk | Description |
|-----|------|----|-----|-------------|
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DRAFT



Roberts Limbrick
03333 405 500
mail@robertslimbrick.com
robertslimbrick.com
Registered Office England No. 06558029

Project Name
Cleator Moor Activity Centre

Client Name
Towns Fund Copeland Borough Council

Drawing Title
Proposed Site Plan

Scale
1 : 500 • A1

Project No.
10319

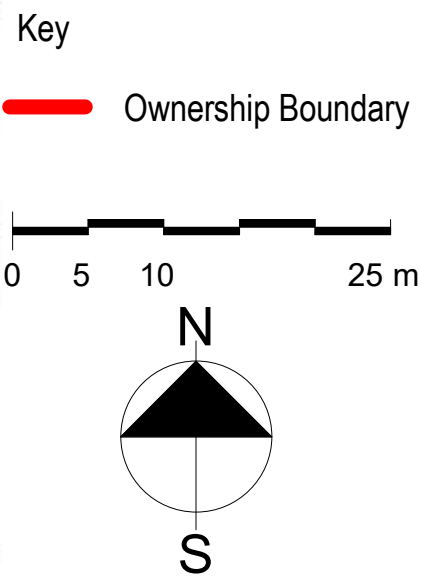
Status
A3

Purpose Of Issue
Issued for Planning

| Project | Org | Vol | Level | Form | Role |
|---------|-----|-----|-------|------|------|
| 10319 | RL | XX | ZZ | DR | A |

Number
P2002

Revision



Appendix B

Manual Classified Turning Counts, Cleator Moor

DATE: WEDNESDAY 19th APRIL 2023

LOCATION: ACTIVITY AREA

| TIME / CLASS | ENTERING | | | | | | | | EXITING | | | | | | | | TOTAL MOVEMENT FROM ARM |
|---------------|------------|----------------|----------------|-------------|-----|-----|-----------|-------|------------|----------------|----------------|-------------|-----|-----|-----------|-------|-------------------------------|
| | PEDESTRIAN | PEDAL CYCLE | MOTOR CYCLE | CAR TAXI | LGV | HGV | BUS COACH | TOTAL | PEDESTRIAN | PEDAL CYCLE | MOTOR CYCLE | CAR TAXI | LGV | HGV | BUS COACH | TOTAL | |
| 7:00 - 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 - 7:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 - 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 7:45 - 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HOURLY TOTAL | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 8:00 - 8:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 - 8:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 - 8:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 |
| HOURLY TOTAL | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 |
| 9:00 - 9:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 9:15 - 9:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:30 - 9:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 9:45 - 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HOURLY TOTAL | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 |
| 10:00 - 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 - 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 - 10:45 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 |
| 10:45 - 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| HOURLY TOTAL | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 5 |
| 11:00 - 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 - 11:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:30 - 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HOURLY TOTAL | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:00 - 12:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 12:15 - 12:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:30 - 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 - 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HOURLY TOTAL | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| 13:00 - 13:15 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 6 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 11 |
| 13:15 - 13:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 13:30 - 13:45 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 7 |
| 13:45 - 14:00 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| HOURLY TOTAL | 8 | 0 | 0 | 11 | 0 | 0 | 0 | 19 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 7 | 26 |
| 14:00 - 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 - 14:30 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 14:30 - 14:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 |
| 14:45 - 15:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 6 | 8 |
| HOURLY TOTAL | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 8 | 13 |
| 15:00 - 15:15 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 9 | 13 |
| 15:15 - 15:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 6 |
| 15:30 - 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 - 16:00 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 5 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 8 |
| HOURLY TOTAL | 8 | 0 | 0 | 2 | 1 | 0 | 0 | 11 | 6 | 0 | 0 | 9 | 1 | 0 | 0 | 16 | 27 |
| 16:00 - 16:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:15 - 16:30 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 4 |
| 16:30 - 16:45 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 7 |
| 16:45 - 17:00 | 3 | 0 | 0 | 9 | 0 | 0 | 0 | 12 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 15 |
| HOURLY TOTAL | 8 | 0 | 0 | 11 | 1 | 0 | 0 | 20 | 6 | 0 | 0 | 2 | 1 | 0 | 0 | 9 | 29 |
| 17:00 - 17:15 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 4 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 7 |
| 17:15 - 17:30 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 6 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 8 |
| 17:30 - 17:45 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 7 |
| 17:45 - 18:00 | 7 | 0 | 0 | 9 | 3 | 0 | 0 | 19 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 5 | 24 |
| HOURLY TOTAL | 9 | 0 | 0 | 21 | 4 | 0 | 1 | 35 | 6 | 0 | 0 | 4 | 1 | 0 | 0 | 11 | 46 |
| 18:00 - 18:15 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 12 | 1 | 0 | 1 | 15 | 18 |
| 18:15 - 18:30 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 7 |
| 18:30 - 18:45 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 6 | 9 |
| 18:45 - 19:00 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 8 | 4 | 0 | 0 | 7 | 0 | 0 | 0 | 11 | 19 |
| HOURLY TOTAL | 2 | 0 | 0 | 14 | 1 | 0 | 0 | 17 | 9 | 0 | 0 | 25 | 1 | 0 | 1 | 36 | 53 |
| 19:00 - 19:15 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 12 | 1 | 0 | 0 | 15 | 21 |
| 19:15 - 19:30 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 3 | 1 | 0 | 0 | 6 | 11 |
| 19:30 - 19:45 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 11 |
| 19:45 - 20:00 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 6 |
| HOURLY TOTAL | 8 | 0 | 0 | 12 | 1 | 0 | 0 | 21 | 7 | 0 | 0 | 19 | 2 | 0 | 0 | 28 | 49 |
| 20:00 - 20:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 12 | 2 | 0 | 0 | 17 | 18 |
| 20:15 - 20:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 - 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:45 - 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HOURLY TOTAL | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 12 | 2 | 0 | 0 | 17 | 19 |
| 21:00 - 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:15 - 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 - 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 - 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HOURLY TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SURVEY TOTAL | 49 | 0 | 0 | 81 | 9 | 1 | 1 | 141 | 48 | 0 | 0 | 81 | 9 | 1 | 1 | 140 | 281 |

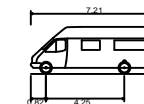
Appendix C



THIS DRAWING MAY BE USED ONLY FOR
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WRITTEN DIMENSIONS SHALL BE USED

NOTES

Vehicle Profile



7.5t Panel Van
Overall Length 7.210m
Overall Width 2.192m
Overall Body Height 2.544m
Min Body Ground Clearance 0.316m
Track Width 1.865m
Lock to Lock Time 4.00 sec
Kerb to Kerb Turning Radius 7.400m

| Revision Details | By | Date | Suffix |
|------------------|-------|------|--------|
| | Check | | |

Drawing Number
SK22315-002

Drawing Title
Cleator Moor Activity Centre
Swept Path Analysis
7.5T Long Wheelbase
Transit-Type Van

Scale at A3
1:500

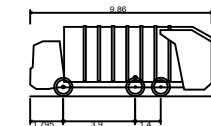
| | |
|--------------|------------------|
| Drawn JAT | Approved LGS |
| Check LGS | Date 22.06.23 |



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WRITTEN DIMENSIONS SHALL BE USED

NOTES

Vehicle Profile



| | |
|-------------------------------|----------|
| Large Refuse Vehicle (3 axle) | |
| Overall Length | 9.860m |
| Overall Width | 2.450m |
| Overall Body Height | 3.814m |
| Min Body Ground Clearance | 0.366m |
| Track Width | 2.450m |
| Lock to Lock Time | 4.00 sec |
| Kerb to Kerb Turning Radius | 9.500m |

| Revision Details | By | Date | Suffix |
|------------------|-------|------|--------|
| | Check | | |

| |
|----------------|
| Drawing Number |
| SK22315-001 |

| |
|--|
| Drawing Title |
| Cleator Moor Activity Centre |
| Swept Path Analysis Refuse Collection Vehicle |

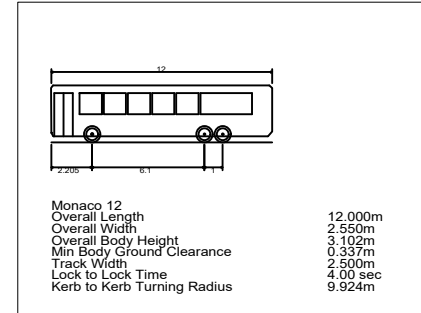
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|-------------|
| Scale at A3 |
| 1:500 |
| Drawn |
| JAT |
| Approved |
| LGS |
| Check |
| LGS |
| Date |
| 22.06.23 |



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Vehicle Profile



| | | | |
|---|-------|----------|----------|
| Revision Details | By | Date | Suffix |
| | Check | | |
| Drawing Number | | | |
| SK22315-003 | | | |
| Drawing Title | | | |
| Cleator Moor Activity Centre | | | |
| Drawing Title | | | |
| Swept Path Analysis 12m Coach | | | |
| Scale at A3 | | | |
| 1:500 | | | |
| Drawn | JAT | Approved | LGS |
| Check | LGS | Date | 22.06.23 |
| SK | | | |
| SK Transport Planning Ltd Albion Wharf Manchester M1 5LN www.sktransport.co.uk 0161 234 6509 | | | |

Appendix D

Cleator Moor
Activity Centre
Interim Travel Plan
230616/SK22315/ITP01(-00)

Contents

| | Page |
|--|------|
| 1 Introduction & Background to the Development | 1 |
| 2 Travel Plan Process & Benefits | 1 |
| 3 Site Location & Highway Network | 4 |
| 4 Accessibility Audit | 6 |
| 5 Plan Management | 7 |
| 6 Measures Toolkit | 8 |
| 7 Objectives, Mode Share & Targets | 9 |
| 8 Monitoring & Review Mechanisms | 11 |
| 9 Action Plan | 12 |

| Project | Document | Rev | Description | Authorised by | Signed | Date |
|---------|----------|-----|-------------|---------------|--------|------------|
| SK22315 | ITP01 | -00 | - | L Speers | LGS | 16/06/2023 |

1 Introduction & Background to the Development

Background

- 1.1 SK has been appointed by Alliance Leisure to prepare an Interim Travel Plan to accompany a planning application for the proposed extension to the Activity Centre in Cleator Moor.
- 1.2 A Transport Statement (TS) has been prepared for the development and this should be referred to for details of the development layout and impact.

Proposed Development

- 1.3 The proposed layout is attached as Appendix A of the TS.
- 1.4 The proposal will extend the existing Activity Centre to improve facilities for site users. The extension has a floor area of 700sqm and the total floor area following the development will be 2,038sqm. The additional floor space will provide fitness space, changing facilities, plant and circulation space.
- 1.5 Vehicle access will be retained as existing from Quarry Road.
- 1.6 A new running track is created by the proposal that include enhancement to the existing pedestrian access to the site from the north-west corner. The Quarry Road access will continue to be available to all users of the Centre.
- 1.7 The proposal will modify the layout to provide 49 formal parking spaces, including eight disabled spaces and five EV parking spaces. The unmarked parking area is retained in line with existing arrangements for use by people attending the football pitches (capacity 40 – 50 cars). The appropriateness of the level of parking is examined in Section 6 of the TS.
- 1.8 Cycle parking is provided for 12 bikes located in a shelter close to the building.
- 1.9 The majority of service vehicles are expected to be light goods vehicles up to 7.5t which will be able to access and manoeuvre within the service area proposed. Swept path analysis for a typical long-wheelbase Transit-type van is shown in Appendix C to represent a vehicle of this type. Larger vehicles would be required to reverse to the service yard using the turning head provided and swept path analysis for a large refuse collection vehicle is included in Appendix C showing this.
- 1.10 The turning head will also allow coaches to turn for drop-off and collection on the north-western frontage. Swept path analysis for a 12m coach undertaking this manoeuvre is also included in Appendix C.

2 Travel Plan Process, Benefits & Objectives

Travel Plan Process

- 2.1 Annex 2 (page 73) of NPPF¹ states that a Travel Plan is:

‘A long-term management strategy for an organization or site that seeks to deliver sustainable transport objectives and is regularly reviewed.’
- 2.2 A Travel Plan is a tool for managing access to a site that sets out a management strategy that seeks to promote sustainable travel choices and reduce single occupancy car use to achieve stated objectives. It should contain a package of measures designed to meet the objective to reduce single-occupancy car use generated from the site by supporting sustainable modes of transport, where practicable.
- 2.3 A Travel Plan should include a mixture of site infrastructure measures and marketing measures to assist the plan to meet defined objectives. Within a Travel Plan there is a need to set objectives,

¹ Ministry of Housing, Communities & Local Government (2021), National Planning Policy Framework

targets and indicators, the purpose of which is to monitor change and review policies overtime to allow it to meet the needs of the users of a site.

- 2.4 In line with NPPF, the measures adopted in a Travel Plan should be commensurate with the scale of impact from the development and should acknowledge the infrastructure that is delivered as part of the development, and the type and use of the development.
- 2.5 The preparation of an Interim Travel Plan is the first stage of the process that is prepared for a planning application and allows measures and management methods to be set out that will be considered for inclusion in the full Travel Plan for a site on occupation. This report is an Interim Plan that presents a number of elements for consideration for inclusion in the full version of the Plan. The requirement to prepare a full Travel Plan will be a condition of planning.
- 2.6 The Travel Plan draws on the following guidance and best practice:
 - Department for Transport (2008), Delivering Travel Plans through the Planning Process
 - Department for Transport (2020), Decarbonising Transport: Setting the Challenge
 - Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places
 - Copeland Borough Council (2013), Copeland Local Plan 2013 – 2028
 - Copeland Borough Council (2022), Emerging Copeland Local Plan 2017 – 2035
 - Cumbria County Council (2017), Cumbria Design Guide
 - Ministry of Housing, Communities & Local Government (2016), Planning Practice Guidance
 - Ministry of Housing, Communities & Local Government (2021), National Planning Policy Framework

Travel Plan Pyramid

- 2.7 Department for Transport² (DfT) states it is helpful to:

‘... view the Travel Plan as a pyramid of measures and actions, some of which may form the foundations of the Travel Plan and part of which will be outcomes from the Transport Assessment.’
- 2.8 The DfT pyramid (shown in Figure 2.1) views the Travel Plan process as a series of considerations that is constructed from the ground up, with each new layer building on the last within the context of objectives sought.
- 2.9 At the bottom of the pyramid is the location of the site and at this stage characteristics of access to the site by all modes of travel. This assessment is set out in Section 3 and 4 of the Plan.
- 2.10 At the next level the physical aspects of the proposed development are set out to allow acknowledgement of that some Travel Plan measures are built-in to the layout to influence travel. This information is as set out above in Section 1 and in Section 6.
- 2.11 The remaining levels outline the management, promotion and *soft* measures that are to be adopted as part of the travel plan to reinforce the site location, infrastructure proposals and access opportunities. These are set out in Sections 5 and 6 of the Plan.
- 2.12 Sections 7 and 8 sets out the monitoring plan which details how and when the Travel Plan will be reviewed. This includes how and when surveys will be undertaken, and the targets that will be set to meet the stated objectives.
- 2.13 Section 9 provides a summary of the actions identified in the Travel Plan along with initial timescales for implementation.

² Department for Transport (2007), Making Residential Travel Plans Work



Figure 2.1: Travel Plan Pyramid
[source: DfT]

Travel Plan Benefits

- 2.14 Travel Plans result in a variety of health, financial, environmental and site operation benefits, which are set out below.
- 2.15 Reduced levels of single occupancy car use can lead to an improvement in air quality both surrounding the site and across the wider area. In addition, increases in active travel have very real impact on community health as moderate physical activity can help prevent obesity, mental health issues, cancer, high blood pressure and cardiovascular disease.
- 2.16 The financial benefits of Travel Plans include personal cost savings from using more cost-effective modes of travel and indirect and wider cost savings relating to reduced illness and reduced accident rates.
- 2.17 The environmental benefits of Travel Plans include reduced carbon emissions and air quality issues.
- 2.18 Travel Plans also bring societal benefits including a happier and healthier community, and more social interaction.

Travel Plan Aims

- 2.19 The aims of the Travel Plan are to:

Aim 1: To maximise trips by active / sustainable modes of travel.

Aim 2: To reduce the number of single occupancy private car trips.

Travel Plan Objectives

2.20 The aims of the Travel Plan will be achieved through the delivery of the following objectives:

- Objective 1:** Raise awareness of the travel options available to site users.
- Objective 2:** Provide travel information site users.
- Objective 3:** Investigate measures to promote the use of alternative modes of travel.
- Objective 4:** Periodically evaluate / review the transport needs of site users.

3 Site Location & Local Highway Network

Site Location

3.1 Figure 3.1 shows that the site is located adjacent to the centre of Cleator Moor, just to the north of Ennerdale Road (B5295), and relates well to the residential community it serves.



Figure 3.1: Site Location
[source: ISO4]

Existing Site Operation

- 3.2 The site is in current use as an Activity Centre and the building on site (1,338sqm) provides a gym, studio space, indoor bowls hall and changing facilities. Externally there is an all-weather pitch.
- 3.3 Table 3.1 provides a summary of the opening hours for the Activity Centre.

| Day of the Week | Centre Opening Times |
|-----------------|----------------------|
| Monday | 10am - 9pm |
| Tuesday | 12pm - 9pm |
| Wednesday | 10am - 9pm |
| Thursday | 12pm - 9pm |
| Friday | 10am-9pm |
| Saturday | 9am-12pm |
| Sunday | Closed |

Table 3.1: Activity Centre Opening Times

[source: GLL]

- 3.4 The Activity Centre takes private bookings on a Saturday afternoon and all-day Sunday.
- 3.5 Table 3.2 provides a summary of the all-weather pitch bookings. These bookings occur during the winter season (between September and early April), outside this period the football teams return to their own respective club pitches.

| | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|-------------|---|--------------------------|---------------------------------|---------------------------------|---------------------------|--------------|
| 09:00-10:00 | | | | | | Pitch booked |
| 17:00-18:00 | Celtic U10/U11/U12 (2/3) Walking Foot (1/3) | Celtic U8/U10/U12 (Full) | Moor Row (1/3) Celtic U13 (1/3) | Celtic U8/U9/U13 (Full) | Celtic U10/U11/U12 (Full) | |
| 18:00-19:00 | Celtic (Full) U9/U13 | Moor Row (Full) | Moor Row (Full) | Celtic U10/U12 (Full) | Celtic U11/U15 (Full) | |
| 19:00-20:00 | Moor Row (Full) | Moor Row (Full) | Moor Row (Full) | Celtic U14 (2/3) Gosforth (1/3) | Celtic U14 | |
| 20:00-21:00 | Gosforth (1/3) Moor Row (1/3) | Moor Row (1/3) | Moor Row (1/3) | | | |

Table 3.2: All Weather Pitch Bookings

[source: GLL]

- 3.6 The bowling season occurs between September and April. The operator has advised that the bowls hall tends to be busiest during the following periods:

- Monday: 12pm – 2pm
- Tuesday: 12pm – 4pm
- Wednesday: 10am – 12pm
- Thursday: 10am – 12pm / 6pm – 8pm

Site Parking Arrangements & Access

- 3.7 Vehicle access to the site is provided via a route from Quarry Road between two buildings. Quarry Road is a 7.3m wide road with a 1.7m footway on the north-western side and a 1m footway on the south-eastern side. The site access adjoins the corner of Quarry Road with Wyndham Street and provides a width of 5m-6m as a shared surface arrangement. The access passes between two adjacent properties over a distance of 20m before opening into the site. At its south-western end, Quarry Road meets Ennerdale Road at a priority junction.
- 3.8 Pedestrian access is achieved via the Quarry Road access or via segregated pedestrian routes to the northwest of the all-weather playing pitch through to Aldby Street or Birks Road.
- 3.9 Parking is provided on site for circa 11 cars in marked spaces next to the building. An area of unmarked hardstanding is also available for parking, with capacity for between 40 and 50 cars.

Road Safety, Traffic Flow & Parking Data

3.10 Section 2 of the TS includes road safety, traffic flow and parking data.

4 Accessibility Audit

- 4.1 In general, footway provision in the area around the site is good, with 2m+ footways on Ennerdale Road and on Birks Road to the north-west from which segregated pedestrian access is available. A footway of 1.7m width is available on the north-western side of Quarry Road leading to the site from Ennerdale Road but only 1m on the south-western side. These lead to the shared access into the site.
- 4.2 It is generally held that journeys under 2km offer the greatest potential to substitute a car trip. Figure 4.1 shows a 2km walking catchment from the site. This shows that the centre of Cleator Moor is within 300m of the site and all of Cleator Moor is within a 2km walk of the site.

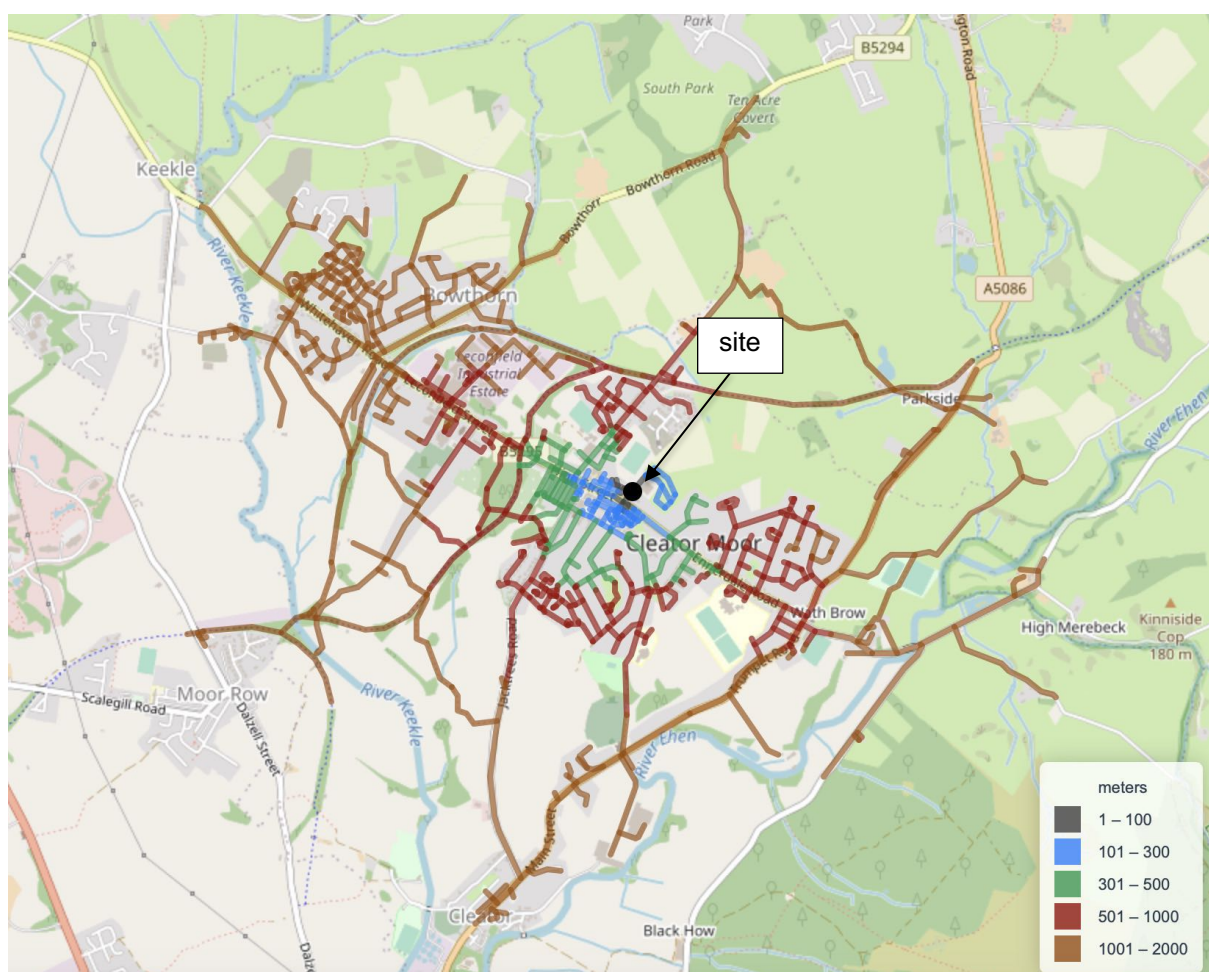


Figure 4.1: 2km Walking Catchment
[source: ISO4]

4.3 Figure 4.2 shows that the site is served by Route 71 of the National Cycle Network (C2C).



Figure 4.2: Cycle Network
[source: ISO4]

- 4.4 The nearest bus stops to the site are located on Ennerdale Road, 210m / three-minute walk from the site. Table 4.1 provides a summary of the buses serving these stops.

| | Route | Typical Daytime Frequency |
|-----|---|-----------------------------|
| 30 | Frizington – Cleator Moor – Whitehaven / Maryport | 2 per hour |
| | Whitehaven / Maryport – Cleator Moor – Frizington | 2 per hour |
| 217 | Frizington – Dean – Cockermouth | 2 per day / Wednesdays only |
| | Cockermouth – Dean - Frizington | 2 per day / Wednesdays only |
| 218 | Frizington – Workington | 1 per day / Fridays only |
| | Workington – Frizington | 1 per day / Fridays only |

Table 4.1: Local Bus Services
[source: Cumberland Council]

- 4.5 The central location of the site and the proposed community use, means that there are opportunities to access on foot and by cycle for local trips, and bus services for longer distance journeys.

5 Travel Plan Management & Funding

Management & Ownership

- 5.1 The leisure centre operator has been involved in the production of the Travel Plan and is supportive of the measures included within the document.

Travel Plan Co-ordinator

- 5.2 An effective Travel Plan needs a clear hierarchy of responsibility. Travel Co-ordinators play an important role in developing, managing, and promoting Travel Plans. The Travel Co-ordinator for the centre will be the General Manager.
- 5.3 Full contact details of the General Manager will be provided to the Local Planning Authority, Cumberland Council (CC).
- 5.4 The Travel Co-ordinator will be responsible for the day-to-day running of the Travel Plan and will also develop, implement, and monitor the Travel Plan's effectiveness. The Co-ordinator will form the main point of contact for the local authority, staff, site users and the local community.
- 5.5 In summary, the Travel Co-ordinator's main responsibilities are:
 - Implementing the Travel Plan measure package.
 - Providing a point of contact for staff and site users.
 - Issuing staff Travel Packs.
 - Maintaining a publicly located travel noticeboard.
 - Monitoring the effectiveness of the Travel Plan and reporting to stakeholders and the Council.

Travel Plan Co-ordinator Replacement

- 5.6 Should the Travel Plan Co-ordinator change the responsibility for the Travel Plan will be handed over to the successor. Contact details for the successor will be provided to the Council in a timely manner to allow the Travel Plan to continue uninterrupted at the site.

Funding & Handover Arrangements

- 5.7 Funding for the implementation of the Travel Plan and the measures promoted will be covered by the leisure centre operator.
- 5.8 Should the interest in the site be sold, the responsibility for the Travel Plan implementation will transfer to the successor in title. If this should be the case, then full contact details of the new site operator and the new Travel Plan Co-ordinator will be provided to the Council in a timely manner to allow the Travel Plan to continue uninterrupted at the site.

6 Measures Toolkit

Information Provision

- 6.1 Good communication is a vital component of the Travel Plan to ensure that site users and staff are fully aware of the options available to them. To increase awareness, staff and visitors will be provided with the information set out below.
- 6.2 Copies of the full Travel Plan will be made available to staff and site users on request.
- 6.3 All new staff will be provided with a travel pack on appointment. The travel packs will provide:
 1. Travel Plan Co-ordinator contact details
 2. Website link to [Traveline](https://www.traveline.info)³ journey planning software
 3. Website links to walking / cycling information on [Active Cumbria](https://www.activecumbria.org)⁴
 4. Website links to NHS fitness resources such as the [Active 10 walking tool](https://www.nhs.uk/better-health/get-active/)⁵
 5. Website link to Sustrans [cycle mapping and advice](https://www.sustrans.org.uk)⁶
 6. Website links to Lift Share [car sharing scheme](https://liftshare.com/uk)⁷

³ <https://www.traveline.info>

⁴ <https://www.activecumbria.org>

⁵ <https://www.nhs.uk/better-health/get-active/>

⁶ <https://www.sustrans.org.uk>

⁷ <https://liftshare.com/uk>

- 6.4 The information set out above will also be provided on a travel noticeboard, so it is available to all site users.

Walking Measures

- 6.5 Walking is the cheapest and most sustainable mode of travel. Most people of relatively fair health will be able to incorporate some walking as part of a daily journey and this can have very real impacts on the health and wellbeing of the individual.
- 6.6 Section 4 of the Travel Plan shows that the site is well located for walking trips to the community it serves.
- 6.7 The Travel Plan Co-ordinator will be responsible for raising awareness of the health benefits of walking using the travel pack and noticeboard. The weblinks listed previously will be included in these information resources.

Cycling Measures

- 6.8 The proposal includes 12 cycle parking spaces. The cycle parking will be secure and covered.
- 6.9 Changing facilities are provided in the leisure centre that can be used by staff and visitors.
- 6.10 The Travel Plan Co-ordinator will raise awareness of the cycle-based information contained on the websites included in the travel pack and noticeboards. This will include information regarding weblinks to cycle information websites and route mapping.

Public Transport Measures

- 6.11 To support public transport trips information will be provided to site such as how to purchase season tickets, view timetables and details of journey planning software, such as Traveline.
- 6.12 The Travel Plan Co-ordinator will be responsible for regularly reviewing the websites listed previously to check for service changes and any new public transport initiatives.

Car Measures

- 6.13 The car park will be operated by the operator. Parking will be free and open for use by the general public. Users of the disabled parking spaces will be required to display a valid Blue Badge.
- 6.14 Appropriate levels of EV charging will be provided in the car park and use of this will be managed to ensure it is only electric vehicles parking in the spaces.
- 6.15 It is recognised that it is not always possible for people to travel without using a car. The Travel Co-ordinator will promote the financial, environmental, and social benefits of car sharing for these circumstances. Details will be given to site users on established car share databases, such as Lift Share.

7 Objectives, Mode Share & Targets

Objectives

- 7.1 The main objectives of a Travel Plan are to reduce the environmental effects of transport associated with developments and raise awareness of sustainable means of access. In this instance, the main objective of the Travel Plan is to achieve the lowest practical level of single occupancy car trips and to support sustainable trip making where practicable.
- 7.2 A secondary objective of the Travel Plan is to outline an Action Plan for the site that clearly defines the strategy and monitoring measures to be adopted to meet the defined objectives of the Plan. To this end, the Plan seeks to:

- Encourage site users and staff to evaluate their travel patterns and needs.
- Support site users and staff to make informed travel choices.
- Set out a suitable monitoring and management structure.

Baseline Mode Share

- 7.3 On occupation of the development, mode share surveys will be undertaken in line with the monitoring strategy set out in this Travel Plan.

Targets

- 7.4 Targets are measurable goals against which the progress of the Travel Plan can be assessed. Targets should be SMART: Specific, Measurable, Achievable, Realistic and Time-Related.
- 7.5 The targets are split into two different types, Output Targets and Outcome Targets. Output Targets are non-quantifiable and action-based that need to be achieved in a set time period. Outcome Targets are quantifiable and will be based on the results of the travel surveys.
- 7.6 The following Output Targets have been set:
- Appoint Travel Plan Co-ordinator three months prior to occupation.
 - Provide the travel pack for issue to all new staff.
 - Provide a publicly located travel noticeboard on occupation of the development.
 - Undertake the baseline / year one staff travel survey within six months of occupation.
 - Undertake cycle parking / EV parking usage audit within six months of occupation.
 - Update Travel Plan with the baseline survey results and issue to the Council within three months of the baseline survey.
 - Undertake monitoring staff travel survey in year three
 - Undertake further cycle parking / EV parking usage in line with monitoring travel survey programme.
 - Prepare a monitoring report and issue to the Council within three months of the monitoring travel surveys.
- 7.7 The Outcome Target for the Travel Plan is to increase the proportion of staff undertaking commuting trips by sustainable modes (walking, cycling, public transport and car sharing) from the baseline mode share. The baseline travel surveys at the site will allow a more targeted approach to the Outcome Target and this will be reviewed once the survey data is available.
- 7.8 Table 7.2 summarises the draft SMART targets for the Interim Travel Plan. The draft targets will be reviewed and updated as necessary following the baseline travel surveys.

Provision of Travel Packs & Noticeboard

| | |
|------------|---|
| Specific | The Travel Plan Co-ordinator will provide staff with the travel pack and will prepare a publicly available travel noticeboard. These resources will be kept up to date. |
| Measurable | Verified as part of the monitoring reports. |
| Achievable | Will be the responsibility of the Travel Plan Co-ordinator. |
| Realistic | The travel packs will be provided to each new staff member. The travel noticeboard will be regularly updated. |
| Timebound | Ongoing |

Audit of Cycle Parking / EV Parking & Travel Surveys

| | |
|------------|--|
| Specific | The use of the cycle / EV parking areas will be reviewed and audited, and if required additional spaces may be provided. Staff travel patterns will be periodically monitored. |
| Measurable | Will be recorded as part of the baseline and monitoring survey programme. |
| Achievable | Will be the responsibility of the Travel Plan Co-ordinator. |
| Realistic | Yes. |
| Timebound | Ongoing. |

Increase the Proportion of Staff Commuting Sustainably

| | |
|------------|--|
| Specific | Increase the proportion of staff travelling by walking, cycling, public transport and car sharing. |
| Measurable | Verified using the baseline and monitoring surveys. |
| Achievable | Will be the responsibility of the Travel Plan Co-ordinator. |
| Realistic | Yes. |
| Timebound | Monitoring programme set out (baseline / Year 1 and Year 3). |

Figure 7.2: Draft Travel Plan Targets**8 Monitoring & Review Mechanisms****Data Collection & Analysis**

- 8.1 To ensure that the Travel Plan is achieving the stated targets requires regular monitoring and review of travel practices of both staff. Baseline travel surveys will be undertaken within six months of occupation of the development. Following the baseline surveys, the Travel Plan will be reviewed twice over a period of three years. The monitoring plan is set out below.

| Type | Data Collected | Occurrence | Responsibility |
|----------------------|---|--|--------------------------|
| Staff travel surveys | Mode split / travel attitudes | Baseline – Year 1 within 6 months of leisure centre opening. Monitoring – Year 3 | Travel Plan Co-ordinator |
| Site Audit | Cycle parking usage / EV parking usage | Within 6 months of occupation and then in line with monitoring travel survey programme | Travel Plan Co-ordinator |
| Monitoring reports | Summary of staff surveys & cycle / EV parking audit | Within three months of each survey period | Travel Plan Co-ordinator |

Table 8.1: Monitoring Schedule**Reporting**

- 8.2 The Travel Co-ordinator will report the survey results to the Council within one month of each survey. If found necessary by the Council, the Travel Co-ordinator will revise the Travel Plan targets. The results of the travel survey and revised targets will be included in the following revision of the Plan.
- 8.3 The Travel Co-ordinator will be responsible for communicating the results of the monitoring surveys and resulting amendments to the Travel Plan to site users. This will be achieved through the production of a newsletter and information located on noticeboards.

9 Action Plan

9.1 The Action Plan provides a summary of the package of measures that will be used as part of the Travel Plan.

| Element | Action | Responsibility | Target Delivery / Method |
|---------------------------|---|--------------------------|--|
| Management | Appoint Travel Plan Co-ordinator | Applicant | Prior to occupation |
| | Provide new Travel Plan Co-ordinator details | Applicant | As part of preparation of full Travel Plan |
| | Set Travel Plan budget | Travel Plan Co-ordinator | As part of preparation of full Travel Plan |
| | Undertake surveys and reviews as set out in Section 8 and Table 8.1 | Travel Plan Co-ordinator | On-going for three years |
| | Prepare progress updates | Travel Plan Co-ordinator | Three months after each survey period for the Council / on-going as part of regular staff meetings |
| Marketing / Communication | Prepare travel packs | Travel Plan Co-ordinator | Prior to occupation |
| | Prepare noticeboard | Travel Plan Co-ordinator | Prior to occupation |
| | Periodically review contents and re-issue | Travel Plan Co-ordinator | On-going |
| | Undertaken other communication measures as set out in Section 5 | Travel Plan Co-ordinator | Included in travel pack / noticeboard – on occupation / on-going |
| Walking | Development walking infrastructure as set out in Section 1 | Applicant | Prior to occupation |
| | Promote and support walking as set out in Section 6 | Travel Plan Co-ordinator | Included in travel pack / noticeboard – on occupation / on-going |
| Cycling | Development cycling infrastructure as set out in Section 1 | Applicant | Prior to occupation |
| | Promote and support cycling as set out in Section 6 | Travel Plan Co-ordinator | Included in travel pack / noticeboard – on occupation / on-going |
| Public Transport | Promote and support public transport as set out in Section 6 | Travel Plan Co-ordinator | Included in travel pack – on occupation / on-going |
| Car Sharing / EV | Development car infrastructure | Applicant | Prior to occupation |
| | Promote and support efficient vehicle use as set out in Section 6 | Travel Plan Co-ordinator | Included in travel pack / noticeboard – on occupation / on-going |

Table 9.1: Initial Action Plan

Appendix E

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE

Category : C - LEISURE CENTRE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

| | | |
|----|-------------------|--------|
| 02 | SOUTH EAST | |
| | EX ESSEX | 2 days |
| | SP SOUTHAMPTON | 1 days |
| 04 | EAST ANGLIA | |
| | CA CAMBRIDGESHIRE | 1 days |
| 05 | EAST MIDLANDS | |
| | LN LINCOLNSHIRE | 1 days |
| 10 | WALES | |
| | CF CARDIFF | 1 days |
| 11 | SCOTLAND | |
| | FA FALKIRK | 1 days |

Primary Filtering selection:

Parameter: Gross floor area
 Actual Range: 775 to 3364 (units: sqm)
 Range Selected by User: 360 to 4000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 21/05/22

Selected survey days:

| | |
|-----------|--------|
| Monday | 2 days |
| Tuesday | 1 days |
| Wednesday | 1 days |
| Thursday | 3 days |

Selected survey types:

| | |
|-----------------------|--------|
| Manual count | 7 days |
| Directional ATC Count | 0 days |

Selected Locations:

| | |
|------------------------------------|---|
| Suburban Area (PPS6 Out of Centre) | 3 |
| Edge of Town | 4 |

Selected Location Sub Categories:

| | |
|------------------|---|
| Residential Zone | 6 |
| No Sub Category | 1 |

Inclusion of Servicing Vehicles Counts:

| | |
|-----------------------------|--------------------|
| Servicing vehicles Included | 2 days - Selected |
| Servicing vehicles Excluded | 19 days - Selected |

Secondary Filtering selection:

Use Class:

| | |
|------|--------|
| n/a | 5 days |
| E(d) | 2 days |

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

| | |
|------------------|--------|
| 5,001 to 10,000 | 1 days |
| 10,001 to 15,000 | 1 days |
| 15,001 to 20,000 | 3 days |
| 20,001 to 25,000 | 1 days |
| 25,001 to 50,000 | 1 days |

Population within 5 miles:

| | |
|--------------------|--------|
| 25,001 to 50,000 | 1 days |
| 100,001 to 125,000 | 2 days |
| 250,001 to 500,000 | 4 days |

Car ownership within 5 miles:

| | |
|------------|--------|
| 0.6 to 1.0 | 4 days |
| 1.1 to 1.5 | 3 days |

Travel Plan:

| | |
|----|--------|
| No | 7 days |
|----|--------|

PTAL Rating:

| | |
|-----------------|--------|
| No PTAL Present | 7 days |
|-----------------|--------|

LIST OF SITES relevant to selection parameters

| | | | |
|---|---|----------------|---------------------|
| 1 | CA-07-C-02 BACK LANE CAMBOURNE | LEISURE CENTRE | CAMBRIDGESHIRE |
| | Edge of Town Residential Zone Total Gross floor area: | 1502 sqm | |
| | Survey date: THURSDAY | 07/06/18 | Survey Type: MANUAL |
| 2 | CF-07-C-01 JIM DRISCOLL WAY CARDIFF | LEISURE CENTRE | CARDIFF |
| | WINDSOR QUAY Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: | 2150 sqm | |
| | Survey date: WEDNESDAY | 18/07/12 | Survey Type: MANUAL |
| 3 | EX-07-C-01 CREST AVENUE BASILDON | LEISURE CENTRE | ESSEX |
| | Edge of Town Residential Zone Total Gross floor area: | 3364 sqm | |
| | Survey date: THURSDAY | 30/09/21 | Survey Type: MANUAL |
| 4 | EX-07-C-02 PRIORY CHASE RAYLEIGH | LEISURE CENTRE | ESSEX |
| | Edge of Town No Sub Category Total Gross floor area: | 3297 sqm | |
| | Survey date: TUESDAY | 28/09/21 | Survey Type: MANUAL |
| 5 | FA-07-C-01 CARRONLEA DRIVE STENHOUSEMUIR | LEISURE CENTRE | FALKIRK |
| | Edge of Town Residential Zone Total Gross floor area: | 775 sqm | |
| | Survey date: THURSDAY | 19/04/07 | Survey Type: MANUAL |
| 6 | LN-07-C-01 BIRCHWOOD AVENUE LINCOLN | LEISURE CENTRE | LINCOLNSHIRE |
| | BIRCHWOOD Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: | 1600 sqm | |
| | Survey date: MONDAY | 14/05/07 | Survey Type: MANUAL |
| 7 | SP-07-C-02 WESTON LANE SOUTHAMPTON | LEISURE CENTRE | SOUTHAMPTON |
| | WESTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: | 3000 sqm | |
| | Survey date: MONDAY | 19/11/07 | Survey Type: MANUAL |

MANUALLY DESELECTED SITES

| Site Ref | Reason for Deselection |
|------------|------------------------|
| BR-07-C-01 | pool |
| CA-07-C-01 | pool |
| CF-07-C-02 | pool |
| CW-07-C-01 | pool |
| DC-07-C-06 | pool |
| DH-07-C-01 | pool |
| LE-07-C-01 | pool |
| MK-07-C-01 | pool |
| MS-07-C-01 | pool |
| OX-07-C-01 | pool |
| PS-07-C-01 | pool |

MANUALLY DESELECTED SITES (Cont.)

| Site Ref | Reason for Deselection |
|------------|------------------------|
| WM-07-C-01 | pool |
| WM-07-C-02 | pool |
| WO-07-C-04 | pool |

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.73

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 1 | 3364 | 0.000 | 1 | 3364 | 0.000 | 1 | 3364 | 0.000 |
| 07:00 - 08:00 | 4 | 2791 | 0.493 | 4 | 2791 | 0.179 | 4 | 2791 | 0.672 |
| 08:00 - 09:00 | 6 | 2348 | 0.603 | 6 | 2348 | 0.220 | 6 | 2348 | 0.823 |
| 09:00 - 10:00 | 6 | 2348 | 0.696 | 6 | 2348 | 0.334 | 6 | 2348 | 1.030 |
| 10:00 - 11:00 | 7 | 2241 | 0.491 | 7 | 2241 | 0.510 | 7 | 2241 | 1.001 |
| 11:00 - 12:00 | 7 | 2241 | 0.402 | 7 | 2241 | 0.555 | 7 | 2241 | 0.957 |
| 12:00 - 13:00 | 7 | 2241 | 0.376 | 7 | 2241 | 0.446 | 7 | 2241 | 0.822 |
| 13:00 - 14:00 | 7 | 2241 | 0.453 | 7 | 2241 | 0.357 | 7 | 2241 | 0.810 |
| 14:00 - 15:00 | 7 | 2241 | 0.344 | 7 | 2241 | 0.312 | 7 | 2241 | 0.656 |
| 15:00 - 16:00 | 7 | 2241 | 0.389 | 7 | 2241 | 0.440 | 7 | 2241 | 0.829 |
| 16:00 - 17:00 | 7 | 2241 | 0.803 | 7 | 2241 | 0.606 | 7 | 2241 | 1.409 |
| 17:00 - 18:00 | 7 | 2241 | 1.128 | 7 | 2241 | 0.918 | 7 | 2241 | 2.046 |
| 18:00 - 19:00 | 7 | 2241 | 1.339 | 7 | 2241 | 1.198 | 7 | 2241 | 2.537 |
| 19:00 - 20:00 | 7 | 2241 | 0.733 | 7 | 2241 | 0.988 | 7 | 2241 | 1.721 |
| 20:00 - 21:00 | 7 | 2241 | 0.548 | 7 | 2241 | 0.969 | 7 | 2241 | 1.517 |
| 21:00 - 22:00 | 5 | 2178 | 0.092 | 5 | 2178 | 0.670 | 5 | 2178 | 0.762 |
| 22:00 - 23:00 | 1 | 775 | 0.000 | 1 | 775 | 0.774 | 1 | 775 | 0.774 |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 8.890 | | | 9.476 | | | 18.366 |

Parameter summary

| | |
|---|-------------------------|
| Trip rate parameter range selected: | 775 - 3364 (units: sqm) |
| Survey date date range: | 01/01/00 - 21/05/22 |
| Number of weekdays (Monday-Friday): | 7 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 14 |

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|-------------|-------------|--------------|-------------|-------------|--------------|-------------|-------------|--------------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 1 | 3364 | 0.000 | 1 | 3364 | 0.000 | 1 | 3364 | 0.000 |
| 07:00 - 08:00 | 4 | 2791 | 0.000 | 4 | 2791 | 0.000 | 4 | 2791 | 0.000 |
| 08:00 - 09:00 | 6 | 2348 | 0.014 | 6 | 2348 | 0.014 | 6 | 2348 | 0.028 |
| 09:00 - 10:00 | 6 | 2348 | 0.014 | 6 | 2348 | 0.014 | 6 | 2348 | 0.028 |
| 10:00 - 11:00 | 7 | 2241 | 0.013 | 7 | 2241 | 0.013 | 7 | 2241 | 0.026 |
| 11:00 - 12:00 | 7 | 2241 | 0.000 | 7 | 2241 | 0.000 | 7 | 2241 | 0.000 |
| 12:00 - 13:00 | 7 | 2241 | 0.006 | 7 | 2241 | 0.006 | 7 | 2241 | 0.012 |
| 13:00 - 14:00 | 7 | 2241 | 0.013 | 7 | 2241 | 0.013 | 7 | 2241 | 0.026 |
| 14:00 - 15:00 | 7 | 2241 | 0.000 | 7 | 2241 | 0.000 | 7 | 2241 | 0.000 |
| 15:00 - 16:00 | 7 | 2241 | 0.013 | 7 | 2241 | 0.013 | 7 | 2241 | 0.026 |
| 16:00 - 17:00 | 7 | 2241 | 0.006 | 7 | 2241 | 0.006 | 7 | 2241 | 0.012 |
| 17:00 - 18:00 | 7 | 2241 | 0.006 | 7 | 2241 | 0.006 | 7 | 2241 | 0.012 |
| 18:00 - 19:00 | 7 | 2241 | 0.006 | 7 | 2241 | 0.000 | 7 | 2241 | 0.006 |
| 19:00 - 20:00 | 7 | 2241 | 0.006 | 7 | 2241 | 0.013 | 7 | 2241 | 0.019 |
| 20:00 - 21:00 | 7 | 2241 | 0.000 | 7 | 2241 | 0.000 | 7 | 2241 | 0.000 |
| 21:00 - 22:00 | 5 | 2178 | 0.009 | 5 | 2178 | 0.009 | 5 | 2178 | 0.018 |
| 22:00 - 23:00 | 1 | 775 | 0.000 | 1 | 775 | 0.000 | 1 | 775 | 0.000 |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.106 | | | 0.107 | | | 0.213 |

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 1 | 3364 | 0.000 | 1 | 3364 | 0.000 | 1 | 3364 | 0.000 |
| 07:00 - 08:00 | 4 | 2791 | 0.000 | 4 | 2791 | 0.000 | 4 | 2791 | 0.000 |
| 08:00 - 09:00 | 6 | 2348 | 0.000 | 6 | 2348 | 0.000 | 6 | 2348 | 0.000 |
| 09:00 - 10:00 | 6 | 2348 | 0.014 | 6 | 2348 | 0.014 | 6 | 2348 | 0.028 |
| 10:00 - 11:00 | 7 | 2241 | 0.000 | 7 | 2241 | 0.000 | 7 | 2241 | 0.000 |
| 11:00 - 12:00 | 7 | 2241 | 0.006 | 7 | 2241 | 0.006 | 7 | 2241 | 0.012 |
| 12:00 - 13:00 | 7 | 2241 | 0.000 | 7 | 2241 | 0.000 | 7 | 2241 | 0.000 |
| 13:00 - 14:00 | 7 | 2241 | 0.000 | 7 | 2241 | 0.000 | 7 | 2241 | 0.000 |
| 14:00 - 15:00 | 7 | 2241 | 0.006 | 7 | 2241 | 0.006 | 7 | 2241 | 0.012 |
| 15:00 - 16:00 | 7 | 2241 | 0.000 | 7 | 2241 | 0.000 | 7 | 2241 | 0.000 |
| 16:00 - 17:00 | 7 | 2241 | 0.000 | 7 | 2241 | 0.000 | 7 | 2241 | 0.000 |
| 17:00 - 18:00 | 7 | 2241 | 0.000 | 7 | 2241 | 0.000 | 7 | 2241 | 0.000 |
| 18:00 - 19:00 | 7 | 2241 | 0.000 | 7 | 2241 | 0.000 | 7 | 2241 | 0.000 |
| 19:00 - 20:00 | 7 | 2241 | 0.000 | 7 | 2241 | 0.000 | 7 | 2241 | 0.000 |
| 20:00 - 21:00 | 7 | 2241 | 0.000 | 7 | 2241 | 0.000 | 7 | 2241 | 0.000 |
| 21:00 - 22:00 | 5 | 2178 | 0.000 | 5 | 2178 | 0.000 | 5 | 2178 | 0.000 |
| 22:00 - 23:00 | 1 | 775 | 0.000 | 1 | 775 | 0.000 | 1 | 775 | 0.000 |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.026 | | | 0.026 | | | 0.052 |

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|-------------|-------------|--------------|-------------|-------------|--------------|-------------|-------------|--------------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 1 | 3364 | 0.000 | 1 | 3364 | 0.000 | 1 | 3364 | 0.000 |
| 07:00 - 08:00 | 4 | 2791 | 0.009 | 4 | 2791 | 0.000 | 4 | 2791 | 0.009 |
| 08:00 - 09:00 | 6 | 2348 | 0.014 | 6 | 2348 | 0.007 | 6 | 2348 | 0.021 |
| 09:00 - 10:00 | 6 | 2348 | 0.050 | 6 | 2348 | 0.007 | 6 | 2348 | 0.057 |
| 10:00 - 11:00 | 7 | 2241 | 0.013 | 7 | 2241 | 0.013 | 7 | 2241 | 0.026 |
| 11:00 - 12:00 | 7 | 2241 | 0.025 | 7 | 2241 | 0.013 | 7 | 2241 | 0.038 |
| 12:00 - 13:00 | 7 | 2241 | 0.032 | 7 | 2241 | 0.019 | 7 | 2241 | 0.051 |
| 13:00 - 14:00 | 7 | 2241 | 0.000 | 7 | 2241 | 0.032 | 7 | 2241 | 0.032 |
| 14:00 - 15:00 | 7 | 2241 | 0.019 | 7 | 2241 | 0.013 | 7 | 2241 | 0.032 |
| 15:00 - 16:00 | 7 | 2241 | 0.019 | 7 | 2241 | 0.013 | 7 | 2241 | 0.032 |
| 16:00 - 17:00 | 7 | 2241 | 0.064 | 7 | 2241 | 0.019 | 7 | 2241 | 0.083 |
| 17:00 - 18:00 | 7 | 2241 | 0.038 | 7 | 2241 | 0.076 | 7 | 2241 | 0.114 |
| 18:00 - 19:00 | 7 | 2241 | 0.025 | 7 | 2241 | 0.051 | 7 | 2241 | 0.076 |
| 19:00 - 20:00 | 7 | 2241 | 0.006 | 7 | 2241 | 0.032 | 7 | 2241 | 0.038 |
| 20:00 - 21:00 | 7 | 2241 | 0.019 | 7 | 2241 | 0.013 | 7 | 2241 | 0.032 |
| 21:00 - 22:00 | 5 | 2178 | 0.000 | 5 | 2178 | 0.028 | 5 | 2178 | 0.028 |
| 22:00 - 23:00 | 1 | 775 | 0.000 | 1 | 775 | 0.000 | 1 | 775 | 0.000 |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.333 | | | | 0.336 | 0.669 | |

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 1 | 3364 | 0.000 | 1 | 3364 | 0.000 | 1 | 3364 | 0.000 |
| 07:00 - 08:00 | 4 | 2791 | 0.072 | 4 | 2791 | 0.063 | 4 | 2791 | 0.135 |
| 08:00 - 09:00 | 6 | 2348 | 0.135 | 6 | 2348 | 0.092 | 6 | 2348 | 0.227 |
| 09:00 - 10:00 | 6 | 2348 | 0.114 | 6 | 2348 | 0.092 | 6 | 2348 | 0.206 |
| 10:00 - 11:00 | 7 | 2241 | 0.064 | 7 | 2241 | 0.147 | 7 | 2241 | 0.211 |
| 11:00 - 12:00 | 7 | 2241 | 0.070 | 7 | 2241 | 0.127 | 7 | 2241 | 0.197 |
| 12:00 - 13:00 | 7 | 2241 | 0.083 | 7 | 2241 | 0.089 | 7 | 2241 | 0.172 |
| 13:00 - 14:00 | 7 | 2241 | 0.121 | 7 | 2241 | 0.045 | 7 | 2241 | 0.166 |
| 14:00 - 15:00 | 7 | 2241 | 0.191 | 7 | 2241 | 0.204 | 7 | 2241 | 0.395 |
| 15:00 - 16:00 | 7 | 2241 | 0.274 | 7 | 2241 | 0.159 | 7 | 2241 | 0.433 |
| 16:00 - 17:00 | 7 | 2241 | 0.280 | 7 | 2241 | 0.172 | 7 | 2241 | 0.452 |
| 17:00 - 18:00 | 7 | 2241 | 0.491 | 7 | 2241 | 0.382 | 7 | 2241 | 0.873 |
| 18:00 - 19:00 | 7 | 2241 | 0.446 | 7 | 2241 | 0.306 | 7 | 2241 | 0.752 |
| 19:00 - 20:00 | 7 | 2241 | 0.115 | 7 | 2241 | 0.217 | 7 | 2241 | 0.332 |
| 20:00 - 21:00 | 7 | 2241 | 0.051 | 7 | 2241 | 0.147 | 7 | 2241 | 0.198 |
| 21:00 - 22:00 | 5 | 2178 | 0.000 | 5 | 2178 | 0.055 | 5 | 2178 | 0.055 |
| 22:00 - 23:00 | 1 | 775 | 0.000 | 1 | 775 | 0.258 | 1 | 775 | 0.258 |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 2.507 | | | 2.555 | | | 5.062 |

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 1 | 3364 | 0.000 | 1 | 3364 | 0.000 | 1 | 3364 | 0.000 |
| 07:00 - 08:00 | 4 | 2791 | 0.018 | 4 | 2791 | 0.000 | 4 | 2791 | 0.018 |
| 08:00 - 09:00 | 6 | 2348 | 0.177 | 6 | 2348 | 0.000 | 6 | 2348 | 0.177 |
| 09:00 - 10:00 | 6 | 2348 | 0.142 | 6 | 2348 | 0.021 | 6 | 2348 | 0.163 |
| 10:00 - 11:00 | 7 | 2241 | 0.019 | 7 | 2241 | 0.019 | 7 | 2241 | 0.038 |
| 11:00 - 12:00 | 7 | 2241 | 0.006 | 7 | 2241 | 0.013 | 7 | 2241 | 0.019 |
| 12:00 - 13:00 | 7 | 2241 | 0.013 | 7 | 2241 | 0.229 | 7 | 2241 | 0.242 |
| 13:00 - 14:00 | 7 | 2241 | 0.312 | 7 | 2241 | 0.025 | 7 | 2241 | 0.337 |
| 14:00 - 15:00 | 7 | 2241 | 0.032 | 7 | 2241 | 0.108 | 7 | 2241 | 0.140 |
| 15:00 - 16:00 | 7 | 2241 | 0.000 | 7 | 2241 | 0.223 | 7 | 2241 | 0.223 |
| 16:00 - 17:00 | 7 | 2241 | 0.000 | 7 | 2241 | 0.013 | 7 | 2241 | 0.013 |
| 17:00 - 18:00 | 7 | 2241 | 0.019 | 7 | 2241 | 0.013 | 7 | 2241 | 0.032 |
| 18:00 - 19:00 | 7 | 2241 | 0.006 | 7 | 2241 | 0.013 | 7 | 2241 | 0.019 |
| 19:00 - 20:00 | 7 | 2241 | 0.006 | 7 | 2241 | 0.019 | 7 | 2241 | 0.025 |
| 20:00 - 21:00 | 7 | 2241 | 0.000 | 7 | 2241 | 0.000 | 7 | 2241 | 0.000 |
| 21:00 - 22:00 | 5 | 2178 | 0.000 | 5 | 2178 | 0.000 | 5 | 2178 | 0.000 |
| 22:00 - 23:00 | 1 | 775 | 0.000 | 1 | 775 | 0.000 | 1 | 775 | 0.000 |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.750 | | | 0.696 | | | 1.446 |

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.73

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 1 | 3364 | 0.000 | 1 | 3364 | 0.000 | 1 | 3364 | 0.000 |
| 07:00 - 08:00 | 4 | 2791 | 0.708 | 4 | 2791 | 0.251 | 4 | 2791 | 0.959 |
| 08:00 - 09:00 | 6 | 2348 | 1.093 | 6 | 2348 | 0.327 | 6 | 2348 | 1.420 |
| 09:00 - 10:00 | 6 | 2348 | 1.157 | 6 | 2348 | 0.497 | 6 | 2348 | 1.654 |
| 10:00 - 11:00 | 7 | 2241 | 0.752 | 7 | 2241 | 0.835 | 7 | 2241 | 1.587 |
| 11:00 - 12:00 | 7 | 2241 | 0.567 | 7 | 2241 | 0.854 | 7 | 2241 | 1.421 |
| 12:00 - 13:00 | 7 | 2241 | 0.637 | 7 | 2241 | 0.861 | 7 | 2241 | 1.498 |
| 13:00 - 14:00 | 7 | 2241 | 0.982 | 7 | 2241 | 0.593 | 7 | 2241 | 1.575 |
| 14:00 - 15:00 | 7 | 2241 | 0.657 | 7 | 2241 | 0.714 | 7 | 2241 | 1.371 |
| 15:00 - 16:00 | 7 | 2241 | 0.835 | 7 | 2241 | 0.982 | 7 | 2241 | 1.817 |
| 16:00 - 17:00 | 7 | 2241 | 1.562 | 7 | 2241 | 0.950 | 7 | 2241 | 2.512 |
| 17:00 - 18:00 | 7 | 2241 | 2.193 | 7 | 2241 | 1.798 | 7 | 2241 | 3.991 |
| 18:00 - 19:00 | 7 | 2241 | 2.167 | 7 | 2241 | 2.072 | 7 | 2241 | 4.239 |
| 19:00 - 20:00 | 7 | 2241 | 1.122 | 7 | 2241 | 1.657 | 7 | 2241 | 2.779 |
| 20:00 - 21:00 | 7 | 2241 | 0.720 | 7 | 2241 | 1.492 | 7 | 2241 | 2.212 |
| 21:00 - 22:00 | 5 | 2178 | 0.129 | 5 | 2178 | 1.148 | 5 | 2178 | 1.277 |
| 22:00 - 23:00 | 1 | 775 | 0.000 | 1 | 775 | 1.677 | 1 | 775 | 1.677 |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 15.281 | | | 16.708 | | | 31.989 |

Appendix F

Cleator Moor Activity Centre

| | |
|----------------|-------------|
| Centre Opening | 10:00-21:00 |
|----------------|-------------|

| | |
|-----|------|
| GFA | 1338 |
|-----|------|

| | |
|----------------|-------------|
| Centre Opening | 10:00-21:00 |
|----------------|-------------|

| | |
|-----|------|
| GFA | 2038 |
|-----|------|

| | Observed Car Park Flows - Cars / LGV | | | | Cars / LGV Trip Rate (per 100sqm) | | | Future Car Park Flows - Cars / LGV | | | |
|-------------|--------------------------------------|-----|-------|----------------|-----------------------------------|-------|-------|------------------------------------|-----|-------|----------------|
| | In | Out | Total | Parking Demand | In | Out | Total | In | Out | Total | Parking Demand |
| 07:00-08:00 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 08:00-09:00 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 09:00-10:00 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 10:00-11:00 | 2 | 2 | 4 | 0 | 0.149 | 0.149 | 0.299 | 3 | 3 | 6 | 0 |
| 11:00-12:00 | 1 | 0 | 1 | 1 | 0.075 | 0.000 | 0.075 | 2 | 0 | 2 | 2 |
| 12:00-13:00 | 2 | 1 | 3 | 2 | 0.149 | 0.075 | 0.224 | 3 | 2 | 5 | 3 |
| 13:00-14:00 | 11 | 2 | 13 | 11 | 0.822 | 0.149 | 0.972 | 17 | 3 | 20 | 17 |
| 14:00-15:00 | 4 | 6 | 10 | 9 | 0.299 | 0.448 | 0.747 | 6 | 9 | 15 | 14 |
| 15:00-16:00 | 3 | 10 | 13 | 2 | 0.224 | 0.747 | 0.972 | 5 | 15 | 20 | 3 |
| 16:00-17:00 | 12 | 3 | 15 | 11 | 0.897 | 0.224 | 1.121 | 18 | 5 | 23 | 17 |
| 17:00-18:00 | 25 | 5 | 30 | 31 | 1.868 | 0.374 | 2.242 | 38 | 8 | 46 | 47 |
| 18:00-19:00 | 15 | 26 | 41 | 20 | 1.121 | 1.943 | 3.064 | 23 | 40 | 62 | 30 |
| 19:00-20:00 | 13 | 21 | 34 | 12 | 0.972 | 1.570 | 2.541 | 20 | 32 | 52 | 18 |
| 20:00-21:00 | 2 | 14 | 16 | 0 | 0.149 | 1.046 | 1.196 | 3 | 21 | 24 | 0 |
| 21:00-22:00 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 22:00-23:00 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |

Cleator Moor Activity Centre

| Centre Opening 10:00-21:00 | | | | | Centre Opening 07:00-21:00 | | | | | | | |
|--|-----|-------|----------------|----|--|-------|-------|-------|--|-----|-------|----------------|
| Existing Activity Centre Car / LGV Flows | | | | | Future Activity Centre Car / LGV Trip Rates (per 100sqm) | | | | Future Activity Centre Car / LGV Flows | | | |
| In | Out | Total | Parking Demand | | In | Out | Total | | In | Out | Total | Parking Demand |
| 07:00-08:00 | 0 | 0 | 0 | 0 | 07:00-08:00 | 0.493 | 0.179 | 0.672 | 10 | 4 | 14 | 18 |
| 08:00-09:00 | 0 | 0 | 0 | 0 | 08:00-09:00 | 0.603 | 0.220 | 0.823 | 12 | 4 | 17 | 26 |
| 09:00-10:00 | 0 | 0 | 0 | 0 | 09:00-10:00 | 0.682 | 0.320 | 1.002 | 14 | 7 | 20 | 34 |
| 10:00-11:00 | 2 | 2 | 4 | 0 | 10:00-11:00 | 0.491 | 0.510 | 1.001 | 10 | 10 | 20 | 33 |
| 11:00-12:00 | 1 | 0 | 1 | 1 | 11:00-12:00 | 0.396 | 0.549 | 0.945 | 8 | 11 | 19 | 30 |
| 12:00-13:00 | 2 | 1 | 3 | 2 | 12:00-13:00 | 0.376 | 0.446 | 0.822 | 8 | 9 | 17 | 29 |
| 13:00-14:00 | 11 | 2 | 13 | 11 | 13:00-14:00 | 0.453 | 0.357 | 0.810 | 9 | 7 | 17 | 31 |
| 14:00-15:00 | 4 | 6 | 10 | 9 | 14:00-15:00 | 0.338 | 0.306 | 0.644 | 7 | 6 | 13 | 31 |
| 15:00-16:00 | 3 | 10 | 13 | 2 | 15:00-16:00 | 0.389 | 0.440 | 0.829 | 8 | 9 | 17 | 30 |
| 16:00-17:00 | 12 | 3 | 15 | 11 | 16:00-17:00 | 0.803 | 0.606 | 1.409 | 16 | 12 | 29 | 34 |
| 17:00-18:00 | 25 | 5 | 30 | 31 | 17:00-18:00 | 1.128 | 0.918 | 2.046 | 23 | 19 | 42 | 39 |
| 18:00-19:00 | 15 | 26 | 41 | 20 | 18:00-19:00 | 1.339 | 1.198 | 2.537 | 27 | 24 | 52 | 41 |
| 19:00-20:00 | 13 | 21 | 34 | 12 | 19:00-20:00 | 0.733 | 0.988 | 1.721 | 15 | 20 | 35 | 36 |
| 20:00-21:00 | 2 | 14 | 16 | 0 | 20:00-21:00 | 0.548 | 0.969 | 1.517 | 11 | 20 | 31 | 28 |
| 21:00-22:00 | 0 | 0 | 0 | 0 | 21:00-22:00 | 0.092 | 0.670 | 0.762 | 2 | 14 | 16 | 16 |
| 22:00-23:00 | 0 | 0 | 0 | 0 | 22:00-23:00 | 0.000 | 0.774 | 0.774 | 0 | 16 | 16 | 0 |