

Planning Authority: Copeland Council

Date Received: 14/07/2022

Reference Number: 4/22/2249/0F1

TRANSPORT FORM

Applicant Details

NDA Properties Ltd.

Development Details

The planning application proposes the change of use of the existing Library building to allow it to operate as an office hub with ancillary meeting rooms.

N.B. This form must be completed for developments involving new build and/or change of use. It need not be completed for householder applications (extensions etc.)

1. TRAVEL CHARACTERISTICS

Journeys per day

Please provide a total figure for the expected number of journeys to and from the site per day as one total. The figure should include journeys by all means including walking, cycling and public transport.

Number: 245 two-way daily trips (based upon a TRICS trip rate assessment, attached and referenced in Transport Statement Chapter 5)

Comments:

The above analysis is based upon 497sqm, which is the area subject to the change of use. The below analysis by mode is considered to underestimate trips by rail, and in turn overestimate trips by private car. We are confident there will be significantly more trips by both public and active modes of transport due to the location of the site in relation to the train station and staff home locations.

How will journeys (excluding freight) to and from the site be made?

Please provide figures, based on the total figure above.

Walk	<input type="checkbox"/>	104 two-way trips	Cycle	<input type="checkbox"/>	3 two-way trips
Car Driver	<input type="checkbox"/>	110 two-way trips	Car Passenger	<input type="checkbox"/>	Not available in TRICS
Bus	<input type="checkbox"/>	0 two-way trips	Taxi	<input type="checkbox"/>	4 two-way trips
Train	<input type="checkbox"/>	24 two-way trips (trips are a combination of bus and rail trips given absence of buses and good rail connections for NED staff)			

Peak Times

Are there times when traffic will be particularly busy? If so please provide details below.

The traffic peak hours are 0800-0900 and 1700- 1800. During these hours the floorspace subject to the change of use will generate 11 and 10 two-way trips respectively (see Table 5.1 of Transport Statement) As outlined in the Transport Statement such increases in traffic flow will have no impact upon the safe and efficient operation of the surrounding roads. These flows also make no allowance for the existing library use

Freight: expected number of freight/deliveries per day (figures should be split by type/size of vehicles and peak times where possible)

Number: The development will not typically generate any daily HGV movements, although irregular refuse collection will occur. The TRICS trip rates forecasts the development will generate 4 two-way LGV movements per day, which would typically be expected to be box van type vehicles

Comments:

2. SITE LOCATION AND SUSTAINABLE TRANSPORT

Public Transport Facilities

* delete as appropriate

Urban Areas

Is the site within 400metres of a bus stop or a railway station? YES - Millom Station approx 300m

Rural Areas

Is the site within 800metres of a bus stop or railway station? YES

Buses (NB- answers relate to rail services)

Does the service correspond with staff/workers arrival and departure times? YES

Is information on public transport readily available to new residents/employees? YES

Car Parking

Is the car parking adequately allocated – prioritising car sharers, essential users and disabled employees/visitors? YES

Cycling

Does the site have good cycle links? YES

Are there adequate cycle parking facilities? (covered, lit, secure) YES

Are there adequate changing facilities? (lockers, storage, showers) YES

Pedestrians

Are there suitable pedestrian links to the existing network? YES

Are there suitable links to bus stops/public transport? YES

Are the pedestrian links well lit? YES

Are there suitable dropped crossings and safe crossing points? YES

3. TRANSPORT IMPACTS

Please describe below the transport impacts of the development. Consideration should be given to, amongst other things, the effect on existing transport infrastructure, possible increased risks of accidents, busier junctions, increased parking in the surrounding area, noise generation, air quality, and the effect transport may have on the surrounding townscape, landscape and natural and historic environment.

The transport impacts of the development are described in the submitted Transport Statement. This concludes that:

- In accordance with planning policy guidance, which promotes sustainable development the site has been demonstrated to be accessible on foot, by cycle and by public transport.
- The analysis has been supplemented with information on staff and contractor home locations which has been provided in NDA. This information has demonstrated the excellent opportunity the site provides for staff to travel by sustainable means, in particular by rail.
- To further promote and enhance travel by sustainable means an Interim Travel Plan has been prepared.
- A review of historical collision data has demonstrated that there are no existing accident blackspots in the vicinity of the site.
- Vehicle access to the car park will be provided from an existing access onto St George's Road. The accident data analysis also demonstrated that this access operates without safety issues.
- A trip generation analysis has been undertaken. Even adopting robust assumptions it has been demonstrated that the increase in vehicle trips resulting from the proposed development will be imperceptible on the surrounding road network, and will certainly have no materially detrimental impact upon its safe and efficient operation.
- The development will provide parking for 22 vehicles, a provision which reflects Cumbria County Council's guidance while also positively assisting with the aim of encouraging travel by non-car modes. An electronic desk booking system for car parking spaces will be operated.
- Servicing of the site will be undertaken in accordance with the existing arrangements.
- The proposed development would have no impact upon highway safety and that the residual cumulative impacts of the proposed development would not be severe.

4. MEASURES TO INFLUENCE TRAVEL

Please describe what measures will be taken to influence travel to and from the site, and within it. Consideration should be given to, amongst other things, promoting walking and cycling (e.g. by providing pedestrian and cycle routes and crossings), encouraging the use of public transport (e.g. improved services, new stops, bus shelters, better information), minimising car-parking provision, ensuring good access through design, providing facilities for the disabled, supporting travel initiatives such as car sharing, ensuring efficient and minimal freight movement.

The development will adopt a Travel Plan, with an Interim Travel Plan provided in Section 6 of the submitted Transport Statement. When adopted this document will be used to promote and encourage employees to travel by sustainable means.

The site is to be operated by NDA as a drop in hub for all staff. The floorspace will be used for agile working practices, with an electronic desk booking system operated. Using this staff will be able to book desk space in advance, and in turn will also understand if the development is at capacity on a particular day. This will avoid any staff capacity issues.

The development will also include an electronic desk booking system for the car park. This will be used to manage the car parking provision, informing employees about whether a parking space is available at the site, and thereby helping to avoid excess demand for spaces occurring.

Signature _____

Date 27/07/2022