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The Iron Line, Millom

Transport Assessment

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Curtins

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1.0 Introduction

1.1 Project Background

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

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

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

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

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

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

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

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

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

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

1.1.8 For all its strengths, Hodbarrow does not announce itself well to new arrivals, nor does it help people navigate around the reserve, or educate visitors about the biodiversity or heritage that is integral to the formation of the place. There are also issues with the upkeep and accessibility of the path network and heritage assets, the lack of formal car parking and damage caused by vehicles, vandalism, and a lack of (appropriately located) signage, furniture, signage, and shelter. There is huge potential to improve the facilities on site in a way that does not compromise the natural beauty of the place.

1.1.9 The Iron Line project aims to build on the ecological assets through a number of interventions to increase the engagement, interaction and learning benefits from the reserve as well as improving the ecology of the site. It will provide facilities for local users and visitors that may see an uplift to circa 80,000 – 90,000 visits per annum, increasing visits from locally based audiences and tourists from the wider area, with an aim to be accessible to all.

1.1.10 The project will create an ecology, heritage, and art inspired route across the Hodbarrow Reserve to join the sea wall to transform this section of coast into a fully inclusive recreational space, sensitively reiving the landscape and improving existing assets including the Hodbarrow Lighthouse and remnants of the former mining industry.

1.1.11 A new visitor centre will also provide an information point for the site with a café/bar, retail space, a volunteers' mess, and a flexible room which can be used by groups and schools for exhibition and art. The visitor centre will be supported by appropriate infrastructure of a car park and visitor facilities including a changing facility.

1.1.12 The project will capitalise on the town's proximity to the Lake District National Park and coastline, enhancing the visitor offer and enabling visitors to move between Millom and Haverigg and its attractions, and in so doing support the vitality and economy of the town.

1.1.13 As one of four projects subject to government funding for the Millom area, the Iron Line will also:

- Become an improved recreational asset for the local community.
- Offer a regionally significant visitor attraction.
- Provide facilities such as toilets and a cafe that don't exist now.
- Support the long-term management of habitats and offer biodiversity net gain at Hodbarrow.
- Encourage people to explore Hodbarrow using an enhanced network of footpaths.
- Offer opportunities for public art.
- Educate visitors about the heritage, ecology, landscape, and other features that make the place unique.

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

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

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

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

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

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

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

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

1.2 Millom Background and Opportunities

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

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

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

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

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

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

1.3 Purpose of the Report

1.3.1 This Transport Assessment (TA) has been prepared to inform Highway Officers at Cumberland Council (formerly Cumbria County Council) as the Local Highway Authority (LHA) of the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.

1.3.2 The TA is supported by an Interim Travel Plan (Document Reference: **081617-CUR-XX-XX-T-TP-00002**) with measures and initiatives to encourage active and sustainable travel.

1.4 Scope of the Report

1.4.1 The scope of this report is consistent with the guidance and recommendations set out in Local and National planning policy.

1.4.2 In addition, Curtins held three meetings with the then Cumbria County Council (now Cumberland Council) Highways Officers. These took place on the 6th May 2022, 21st July 2022 and 9th January 2023.

1.4.3 Matters discussed during these meetings included changes to the Byway Open to All Traffic (BOAT) which runs through the site, parking, methodology for determining traffic generation, and scope of the planning reports. The Council was not, in principle, concerned by the highway impacts of the development subject to justification within the planning submission.

1.4.4 Curtins held further meetings with Cumberland Highways in June 2024 following submission of the first planning application, and in March 2025 ahead of the new application. These meetings primarily related to the BOAT.

1.4.5 On this basis, the TA contains the following:

- Details of the existing use and the development proposals, together with a proposed site layout plan;
- A review of highway safety within the vicinity of the site for the most recent five years;
- An audit of accessibility by all modes of travel including walking, cycling, and public transport;

- Drawings showing the site access proposals, vehicle tracking and visibility splays;
- Details of proposed parking arrangements and justification for the provision;
- Details of future vehicular trips and commentary on any highway impacts; and
- A review of the relevant local and national transport planning policy.

1.5 Structure of the Report

1.5.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.

1.5.2 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of collisions adjacent to the site over the most recent five-year period available.

1.5.3 **Section 3** gives an overview of the development proposals including details on proposed access and parking provision.

1.5.4 **Section 4** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.

1.5.5 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals, and the highway impact.

1.5.6 **Section 6** assesses the suitability of the proposed car parking provision.

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

2.0 Existing Situation

2.1 Site Location

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

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

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

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

2.2 Existing Access

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

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

2.2.3 **Figure 2.2** below, an extract of the 1993 Public Path Modification Order that established the BOAT, illustrates the route of the BOAT. The section along the sea wall, between Points B and D, is described as varying in width from 8-15 metres, while the approximately 350m long section between Points C and E is described as having a width of 5-6 metres. The width of the rest of the BOAT is undefined by the Order.

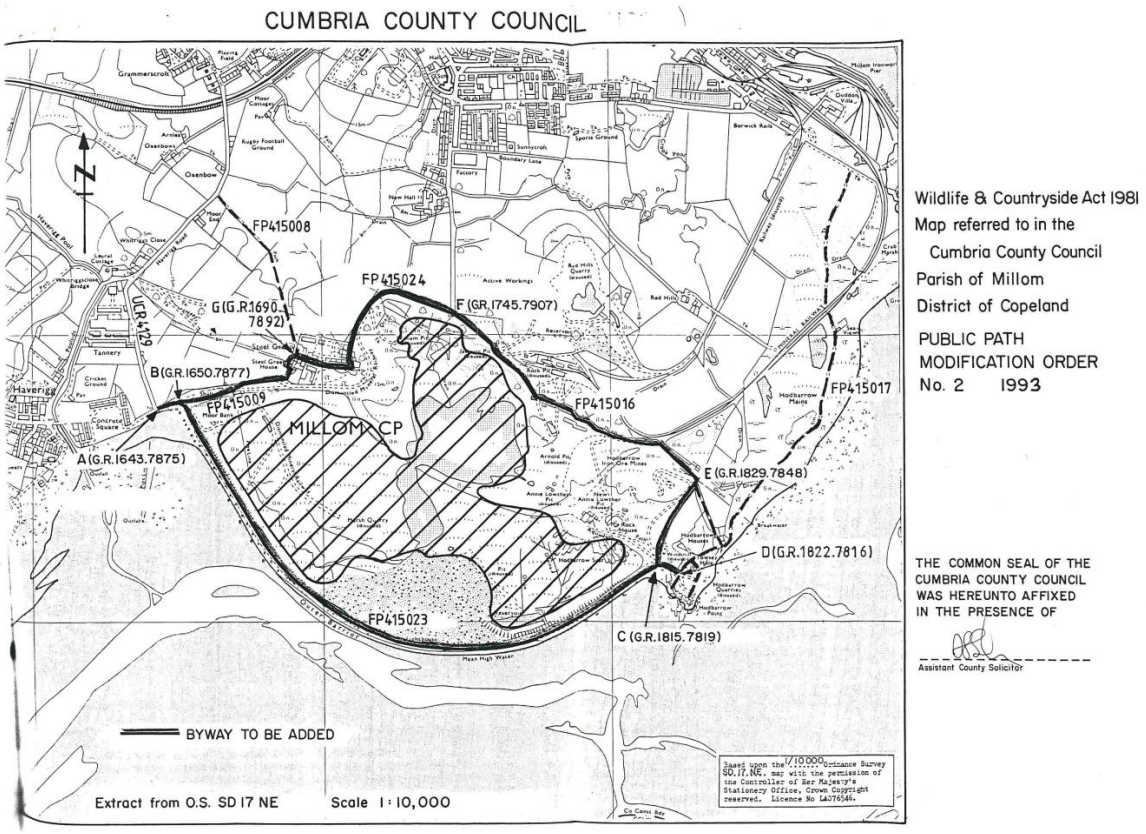

Figure 2.2 – Map of BOAT
(Source: Cumberland Council, 2024)

2.2.4 Whilst vehicles are permitted on the BOAT itself, it is understood that there are currently issues with vehicles off-roading onto land on which they are not permitted and damaging the ecology.

2.2.5 As illustrated above, the BOAT and site connect to other PROWs: a footpath extending north towards Haverigg Road, and a footpath running to Millom.

2.2.6 Much of the BOAT is poorly surfaced. Most of the section through the site consists of dirt / mud and has many potholes which fill with water during wet weather, as illustrated by **Figure 2.3** below.

Figure 2.3 – Section of the BOAT
(Source: PLACED, 2022)

2.2.7 It should be noted that on site observations in 2022 suggested the BOAT was very lightly trafficked. Footfall has created a wide range of secondary routes and desire lines that cut through the site to reach areas of elevation or bodies of water.

2.2.8 Hodbarrow Reserve and the sea wall are relatively flat and there are limited changes in gradient that would impact movement.

2.2.9 Vehicular access is also permitted to the Redhills Quarry HWRC during the day Thursday – Monday. This is accessed via a private road to the south east of Mainsgate Road that is gated when the HWRC is not in use.

2.3 Existing Parking Arrangements

2.3.1 Once vehicles have arrived at the site, there is no formally designated car parking and visitors park in a range of informal places to begin walks or access areas such as the beach. **Figure 2.4** below shows one of the main areas of informal car parking at the intersection of the byway and the road to the Household Recycling Centre (HWRC):

Figure 2.4 – Informal Car Parking Area Near Mainsgate Road
(Source: Google Street View, April 2011)

2.3.2 The imagery above shows seven cars, albeit there is space available for more. On site observation in 2022 suggest there is space for circa 12-15 vehicles depending on how efficiently people park.

2.3.3 Although, in practice, it is likely that, due to the lack of formal parking provision or restrictions on parking, drivers park throughout the site, there are some other key points currently used for parking, as indicated by the below satellite imagery from June 2018.

Figure 2.5 – Further Informal Car Parking Areas
(Source: Google Earth, June 2018)

2.4 Existing Site Usage

2.4.1 As part of the Iron Line project, PLACED undertook several engagement events between January and May 2022 with the local community regarding the proposed development.

2.4.2 The engagement included a survey which was available online and in-person. This received 71 responses, which as summarised below were mostly local.

Postcode	Count
LA18	49
LA20	9
LA17	2
CA20	2
LA7	1
LA12	1
LA23	1
CA7	1
CA11	1
CA16	1
GL2	1
ST6	1
WN5	1

Figure 2.6 – PLACED Survey Postcode

2.4.3 Survey respondents indicated that they were using the site mainly to exercise, watch birds and walk their dogs, although there is variety in uses, others of which included picnics and fishing.

2.4.4 The charts below show that over half of respondents visit the Reserve at least once a week, and most travel there by foot, followed by driving and cycling.

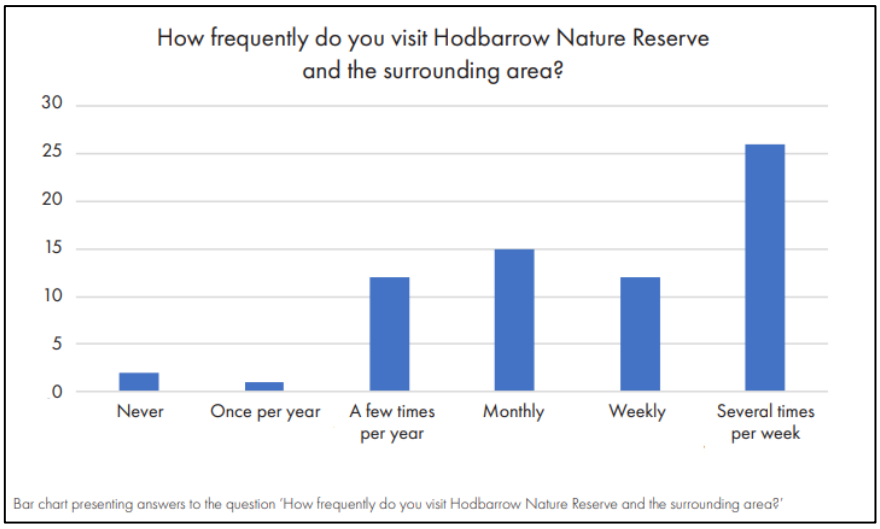

Figure 2.7 – PLACED Survey Frequency of Visits

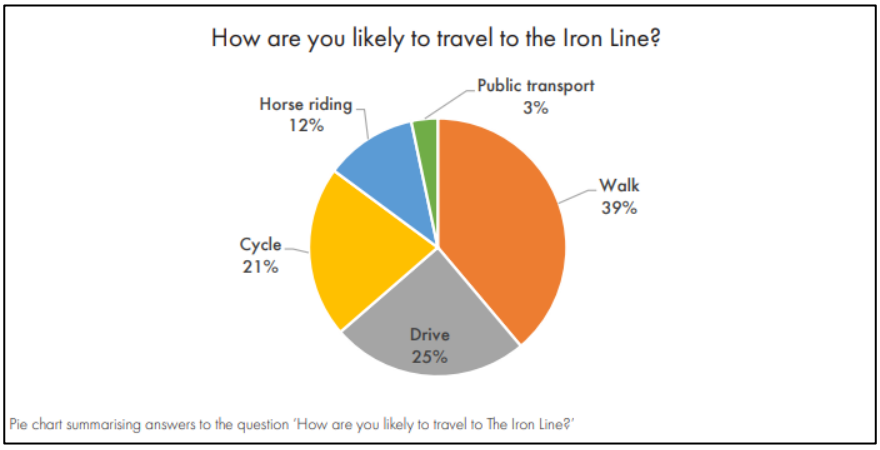

Figure 2.8 – PLACED Mode of Travel

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

Transport

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

Figure 2.9 – PLACED Transport Views

2.4.6 A comment on the Interactive Map, asking for cars to not be allowed on the sea wall and the Reserve, received 21 upvotes, making it the most popular comment on this page. Another comment, asking specifically for no car access to the RSPB Reserve, received 14 upvotes.

2.4.7 Similar thoughts were expressed at an in-person workshop in Millom in May 2022:

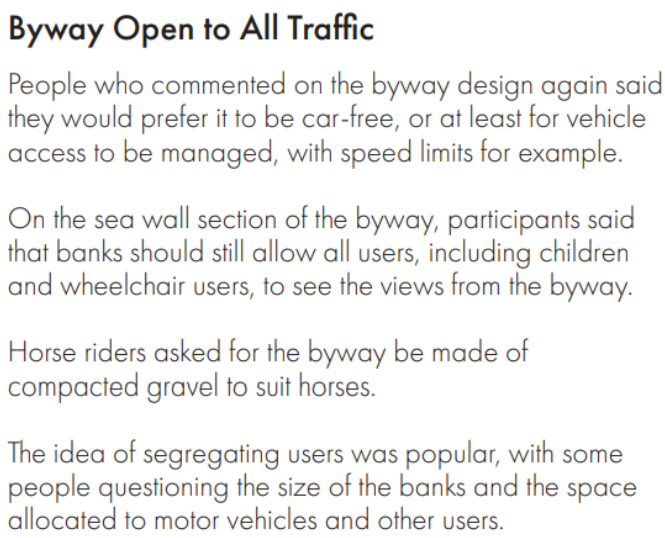

Figure 2.10 – PLACED BOAT Views

2.4.8 Whilst the above information is useful, it generally provides insight into the local community and not visitors who travel from further away. It is very likely that travel patterns and opinions of people who travelled further would be different to the results presented above.

2.4.9 Furthermore, information from RSPB Hodbarrow suggests there are circa 40,000 visitors per annum so a sample of 71 must be treated with some caution.

2.5 Surrounding Highway Network

Mainsgate Road

2.5.1 Mainsgate Road extends on a north-south alignment for c. 750m from the priority junction with St George's Road / Lapstone Road / Devonshire Road to the site. The road is c. 5.5m – 6.5m wide.

2.5.2 Between the main junction and the junction with Bowness Road, there are footways along both sides of the road. Approximately 50m south of Bowness Road the western footway ends, with a footway of up to c. 1.5m-wide continuing south along the eastern side of the road for the rest of its length. The footway ends at the southern end of Mainsgate Road just before the BOAT.

2.5.3 The footways are generally flat and well surfaced with intermittent streetlighting. There are relatively few junctions with other roads / paths along Mainsgate Road. Where there are crossings these generally consist of dropped kerbs but no tactile paving, although one crossing does also have tactile paving and

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

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

2.5.5 Connected Millom and Haverigg, another Millom Town Deal project, aims to improve pedestrian and cycle connectivity within and between the two towns, and is targeted for delivery in April 2026.

2.5.6 The full RIBA 4 drawing pack is provided in **Appendix B**, with an extract of the proposals for the junction at the southern extent of Mainsgate Road provided below (from drawing 70117729-WSP-XX-XX-DR-C-0108). A continuous shared-use footway cycleway would be provided along the eastern side of Mainsgate Road (3.0m-wide at the south, narrowing to 2.5m and then 2.0m). The southernmost part of Mainsgate Road would be c. 6,7m wide, with most of the rest being c. 6.0m.

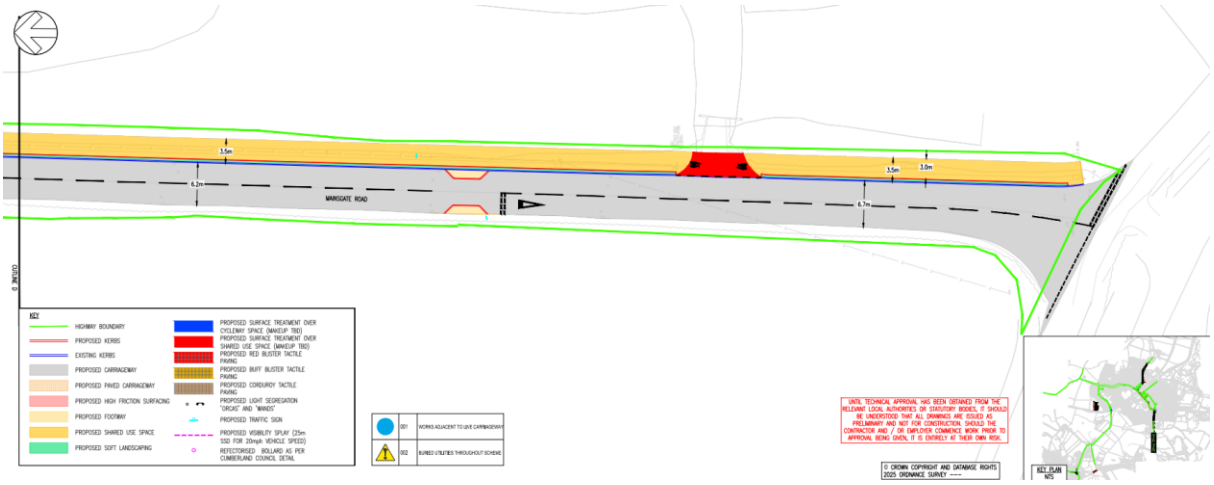

Figure 2.11 – Connected Millom and Haverigg proposals for Mainsgate Road junction
(Source: Cumberland Council / WSP, 2025)

2.5.7 Elsewhere within Millom, the scheme will provide a lightly segregated 2.0-2.5m wide two-way cycle lane on Salthouse Road, wider footways, some signalised crossings and uncontrolled crossings elsewhere, tightened junctions and carriageway widths, on-street car parking, and a one-way system on St George's Terrace.

2.5.8 Cumberland Council is taking a joined-up approach between the two projects to ensure the benefits and opportunities for walking and cycling are maximised.

2.6 Highway Safety

2.6.1 Collision data for the highway network adjacent to the site has been obtained from the Crashmap reported road incidents database for the most recent five-year period (2019 – 2023 inclusive). The details of the search are contained in **Figure 2.12**:

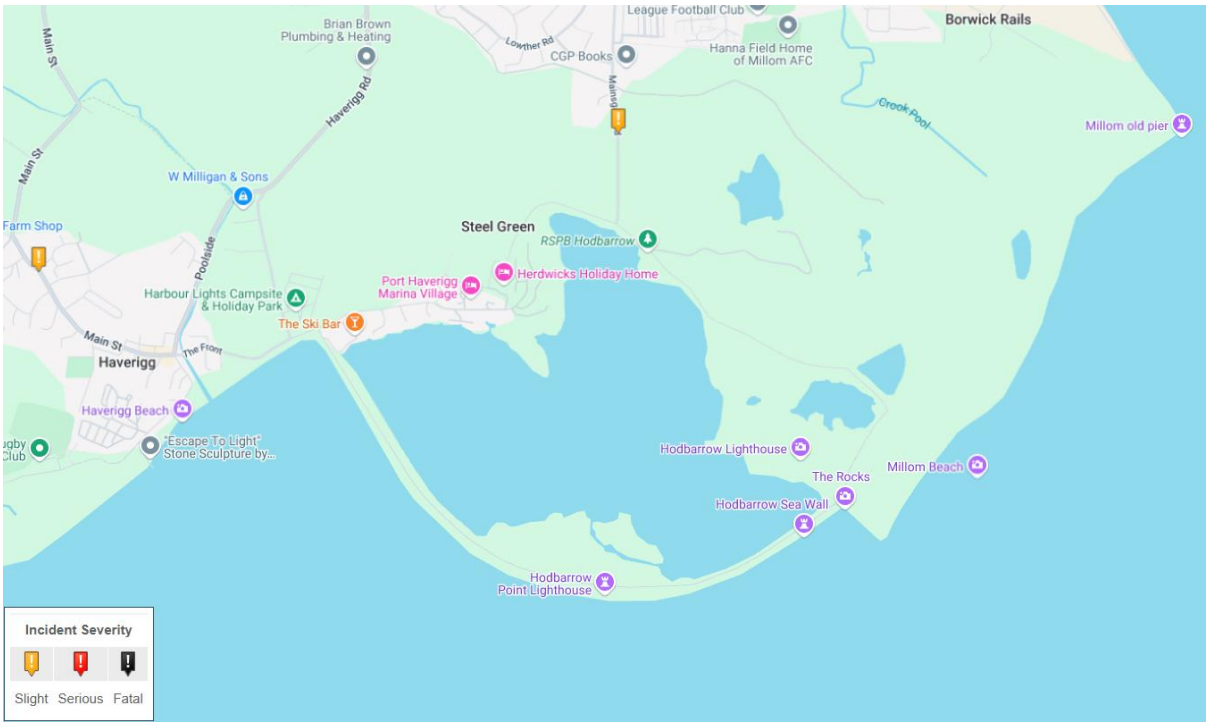

Figure 2.12 – Collision Map
(Source: Crashmap, 2022)

2.6.2 There have been very few collisions recorded in the surrounding area, consisting only of 'slight' severity incidents along Mainsgate Road and Main Street in 2021 and 2023, respectively. There have been no fatal incidents in the surrounding area.

2.6.3 Expanding the search to all years with available data (since 1999) shows no further collisions recorded along Mainsgate Road south of the junction with Devonshire Road, St George's Road and Lapstone Road.

2.6.4 No significant correlations have been identified to suggest that highway condition, layout or design were significant contributory factors in any of the collisions. It is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.

2.6.5 It is noted however that the current lack of segregation of road users on the BOAT has the potential for causing conflict and collision between these users. Vulnerable road users (i.e. pedestrians, cyclists, horse riders) are at greater risk of injury, particularly when there is a mixing of users. Even when no collisions have occurred, the perceptions of safety can affect people's behaviours.

3.0 Development Proposals

3.1 Overview of Proposals

3.1.1 **Figure 3.1** below shows an overview of the key components of the proposed layout of the 57.7-hectare site.

Figure 3.1 – Masterplan
(Source: Layer.studio, 2025)

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

3.1.3 The most significant change will be the addition of a Visitor Centre at the north-east of the site near the HWRC. The Visitor Centre will provide core services and facilities for visitors, including WCs, a changing facility, cafe, retail, educational and/or cultural spaces. It also has the opportunity to provide storage and be a base for volunteering or educational activities.

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

Figure 3.2 – Visitor Centre and Surrounding Area
(Source: Layer.studio, 2025)

3.1.5 The new building will be accessed via the existing road that serves the Household Waste Recycling Centre (HWRC).

3.1.6 A series of improved gateways will create a more welcoming sense of arrival. Designated car parking will be located on the peripheries of the site to allow pedestrians to walk at ease along The Iron Line and to help keep the majority of the site car free. Wayfinding and information boards will be implemented at strategic locations to help guide users through the site – improving footway surfacing as well as the addition of raised boardwalks will help to make the site more accessible.

3.1.7 The masterplan proposes to improve the path network so that routes are better defined, solid and level underfoot so that visitors can traverse the site more easily. This will comprise:

- Formalising existing desire lines;
- Creating new routes including boardwalks to minimise impact on ecology;

- Where appropriate, the introduction of fencing to keep visitors "on track" and away from the most sensitive habitats; and
- Highlighting of important path nodes.

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

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

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

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

3.2 The BOAT

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

3.2.2 As detailed in **Section 2.4**, issues with the BOAT have been repeatedly raised in local consultation events, and measures to reduce and restrict motorised vehicle traffic on the BOAT were popular amongst respondents. Natural England and the RSPB, as detailed in **Section 1.1**, have also raised concerns about the vehicle levels and speed on the BOAT posing a risk to Natterjack toads.

3.2.3 Cumberland Highways' comments on the previous application included:

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

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

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

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

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

3.2.7 As discussed in **Section 2.6**, the lack of segregation of road users on the BOAT has the potential to result in collisions, with a particular risk of injury for vulnerable road users (i.e. pedestrians, cyclists, horse riders), as raised by Cumberland Highways. Traffic on the BOAT was seen as an issue by many participants in the consultation events and measures to restrict vehicular traffic on the BOAT and / or segregated users were popular, alluding to perceived safety issues.

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

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

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

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

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

3.2.13 Existing potholes along the BOAT will also be filled.

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

3.3 Proposed Access

Vehicular Access

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

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

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

3.3.3 **Drawing 081617-CUR-XX-00-D-TP-05004** at the rear of this report demonstrates that a large car can safely ingress and egress from the proposed car park via Mainsgate Road or the visitor centre, and use the proposed parking spaces.

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

3.3.5 **Drawings 081617-CUR-XX-00-D-TP-05001** and **081617-CUR-XX-00-D-TP-05002** at the rear of this report shows that a large car and panel van, respectively, can safely ingress and egress from the Visitor Centre car park. **Drawing 081617-CUR-XX-00-D-TP-05002** shows that a 15m coach can reverse into the drop off area, and egress in forward gear.

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

Pedestrian and Cycle Access

3.3.7 It is anticipated that some people will arrive on foot from Mainsgate Road and therefore signposting for this user group at the site gateway is equally important. Pedestrians will be guided onto the byway and along a new footpath link to the Visitor Centre. This will be a scenic, car free route that formalises an existing desire line.

3.3.8 For those wishing to stay on the byway, the sense of arrival will be enhanced by a new cluster of furniture and signage.

3.3.9 Along the sea wall, there would be a new 1.5m-wide path to the south of the BOAT.

3.3.10 Cyclists would be able to enter the site in a similar manner to other vehicles and pedestrians. While visitors will be able to travel around the site by cycle, cycle parking will also be provided at the Visitor Centre and hides should they wish to continue their visit on foot or park temporarily.

3.4 Proposed Parking

Council Parking Standards

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

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

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

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

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

Table 3.1 – Parking Guidelines

Proposed Car Parking

3.4.3 Formal car parking areas will be provided near the Mainsgate Road access from Millom and by the Visitor Centre, as shown in **Appendix A**.

3.4.4 There will be 18 marked car parking spaces in the car park near the access from Mainsgate Road. These spaces would be free to use. This is at the location currently used for informal car parking.

3.4.5 The Visitor Centre car park would have 63 car parking spaces, including five standard EV charging spaces, one disabled EV charging space, and four non-charging disabled spaces. This car park would be charged.

3.4.6 A coach drop off area is to be provided near the Visitor Centre, with a path to the Visitor Centre and wider Reserve.

3.4.7 This totals 81 marked car parking spaces across The Iron Line – in line with the level proposed by application 4/23/2249/0F1that was considered sufficient by Cumberland Council.

3.4.8 The proposed car parking provision is determined to be sufficient in **Section 6**.

Proposed Cycle Parking

3.4.9 There will be the following cycle parking provision at The Iron Line:

- 4 Sheffield stands at Hodbarrow car park;

- 5 Sheffield stands at Visitor Centre car park;
- 4 Sheffield stands at Whiterock junction;
- 4 Sheffield stands at Haverigg Lighthouse;
- 4 Sheffield stands at the Quarry Hides; and
- 2 Sheffield stands at the Annie Lowther Hide.

3.4.10 This totals 23 Sheffield stands providing 46 cycle parking spaces.

3.4.11 The cycle parking provision exceeds the 10% of car parking (9 spaces) recommended by the Cumbria Development Design Guide and is considered sufficient based on both traffic forecasting methodologies used in **Section 5**.

3.4.12 Methodology 1 predicts 32 visitors will arrive by cycle per day following completion of the proposed development (see **Table 5.5**). Based on 64% of traffic on Mainsgate Road occurring between 10:00 and 16:00 (see **Section 5.3**), there could be a peak of 3 cycle trips per hour.

3.4.13 It is expected that some visitors who drive to The Iron Line will bring cycles to use there, and people will not park their cycle for the entire duration of their stay, rather most will temporarily park at their current area before cycling onto their next.

3.4.1 The proposed cycle parking provision is also determined to be sufficient in **Section 6** (using Methodology 2 – TRICS data).

3.4.2 This is one of the many initiatives to encourage more people to travel by sustainable modes (in addition to other measures outlined in the accompanying Interim Travel Plan (Document Reference: **081617-CUR-00-XX-RP-TP-00002**). The provision of sufficient cycle parking of suitable quality has a key synergy with the successful implementation of travel plans.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 Walking, cycling, and public transport should be prioritised over car use, according to the National Design Guide (Department for Levelling Up, Housing and Community (DLUHC (now MHCLG), 2021).

4.1.3 The accessibility of the proposed development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Cycle Accessibility; and
- Public Transport Accessibility.

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled *'Providing for Journeys on Foot'* (2000) suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**:

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

Table 4.1 – CIHT Recommended Walking Distances

4.2.2 The average pedestrian can walk approximately 400m every five minutes, based on the CIHT document 'Planning for Walking' (2015).

4.2.3 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan 081617-CUR-XX-XX-G-TP-06003** shows distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for sightseeing trips; which are considered a good approximation for trips associated with the development.

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

4.2.5 Overall, the site is considered accessible by foot.

4.3 Cycle Accessibility

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

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

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

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

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

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

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

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

4.4 Public Transport Accessibility

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

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

4.4.2 The National Model Design Code – Part 2 (DLUHC, 2021) states: *"Generally, people are prepared to walk further to a railway station or tram stop (10 minutes) [800m walking distance] than to a bus stop (5 minutes) [400m walking distance]."* These distances are also cited in the CIHT document *'Planning for*

Walking' (2015). This equates to a walking speed of 80m per minute (1.34m/s) – equivalent to the average walking speed of 79m per minute (1.31m/s) in 2019 that can be calculated from the National Travel Survey statistics (Table NTS0303).

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

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

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

Table 4.2 – Summary of Rail Services calling at Millom

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

4.5 Summary

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

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

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

5.0 Traffic Forecasting and Highway Impact

5.1 Introduction

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

5.2 Existing Trip Generation

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

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

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

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

5.2.1 It is noted that at the time of the 2020 surveys there were no restrictions on movement within the UK and most people had not significantly changed their behaviour, so would likely have been visiting as normal. Covid-19 case numbers were reported as 16 on 27th February, and exceeded 100 on the 5th

March. People were initially advised to stay at home and avoid non-essential travel on 16th March 2020 and the UK entered the first 'lockdown' on 23rd March.

5.2.2 Cumberland Council confirmed to Curtins in March 2025 that it has not undertaken any subsequent surveys on Mainsgate Road.

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

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

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

Table 5.1 – Summary of Mainsgate Road Traffic Counts

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

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

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

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

Table 5.2 – October 2018 Traffic Count

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

Table 5.3 – February 2020 Traffic Count

5.2.8 The figures in **Table 5.3** are considered to be the most representative of existing conditions on Mainsgate Road in the vicinity of the site, due to the closer proximity to the site.

5.2.9 The data demonstrates very low flows, with traffic not exceeding 89 vehicles per hour for any of the recorded time periods.

5.2.10 It must also be noted that a significant proportion of this traffic will not be accessing the site and will be vehicles travelling to and from Haverigg.

5.3 Traffic Generating Potential of the Site

5.3.1 Information provided by the wider team indicates that visitor numbers following completion of the development could increase from circa 40,000 people per annum to 80,000 – 90,000 people per annum. As noted in **Section 1**, the visitor numbers are expected to increase to this level across several years, so there will be no sudden impact on the transport network.

5.3.2 Whilst it is unlikely to notably affect how visitors travel to the site, the TRO will remove almost all traffic from within much of the site.

5.3.3 To determine the traffic generating potential of this number, there are a number of different methodologies available and two of these are presented below.

Methodology 1

5.3.4 This methodology estimates the existing and proposed trip generation for the site by applying modal split and car occupancy assumptions to the visitor numbers for local and non-local visitors.

5.3.5 As outlined in **Section 2.2**, a survey has been undertaken of how local visitors travel to the site. However, this survey does not capture many of the visitors travelling from further afield. The modal split from the survey, along with those for day trips to the Peak District National Park in 2015 and the Yorkshire Dales National Park in 2017 are recreated in **Table 5.4.**

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

Table 5.4 – Modal Splits for The Iron Line (Local), Peak District, and Yorkshire Dales

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

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

5.3.6 Based on the 2018 Cumbria Visitor Survey, the Lake District National Park State of the Park Report 2018 stated that, in 2017, 89% of visitors' main mode of transport for travelling to the Lake District was private motor vehicle (a slight increase from 86% in 2012), while 72% of visitors' main mode of transport for travelling during their visit was private motor vehicle (a reduction from 85% in 2006).

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

Local Visitors

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

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

5.3.10 The estimated annual and daily trip generation by mode of travel for local visitors in the existing (40,000 visitors per annum) and proposed situation (up to 90,000 visitors per annum) is summarised in **Table 5.5**:

Mode of Travel	14,800 Local Visitors		33,300 Local visitors	
	Number of People, Annually	Number of People, Daily	Number of People, Annually	Number of People, Daily
Walk	5772	16	12987	36
Drive	3700	10	8325	23
Cycle	3108	9	6993	19
Horse Riding	1776	5	3996	11
Public Transport	444	1	999	3

Table 5.5 – Estimated Local Annual Trip Generation

Non-Local Visitors

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

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

Mode of Travel	Overnight Trips in Millions, Great Britain	Percent	Number of Non-Local Trips to Site	
			25,200 Annually	56,700 Annually
January	1.96	3.2%	817	1838
February	3.35	5.5%	1396	3142
March	4.23	7.0%	1763	3967
April	5.9	9.8%	2459	5533
May	6.53	10.8%	2722	6124
June	5.12	8.5%	2134	4802
July	7.59	12.6%	3164	7118
August	9.42	15.6%	3926	8834
September	4.85	8.0%	2022	4548
October	3.95	6.5%	1646	3704
November	3.35	5.5%	1396	3142
December	4.21	7.0%	1755	3948

Table 5.6 – Non-Local Visitors by Month

5.3.13 This indicates that the peak month is August, accounting for 16% of non-local trips. As such, it is projected that there are currently 3,926 non-local visitors in the busiest month which will increase to 8,834 following completion of the proposed development. This equates to 127 and 285 daily non-local visitors, respectively.

All Visitors

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

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

Table 5.7 – Adjusted Modal Split

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

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

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

	Existing	Proposed
Local people travelling by car	314	707
Non-local people travelling by car	3,926	8,834
Total people travelling by car	4,241	9,541
Total number of cars	2,180	4,904

Table 5.8 – Peak Monthly Vehicle Trip Generation

	Existing	Proposed
Local people travelling by car	10	23
Non-local people travelling by car	127	285
Total people travelling by car	137	308
Total number of cars	70	158

Table 5.9 – Peak Daily Vehicle Trip Generation

5.3.18 Across the 7-day average for the Mainsgate Road traffic counts, 31% and 64% of the traffic was between 10:00 and 16:00 in 2018 and 2020, respectively. To represent a worst-case scenario, the 2020 proportion has been used and an equal split across the hours within this period, which gives an increase from 8 to 17 vehicle trips per hour within the peak period (10:00 – 16:00) as a result of the proposed development.

5.3.19 An increase of nine two-way trips in the peak hours of the peak month is considered to be negligible, especially as these will be split across multiple informal and formal parking areas across the site and roads to the site, including Mainsgate Road and The Front.

Methodology 2

5.3.20 TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development. The database contains surveys of varying land uses in multiple destinations across the UK, including country parks.

5.3.21 The full search criteria used in the TRICS database are presented in **Appendix C**, applying the criteria of Country Park in Great Britain (excluding Greater London). No other filters were applied, aside from excluding a survey for being undertaken at a time of Covid-19 restrictions. The results indicated there were two surveys undertaken on a Saturday at free standing sites. The surveys were of St Chads Nature

Reserve (8 hectares) between Derby and Nottingham in October 2018, and Queen Elizabeth Country Park (QECP, 350 hectares) near Waterlooville in Hampshire in December 2021.

5.3.22 No further surveys have been undertaken between 2021 and 2025.

5.3.23 St Chads has 25 unmarked car parking spaces and seven employees. There is no visitor centre.

5.3.24 QECP has 304 parking spaces and 25 employees. Facilities include a visitor centre with shop and café, venue hire for weddings, clubs and outdoor events, camping, and seasonal activities and events. There are bus services to QECP, but none to St Chads.

5.3.25 There is no off-site parking available by either country park.

5.3.26 There were 368,710 visitors to Queen Elizabeth County Park between April 2015 and March 2016, with 13% travelling more than 50 minutes to reach the park[1]. Most visitors reason for visiting is to cycle (63%), with 25-33% visiting to walk, exercise, and/or visit the café.

5.3.27 Iron Line is closer to its nearest settlement than the two country parks surveyed by TRICS.

5.3.28 **Table 5.10** below summarises the surveys of both sites.

Time	Queen Elizabeth				St Chads			
	Arrive	Depart	Total	Accumulation	Arrive	Depart	Total	Accumulation
Initial				3				0
07:00-08:00	15	4	19	14	2	2	4	0
08:00-09:00	118	15	133	117	8	7	15	1
09:00-10:00	57	50	107	124	11	6	17	6
10:00-11:00	89	64	153	149	13	11	24	8
11:00-12:00	70	54	124	165	13	15	28	6
12:00-13:00	107	56	163	216	7	8	15	5
13:00-14:00	91	89	180	218	12	6	18	11
14:00-15:00	75	100	175	193	3	11	14	3
15:00-16:00	57	124	181	126	8	5	13	6
16:00-17:00	22	102	124	46	5	9	14	2
17:00-18:00	8	47	55	7	16	9	25	9
18:00-19:00	3	10	13	0	7	12	19	4
19:00-20:00	0	0	0	0	8	6	14	6
Daily	712	715	1427		105	101	206	

Table 5.10 – Trip Generation and Accumulation by Survey

5.3.29 TRICS can provide trip rates by site area, parking spaces, or number of employees. There will be no change to the site area as a result of the proposed development, and there are no existing employees, so trip rates by parking spaces are the only suitable parameter. It should be noted however that parking

[1] Source: https://committees.parliament.uk/writtenevidence/72508/pdf/

spaces in isolation would not be expected to generate any trips. These counts do not account for any off-site parking taking place.

5.3.30 Between 07:00 and 19:00, there were 8.24 two-way trips per parking space at St Chads, 76% higher than the 4.69 at QECP.

5.3.31 **Table 5.11** below summarises the average TRICS country parks trip rates, per parking space.

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

Table 5.11 – TRICS Trip Rates

5.3.32 Similar to the Mainsgate Road traffic data, the peak hour is 13:00-14:00. Three-fifths (60%) of the trips generated by the country parks surveyed occur between 10:00 and 16:00 – outside the traditional AM and PM peak hours.

5.3.33 Given that the existing parking is entirely informal and unmarked, it is challenging to definitely determine how many parking spaces are currently available within the site. It is considered that there is space for approximately 10 vehicles at the parking area near Mainsgate Road (as shown in **Section 2.2**) and a further 10 throughout the site, including where the BOAT is wider near The Front and the caravan park. It should be noted that this does not include the parking within the site shown by Figure 2.5, so may underestimate the existing generation and therefore overestimate the change in generation.

5.3.34 The redeveloped site will have 81 car parking spaces – an increase of 61. **Table 5.12** below shows the existing and proposed vehicle trip generation based on TRICS for the site:

TRICS	Existing Saturday Trip Generation (20 spaces)			Increase in Saturday Trip Generation (62 spaces)			Total Proposed Saturday Trip Generation (82 spaces)		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
07:00-08:00	1	0	1	3	1	4	4	1	6
08:00-09:00	8	1	9	23	4	27	31	5	36
09:00-10:00	4	3	8	13	10	23	17	14	31
10:00-11:00	6	5	11	19	14	33	25	18	44
11:00-12:00	5	4	9	15	13	28	20	17	37
12:00-13:00	7	4	11	21	12	33	28	16	44
13:00-14:00	6	6	12	19	18	37	25	23	49
14:00-15:00	5	7	11	14	21	35	19	27	46
15:00-16:00	4	8	12	12	24	36	16	32	48
16:00-17:00	2	7	8	5	21	26	7	27	34
17:00-18:00	1	3	5	4	10	15	6	14	20
18:00-19:00	1	1	2	2	4	6	2	5	8
19:00-20:00	0	0	1	1	1	3	2	1	3
Daily	54	56	111	165	172	337	219	228	448

Table 5.12 – TRICS Existing and Proposed Trip Generation

5.3.35 This indicates that the proposed development could result in an increase of 37 two-way vehicle trips in the peak hour (13:00-14:00) and 337 across the day.

5.3.36 The average increase in vehicles trips between 10:00 and 16:00 is 34, as indicated by the TRICS dataset, higher than the nine suggested by Methodology 1.

5.4 Highway Impact Summary

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

5.4.2 It is noted that Cumberland Highways considered that the traffic impact of the previous proposals was *"not in itself a significant or material absolute level of traffic that would warrant any recommendation of refusal."* At the time of the previous application, it was expected that the Iron Line project would increase visitor numbers to 150,000 per annum, which has since been reduced to 80,000 – 90,000. This can be expected to result in a lesser traffic impact.

6.0 Parking Impact

6.1 Introduction

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

6.2 Car Parking

6.2.1 Based on the previous TRICS trip generation, the impact and suitability of the 81 proposed car parking spaces has been assessed. This is presented by **Table 6.1** below:

Hour	In	Out	Accumulation	Two-way	Space Capacity
06:00-07:00	-	-	0	-	81
07:00-08:00	4	1	3	6	78
08:00-09:00	31	5	28	36	53
09:00-10:00	17	14	31	31	50
10:00-11:00	25	18	38	44	43
11:00-12:00	20	17	41	37	40
12:00-13:00	28	16	54	44	27
13:00-14:00	25	23	56	49	25
14:00-15:00	19	27	48	46	33
15:00-16:00	16	32	32	48	49
16:00-17:00	7	27	11	34	70
17:00-18:00	6	14	3	20	78
18:00-19:00	2	5	0	8	81
19:00-20:00	2	1	1	3	80

Table 6.1 – Car Parking Accumulation and Spare Capacity

6.2.2 The results show a lower quartile of 3 parked vehicles (4.4% of proposed spaces), a median of 31 vehicles (41.2%) and an upper quartile of 41 vehicles (54.5%) occupying the proposed car parking between 07:00 – 20:00.

6.2.3 The table demonstrates that based on the TRICS trip generation the accumulation is expected to exceed 41 parked cars (half the proposed provision) between 11:00 and 15:00 with a peak of 56 parked vehicles between 13:00 and 14:00. Thus, it is considered that the proposed car parking provision is sufficient.

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

6.2.5 The TRICS survey of QECP, detailed in Section 5.3, found a maximum accumulation of 218 vehicles. With QECP attracting circa 368,710 visitors per annum, this indicates that each parking space there can accommodate c. 1,691 visitors per annum. On this basis, 40,000 visitors per annum would require

c. 24 spaces, and 90,000 visitors c. 53 spaces. Similarly, the parking demand could be much higher than predicted and the provision would remain sufficient.

6.3 Cycle Parking

6.3.1 Based on the cycle trip rates provided in **Appendix C**, the impact and suitability of the 46 cycle parking spaces has been assessed. This is presented by **Table 6.2** below:

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

Table 6.2 – Cycle Parking Accumulation and Spare Capacity

6.3.2 The table demonstrates that based on the TRICS trip generation the accumulation is expected to peak at 7 parked cycles between 12:00 and 13:00. Thus, it is considered that the proposed cycle parking provision is sufficient.

6.3.3 The trip generation could be up to five times higher than that predicted by TRICS, and the cycle parking would remain sufficient.

7.0 Transport Planning Policy

7.1 Introduction

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

7.2 National Planning Policy Framework (2024)

7.2.1 The National Planning Policy Framework (NPPF) sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development.

7.2.2 Paragraph 11 states that:

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

7.2.3 For decision taking this means granting permission unless:

"…*any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies*."

7.2.4 Paragraph 115 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications in development, it should be ensured that:

a) a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
b) safe and suitable access to the site can be achieved for all users;
c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."

7.2.5 The development proposals have shown that safe and suitable access to the site will be achieved. Additionally, the site is located within a highly accessible area, and it is not anticipated that the proposals would result in any significant impacts on the highway network.

7.2.6 Paragraph 116 of the NPPF states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

7.2.7 Trip generation forecasts using a first principles approach and TRICS data have demonstrated that there would be an increase of up to 37 vehicle trips between 13:00 and 14:00, or 28 and 15 trips in the AM and PM network peaks, respectively. The trips would dissipate across multiple parking locations and routes to and from the site. As such, any vehicular impact would be negligible on the surrounding area in terms of highways, traffic and transportation.

7.2.8 Paragraph 117 of the NPPF states that applications for development should:

- *"Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

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

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

7.3 National Planning Practice Guidance (2014)

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

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

- *Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*

- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads."*

7.3.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a Transport Assessment. It also clarifies the process for establishing a scope for what the documents should contain. The NPPG has been considered in the production of this TA and the accompanying Interim Travel Plan (Document Reference: **081617-CUR-XX-XX-T-TP-00002**).

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

7.4 Copeland Local Plan (2021 – 2038)

7.4.1 Cumberland Council adopted the Copeland Local Plan 2021-2039 on 5th November 2024. The Copeland Local Plan 2021-2039 replaces the Copeland Local Plan 2013-2028: Core Strategy and Development Policies DPD and the remaining saved policies from the Copeland Local Plan 2001-2016.

7.4.2 The Local Plan provides the framework for guiding development and investment up to 2039 in the former Copeland area of Cumberland outside the Lake District National Park. The Local Plan includes a number of Strategic and Development Management policies and land allocations that provide a framework for growth, infrastructure provision and contribute to decision making on future planning applications.

7.4.3 Strategic Policy CO4, titled 'Sustainable Travel', states:

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

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

a) Proposals that have safe and direct connections to walking and cycling route where appropriate and those that provide access to regular public transport services;

b) Proposals that enable the sustainable movement of freight;

c) Proposals that make provision for electric vehicles

d) Proposals for the integration of electric vehicle charging infrastructure into new developments. This will have different requirements dependent on the scale of development.

e) *Proposals that take opportunities available to use disused rail track beds to widen sustainable transport choices, encourage active travel within Copeland and provide spaces for biodiversity.*

New development that would prejudice the future use of disused railway lines that are well connected either to settlements, other sustainable travel routes or key tourist facilities within the open countryside for this purpose will only be considered in exceptional circumstances.

Developments that are likely to generate a large amount of movement will be required to secure an appropriate Travel Plan and be supported by a Transport Assessment in line with the Cumbria Design Guide (or any document that replaces it)."

7.4.4 In descending order, developments should prioritise the use of walking (most), cycling, public transport and community transport users, and all other vehicles (least), with consideration given to the needs of disabled people across all modes, in accordance with Policy CO5.

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

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

a) *Identifying opportunities to provide or improve access on routes and gateways from settlements and to secure the implementation of improvement measures with key partners and developers*

b) *Investigating opportunities for reclaiming contaminated and derelict land for recreation purposes*

c) *Identifying potential for the development of a community forest and long distance walks*

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

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

7.5 Conclusions

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

8.0 Summary and Conclusions

8.1 Summary

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

8.1.2 Relevant details of the proposed site layout, access, parking facilities, and servicing arrangements have been provided.

8.1.3 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development.

8.1.1 The site is accessible by sustainable modes of transport. The surrounding area exhibits reasonable levels of pedestrian and cycling infrastructure, and there is a train station within walking distance of the site.

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

8.1.3 Additionally, measures are proposed in the accompanying Interim Travel Plan to increase the level of walking, cycling and public transport use to and from the site, and to reduce reliance on the private car.

8.1.4 A review of relevant local and national transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

8.2 Conclusions

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

Plans

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Project:
THE IRON LANE - MILLOM

Drg Title:
SITE LOCATION
REGIONAL VIEW

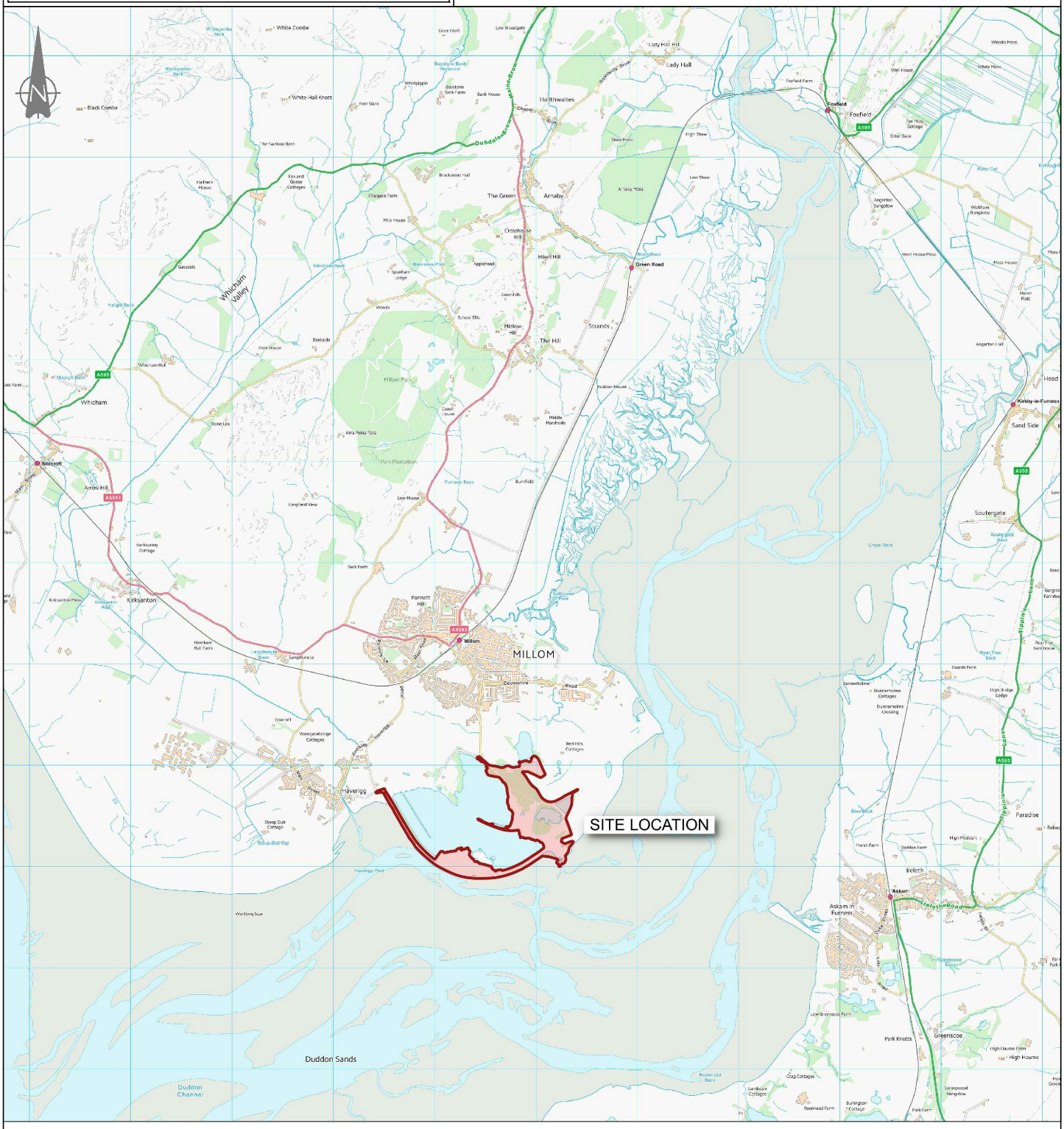
Status:
PRELIMINARY

Drawn By: JM Checked By: AF

Designed By: JM Date: 22/05/23

Scale: NTS

Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
80874	CUR	XX	XX	G	TP	06001	P02



KEY: Site

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Project:
THE IRON LANE - MILLOM

Drg Title:
SITE LOCATION
LOCAL VIEW

Status:
PRELIMINARY

Drawn By: JM Checked By: AF

Designed By: JM Date: 22/05/23

Scale: NTS

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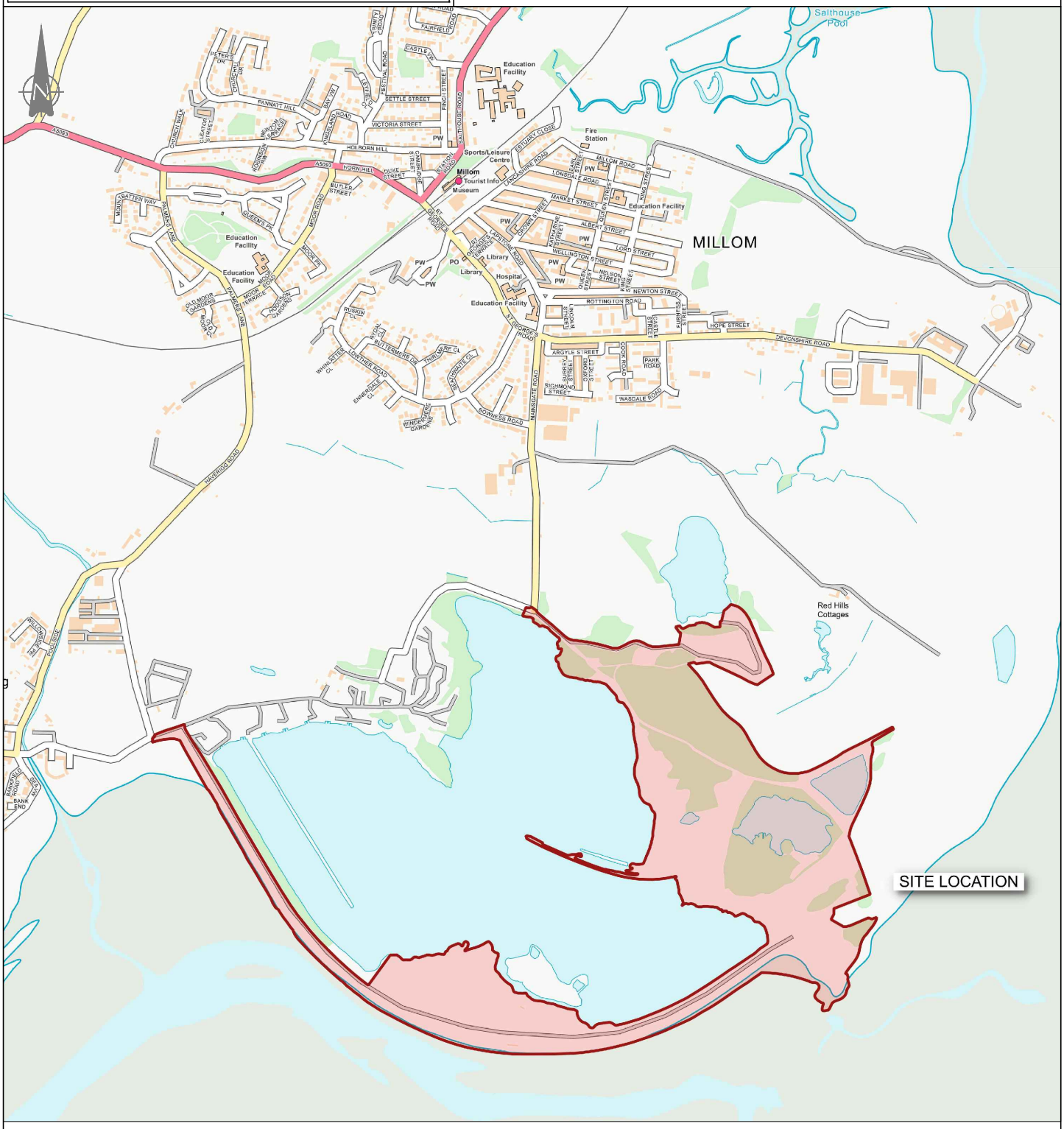

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Project:
THE IRON LANE - MILLOM

Drg Title:
ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

Status:
PRELIMINARY

Drawn By: JM Checked By: AF

Designed By: JM Date: 22/05/23

Scale: NTS

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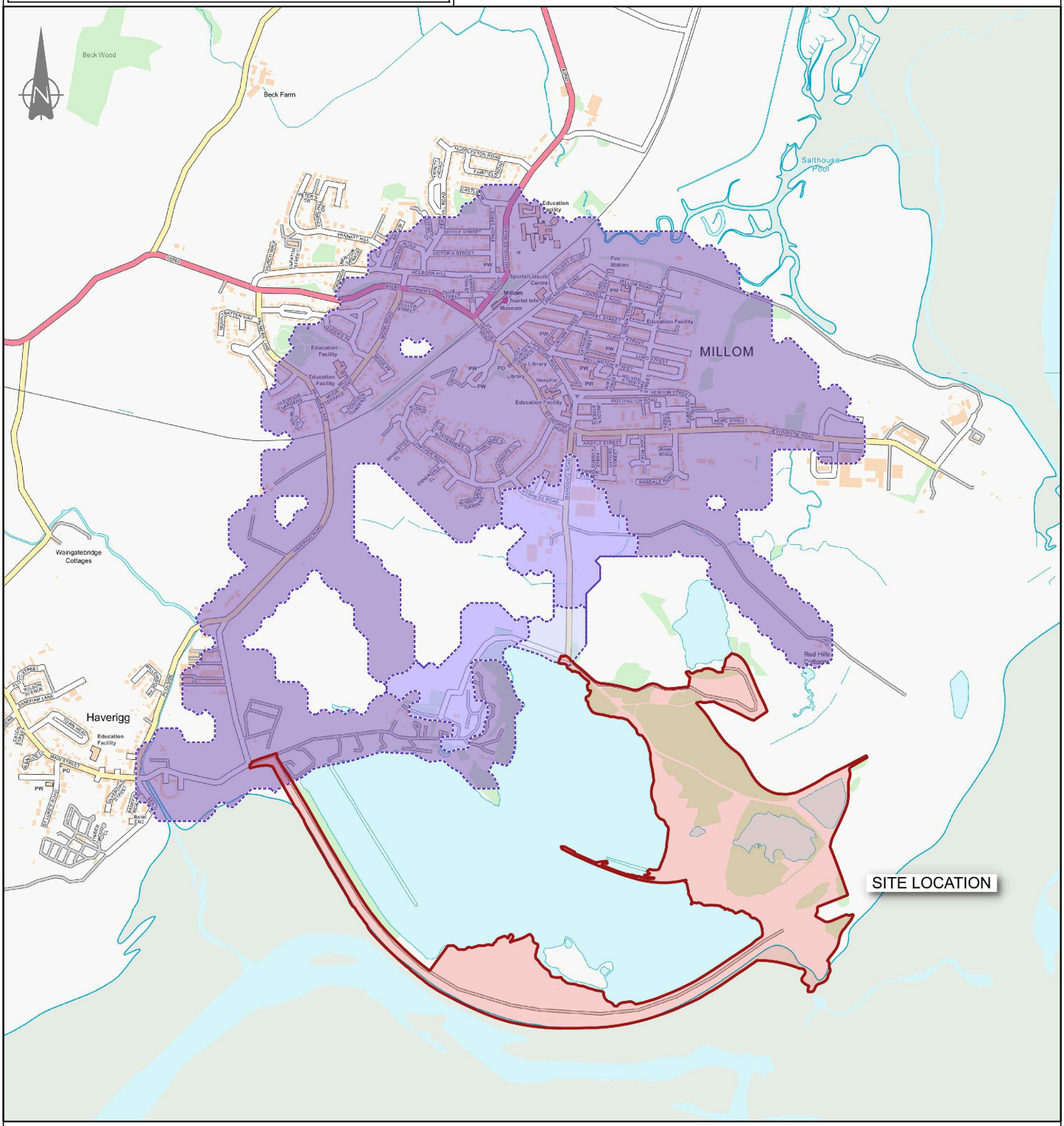

KEY:

Site

Walking Catchment:
500m
1000m
2000m

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Project:
THE IRON LANE - MILLOM

Drg Title:
ACCESSIBILITY
INDICATIVE CYCLE CATCHMENT

Status:
PRELIMINARY

Drawn By: JM | Checked By: AF
Designed By: JM | Date: 22/05/23
Scale: NTS

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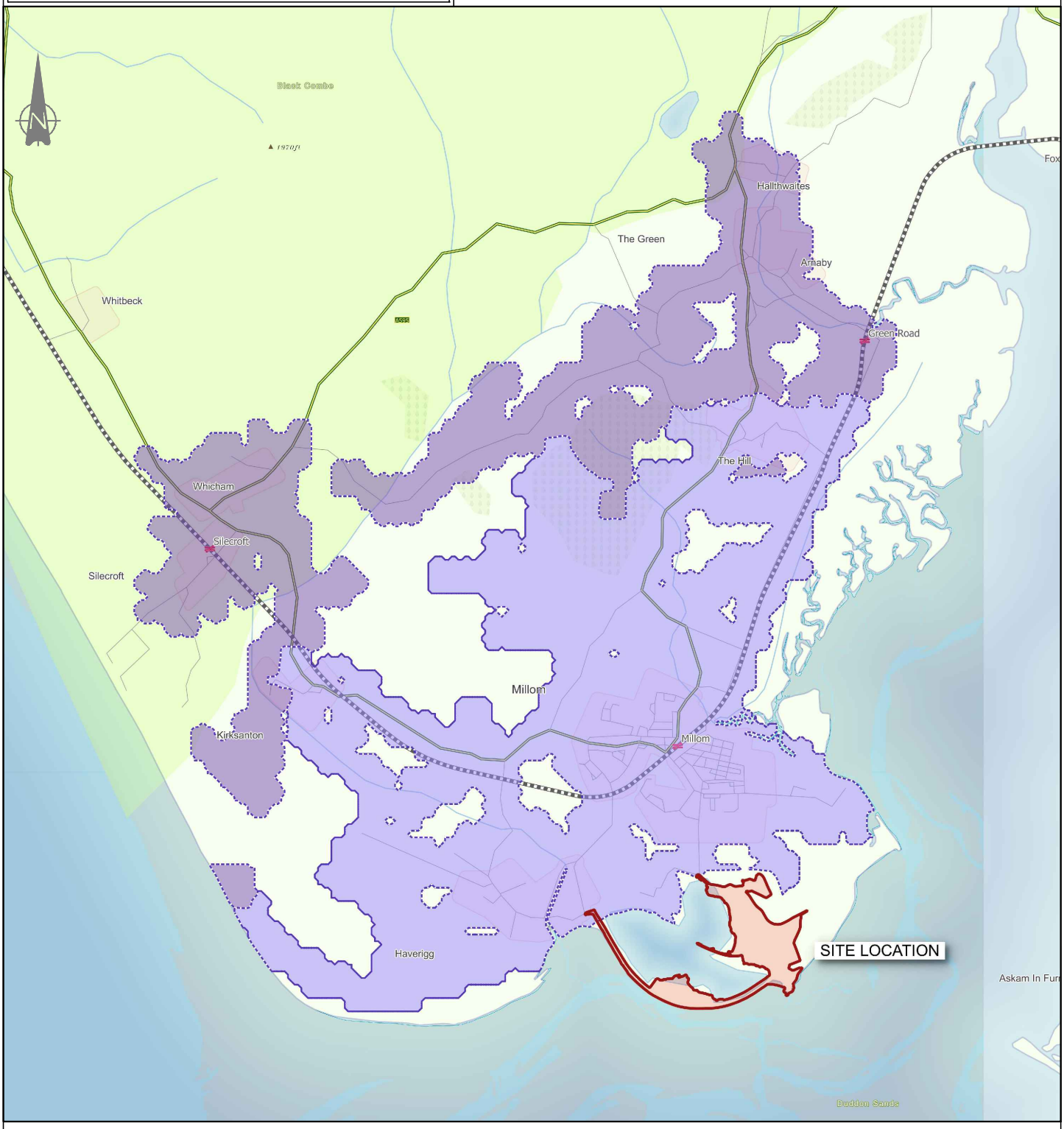

KEY:

Site

Cycle Catchment:
5500m
8000m

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Project: THE IRON LANE - MILLOM

Drg Title: ACCESSIBILITY INDICATIVE PUBLIC TRANSPORT CATCHMENT

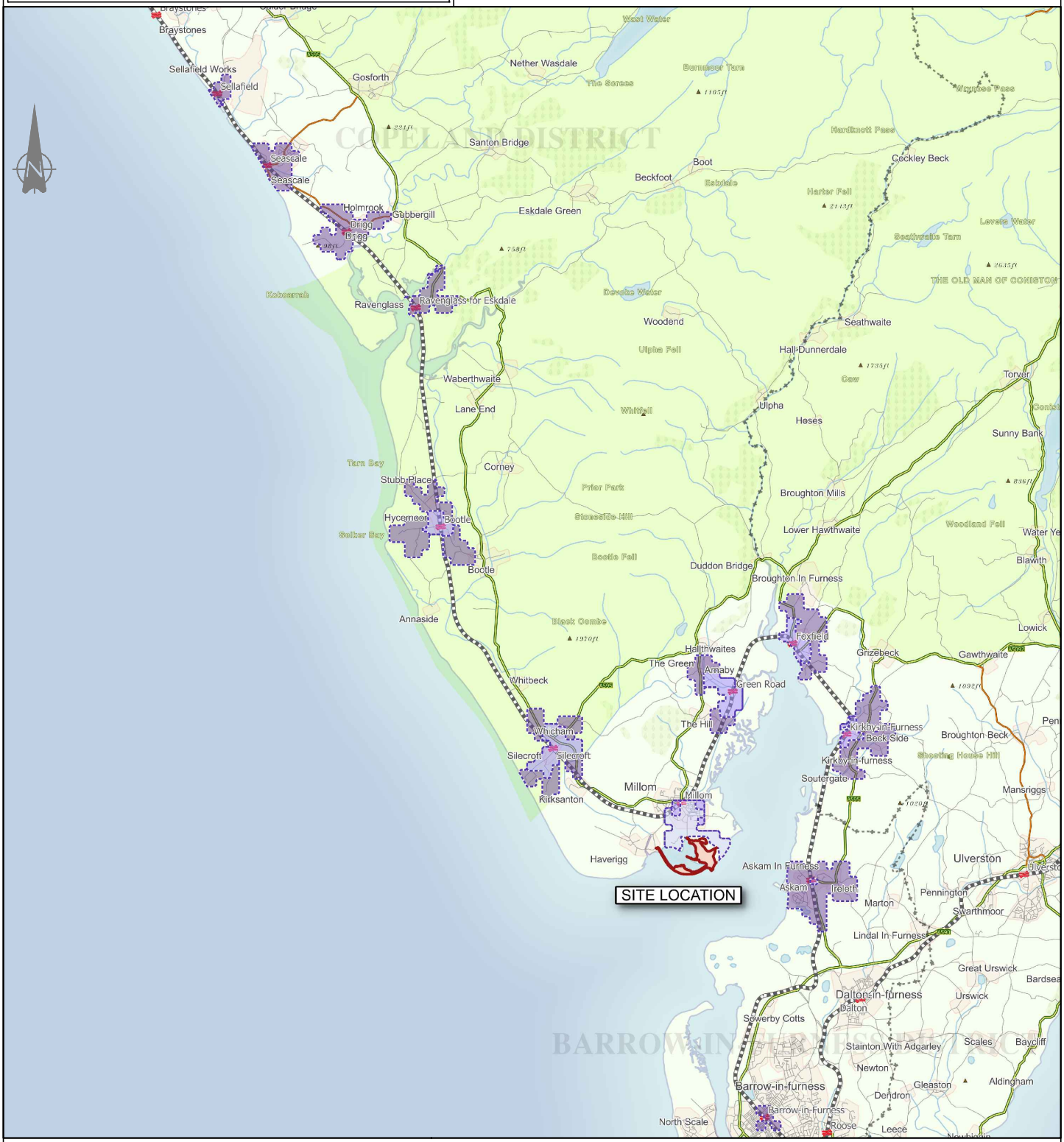
Status: PRELIMINARY

Drawn By: JM Checked By: AF

Designed By: JM Date: 22/05/23

Scale: NTS

Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
80874	CUR	XX	XX	G	TP	06005	P02



KEY:

Site

Public Transport Catchment:
- 20 minutes
- 40 minutes
- 60 minutes

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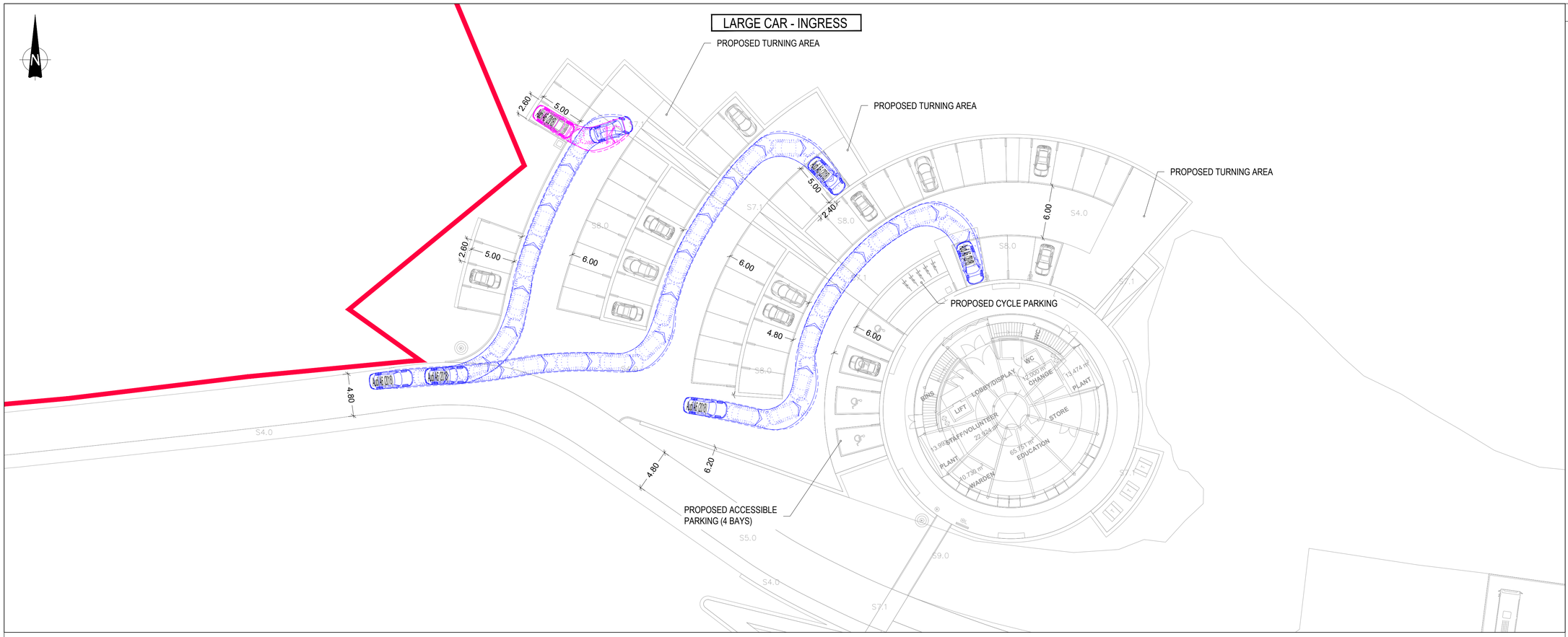
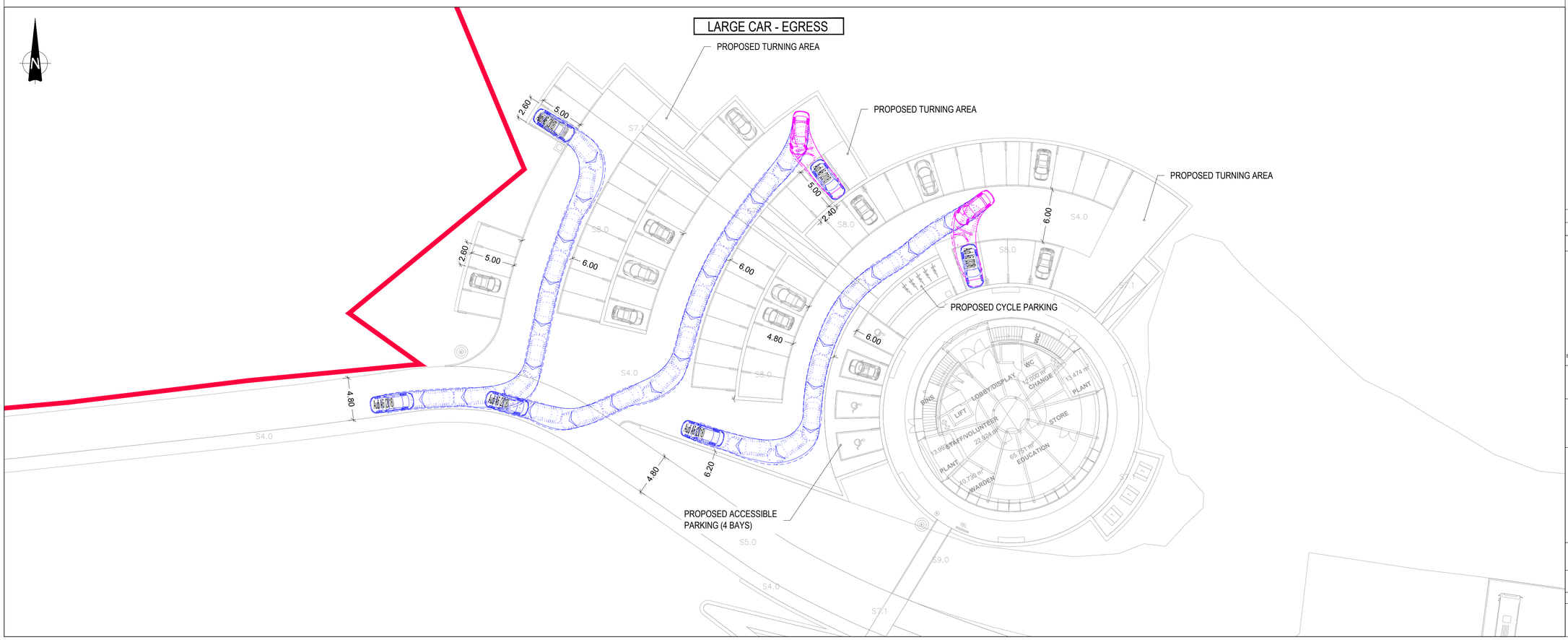
Drawings





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2. DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
3. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
4. FOR GENERAL NOTES REFER TO DRAWING.
5. THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES
6. BASED ON LAYER STUDIO'S LAYOUT DRAWING REF.: "289-LYR-XX-ZZ-DWG-L-1000 [GA _ Site Masterplan] Rev P02"

KEY: INDICATIVE RED LINE BOUNDARY

VEHICLE PROFILE:

Audi A6 (2018)	
Overall Length	4.939m
Overall Width	2.114m
Overall Body Height	1.457m
Min Ground Clearance	0.142m
Max Track Width	1.875m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.990m

Rev:	Description:	Date:	By:	Chkd:
P03	Site layout updated for planning	08/04/25	JM	AF
P02	Site layout updated	01/04/25	JM	AF

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Status: PLANNING

Project: MILLOM IRON LINE

Drg Title: SWEPT PATH ANALYSIS VISITORS CENTRE CAR PARK LARGE CAR

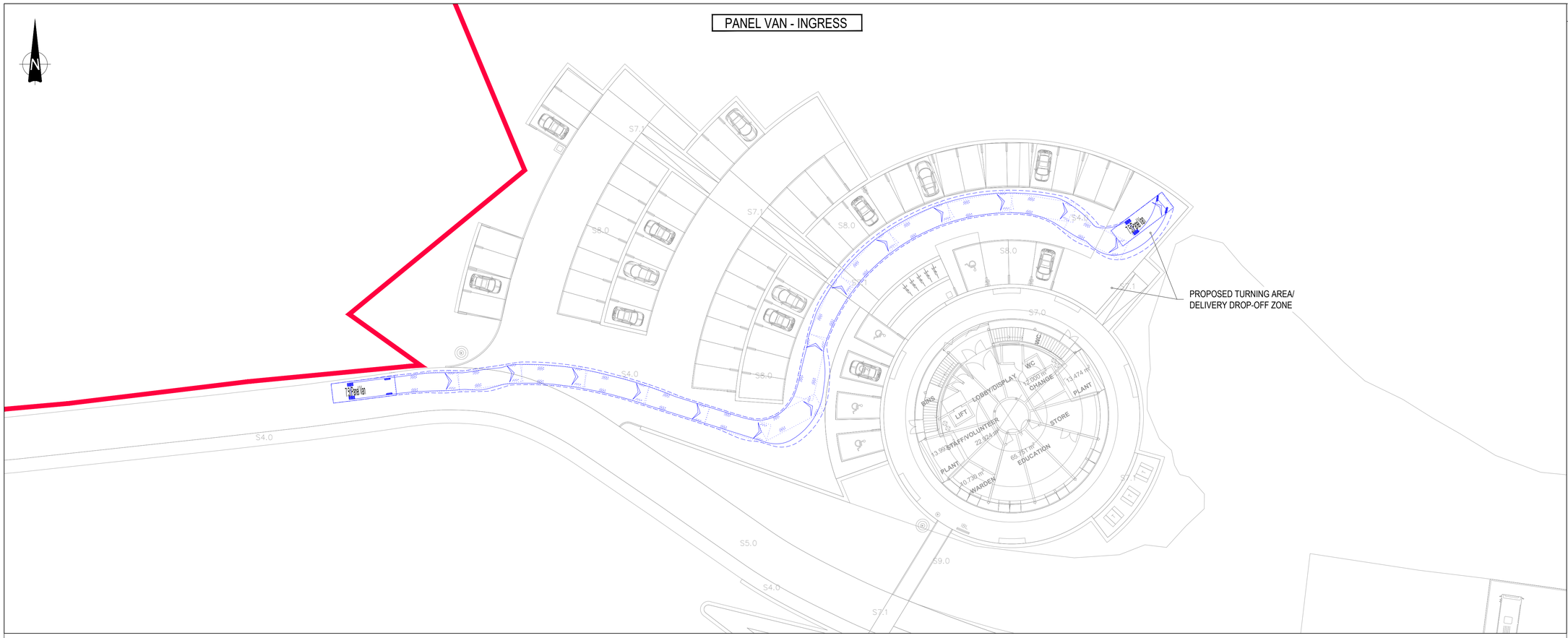
Drawn By	Designed By	Checked By
MQ	MQ	AF
	Date: 24/03/25	Scales @ A1: 1:250

Project No - Originator - Function - Spatial - Form - Discipline - Number: 81617 - CUR - XX - 00 - D -TP- 05001

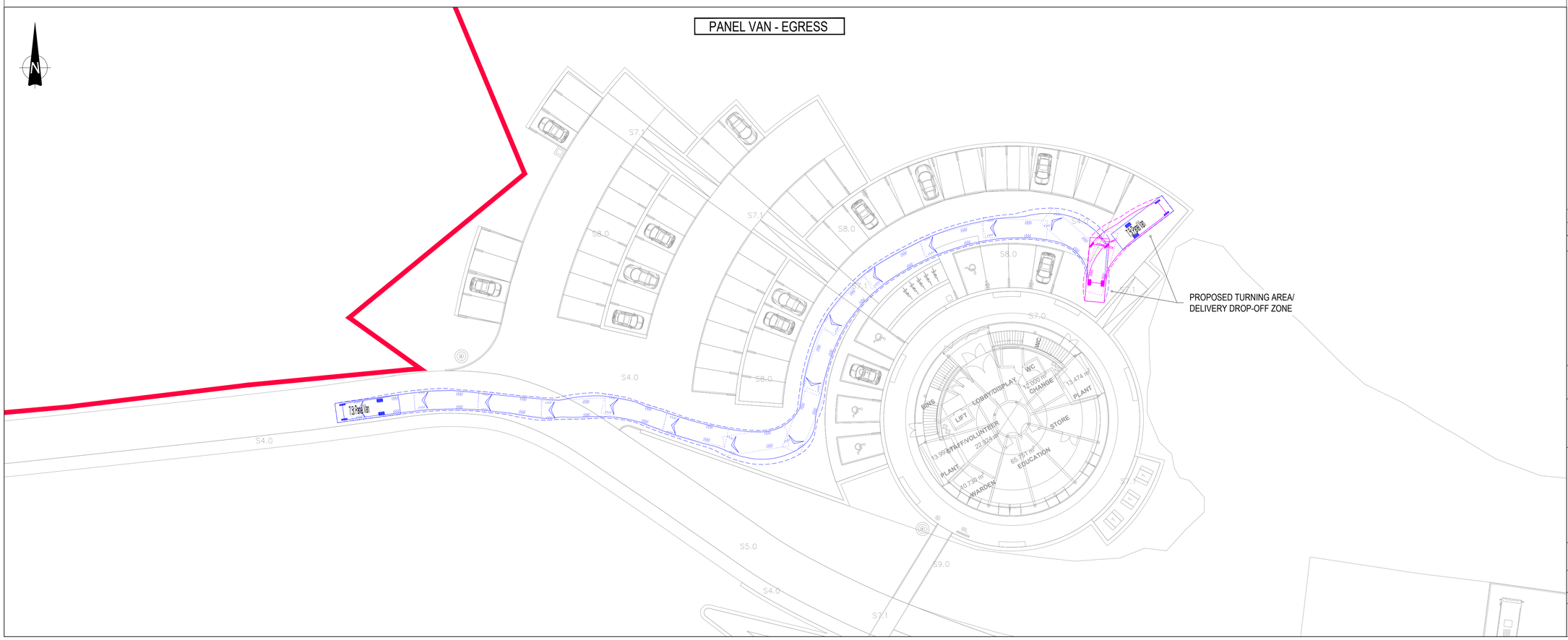
Revision: P03

\\ae-fs-1\Projects\BD81617 Millom Iron Line\04-Production\A4-Models-Drawings\1TP-CAD\05\

PANEL VAN - INGRESS



PANEL VAN - EGRESS



GENERAL NOTES:

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6. BASED ON LAYER STUDIO'S LAYOUT DRAWING REF.: "289-LYR-XX-ZZ-DWG-L-1000 [GA _ Site Masterplan] Rev P02"

KEY: INDICATIVE RED LINE BOUNDARY

VEHICLE PROFILE:

7.5t Panel Van	
Overall Length	7.210m
Overall Width	2.160m
Overall Body Height	2.544m
Min Body Ground Clearance	0.316m
Track Width	1.860m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

P03	Site layout updated for planning	08/04/25	JM	AF
P02	Site layout updated	01/04/25	JM	AF
Rev:	Description:	Date:	By:	Chkd:

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Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Status: PLANNING

Project: MILLOM IRON LINE

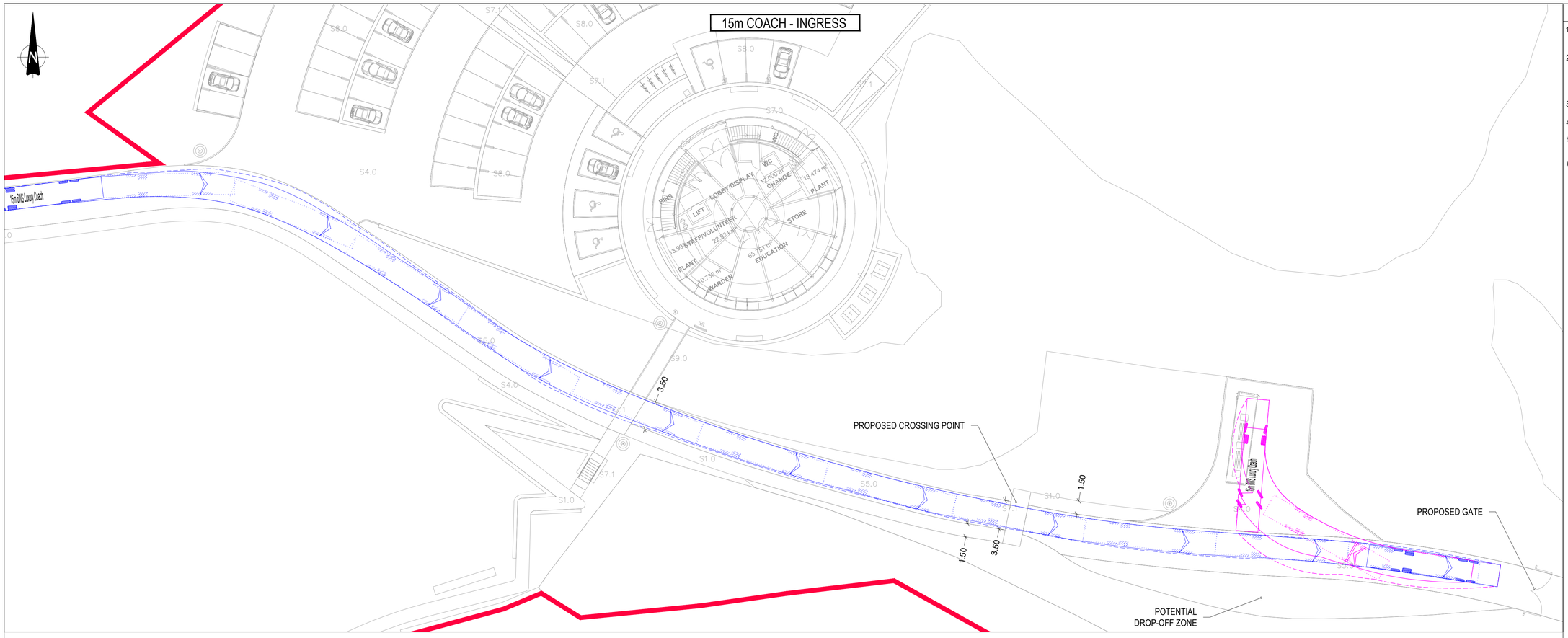
Drg Title: SWEPT PATH ANALYSIS
VISITORS CENTRE CAR PARK
7.5t PANEL VAN

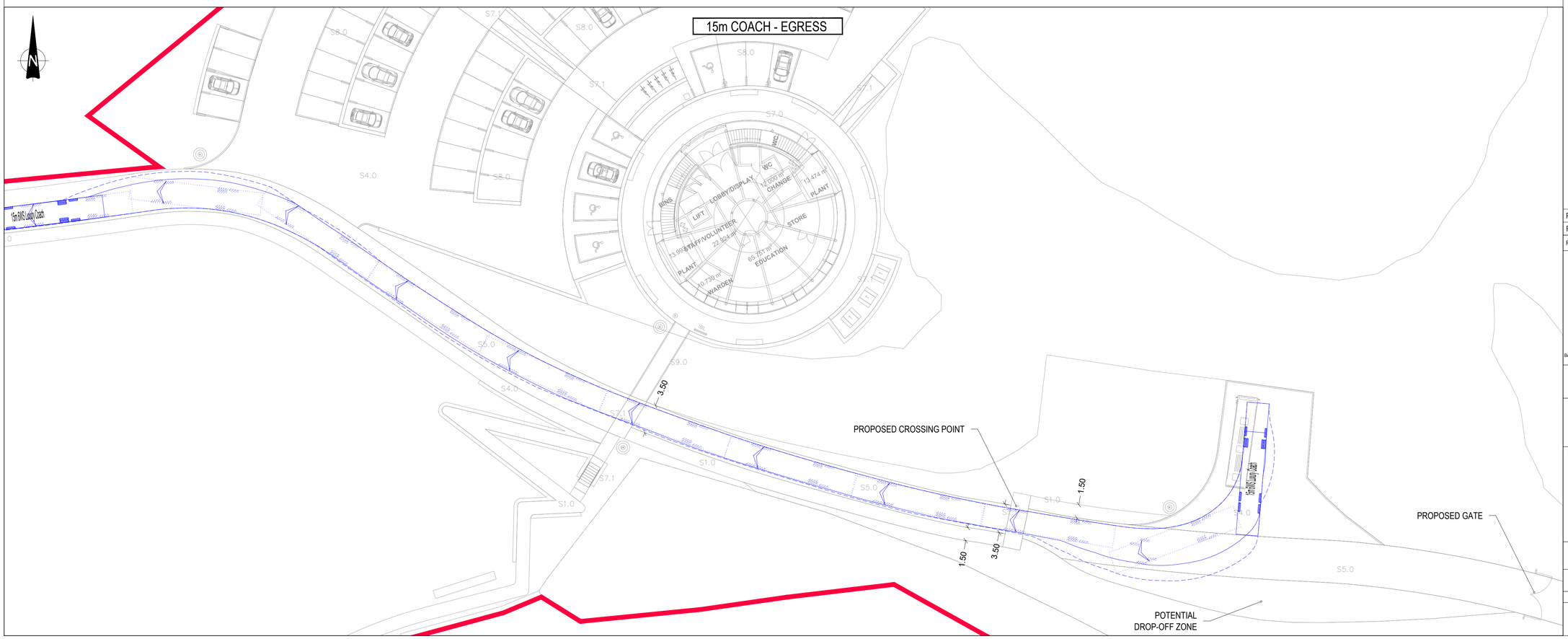
Drawn By	Designed By	Checked By
MQ	MQ	AF
	Date: 24/03/25	Scales @ A1: 1:250

Project No - Originator - Function - Spatial - Form - Discipline - Number: 81617 - CUR - XX - 00 - D -TP- 05002

Revision: P03

\\ae-fs-1\Projects\B081617 Millom Iron Line\04-Production\4A-Models-Drawings\1TP-CAD\05\





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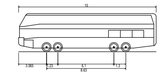
KEY: INDICATIVE RED LINE BOUNDARY

VEHICLE PROFILE:



15m BWS Luxury Coach	
Overall Length	15.000m
Overall Width	2.550m
Overall Body Height	4.157m
Min Body Ground Clearance	0.397m
Track Width	2.500m
Lock to lock time	5.00s
Wall to Wall Turning Radius	12.490m

Rev:	Description:	Date:	By:	Chkd:
P03	Site layout updated for planning	08/04/25	JM	AF
P02	Site layout updated	01/04/25	JM	AF

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Status: PLANNING

Project: MILLOM IRON LINE

Drg Title:

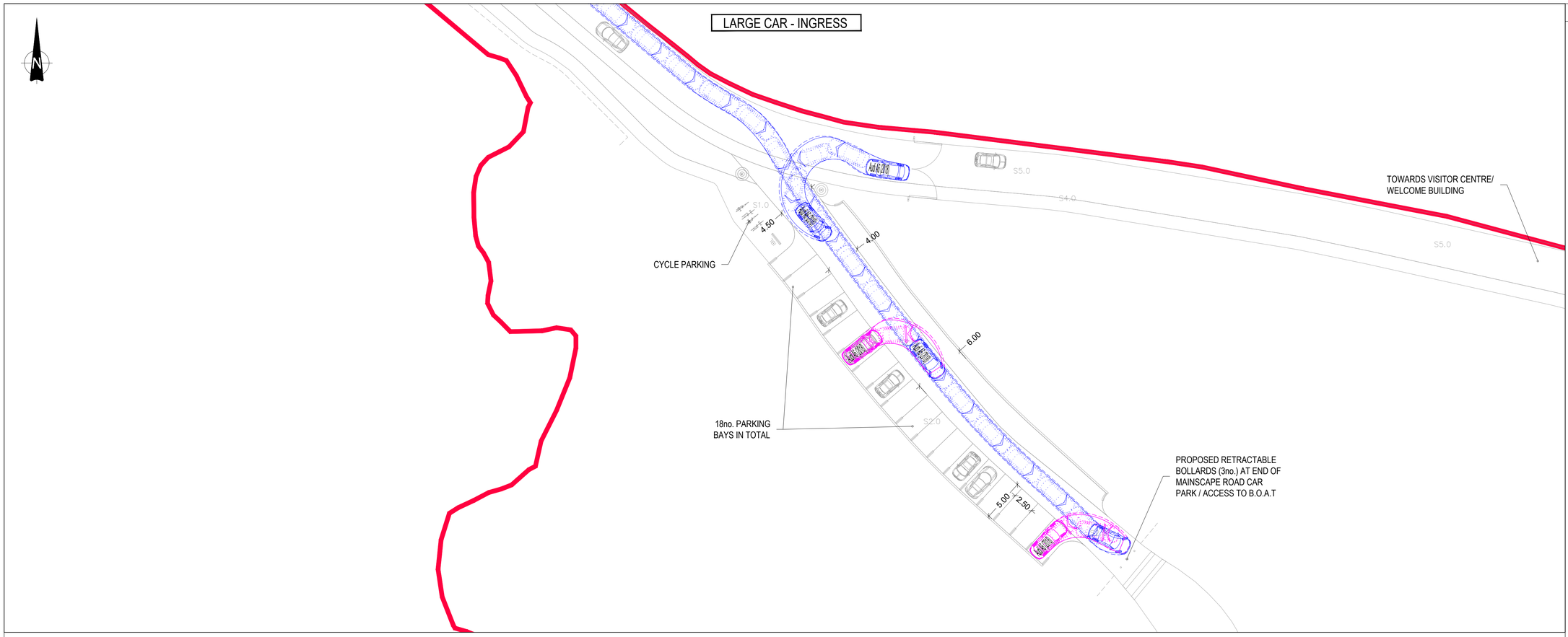
SWEPT PATH ANALYSIS VISITORS CENTRE 15m LUXURY COACH

Drawn By	Designed By	Checked By
MQ	MQ	AF
	Date: 24/03/25	Scales @ A1: 1:250

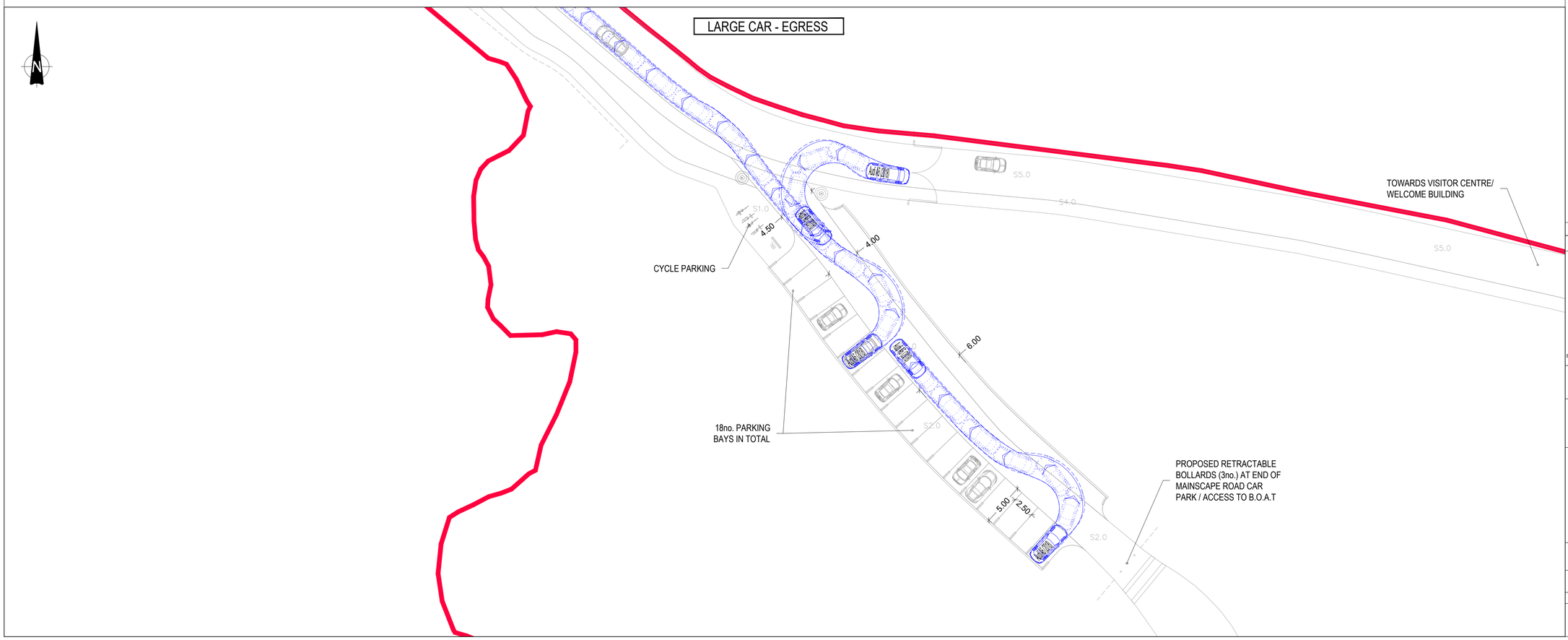
Project No - Originator - Function - Spatial - Form - Discipline - Number	Revision
81617 - CUR - XX - 00 - D -TP- 05003	P03

\\ae-fs-1\Projects\BD81617 Millom Iron Line\Qa\-Production\4A-Models-Drawings\1TP-CAD\05\

LARGE CAR - INGRESS



LARGE CAR - EGRESS



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6. BASED ON LAYER STUDIO'S LAYOUT DRAWING REF.: "289-LYR-XX-ZZ-DWG-L-1000 [GA _ Site Masterplan] Rev P02"

KEY: INDICATIVE RED LINE BOUNDARY

VEHICLE PROFILE:

Audi A6 (2018)	
Overall Length	4.939m
Overall Width	2.114m
Overall Body Height	1.457m
Min Body Ground Clearance	0.142m
Max Track Width	1.87m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

Rev:	Description:	Date:	By:	Chkd:
P02	Site layout updated for planning	08/04/25	JM	AF

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Status: PLANNING

Project: MILLOM IRON LINE

Drg Title:

SWEPT PATH ANALYSIS
LARGE CAR
MAINSGATE ROAD CAR PARK

Drawn By	Designed By	Checked By
JM	JM	AF
	Date: 02/04/25	Scales @ A1: 1:250

Project No - Originator - Function - Spatial - Form - Discipline - Number: 81617 - CUR - XX - 00 - D -TP- 05004

Revision: P02

\\ae-fs-1\Projects\BD\81617 Millom Iron Line\04-Production\04-Models-Drawings\1TP\CAD\05\

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

NOTES:

1. DO NOT SCALE FROM THIS DRAWING. ALWAYS WORK TO NOTED DIMENSIONS.
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THIS DRAWING WAS PLOTTED ON:
07/04/2025

REVISION HISTORY

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

KEY

GENERAL INFORMATION

APPLICATION BOUNDARY

HARDWORKS

S1.0 **S1.0 – SELF BINDING GRAVEL WITHOUT EDGINGS EXCEPT ON STEEP GRADIENTS (P)**
Location: To primary pedestrian routes
Dims: 1.5m wide

S2.0 **S2.0 – STONE TO DUST SURFACE (V)**
Assumed: Existing surface planed - pot holes filled - Type 1 dressing with Grano Dust surface finish
Location: To Byway
Dims: As existing

S3.0 **S3.0 – TIMBER BOARDWALK (P)**
Location: To sand dune raised walkway
Dims: 1.8m wide w/ low upstand

S4.0 **S4.0 – VEHICULAR MACADAM (V)**
Location: Visitor Centre car park / Access Road Trench
Dims: 1.5m wide trench cover w/ passing places

S5.0 **S5.0 – VEHICULAR ROUTE (MACADAM) (V)**
Assumed: Some resurfacing as per S4.0 specification
Location: To access road from Mainsgate Road to visitor centre - existing surface made good
Dims: 4.8m wide

S6.0 **S6.0 – NATURAL STONE PAVING (P)**
Location: To Towsey Hole Windmill

S7.0 **S7.0 – INSITU CONCRETE w/ SMOOTH FINISH (P)**
Location: To in ground railway details / Visitor Centre / Hodbarrow Lighthouse

S7.1 **S7.1 – INSITU CONCRETE w/ EXPOSED AGGREGATE FINISH (P / V)**
Location: To Visitor Centre / Whiterock Junction

S8.0 **S8.0 – REINFORCED GRAVEL (P)**
Location: To Visitor Centre car park / Annie Lowther Hide

S9.0 **S9.0 – RAISED STEEL WALKWAY w TIMBER EDGE (P)**
Location: To Visitor Centre

SE **SE – SURFACE EXISTING**
Location: As noted

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NE1 1EW

Client
Cumberland Council

Project
The Iron Line
Millom, Cumbria

Drawing Title
GA | Site Masterplan

Created By	Checked By	Scale	Sheet Size
MDM	CL	1:3000	A1

Project Number	Originator	Volume	Level	File Type	Discipline	Number
289	LYR	XX	ZZ	DWG	L	1000

Work Stage	Status	Revision
Stage 3	Planning	P02

NOTES:

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THIS DRAWING WAS PLOTTED ON:
07/04/2025

REVISION HISTORY

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

KEY

GENERAL INFORMATION

APPLICATION BOUNDARY

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Client
Cumberland Council

Project
The Iron Line
Millom, Cumbria

Drawing Title
GA | Drawing Locator Key

Created By	Checked By	Scale	Sheet Size
MDM	CL	1:3000	A1

Project Number	Originator	Volume	Level	File Type	Discipline	Number
289	LYR	XX	ZZ	DWG	L	1002

Work Stage	Status	Revision
Stage 3	Planning	P02

FURNITURE / BOUNDARIES

F1.0 – PICNIC TABLE
Location: Site wide
Material: Corten Steel / Timber / Concrete

F2.0 – BENCH
Location: Site wide
Material: Corten Steel / Timber / Concrete

F2.1 – BENCH (EXISTING)
Location: Site wide
Material: Timber

F3.0 – WAYFINDING – SITE NAVIGATION
Location: Site wide
Material: Corten Steel w/ laser cuttings

F4.0 – WAYFINDING – ARRIVAL
Location: Site wide
Material: Corten Steel w/ laser cuttings

F5.0 – INFO BOARD: ECOLOGY
Location: Site wide
Material: Corten Steel w/ laser cuttings

F5.1 – INFO BOARD: MAP LOCATION
Location: Site wide
Material: Corten Steel w/ laser cuttings

F5.2 – INFO BOARD: HERITAGE
Location: Site wide
Material: Corten Steel w/ laser cuttings

F6.0 – VIEWING SCREEN
Location: To Hidden Lagoon
Material: Timber

F7.0 – DOUBLE LEAF GATE
Location: Road to Welcome Building / HWRC
Material: Subject to future detail

F7.1 – SINGLE LEAF GATE
Location: To RSPB BOAT boundary
Material: Subject to future detail

F8.0 – FEATURE FENCE
Location: Site wide
Material: Timber

F8.1 – EXISTING FENCE
Location: Site wide
Material: Timber

F9.0 – FEATURE ARTWORK
Location: Site wide
Refer to Design & Access Statement Chapter 7

F10.0 – CAR PARK PAY MACHINE
Location: To Visitor Centre car park
Material: -

F11.0 – FEATURE CONC BENCH w/ TIMBER TOP
Location: Site wide
Material: Concrete / Timber

F12.0 – CYCLE PARKING
Location: Site wide
Material: Steel

F13.0 – TIMBER LOGS
Location: To car parking spaces
Material: Timber

F14.0 – EV CHARGING LOCATIONS
Location: To welcome building car park
Material: -

F15.0 – THRESHOLD DETAIL
Location: To key thresholds
Material: Corten

F16.0 – BIRD HIDE
Location: To Hidden Lagoon / Lagoon
Material: Timber

F17.0 – PV CANOPY
Location: To welcome building car park
Material: Subject to future detail

F18.0 – WASTE BIN
Location: Site wide
Material: Subject to future detail

F19.0 – HAND RAIL
Location: To entrance steps
Material: Subject to future detail

F20.0 – BOLLARD
Location: To Byway Entrances
Material: Timber

NOTES:
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07/04/2025

REVISION HISTORY

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

KEY

GENERAL INFORMATION

APPLICATION BOUNDARY

HARDWORKS

S1.0 **S1.0 – SELF BINDING GRAVEL WITHOUT EDGINGS EXCEPT ON STEEP GRADIENTS (P)**
Location: To primary pedestrian routes
Dims: 1.5m wide

S2.0 **S2.0 – STONE TO DUST SURFACE (V)**
Assumed: Existing surface planed - pot holes filled - Type 1 dressing with Grano Dust surface finish
Location: To Byway
Dims: As existing

S3.0 **S3.0 – TIMBER BOARDWALK (P)**
Location: To sand dune raised walkway
Dims: 1.8m wide w/ low upstand

S4.0 **S4.0 – VEHICULAR MACADAM (V)**
Location: Visitor Centre car park / Access Road Trench
Dims: 1.5m wide trench cover w/ passing places

S5.0 **S5.0 – VEHICULAR ROUTE (MACADAM) (V)**
Assumed: Some resurfacing as per S4.0 specification
Location: To access road from Mainsgate Road to visitor centre - existing surface made good
Dims: 4.8m wide

S6.0 **S6.0 – NATURAL STONE PAVING (P)**
Location: To Towsey Hole Windmill

S7.0 **S7.0 – INSITU CONCRETE w/ SMOOTH FINISH (P)**
Location: To in ground railway details / Visitor Centre / Hodbarrow Lighthouse

S7.1 **S7.1 – INSITU CONCRETE w/ EXPOSED AGGREGATE FINISH (P / V)**
Location: To Visitor Centre / Whiterock Junction

S8.0 **S8.0 – REINFORCED GRAVEL (P)**
Location: To Visitor Centre car park / Annie Lowther Hide

S9.0 **S9.0 – RAISED STEEL WALKWAY w TIMBER EDGE (P)**
Location: To Visitor Centre

SE **SE – SURFACE EXISTING**
Location: As noted

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NE1 1EW

Client
Cumberland Council

Project
The Iron Line
Millom, Cumbria

Drawing Title
GA | Mainsgate Road Entrance

Created By	Checked By	Scale	Sheet Size
MDM	CL	1:250	A1

Project Number	Originator	Volume	Level	File Type	Discipline	Number
289	LYR	XX	ZZ	DWG	L	1200

Work Stage	Status	Revision
Stage 3	Planning	P02

FURNITURE / BOUNDARIES

F1.0 – PICNIC TABLE
Location: Site wide
Material: Corten Steel / Timber / Concrete

F2.0 – BENCH
Location: Site wide
Material: Corten Steel / Timber / Concrete

F2.1 – BENCH (EXISTING)
Location: Site wide
Material: Timber

F3.0 – WAYFINDING - SITE NAVIGATION
Location: Site wide
Material: Corten Steel w/ laser cuttings

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Location: Site wide
Material: Corten Steel w/ laser cuttings

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Material: Corten Steel w/ laser cuttings

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Location: Site wide
Material: Corten Steel w/ laser cuttings

F5.2 – INFO BOARD: HERITAGE
Location: Site wide
Material: Corten Steel w/ laser cuttings

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Location: To Hidden Lagoon
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F7.0 – DOUBLE LEAF GATE
Location: Road to Welcome Building / HWRC
Material: Subject to future detail

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Material: Timber

F9.0 – FEATURE ARTWORK
Location: Site wide
Refer to Design & Access Statement Chapter 7

F10.0 – CAR PARK PAY MACHINE
Location: To Visitor Centre car park
Material: -

F11.0 – FEATURE CONC BENCH w/ TIMBER TOP
Location: Site wide
Material: Concrete / Timber

F12.0 – CYCLE PARKING
Location: Site wide
Material: Steel

F13.0 – TIMBER LOGS
Location: To car parking spaces
Material: Timber

F14.0 – EV CHARGING LOCATIONS
Location: To welcome building car park
Material: -

F15.0 – THRESHOLD DETAIL
Location: To key thresholds
Material: Corten

F16.0 – BIRD HIDE
Location: To Hidden Lagoon / Lagoon
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Location: To welcome building car park
Material: Subject to future detail

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Location: Site wide
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F19.0 – HAND RAIL
Location: To entrance steps
Material: Subject to future detail

F20.0 – BOLLARD
Location: To Byway Entrances
Material: Timber

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THIS DRAWING WAS PLOTTED ON:
07/04/2025

REVISION HISTORY

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

KEY

GENERAL INFORMATION

APPLICATION BOUNDARY

HARDWORKS

S1.0 **S1.0 – SELF BINDING GRAVEL WITHOUT EDGINGS EXCEPT ON STEEP GRADIENTS (P)**
Location: To primary pedestrian routes
Dims: 1.5m wide

S2.0 **S2.0 – STONE TO DUST SURFACE (V)**
Assumed: Existing surface planed - pot holes filled - Type 1 dressing with Grano Dust surface finish
Location: To Byway
Dims: As existing

S3.0 **S3.0 – TIMBER BOARDWALK (P)**
Location: To sand dune raised walkway
Dims: 1.8m wide w/ low upstand

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Dims: 1.5m wide trench cover w/ passing places

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Dims: 4.8m wide

S6.0 **S6.0 – NATURAL STONE PAVING (P)**
Location: To Towsey Hole Windmill

S7.0 **S7.0 – INSITU CONCRETE w/ SMOOTH FINISH (P)**
Location: To in ground railway details / Visitor Centre / Hodbarrow Lighthouse

S7.1 **S7.1 – INSITU CONCRETE w/ EXPOSED AGGREGATE FINISH (P / V)**
Location: To Visitor Centre / Whitehouse Junction

S8.0 **S8.0 – REINFORCED GRAVEL (P)**
Location: To Visitor Centre car park / Annie Lowther Hide

S9.0 **S9.0 – RAISED STEEL WALKWAY w TIMBER EDGE (P)**
Location: To Visitor Centre

SE **SE – SURFACE EXISTING**
Location: As noted

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NEWCASTLE
Studio 29
39 High Bridge Works
Newcastle-upon-Tyne
NE1 1EW

Client
Cumberland Council

Project
The Iron Line
Millom, Cumbria

Drawing Title
GA | Visitor Centre 1:500

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

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

Work Stage	Status	Revision
Stage 3	Planning	P02

FURNITURE / BOUNDARIES

F1.0 – PICNIC TABLE
Location: Site wide
Material: Corten Steel / Timber / Concrete

F2.0 – BENCH
Location: Site wide
Material: Corten Steel / Timber / Concrete

F2.1 – BENCH (EXISTING)
Location: Site wide
Material: Timber

F3.0 – WAYFINDING – SITE NAVIGATION
Location: Site wide
Material: Corten Steel w/ laser cuttings

F4.0 – WAYFINDING – ARRIVAL
Location: Site wide
Material: Corten Steel w/ laser cuttings

F5.0 – INFO BOARD: ECOLOGY
Location: Site wide
Material: Corten Steel w/ laser cuttings

F5.1 – INFO BOARD: MAP LOCATION
Location: Site wide
Material: Corten Steel w/ laser cuttings

F5.2 – INFO BOARD: HERITAGE
Location: Site wide
Material: Corten Steel w/ laser cuttings

F6.0 – VIEWING SCREEN
Location: To Hidden Lagoon
Material: Timber

F7.0 – DOUBLE LEAF GATE
Location: Road to Welcome Building / HWRC
Material: Subject to future detail

F7.1 – SINGLE LEAF GATE
Location: To RSPB BOAT boundary
Material: Subject to future detail

F8.0 – FEATURE FENCE
Location: Site wide
Material: Timber

F8.1 – EXISTING FENCE
Location: Site wide
Material: Timber

F9.0 – FEATURE ARTWORK
Location: Site wide
Refer to Design & Access Statement Chapter 7

F10.0 – CAR PARK PAY MACHINE
Location: To Visitor Centre car park
Material: -

F11.0 – FEATURE CONC BENCH w/ TIMBER TOP
Location: Site wide
Material: Concrete / Timber

F12.0 – CYCLE PARKING
Location: Site wide
Material: Steel

F13.0 – TIMBER LOGS
Location: To car parking spaces
Material: Timber

F14.0 – EV CHARGING LOCATIONS
Location: To welcome building car park
Material: -

F15.0 – THRESHOLD DETAIL
Location: To key thresholds
Material: Corten

F16.0 – BIRD HIDE
Location: To Hidden Lagoon / Lagoon
Material: Timber

F17.0 – PV CANOPY
Location: To welcome building car park
Material: Subject to future detail

F18.0 – WASTE BIN
Location: Site wide
Material: Subject to future detail

F19.0 – HAND RAIL
Location: To entrance steps
Material: Subject to future detail

F20.0 – BOLLARD
Location: To Byway Entrances
Material: Timber

0m 1m 5m 10m 20m 40m

NOTES:
1. DO NOT SCALE FROM THIS DRAWING. ALWAYS WORK TO NOTED DIMENSIONS.
2. ALL SETTING OUT, LEVELS AND DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE INSTALLATION OF MATERIALS AND ANY DISCREPANCIES ARE TO BE BROUGHT TO THE ATTENTION OF THE CONTRACT ADMINISTRATOR IMMEDIATELY.
3. THIS DRAWING MUST BE READ WITH THE RELEVANT SPECIFICATION DOCUMENTS AND DETAIL DRAWINGS. ANY DISCREPANCIES MUST BROUGHT TO THE ATTENTION OF THE CONTRACT ADMINISTRATOR IMMEDIATELY.
4. THIS DRAWING IS COPYRIGHT PROTECTED AND MAY NOT BE REPRODUCED IN WHOLE OR PART WITHOUT WRITTEN AUTHORITY.
5. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
6. NOTE DRAWING SUITABILITY CODE SHOWN BELOW. DRAWING NOT TO BE USED FOR CONTRACTUAL AGREEMENT WITHOUT A1 STATUS.

THIS DRAWING WAS PLOTTED ON:
07/04/2025

REVISION HISTORY

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

KEY

GENERAL INFORMATION

APPLICATION BOUNDARY

HARDWORKS

S1.0 **S1.0 – SELF BINDING GRAVEL WITHOUT EDGINGS EXCEPT ON STEEP GRADIENTS (P)**
Location: To primary pedestrian routes
Dims: 1.5m wide

S2.0 **S2.0 – STONE TO DUST SURFACE (V)**
Assumed: Existing surface planed - pot holes filled - Type 1 dressing with Grano Dust surface finish
Location: To Byway
Dims: As existing

S3.0 **S3.0 – TIMBER BOARDWALK (P)**
Location: To sand dune raised walkway
Dims: 1.8m wide w/ low upstand

S4.0 **S4.0 – VEHICULAR MACADAM (V)**
Location: Visitor Centre car park / Access Road Trench
Dims: 1.5m wide trench cover w/ passing places

S5.0 **S5.0 – VEHICULAR ROUTE (MACADAM) (V)**
Assumed: Some resurfacing as per S4.0 specification
Location: To access road from Mainsgate Road to visitor centre - existing surface made good
Dims: 4.8m wide

S6.0 **S6.0 – NATURAL STONE PAVING (P)**
Location: To Towsey Hole Windmill

S7.0 **S7.0 – INSITU CONCRETE w/ SMOOTH FINISH (P)**
Location: To in ground railway details / Visitor Centre / Hodbarrow Lighthouse

S7.1 **S7.1 – INSITU CONCRETE w/ EXPOSED AGGREGATE FINISH (P / V)**
Location: To Visitor Centre / Whiterock Junction

S8.0 **S8.0 – REINFORCED GRAVEL (P)**
Location: To Visitor Centre car park / Annie Lowther Hide

S9.0 **S9.0 – RAISED STEEL WALKWAY w TIMBER EDGE (P)**
Location: To Visitor Centre

SE **SE – SURFACE EXISTING**
Location: As noted

ORIGINATOR

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Wilmslow
Cheshire
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NEWCASTLE
Studio 29
39 High Bridge Works
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NE1 1EW

Client
Cumberland Council

Project
The Iron Line
Millom, Cumbria

Drawing Title
GA | Sea Wall (Typical Arrangement)

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

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

Work Stage	Status	Revision
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Appendix B – Connected Millom and Haverigg

DRAFT

SAFETY HEALTH & ENVIRONMENTAL INFORMATION BOX

HEALTH AND SAFETY SYMBOLS LEGEND

XXX	INDICATES A RESIDUAL RISK REQUIRING A COMPULSORY ACTION	XXX	INDICATES A RESIDUAL RISK FOR INFORMATION
XXX	INDICATES A RESIDUAL RISK REQUIRING A PROHIBITIVE ACTION	XXX	INDICATES A RESIDUAL RISK AS A WARNING
XXX	INDICATES AN ENVIRONMENTAL HAZARD		

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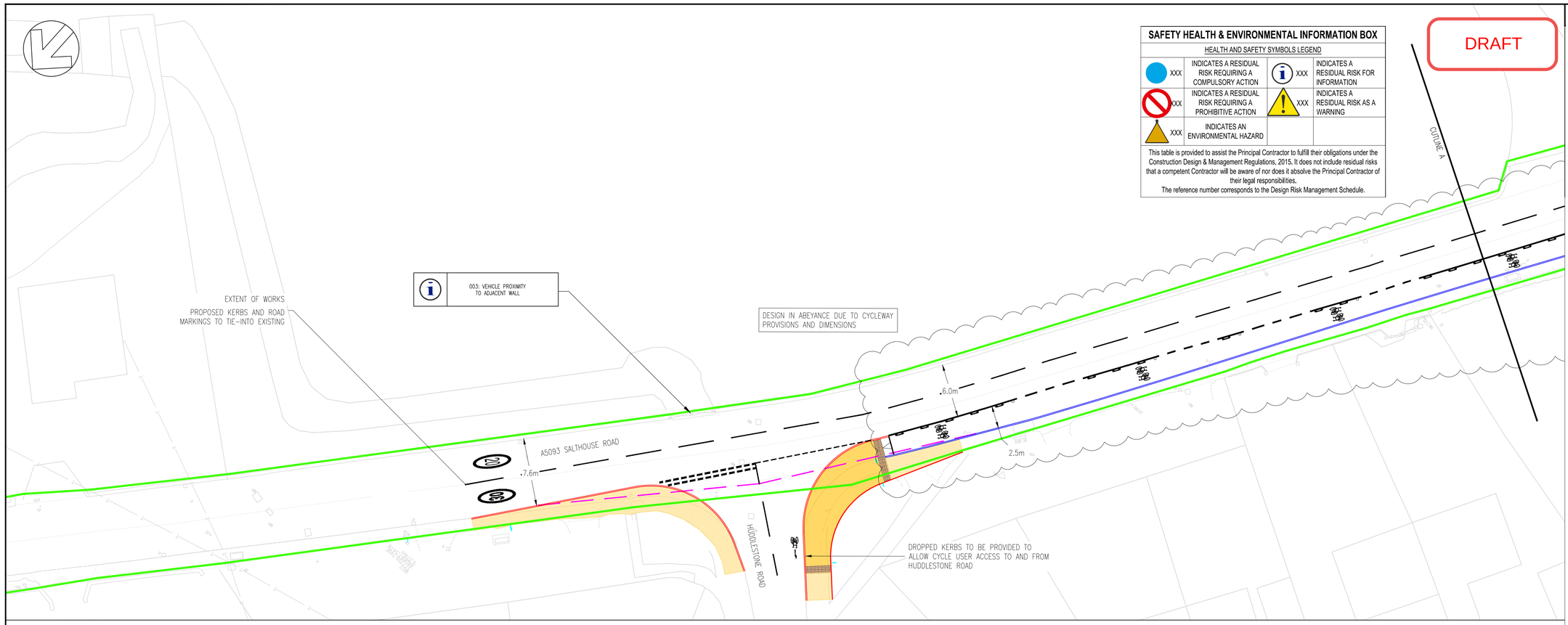

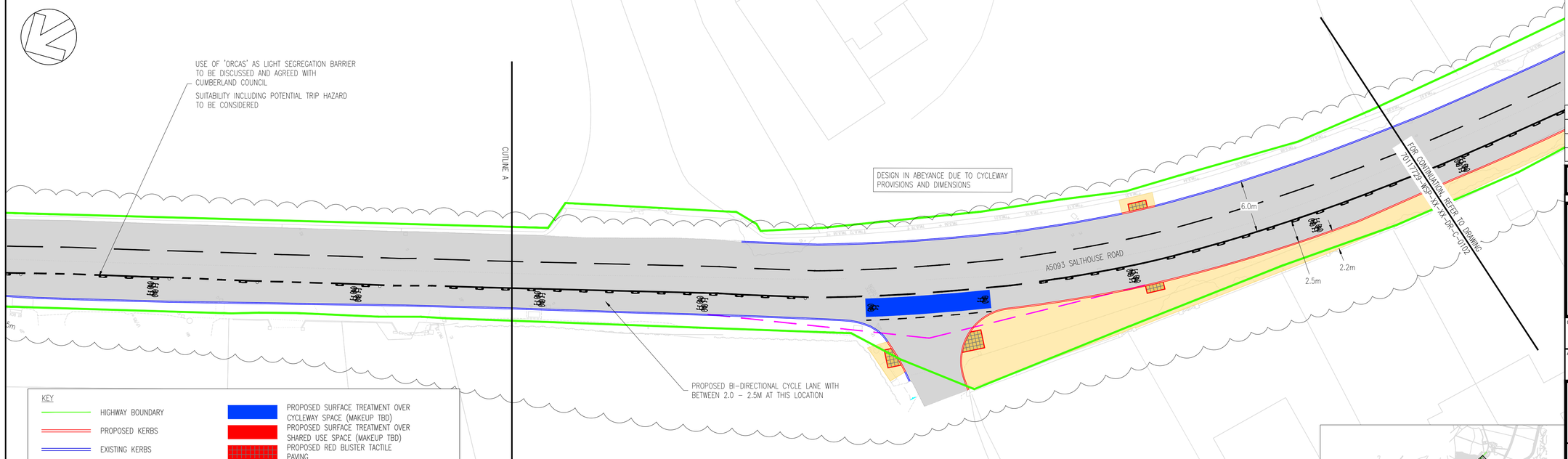

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002	BURIED UTILITIES THROUGHOUT SCHEME

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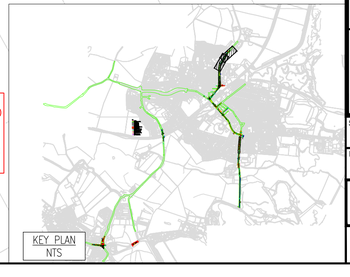
KEY PLAN NTS



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

DRAWING STATUS: S0 - WORK IN PROGRESS

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wsp.com

CLIENT: CUMBERLAND COUNCIL

ARCHITECT: OPTIMISED ENVIRONMENTS LTD

SITE/PROJECT: CONNECTING MILLOM AND HAVERIGG

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

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

DRAWING No: 70117729-WSP-XX-XX-DR-C-0101 REV: P03

DRAFT

SAFETY HEALTH & ENVIRONMENTAL INFORMATION BOX

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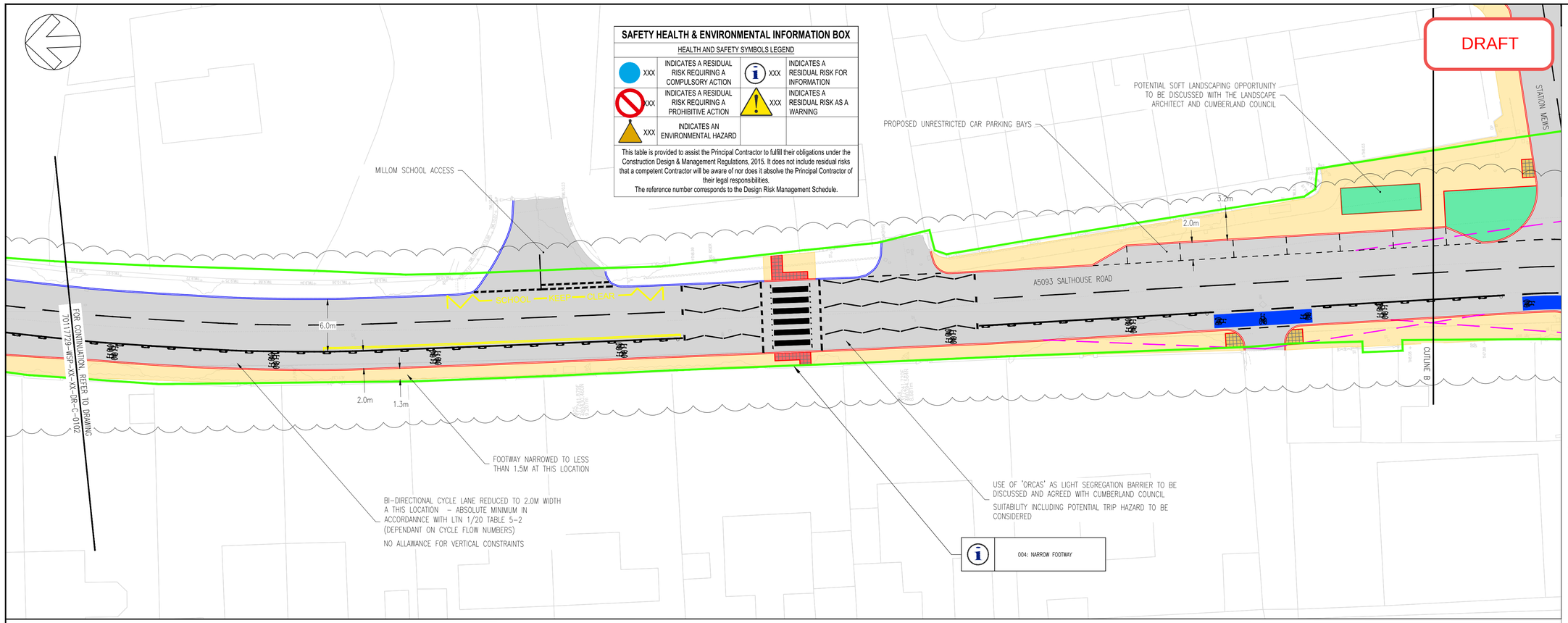

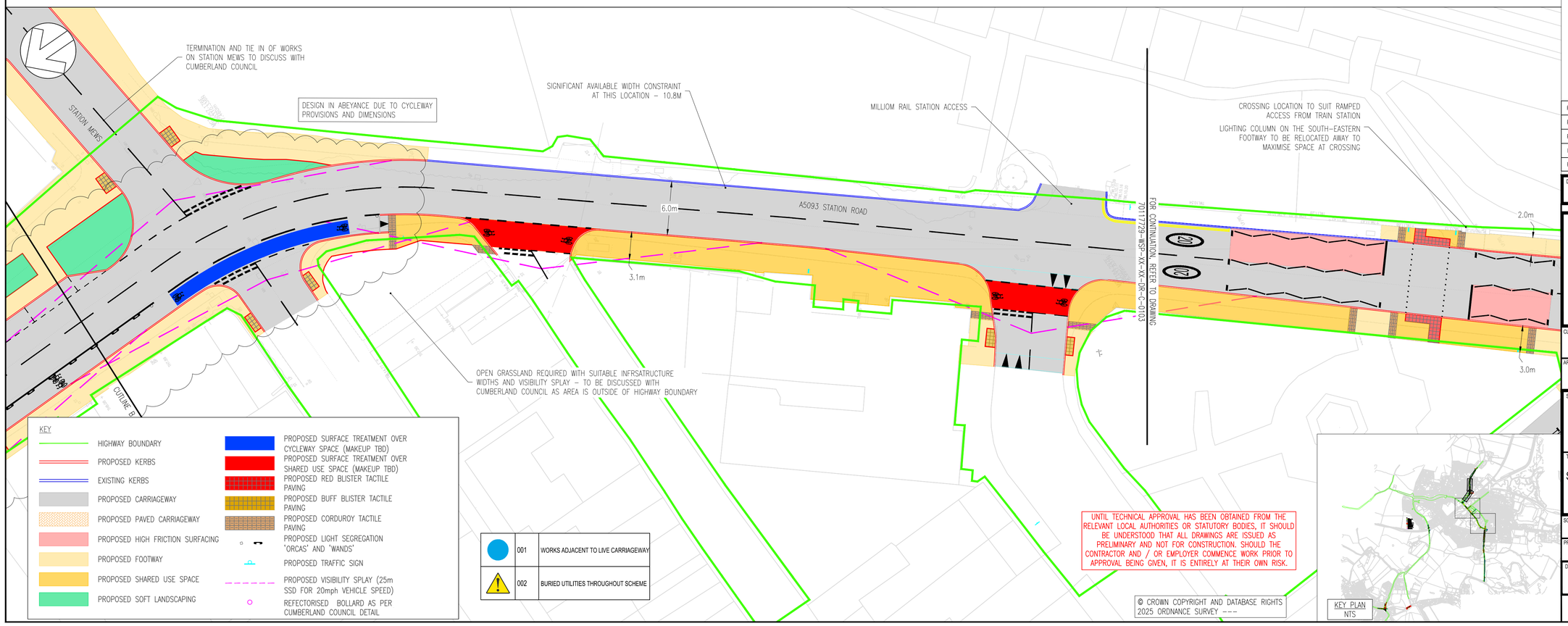

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KEY PLAN NTS

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P03	19/07/2024	JH	UPDATED FOLLOWING RSA STAGE 1 COMMENTS	PWW	PWW
P02	10/06/2024	JH	UPDATED FOLLOWING CLIENT REVIEW	PWW	NM
P01	09/04/2024	JH	DRAFT ISSUE	PWW	NM

DRAWING STATUS: S0 - WORK IN PROGRESS

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wsp.com

CLIENT: CUMBERLAND COUNCIL

ARCHITECT: OPTIMISED ENVIRONMENTS LTD

SITE/PROJECT: CONNECTING MILLOM AND HAVERIGG

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

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

DRAWING No: 70117729-WSP-XX-XX-DR-C-0102 REV: P04

DRAFT

SAFETY HEALTH & ENVIRONMENTAL INFORMATION BOX

HEALTH AND SAFETY SYMBOLS LEGEND

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

005: NARROW SHARED USE PATH

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

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

CAMBRIDGE STREET

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

LEFT TURN ONLY

A5093 STATION ROAD

3.0m

2.0m

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

3.5m

6.7m

ST GEORGE'S ROAD

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

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

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

EXISTING UNCONTROLLED CROSSING TO BE RETAINED

ST GEORGE'S ROAD

KEY

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REV	DATE	BY	DESCRIPTION	CHK	APP
P05	31/03/2025	DH	ISSUE TO CUMBERLAND COUNCIL	ST	AB
P04	25/07/2024	JH	FURTHER UPDATES FOLLOWING RSA STAGE 1 COMMENTS	PWW	PWW
P03	19/07/2024	JH	UPDATED FOLLOWING RSA STAGE 1 COMMENTS	PWW	PWW
P02	10/06/2024	JH	UPDATED FOLLOWING CLIENT REVIEW	PWW	NM
P01	09/04/2024	JH	DRAFT ISSUE	PWW	NM

DRAWING STATUS: S0 - WORK IN PROGRESS

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T+ 44 (0) 191 226 2000, F+ 44 (0) 191 226 2104
wsp.com

CLIENT: CUMBERLAND COUNCIL

ARCHITECT: OPTIMISED ENVIRONMENTS LTD

SITE/PROJECT: CONNECTING MILLOM AND HAVERIGG

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

SCALE @ A1:	CHECKED:	APPROVED:
1:250	ST	AB

PROJECT NO:	DESIGNED:	DRAWN:	DATE:
70117729	DH	DH	MARCH 2025

DRAWING No: 70117729-WSP-XX-XX-DR-C-0103 REV: P05

DRAFT

LAPSTONE ROAD

RELOCATION OF UTILITIES BOX UNDER DISCUSSION

ONE WAY SYSTEM ON ST GEORGE'S TERRACE. NO ENTRY AND ONE-WAY SIGNAGE TO BE IMPLEMENTED

REFER TO LANDSCAPE ARCHITECT DRAWINGS FOR MARKET SQUARE PROPOSALS, INCLUDING EV CHARGING LOCATIONS

ST GEORGE'S TERRACE

LANCASHIRE ROAD

MARKET SQUARE

MARKET SQUARE DESIGN BY OTHERS

ST GEORGE'S ROAD

EXISTING TACTILES TO BE RETAINED

EXISTING CROSSING AND TRAFFIC SIGNAL POLES TO BE RETAINED

PROPOSED CAR PARKING

3.7m

6.4m

2.0m

2.0m

FOR CONTINUATION, REFER TO DRAWING 70117729-WSP-XX-XX-DR-C-0103

FOR CONTINUATION, REFER TO DRAWING 70117729-WSP-XX-XX-DR-C-0105

KEY

- HIGHWAY BOUNDARY
- PROPOSED KERB
- PROPOSED FOOTWAY & PUBLIC REALM
- PROPOSED CYCLEWAY
- PROPOSED CARRIAGEWAY (PAVED)
- PROPOSED CARRIAGEWAY (ASPHALT)
- PROPOSED RAISED CROSSING
- PROPOSED SOFT LANDSCAPING
- PROPOSED TRAFFIC SIGN
- PROPOSED RED BLISTER TACTILE PAVING
- PROPOSED BUFF BLISTER TACTILE PAVING
- PROPOSED VISIBILITY SPLAY (2.4m X 40m SSD FOR 30mph VEHICLE SPEED)

001	WORKS ADJACENT TO LIVE CARRIAGEWAY
002	BURIED UTILITIES THROUGHOUT SCHEME

SAFETY HEALTH & ENVIRONMENTAL INFORMATION BOX

HEALTH AND SAFETY SYMBOLS LEGEND

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XXX	INDICATES A RESIDUAL RISK REQUIRING A PROHIBITIVE ACTION	XXX	INDICATES A RESIDUAL RISK AS A WARNING
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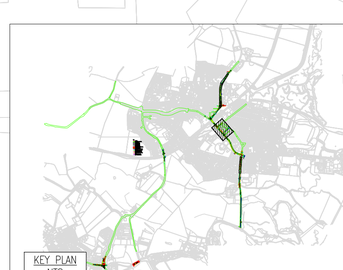
KEY PLAN NTS



DO NOT SCALE

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

SCALE @ A1:	CHECKED:	APPROVED:
1:250	ST	AB

PROJECT NO:	DESIGNED:	DRAWN:	DATE:
70117729	DH	DH	MARCH 2025

DRAWING No: 70117729-WSP-XX-XX-DR-C-0104 REV: P06

DRAFT

SAFETY HEALTH & ENVIRONMENTAL INFORMATION BOX

HEALTH AND SAFETY SYMBOLS LEGEND

XXX	INDICATES A RESIDUAL RISK REQUIRING A COMPULSORY ACTION	XXX	INDICATES A RESIDUAL RISK FOR INFORMATION
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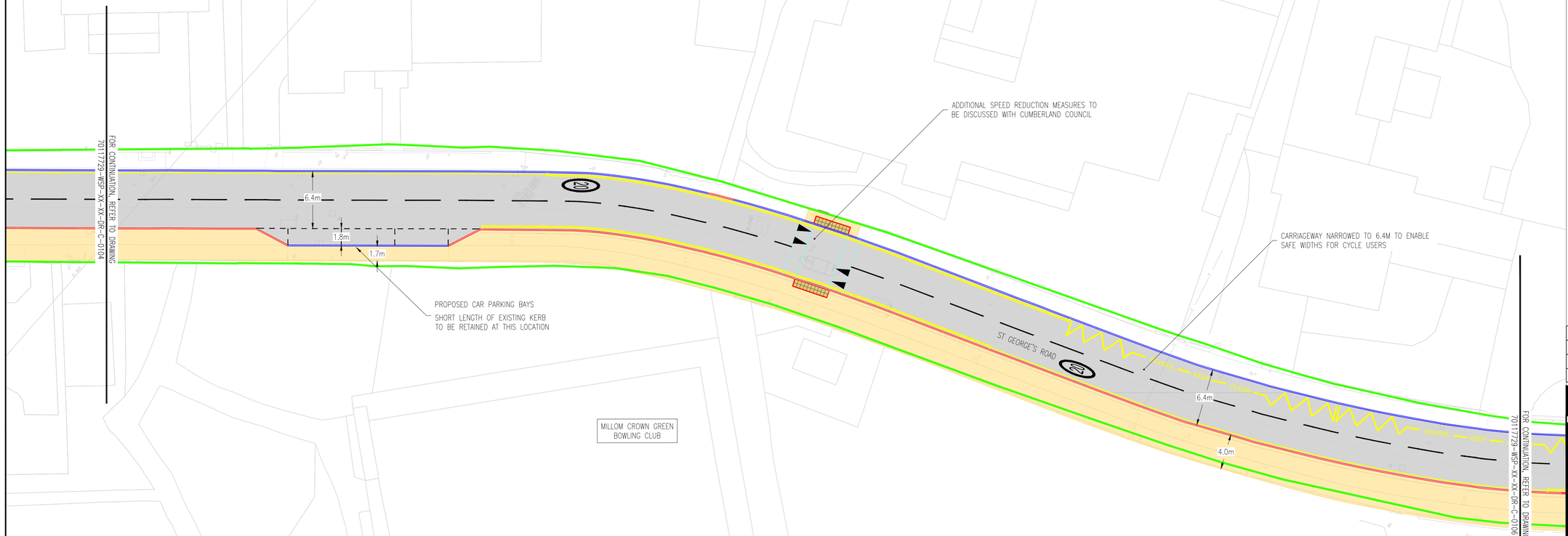

KEY

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

001	WORKS ADJACENT TO LIVE CARRIAGEWAY
002	BURIED UTILITIES THROUGHOUT SCHEME

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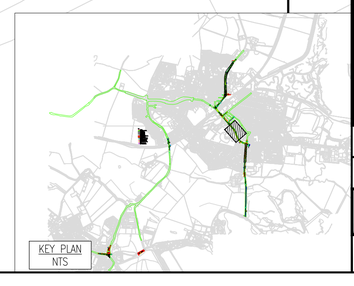
KEY PLAN
NTS



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P03	31/03/2025	DH	ISSUE TO CUMBERLAND COUNCIL	ST	AB
P02	10/06/2024	JH	UPDATED FOLLOWING CLIENT REVIEW	PWW	NM
P01	09/04/2024	JH	DRAFT ISSUE	PWW	NM

DRAWING STATUS:
S0 - WORK IN PROGRESS

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Amber Court, William Armstrong Drive, Newcastle upon Tyne, NE4 7YQ, UK
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SITE/PROJECT:
CONNECTING
MILLOM AND HAVERIGG

TITLE:
GENERAL ARRANGEMENT
SECTION 2 - ST GEORGE'S ROAD TO MAINSGATE ROAD
(SHEET 3 OF 4)

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

DRAWING No: 70117729-WSP-XX-XX-DR-C-0105 REV: P03

DRAFT

SAFETY HEALTH & ENVIRONMENTAL INFORMATION BOX

HEALTH AND SAFETY SYMBOLS LEGEND

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FOR CONTINUATION, REFER TO DRAWING 70117729-WSP-XX-XX-DR-C-0105

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

ST GEORGE'S ROAD

LOWTHER ROAD

LAPSTONE ROAD

3.0m

6.4m

6.4m

KERB WIDENED INTO CARRIAGEWAY AT THIS JUNCTION TO ENABLE SLOWER VEHICLE SPEEDS AND SAFER CYCLE USER / PEDESTRIAN CROSSING CROSSING ENVIRONMENT

DEVONSHIRE ROAD

005: NARROW SHARED USE PATH

REFER TO LANDSCAPE ARCHITECT DRAWINGS FOR PUBLIC REALM PROPOSALS

DROPPED KERB TO BE PROVIDED HERE TO ENABLE ACCESS BETWEEN CARRIAGEWAY AND SHARE USE PATH

DESIGN IN ABEYANCE DUE TO DISCUSSIONS REGARDING EXISTING LEVELS

PROPOSED CAR PARKING BAYS

2.7m

6.0m

2.5m

3.0m

BLOCK PAVED AREA OF CARRIAGEWAY TO DELINEATE CENTRE LINE

MAINSGATE ROAD

CARRIAGEWAY NARROWED TO 6.0M TO ENABLE SAFE WIDTHS FOR CYCLE USERS

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

KEY
- EXISTING KERBS
- PROPOSED KERBS
- PROPOSED FOOTWAY
- PROPOSED SHARED USE
- PROPOSED ASPHALT CARRIAGEWAY
- PROPOSED RED BLISTER TACTILE PAVING
- PROPOSED BUFF BLISTER TACTILE PAVING
- PROPOSED CORDUROY TACTILE PAVING
- PROPOSED VISIBILITY SPLAY (2.4m X 40m SSD FOR 30mph VEHICLE SPEED)
- HIGHWAY BOUNDARY (REFER TO NOTE 11)

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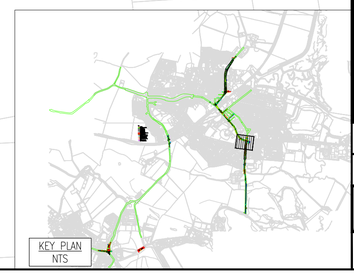

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TITLE: GENERAL ARRANGEMENT SECTION 2 - ST GEORGE'S ROAD TO MAINSGATE ROAD (SHEET 4 OF 4)

SCALE @ A1:	CHECKED:	APPROVED:
1:250	ST	AB

PROJECT NO:	DESIGNED:	DRAWN:	DATE:
70117729	DH	DH	MARCH 2025

DRAWING No: 70117729-WSP-XX-XX-DR-C-0106 REV: P05

DRAFT

SAFETY HEALTH & ENVIRONMENTAL INFORMATION BOX

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BLOCK PAVED AREA OF CARRIAGEWAY TO DELINEATE CENTRE LINE

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

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

2.5m

6.0m

MAINSGATE ROAD

DESIGN IN ABEYANCE DUE TO DISCUSSIONS REGARDING EXISTING LEVELS

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

OUTLINE C

VEGETATION CLEARANCE REQUIRED TO ENABLE SHARED USE PATH

3.0m

3.0m

6.0m

5.1m

MAINSGATE ROAD

NARROW CARRIAGEWAY WIDTH DUE TO EXISTING CONSTRAINTS

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

OUTLINE C

KEY

- HIGHWAY BOUNDARY
- PROPOSED KERBS
- EXISTING KERBS
- PROPOSED CARRIAGEWAY
- PROPOSED PAVED CARRIAGEWAY
- PROPOSED HIGH FRICTION SURFACING
- PROPOSED FOOTWAY
- PROPOSED SHARED USE SPACE
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- PROPOSED BUFF BLISTER TACTILE PAVING
- PROPOSED CORDUROY TACTILE PAVING
- PROPOSED LIGHT SEGREGATION 'ORCAS' AND 'WANDS'
- PROPOSED TRAFFIC SIGN
- PROPOSED VISIBILITY SPLAY (25m SSD FOR 20mph VEHICLE SPEED)
- REFECTORISED BOLLARD AS PER CUMBERLAND COUNCIL DETAIL

	001	WORKS ADJACENT TO LIVE CARRIAGEWAY
	002	BURIED UTILITIES THROUGHOUT SCHEME

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KEY PLAN NTS

DO NOT SCALE

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

DRAWING STATUS: S0 - WORK IN PROGRESS

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

CLIENT: CUMBERLAND COUNCIL

ARCHITECT: OPTIMISED ENVIRONMENTS LTD

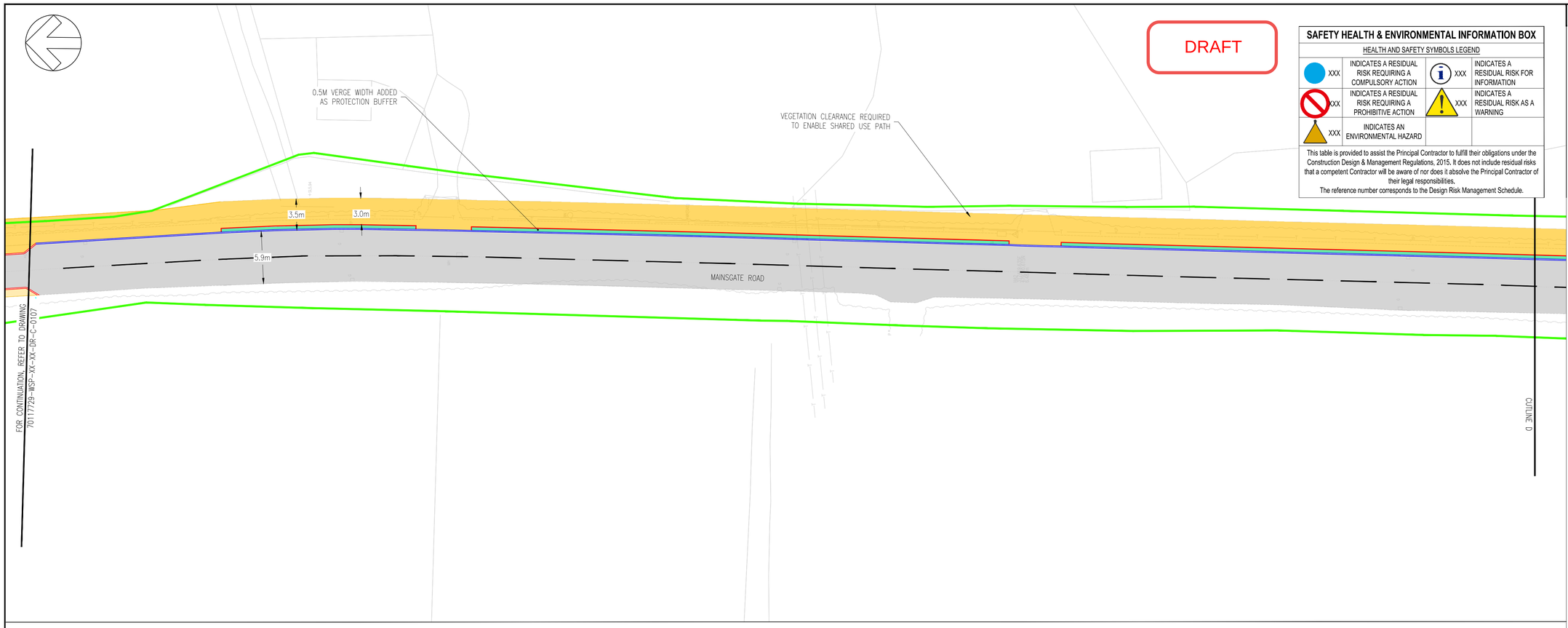
SITE/PROJECT: CONNECTING MILLOM AND HAVERIGG

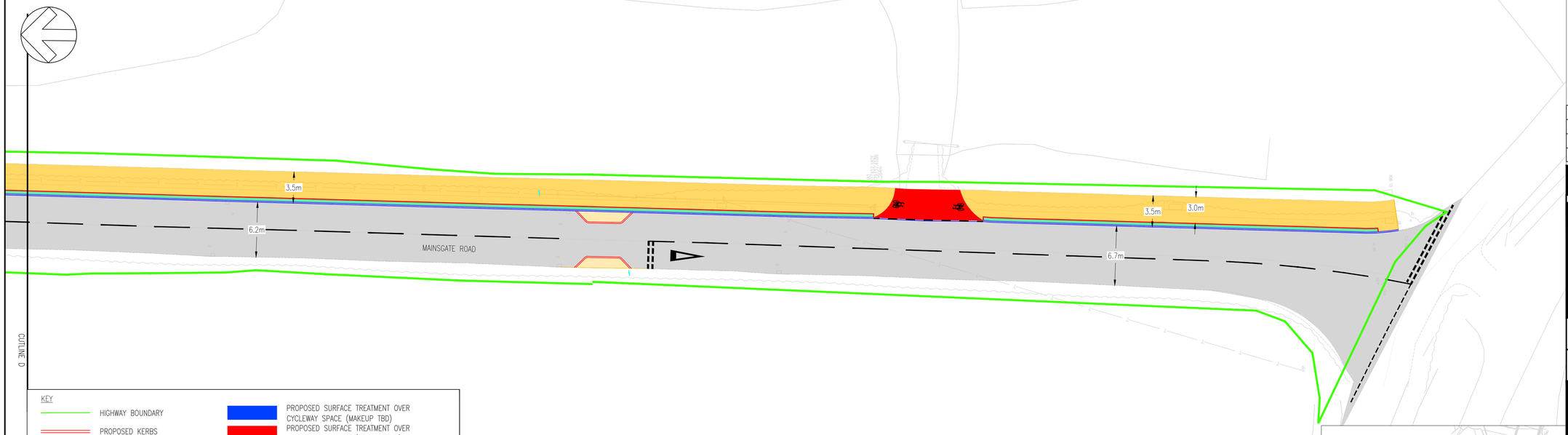
TITLE: GENERAL ARRANGEMENT SECTION 3 - MAINSGATE ROAD TO RSPB HODBARROW (SHEET 1 OF 2)

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

DRAWING No: 70117729-WSP-XX-XX-DR-C-0107 REV: P04

DRAFT





SAFETY HEALTH & ENVIRONMENTAL INFORMATION BOX

HEALTH AND SAFETY SYMBOLS LEGEND

XXX	INDICATES A RESIDUAL RISK REQUIRING A COMPULSORY ACTION	XXX	INDICATES A RESIDUAL RISK FOR INFORMATION
XXX	INDICATES A RESIDUAL RISK REQUIRING A PROHIBITIVE ACTION	XXX	INDICATES A RESIDUAL RISK AS A WARNING
XXX	INDICATES AN ENVIRONMENTAL HAZARD		

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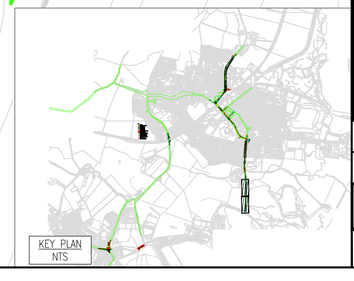

KEY PLAN
NTS

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

DRAWING STATUS: S0 - WORK IN PROGRESS

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Amber Court, William Armstrong Drive, Newcastle upon Tyne, NE4 7YQ, UK
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CLIENT: CUMBERLAND COUNCIL

ARCHITECT: OPTIMISED ENVIRONMENTS LTD

SITE/PROJECT: CONNECTING MILLOM AND HAVERIGG

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

SCALE @ A1:	CHECKED:	APPROVED:
1:250	ST	AB

PROJECT NO:	DESIGNED:	DRAWN:	DATE:
70117729	DH	DH	MARCH 2025

DRAWING No: 70117729-WSP-XX-XX-DR-C-0108 REV: P03

DRAFT

SAFETY HEALTH & ENVIRONMENTAL INFORMATION BOX

HEALTH AND SAFETY SYMBOLS LEGEND

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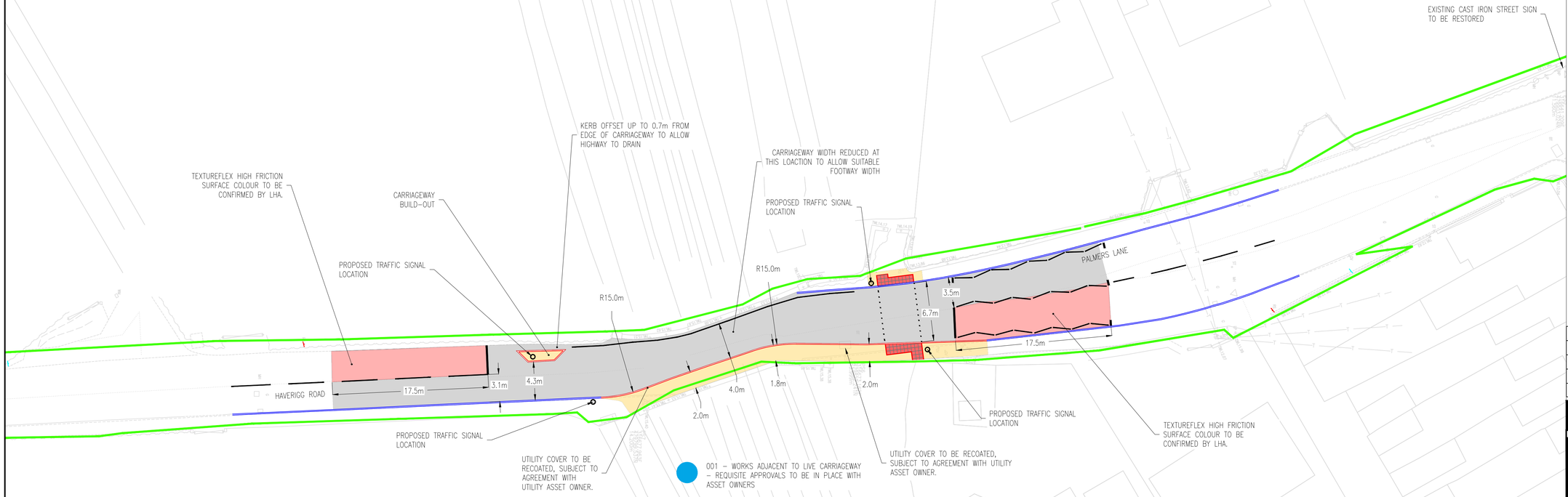

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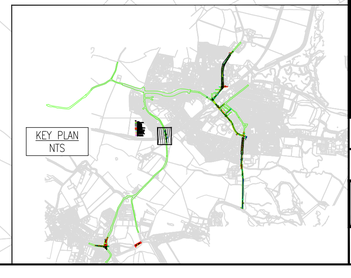

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REV	DATE	BY	DESCRIPTION	CHK	APP
P04	31/03/2025	DH	ISSUE TO CUMBERLAND COUNCIL	ST	AB
P03	28/01/2025	DH	ISSUE TO NETWORK RAIL	ST	PC
P02	10/06/2024	JH	UPDATED FOLLOWING CLIENT REVIEW	PWW	NM
P01	09/04/2024	JH	DRAFT ISSUE	PWW	NM

DRAWING STATUS: S2 - FOR INFORMATION

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

CLIENT: CUMBERLAND COUNCIL

ARCHITECT: OPTIMISED ENVIRONMENTS LTD

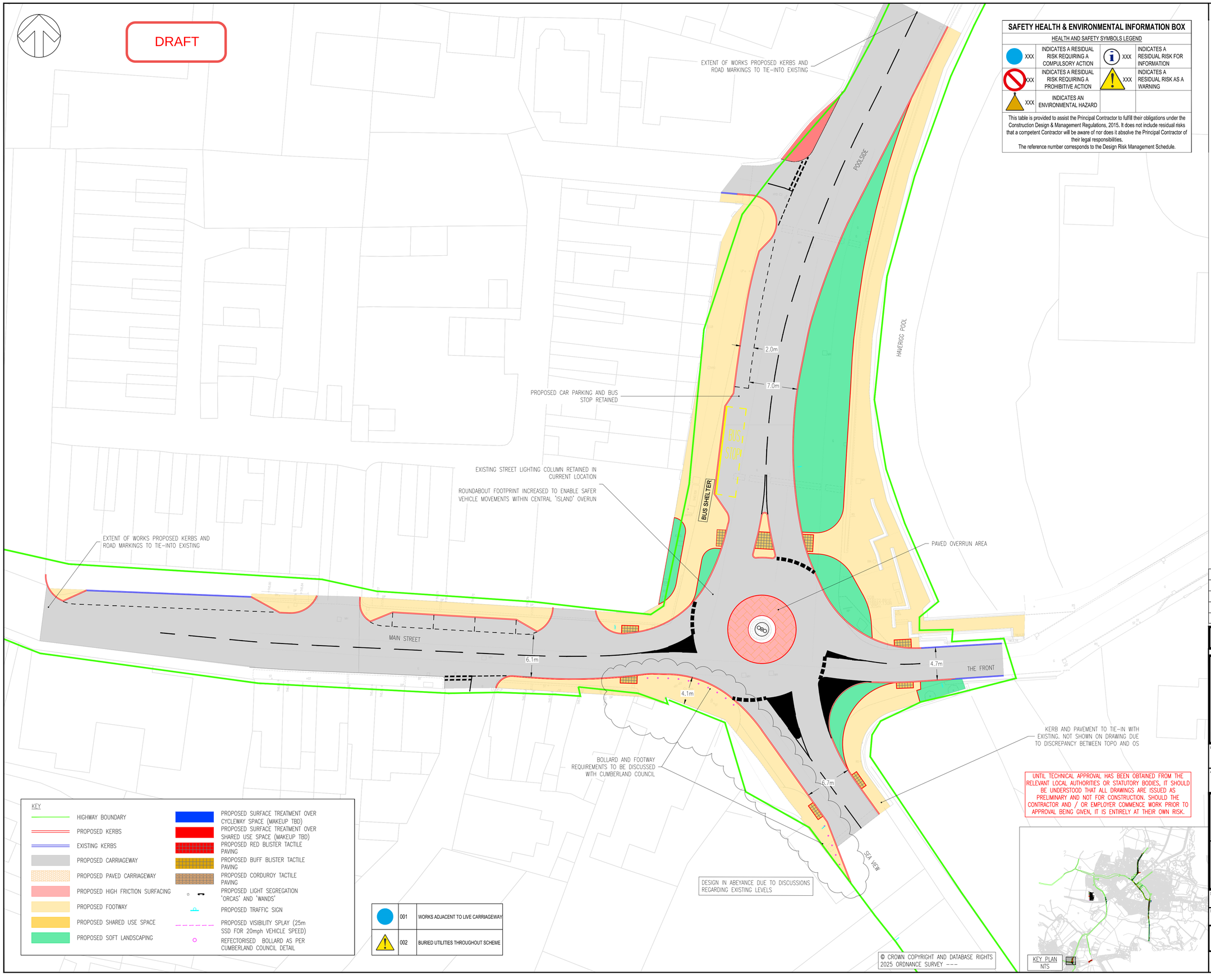
SITE/PROJECT: CONNECTING MILLOM AND HAVERIGG

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

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

DRAWING No: 70117729-WSP-XX-XX-DR-C-0109 REV: P04

DRAFT



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SAFETY HEALTH & ENVIRONMENTAL INFORMATION BOX

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14. ALL IRONWORK WITHIN WORKS BOUNDARY TO BE REVIEWED AND IF REQUIRED REST TO MATCH FINISH PAVEMENT LEVELS.
15. THIS DRAWING IS BASED IN WHOLE OR IN PART ON INFORMATION AND/OR DATA APPROVED BY A THIRD PARTY INCLUDING CUMBERLAND COUNCIL AND AS SUCH IS CONTINGENT UPON THE ACCURACY AND COMPLETENESS OF THAT INFORMATION AND/OR DATA. WSP UK LIMITED SHALL NOT BE LIABLE IN RELATION TO ANY INACCURACY PRESENTED WITHIN THE DRAWING AND/OR IN RELATION TO ANY DISCREPANCY OR AMBIGUITY WITH ANY OTHER PROJECT DOCUMENTS SHOULD ANY DATA AND OR INFORMATION UPON WHICH RELIANCE HAS BEEN BASED BE INCORRECT OR OUT OF DATE OR HAVE BEEN CONCEALED, WITHHELD, OR BE INCOMPLETE, MISPRESENTED OR OTHERWISE NOT FULLY DISCLOSED TO WSP UK LIMITED.

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

DRAWING STATUS: S0 - WORK IN PROGRESS

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CLIENT: CUMBERLAND COUNCIL

ARCHITECT: OPTIMISED ENVIRONMENTS LTD

SITE/PROJECT: CONNECTING MILLOM AND HAVERIGG

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

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

DRAWING No: 70117729-WSP-XX-XX-DR-C-0110 REV: P04

Appendix C – TRICS Output

Calculation Reference: AUDIT-148301-230411-0400

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

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

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

Primary Filtering selection:

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

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

Public Transport Provision:
Selection by: Include all surveys

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

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

Selected survey days:

Saturday	2 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Free Standing (PPS6 Out of Town)	2

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

Selected Location Sub Categories:

Out of Town	2

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:
F2(c) 2 days

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

Population within 500m Range:
All Surveys Included
Population within 1 mile:
1,001 to 5,000 2 days

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

Population within 5 miles:
50,001 to 75,000 1 days
125,001 to 250,000 1 days

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

Car ownership within 5 miles:
0.6 to 1.0 1 days
1.1 to 1.5 1 days

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

Travel Plan:
No 2 days

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

PTAL Rating:
No PTAL Present 2 days

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

LIST OF SITES relevant to selection parameters

1 DS-07-M-01 NATURE RESERVE DERBYSHIRE
WILNE ROAD
NEAR DERBY
CHURCH WILNE
Free Standing (PPS6 Out of Town)
Out of Town
Total Parking spaces: 25
Survey date: SATURDAY *14/07/18* *Survey Type: MANUAL*

2 HC-07-M-02 COUNTRY PARK HAMPSHIRE
GRAVEL HILL
NEAR WATERLOOVILLE

Free Standing (PPS6 Out of Town)
Out of Town
Total Parking spaces: 304
Survey date: SATURDAY *16/10/21* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

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

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

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

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

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

Parameter summary

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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