

Planning Authority:

Date Received:

Reference Number: PP-11217456

TRANSPORT FORM

Applicant Details

Mr Paul Terry
ADAPT (Atkins and Doosan)
Galemire Court
Moor Row
CA24 3HY

Development Details

Plot 19
Leconfield Industrial Estate
Cleator Moor
CA25 5QB

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

1. TRAVEL CHARACTERISTICS

Journeys per day

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

Number: 8

Comments: This will be the expected average daily journeys to the site, although on the day of the concrete pours (2 No.) this will increase to approx. 18-20 due to the concrete being supplied to site in mixer wagons.

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

Please provide figures, based on the total figure above.

Walk ☐

Cycle ☐

Car Driver ☒ 8 No.

Car Passenger ☐

Bus ☐

Taxi ☐

Train ☐

Peak Times

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

The majority of journeys to and from the site will be between 07.00 – 08.00 and 16.00 – 17.00 when the operatives are starting/finishing work.

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

Number: 1 (Delivery Wagon approx. 8am – 12pm – not daily, ad hoc basis)

Comments: However, on the day of the concrete pours (2 No.) this will increase to approx. 5 deliveries due to the concrete being supplied to site by several mixer wagon deliveries.

2. SITE LOCATION AND SUSTAINABLE TRANSPORT

Public Transport Facilities

* delete as appropriate

Urban Areas

Is the site within 400metres of a bus stop or a railway station? YES/~~NO~~*

Rural Areas

Is the site within 800metres of a bus stop or railway station? N/A

Buses

Does the service correspond with staff/workers arrival and departure times? YES/~~NO~~*

Is information on public transport readily available to new residents/employees? YES/~~NO~~*

Car Parking

Is the car parking adequately allocated – prioritising car sharers, essential users and disabled employees/visitors? YES/~~NO~~*

Cycling

Does the site have good cycle links? YES/~~NO~~*

Are there adequate cycle parking facilities? (covered, lit, secure) ~~YES~~/~~NO~~*

Are there adequate changing facilities? (lockers, storage, showers) ~~YES~~/~~NO~~*

Pedestrians

Are there suitable pedestrian links to the existing network? YES/~~NO~~*

Are there suitable links to bus stops/public transport? YES/~~NO~~*

Are the pedestrian links well lit? YES/~~NO~~*

Are there suitable dropped crossings and safe crossing points? ~~YES~~/~~NO~~*

3. TRANSPORT IMPACTS

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

Due to the development being on a small scale and temporary, the impact on the local transport network/traffic will be negligible. The site is within a current industrial estate which by its nature already receives regular visits by commercial vehicles and the increase on transport for this development is minimal.

4. MEASURES TO INFLUENCE TRAVEL

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

The operatives working on the development travel within a car sharing arrangement, usually 2 or 3 per vehicle. If the labour used are local to the site, facilities will be available to store bicycles in an adjacent facility and walking and cycling will be promoted by advising them of the nearby pedestrian and cycle routes.

Freight movement is being organised to be kept to a minimum to influence travel to and from the site; this is expected to be 1 per day which will not be every day (with the exception of the concrete pour 2 days as explained earlier)

Although there are no safe crossing points on the Leconfield site, there is a safe crossing point on B5295 Leconfield Road which links to bus stop and coop with dropped crossings.

Signature: pp

Date 24.05.22