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Cleator Moor Innovation Quarter iSH Hub

Transport Assessment

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Cleator Moor Innovation Quarter iSH Hub
Transport Assessment

Curtins

Control Sheet

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1.0 Introduction

1.1 Background

1.1.1 Curtins have been appointed on behalf of Morgan Sindall to provide a Transport Assessment considering the proposed relocation of the iSH Hub within Cleator Moor Innovation Quarter.

1.1.2 The Hub is currently located within the existing Leconfield Industrial Estate and is subsequently being relocated to a more central position.

1.1.3 Despite the change in location, the design ethos established previously remains a guiding principle. Key elements of the previous concept are carried forward to maintain continuity and functionality. Features like double-height spaces and atrium zones are re-utilised to benefit openness with efficient use of space, ensuring that the relocated hub reflects the original vision while adapting to the new site's footprint and orientation.

1.2 Funding and Planning Background

Funding Overview

1.2.1 The iSH Hub forms apart of the wider regeneration of the Leconfield Industrial Estate. In 2019, Copeland Borough Council, now Cumberland Council, successfully secured £7.7m for the first phase of the Leconfield redevelopment through the Government's Town Deal initiative. A further £10.3m was secured from the NDA / Sellafield in addition to £2.4m spent acquiring the site using funding from the Cumbria LEP and CBC, totalling £21m.

1.2.2 In 2022, Cumberland Borough Council submitted a Levelling up Fund (LuF) Round 2 bid for a further £20m to support the redevelopment of the remaining land within the Leconfield site boundary. It was announced on 19th January 2023 that this funding bid was successful; securing a further £20m funding for the project with a current spend deadline of 31st March 2025.

1.2.3 The £20 million funding obtained from Round 2 of the LuF is described as development which will drive industrial development, helping grow emerging industries in the Copeland area. As part of this investment, the first elements of development brought forward under the LuF2 programme were Plot 9 and Plot 12.

Other Leconfield Industrial Estate Applications and Approvals

1.2.4 Due to the scale of the project, there are various concurrent elements being progressed with designated funding pots for delivery. Certain elements of the project have already been granted planning permission:

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- BOC Yard Relocation – Initially granted 4 August 2022 for a new site on Leconfield which was ultimately unviable. Permission was granted 2 December 2024 for a new site at Discovery Park, Lillyhall.
- Unit Refurbishments (Units 1A, 15 A-H and 20 A-B) – Permission granted 6th July 2022.
- The Hub – Minded to grant decision 18th January 2023 subject to S106 agreement being signed and decision notice issued 22 September 2023.
- CMIQ Masterplan Application – Outline application pending consideration.

1.2.5 The iSH Hub is defined within the CMIQ Masterplan Application (reference 4/22/2308/0O1), which is currently a live planning application with a supporting Transport Assessment. The Plot sits within 'Area 1' of three areas on the masterplan drawing, reproduced in **Appendix A**.

1.2.6 The supporting Transport Assessment defined the proposed development in Area 1 as:

"Area 1 is the existing industrial estate where 9,735sqm of new industrial units, in use classes E(g(ii&iii))/ B2/ B8, plus the Hub building of up to 4,000sqm unit and use classes E(b), E(g[ii&iii]), and F1 (a,e)."

1.2.7 **Figure 1.1** is an excerpt of the relevant trip generation Tables 5.4 – 5.6 presented in the CMIQ Masterplan Transport Assessment:

Table 5.4: Vehicle Trip Rates and Trips for Proposed 9,735sqm new GEA at Area 1

	Arrivals		Departures	
Time Period	Trip Rate	Trips	Trip Rate	Trips
Weekday AM Peak Hour 08:00 to 09:00	0.514	**50**	0.284	**28**
Weekday PM Peak Hour 17:00 to 18:00	0.254	**25**	0.414	**40**

Table 5.5: Vehicle Trip Rates and Trips for Proposed 4,000sqm Hub at Area 1

	Arrivals		Departures	
Time Period	Trip Rate	Trips	Trip Rate	Trips
Weekday AM Peak Hour 08:00 to 09:00	1.116	**45**	0.040	**2**
Weekday PM Peak Hour 17:00 to 18:00	0	**0**	1.355	**54**

Table 5.6: Total Trip Generation for Area 1

Time Period	Arrivals	Departures	Total
Weekday AM Peak Hour 08:00 to 09:00	95	30	**125**
Weekday PM Peak Hour 17:00 to 18:00	25	94	**119**

Figure 1.1 – CMIQ Masterplan Application – Agreed Area 1 Trip Generation

1.2.8 Since the publication of the CMIQ Masterplan Transport Assessment, the Hub Building (Table 5.5) received detailed planning consent for a GEA of 3,000m^2.

1.2.9 The trip rates for the proposed 9,735m^2 of new GEA at Area 1 (Table 5.4) were taken from the Lillyhall North Industrial Estate TA. The Lillyhall North Industrial Estate is of a similar size (29,750m^2) and mix of uses to the proposed development site, and so it was agreed with Highways Officers that they were suitable trip rates to use in the CMIQ Masterplan Application.

1.2.10 In addition to Area 1, the CMIQ Masterplan Transport Assessment also provided the total development trips across all three areas. **Figure 1.2** is an excerpt of the relevant trip generation Table 5.9:

Table 5.9: Total Generated Vehicle Trips for Combined Sites

Time Period	Arrivals	Departures	Total
Weekday AM Peak Hour 08:00 to 09:00	252	75	**327**
Weekday PM Peak Hour 17:00 to 18:00	54	258	**312**

Figure 1.2 – CMIQ Masterplan Application – Agreed Areas 1-3 Trip Generation

1.3 Scope and Purpose of the Report

1.3.1 Curtins has undertaken scoping discussions with Cumberland Highway Officers in December 2024 and January 2025 regarding the adjacent Plots 9 and 12 in the CMIQ (for which Curtins provided transport planning input).

1.3.2 As Plots 9 and 12 are defined within the CMIQ Masterplan Application (which is currently a live planning application with a supporting Transport Assessment), it was agreed that the proposed LuF2 development at Plots 9 and 12 would not need to 'reinvent the wheel' in terms of Transport Assessment scope. The survey data and principles of trip generation/assignment for the wider masterplan have already been accepted by Cumberland Council, and are considered agreed.

1.3.3 On this basis, it was agreed that Curtins would progress a Transport Assessment that used the same trip generation and distribution principles. The development trips associated with LuF2 Plots 9 and 12 previously quoted in the CMIQ Masterplan Application would effectively need to be adjusted to account for the reduction in proposed development from 9,735m^2 to 6,436m^2; the principle of which was agreed with Highways Officers at Cumberland Council.

1.3.4 Given the similarities between the proposed LuF2 development at Plots 9 and 12, and the relocated iSH Hub proposals (this site), it is considered appropriate to undertake the same approach for this Transport Assessment. This document therefore contains the following information:

- A description of the highway network in the vicinity of the site;
- A review of the accident record in the immediate vicinity of the site for a five-year period;
- A summary of the development proposals, including access for pedestrians, cyclists and vehicles;
- A review of accessibility by all sustainable modes of travel;

- Information regarding traffic generation, trip rates and development traffic distribution; all refined from the CMIQ Masterplan Application Transport Assessment;
- An assessment of the potential impact of the development traffic on local junctions; and
- A summary of relevant transport planning policy;

1.3.5 The purpose of this document is to inform Highways Officers at Cumberland Council on all traffic and transportation matters associated with the development proposals

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2.0 Existing Situation

2.1 Site Location

2.1.1 The proposed development is located on land at Leconfield Industrial Estate, within the Cleator Moor Innovation Quarter.

2.1.2 The site is situated north of Leconfield Street within Copeland, in the jurisdiction of Cumberland Council. The site is bounded to the north, south and west by the wider Leconfield Industrial Estate, to the west by Plot 9 and to the east by Plot 12. **Figure 2.1** details the site location.

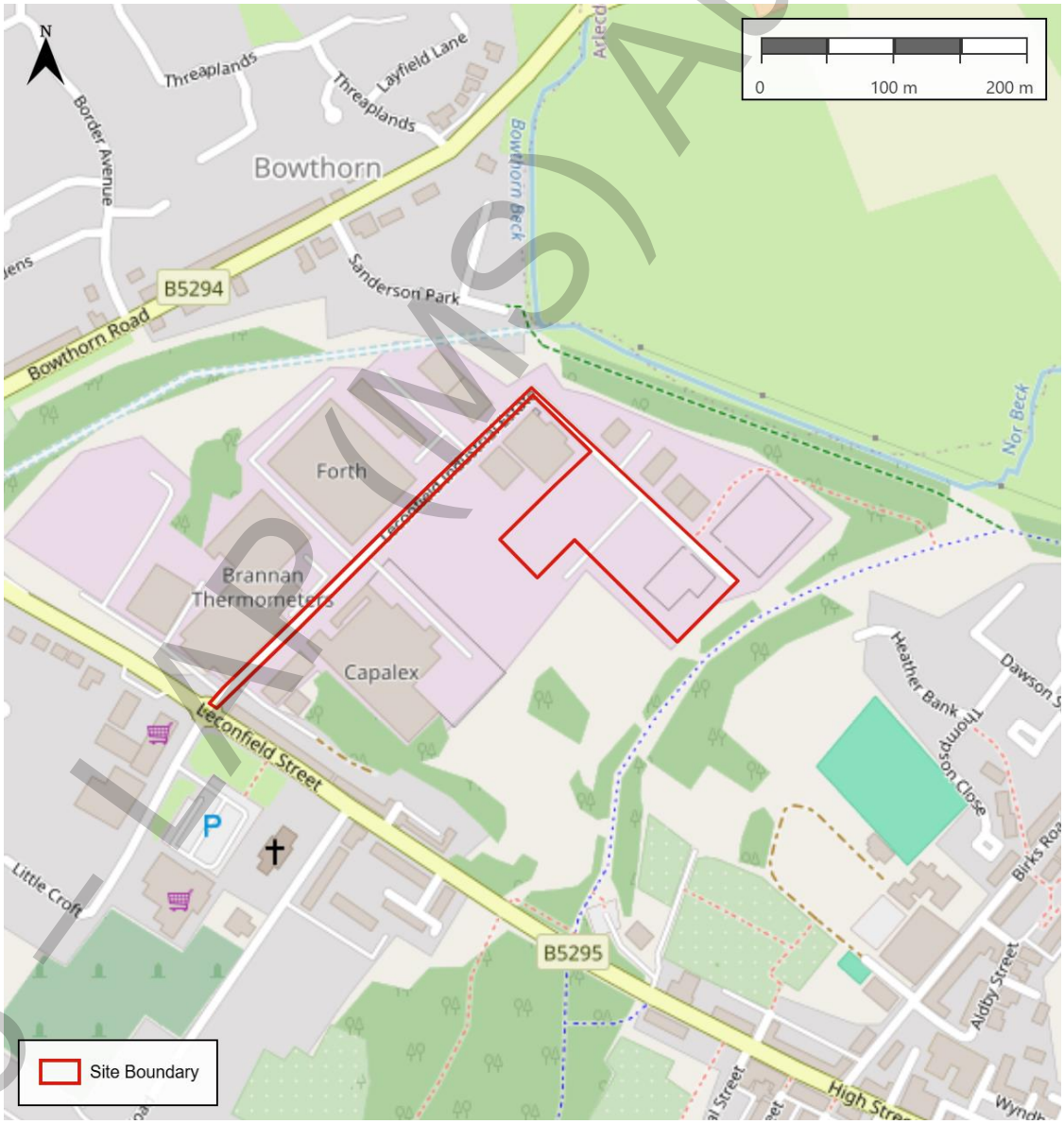

Figure 2.1 – Site Location

(Source: Ordnance Survey, 2025)

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2.2 Existing Use and Access

2.2.1 The site currently comprises undeveloped land. Access to the plot is currently served from the internal Leconfield Industrial Estate.

2.3 Surrounding Highway Network

2.3.1 **Figure 2.2** below illustrates the surrounding highway network in the context of the site

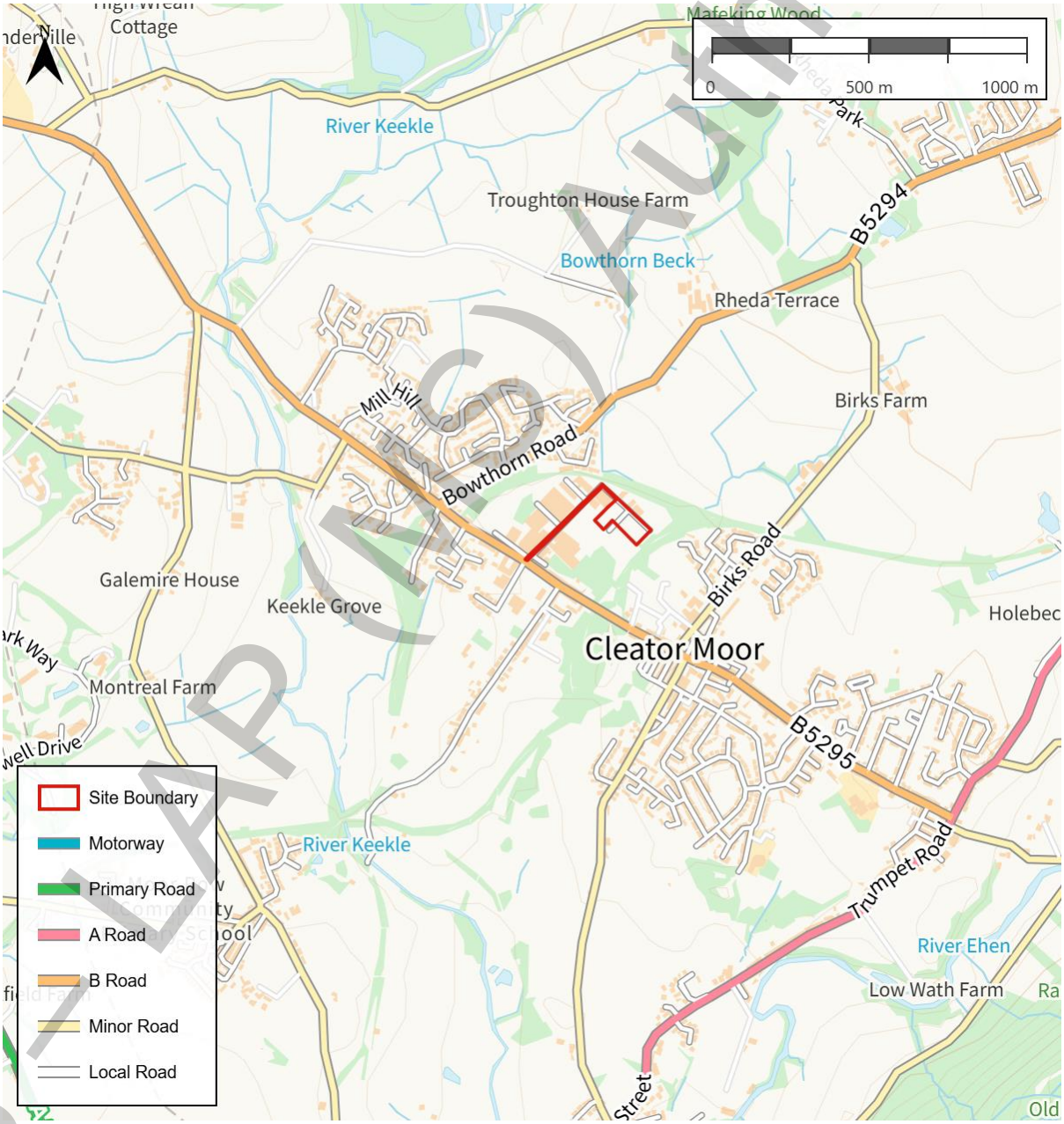

Figure 2.2 – Surrounding Highway Network

(Source: Ordnance Survey, 2025)

B5295 Leconfield Street

2.3.2 The Proposed Development would be accessed via Leconfield Industrial Estate, as a direct connection from the B5295. The B5295 extends along a northwest to southeast alignment throughout Cleator Moor. At the point of access to the industrial estate, the road is named Leconfield Street.

2.3.3 In the immediate vicinity of the site, Leconfield Street operates as a single lane two-way road with a typical carriageway width of c.8m. The road is subject to a 30mph speed limit, with footways available on both sides of the carriageway. Bus stops are present along sections of the road, alongside regular intervals of street lighting.

Leconfield Industrial Estate Access Road

2.3.4 The access to Leconfield Industrial Estate is also named Leconfield Street, provided as an extension from the B5295 at a mini-roundabout junction.

2.3.5 The Leconfield Industrial Estate Access Road is a private road, not adopted by the Local Highway Authority. The road serves a number of existing industrial uses and various proposed development plots under the CMIQ Masterplan.

2.3.6 The carriageway is generally c.9m in width, and there are footways with street lighting on both sides.

2.4 Highway Safety

2.4.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from the Department for Transport (DfT) reported road incidents database for the most recent five years (2020 – 2024 inclusive).

2.4.2 The Study Area considered for the Highway Safety Review is shown in **Figure 2.3** and a breakdown of the information is contained in **Table 2.1:**

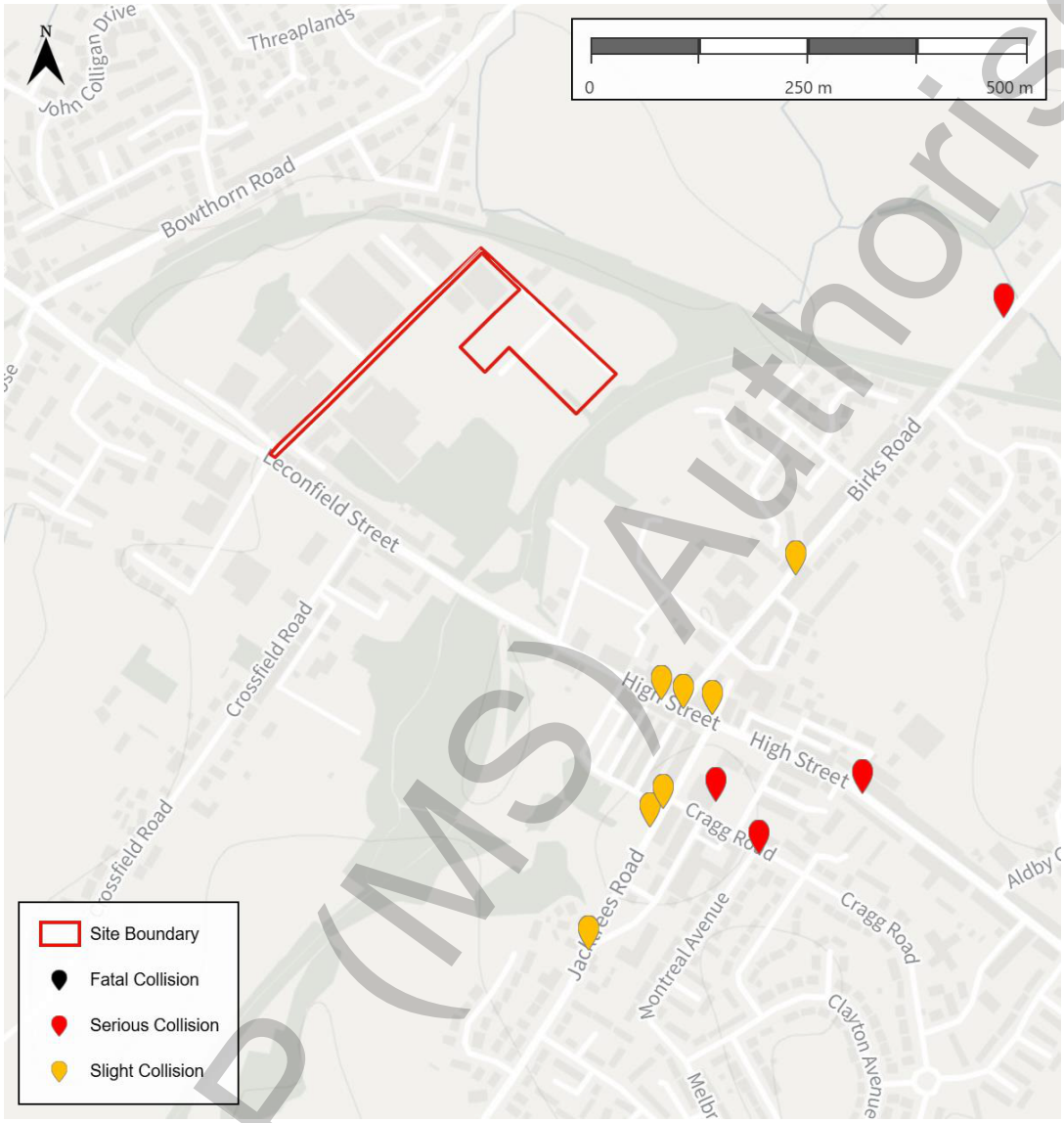

Figure 2.3 – Surrounding Highway Network
(Source: DfT)

Junction/Link	Slight	Serious	Fatal	Totals
Birks Road	1	1	0	**2**
B5295 High Street / Birks Road	3	0	0	**3**
B5295 High Street / Quarry Road	0	1	0	**1**
Jacktrees Road / Cragg Road	2	0	0	**2**
Cleator Moor Library	0	1	0	**1**
Cragg Road / Montreal Avenue	0	1	0	**1**
Jacktrees Road / Earl Street	1	0	0	**1**
Total	**7**	**4**	**0**	**11**

Table 2.1 – Personal Injury Accident Data Summary

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2.4.3 There has been a total of 11 accidents in the latest five-year period available, comprising 7 slight accidents and 4 serious accidents. No fatal accidents were recorded across the study area during this time period.

2.4.4 The accident description from the serious accidents have been obtained from the DfT and considered in more detail within the following paragraphs. The full accident records are available in **Appendix B**.

2.4.5 A serious incident occurred on Tuesday 3rd October 2023 along the B5295 adjacent to Quarry Road. The incident occurred during darkness with unspecified weather conditions, when a car moving off collided with a cyclist, resulting in serious injuries to the cyclist.

2.4.6 A serious incident occurred on Friday 1st January 2020, along Birks Road. The incident occurred during daylight with dry weather conditions, when two cars from opposing directions collided, resulting in serious injuries to the driver heading southbound.

2.4.7 A serious incident occurred on Monday 16th November 2020 within the extents of Cleator Moor Library. The incident occurred during daylight with dry weather conditions. Details of the incident are unclear from the report, however it appears that it involved one vehicle moving off, resulting in serious injuries to the driver.

2.4.8 A serious incident occurred on Friday 19th July 2024 at the Cragg Road / Montreal Avenue priority junction. The incident occurred during daylight with dry weather conditions. The incident occurred when a vehicle attempted to overtake another vehicle whilst it was moving off, resulting in serious injuries to the driver that was moving off.

2.4.9 From the information provided, the serious incidents listed above appear to be unfortunate accidents. There is nothing to suggest an existing safety issue from the breakdown in accidents to locations, with accidents generally dispersed across the study area, with no clearly identifiable clusters. No accidents occurred within the industrial estate nor within its immediate surrounds.

2.4.10 Following a review of the records, it is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.

3.0 Development Proposals

3.1 Introduction

3.1.1 Curtins has been appointed on behalf of Morgan Sindall to provide a Transport Assessment considering the new iSH Hub proposal within the Cleator Moor Innovation Quarter.

3.1.2 The development proposal aims to provide start-up and growth space for emerging businesses, enhancing and supporting the broader CMIQ as a dynamic business hub. This initiative focuses on delivering modern, adaptable workspaces while elevating the quality of the local built environment and public spaces, positively transforming perceptions of Leconfield Industrial Estate and Cleator Moor.

3.1.3 The new central position offers improved connectivity to key circulation routes and strengthens integration with adjacent Plots 9 and 12, supporting both operational efficiency and user accessibility.

3.1.4 The proposed relocation retains proximity to the car park originally allocated for the Hub, ensuring continuity of access without requiring significant changes to the established masterplan. By utilizing this central plot, the project can maintain its intended role as a focal point within the estate while addressing previous limitations related to site constraints and connectivity.

3.1.5 The landscaping proposals are provided in **Appendix C**.

3.2 Proposed Access

Vehicular Access

3.2.1 Vehicular access to the site will be served from the primary estate road (as per the rest of the existing Leconfield Industrial Estate), linking the plots to the B5295 Leconfield Street mini-roundabout junction.

3.2.2 The proposed Hub will be served via a new simple priority junction at the connection between the proposed car park and existing road serving the estate. LGVs would operate on the basis of a two-way access at this location. Additionally, vehicles can also access the site by passing Plot 9 to the south-west, along the western frontage of the Hub and exiting onto the existing industrial estate network to the north. This provides access to a layby, 15 additional car parking spaces, the substation and Hub bin store.

3.2.3 Swept path analysis has been provided on the proposed layout by BGP. These drawings have been included at **Appendix D**.

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Active Travel (Pedestrian and Cycle Access)

3.2.4 Active travel access will be provided from the primary estate road (Leconfield Industrial Estate), utilising the existing footway provision that links towards the B5295. Onwards connectivity to the Hub within the industrial estate would be provided via pedestrian links that run along an east/west alignment from the provision within Plots 9 and 12, tying into existing and proposed provisions.

3.2.5 The site benefits from various National Cycle Routes (NCR) that provide mostly traffic-free travel for cyclists in the area. There are direct links from the site into an off-road section of NCR 7 which links to areas such as Whitehaven.

3.2.6 The active travel connections are indicated on the landscaping proposals, as provided in **Appendix C.**

3.3 Proposed Parking

3.3.1 The Council's parking standards are set out in the 'Cumbria Council Development Design Guide' document, at Appendix 1. The relevant standards have been reproduced in **Table 3.1**:

Type of Development	Essential Operating Parking	Disabled Parking	Cars	Motorcycles	Pedal Cycles
B1 Business (Office, Light Industry, Research & Development)	50m2 of usable service space per 500m2 gross floor area plus turning space.	1 space or number equivalent to 3% of car requirement whichever is greater	1 space per 25m2 gross floor area	1 space or number equivalent to 5% of car requirement when more than 20 car spaces needed	Number equivalent to 10% of car requirement, minimum of 2 spaces

Table 3.1 – Cumbria Council Development Design Guide Appendix 1 (relevant information presented)

Essential Operating Parking

3.3.2 Service space has been provided adjacent to the building footprint, in accordance with anticipated operational requirements. Turning areas are not necessary given the site would operate via a loop (via Plot 9) that links to the industrial estate road, negating any need to turn larger vehicles.

Car Parking

3.3.3 Car parking is proposed as follows:

- Main Car Park – 97 car parking spaces comprising:
  - 92no. regular bays
  - 5no. larger (DDA-enabled) bay

- 2no. active EV bays
- 22no. passive regular EV bays

- Western Car Park (Plot 9) – 15 regular bays

3.3.4 The proposed level of car parking meets the standards set out in the Cumbria Council Development Design Guide (being at 112 spaces).

3.3.5 It is considered the development would be better-served by providing a higher number of larger (which are also DDA-enabled); giving each operator flexibility and the option to react to a higher proportion of vans. Additionally, the proposals add a high proportion of active/passive EV spaces, so that operators can be flexible and reactive to their future business needs.

3.3.6 The closest entrances to the units are situated over 300m walk from the closest adopted highway along the B5259. The prospect of overspill onto the adopted highway network is therefore negligible, as, in the unlikely event there is significant overspill parking, this would be contained within the private industrial estate.

Pedal and Motor Cycle Parking

3.3.7 Covered, secure cycle parking is proposed adjacent to the building entrances. It is proposed the total cycle parking will be in excess of 12 spaces (at c.10% of 111, in accordance with the parking standards).

3.3.8 Rather than providing specific motorcycle parking provision, it is considered the development would be better-served by providing flexible servicing areas, giving each operator flexibility and the option to react to any specific motorcycle parking requirements.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national, regional and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

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

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

4.2 Pedestrian Accessibility

4.2.1 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 for Highways and Transportation ('CIHT') document entitled *'Providing for Journeys on Foot'* suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**.

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

Table 4.1 – CIHT Suggested Acceptable Walking Distances

4.2.2 Distances of 500m, 1,000m and 2,000m which are termed *'Desirable'*, *'Acceptable'* and the *'Preferred Maximum'* by the CIHT for commuting/school trips and are considered representative of a typical residential pedestrian trip. On that basis, **Drawing ISH-CUR-XX-XX-G-TP-06001** has been developed to demonstrate typical pedestrian trip catchments.

4.2.3 The surrounding employment land uses around the development location, along with the pre-existing residential areas in Cleator Moor, ensures that the site is situated adjacent to nearby facilities and there are good levels of pedestrian infrastructure in place. It is therefore considered from an accessibility perspective, that the development location is suitable.

4.2.4 As detailed previously in **Section 3**, the proposed site layout is permeable, with numerous useful pedestrian connections including connections onto the adjacent development plots within the Industrial Estate and existing provision in the wider area for example the Coast to Coast (C2C) cycle network and the B5295 Leconfield Street. Once on the wider street network, pedestrians will be able to access residential areas in Cleator Moor where pedestrian facilities already exist and are generally of a high standard.

4.2.5 The 500m catchment incorporates mostly Leconfield Industrial Estate alongside various residential properties associated with Leconfield Street. Additional Amenities such as a Nisa Local, A Co-Op, St Johns Evangelist Church, Travis Perkins Merchants, New U Gym and Little Explorers Nursery. The closest pair of bus stops along Leconfield Street are also present within this 500m catchment

4.2.6 The 1,000m catchment includes much of the residential property within Cleator Moor, meaning there are a number of existing residential units within an 'acceptable' commuting walking distance of the site.

4.2.7 A number of additional services are accessible within a 1,000m walk of the site; for example, c.800m to the east lies a variety of amenities located along High Street such as restaurants/takeaways, clothing shops, butchers, café, Peak Health and Performance Centre, barbers amongst other amenities. Cleator Moor Civic Hall, Cleator Moor Celtic Football Club and Cohens Chemist are all situated elsewhere within the 1,000m catchment.

4.2.8 The vast majority of Cleator Moor and Wath Brow, including all of the residential properties within these areas, are accessible within the 2,000m walking catchment.

4.2.9 Additional facilities as are also accessible, including Cleator Moor Indoor Bowling and Activity Centre, Wath Brow Convenience Store, Wath Brow Hornets Rugby Club and extensive residential neighbourhoods.

4.2.10 In summary, the site is considered accessible to existing facilities in the area. Considering the pre-existing residential areas surrounding the proposed development site, established pedestrian links are provided.

4.3 Cycle Accessibility

4.3.1 In order to assist in assessing the accessibility of the site by cycle, **Drawing ISH-CUR-XX-XX-G-TP-06002** presents an 8km cycle catchment for the site.

4.3.2 The 8km catchment extends as far as Howgate and Parton to the north, Ennerdale Bridge to the east, Whitehaven to the west, and Thornhill to the south. This distance has been chosen to reflect the recommendation by Cycling England in its document 'Integrating Cycling into Development Proposals' (2008), which states the following on pg. 4:

"Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed."

4.3.3 To assist further, a 5km catchment has also been provided as this distance is also commonly used to consider cycle accessibility. Existing cycle infrastructure across Cumbria ensures that the development is located in close proximity to pre-existing routes. Therefore, cycling in the vicinity of the site on its own or as part of a multi-modal journey is therefore a feasible alternative to private car use.

4.3.4 The site benefits from various National Cycle Routes (NCR) that provide mostly traffic-free travel for cyclists in the area.

4.3.5 There are direct links from the site into an off-road section of NCR 7 which links to areas such as Whitehaven. Route 7 is in sections between Sunderland and Inverness, forming parts of the famous Sea to Sea (C2C) cycle route.

4.3.6 NCR 72 can be accessed as a continuation of NCR 7 to the southwest of Cleator Moor. NCR 72 is also knows as Hadrian's Cycleway, follows the Cumbrian coastline, linking locally to Whitehaven, Maryport, Workington and Egremont.

4.3.1 All of the previously described retail, leisure and employment opportunities found within an accessible walk distance, can be reached within 10-minute cycle journey. The 8km catchment covers the entirety of Cleator Moor and Whitehaven as well as a number of key residential areas across the Copeland Borough. Therefore, in summary, it is considered that cycling is a realistic mode of travel for future users at the site and would be a 'genuine choice'.

4.4 Public Transport Accessibility

4.4.1 **Drawing ISH-CUR-XX-XX-G-TP-06003** demonstrates those areas accessible via public transport within 20, 40 and 60 minute journey from the site. Accessibility by bus and rail are considered in further detail within the subsections below.

Bus Accessibility

4.4.2 The nearest bus stops to the site are located c.400m of the development, located adjacent to the Leconfield Street/Crossfield Road junction. The bus stop provides a flag and pole with detailed timetable information. **Table 4.2** details the services that call at these stops, and their associated frequencies:

4.4.3 The bus stop provides a flag and pole with detailed timetable information. **Table 4.2** details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
22	Cleator-West Cumberland Hospital	60 mins (from 10:00 to 13:30)	60 mins (from 10:00 to 13:30)	-
30	Thornhill/Frizington -Maryport	20 mins	20 mins	30 mins

Table 4.2 – Bus Service Information (Leconfield Street)

4.4.4 In light of the site's location close to existing services on the B5295, it has been demonstrated that the site is accessible by bus and that travel by bus would be a 'genuine choice'. The no.22 and 30 buses provide sufficient frequency of services; linking the site to Hensingham, Thornhill and Frizington

Rail Accessibility

4.4.5 CIHT document, 'Planning for Public Transport in Developments' (1999) notes that people travelling to and from a site by rail will typically be prepared to walk further than those travelling by bus, with a preferred distance of 800m.

4.4.6 The nearest train station is Corkickle located approximately 5km to the west of the site in Whitehaven. Northern Rail operates a service Corkickle, providing frequent hourly trains northbound towards Carlisle and southbound towards Barrow-in-Furness; capturing various local stations across western Cumbria. At the station itself there is CCTV coverage, payphones and ramps for mobility access.

4.4.7 Whilst the railway station is not within a practical walking distance, travel by train may still be viable for some rail users including those who access the site as part of a multi-modal trip involving cycling or bus (there are bus stops located on Inkerman Terrace adjacent to the railway station, which are also served by the no.30 bus which links to the proposed development site).

4.4.8 In view of the availability of connecting bus services to access Corkickle Railway Station, and the level of service available at the station, rail travel may be an option for prospective employees or visitors.

4.5 Summary

4.5.1 In summary, the site's location will enable the development to benefit from a variety of existing walking, cycling and public transport opportunities. It is therefore considered that the development proposals will be accessible in line with national and local transport planning policy.

5.0 Traffic Forecasting

5.1 Introduction

5.1.1 As agreed during scoping discussions with Highways Officers at Cumberland Council for the adjacent planning application for Plots 9 and 12, the traffic forecasting methodology has been taken from the Transport Assessment provided for the CMIQ Masterplan Application (reference 4/22/2308/0O1). Curtins considers the following scenarios within this section:

- Base
- Base + Proposed Development
- Base + Committed Development
- Base + Committed Development + Proposed Development

5.1.2 The 'Base' scenarios have been adjusted from the CMIQ Masterplan Application to account for an application year of 2026 and future year of 2032 (with updated growth factors provided).

5.1.3 To strike a balance between assessing the 'Proposed Development' (which is a relatively modest 2,794m^2) and appreciating that there is an intention for wider development to come forwards, all other development traffic proposed as part of the CMIQ Masterplan Application Areas 1 – 3 has been assumed to be 'Committed Development'.

5.1.4 In line with discussions with Highways Officers at Cumberland Council, other items including the network scope/surveyed flows, trip distribution and trip rates/development trips are considered agreed via the CMIQ Masterplan Application. These items are effectively confirmed within this section.

5.2 Network Scope

5.2.1 In line with the CMIQ Masterplan Application Transport Assessment, Curtins has included all 'Local Junctions' plus the Hensingham Square mini-roundabout as this junction was identified for improvement. The list of junctions that form the network scope on all traffic figures to the rear of this report is provided below:

1. B5295 Leconfield Street/Little Croft/Area 1 Access mini roundabout.
2. Birks Road/Area 2 Access priority junction.
3. B5294 Bowthorn Road/Area 3 Access priority junction.
4. B5295 High Street/Birks Road priority junction.
5. B5295/Jacktrees Road priority junction.
6. B5295 Leconfield Street/B5294 Bowthorn Road priority junction.
7. B5295 Keekle Terrace/Dalzell Street priority junction.
8. B5295 Cleator Moor Road/Overend Road priority junction.

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9. B5295 Hensingham (Main Street/Cleator Moor Road/Moresby Road) mini roundabout.
10. B5295 Hensingham Square (Main Street/Egremont Road) mini roundabout.

5.2.2 The survey base flows derived from the CMIQ Masterplan Application Transport Assessment have been reproduced to the rear of this report as **Traffic Figures 1** and **2**.

5.3 Trip Assignment and Trip Generation

5.3.1 **Traffic Figure 3** sets out the agreed CMIQ Masterplan distribution for Area 1, adopted for this Transport Assessment.

5.3.2 TRICS trip rates have been taken from the CMIQ Masterplan Application and provided in **Table 5.1**. Development trips have been derived using the proposed development GFA of 2,794m^2.

	Proposed Development Trip Rates and Development Trips					
	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Agreed Trip Rates	0.514	0.284	0.798	0.254	0.414	0.668
Proposed Development Trips	14	8	22	7	12	19

Table 5.1 – Proposed Development Trip Rates and Development Trips (2,794m^2)

5.3.3 **Traffic Figures 4** and **5** set out the assignment of the proposed development trips onto the surrounding highway network.

5.3.4 **Table 5.2** sets out the methodology used to generate the committed development trips (i.e. the agreed CMIQ Masterplan trips minus the Proposed Development Trips):

	Vehicle Trips					
	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
CMIQ Masterplan Trips	252	75	327	54	258	312
Proposed Development Trips	14	8	22	7	12	19
Committed Development Trips	**238**	**67**	**305**	**47**	**246**	**293**

Table 5.2 – TRICS Development Trip Rates and Trip Generation (6,436m^2 B2 Uses)

5.3.5 **Traffic Figures 6** and **7** set out the assignment of the committed development trips onto the surrounding highway network.

5.4 Assessment Years and Traffic Growth

5.4.1 In line with the CMIQ Masterplan Application Transport Assessment, surveyed traffic flows have been projected to 2032. Given the application year is 2026, Curtins has included an additional future year of 2026 (as an update to the CMIQ Masterplan Application Transport Assessment scope).

5.4.2 Curtins has applied factors extracted from DfT's TEMPro 8.1, using the current NRTP 2022 (Core) dataset. In line with the CMIQ Masterplan Application Transport Assessment, Copeland 004 Middle Super Output Area (MSOA) has been selected as the defined area, and "Minor" has been selected as the road type.

5.4.3 The resulting TEMPro factors are provided in **Table 5.3:**

Peak Time	Level		Growth Period	TEMPro Factor
AM Peak	MSOA	Copeland 004	2019 – 2026	1.0352
PM Peak	MSOA	Copeland 004	2019 – 2026	1.0277
AM Peak	MSOA	Copeland 004	2020 – 2026	1.0314
PM Peak	MSOA	Copeland 004	2020 – 2026	1.0246
AM Peak	MSOA	Copeland 004	2019 – 2032	1.0686
PM Peak	MSOA	Copeland 004	2019 – 2032	1.0582
AM Peak	MSOA	Copeland 004	2020 – 2032	1.0647
PM Peak	MSOA	Copeland 004	2020 - 2032	1.0550

Table 5.3 – Unadjusted TEMPro Growth Factors

5.4.4 The factors listed above have been applied to the surveyed flows (taken in 2019 and 2020) to generate 2026 Base Flows in **Traffic Figures 10** and **11**, and 2032 Base Flows in **Traffic Figures 16** and **17.**

5.5 Assessment Traffic Flows

5.5.1 The following figures have been derived from those figures developed throughout **Sections 5.2 – 5.4,** and are used to consider highway impact in the following **Section 6**:

- **Traffic Figure 10** – 2026 Base + Proposed Development Traffic – AM Peak
- **Traffic Figure 11** – 2026 Base + Proposed Development Traffic – PM Peak
- **Traffic Figure 12** – 2026 Base + Committed Development Traffic – AM Peak
- **Traffic Figure 13** – 2026 Base + Committed Development Traffic – PM Peak
- **Traffic Figure 14** – 2026 Base + Committed Development Traffic + Proposed Development Traffic – AM Peak
- **Traffic Figure 15** – 2026 Base + Committed Development Traffic + Proposed Development Traffic – PM Peak
- **Traffic Figure 18** – 2032 Base + Proposed Development Traffic – AM Peak
- **Traffic Figure 19** – 2032 Base + Proposed Development Traffic – PM Peak
- **Traffic Figure 20** – 2032 Base + Committed Development Traffic – AM Peak
- **Traffic Figure 21** – 2032 Base + Committed Development Traffic – PM Peak
- **Traffic Figure 22** – 2032 Base + Committed Development Traffic + Proposed Development Traffic – AM Peak

- **Traffic Figure 23** – 2032 Base + Committed Development Traffic + Proposed Development Traffic – PM Peak

6.0 Highway Impact

6.1 Introduction

6.1.1 This section considers the likely highway impact associated with the proposed development of the iSH Hub, using percentage impact assessments to inform whether or not detailed assessments are necessary.

6.1.2 Following a review of the CMIQ Masterplan Application Transport Assessment, percentage impact assessments have been undertaken at the following three junctions highlighted in bold:

1. **B5295 Leconfield Street/Little Croft/Area 1 Access mini roundabout.**
2. Birks Road/Area 2 Access priority junction.
3. B5294 Bowthorn Road/Area 3 Access priority junction.
4. B5295 High Street/Birks Road priority junction.
5. B5295/Jacktrees Road priority junction.
6. B5295 Leconfield Street/B5294 Bowthorn Road priority junction.
7. B5295 Keekle Terrace/Dalzell Street priority junction.
8. B5295 Cleator Moor Road/Overend Road priority junction.
9. **B5295 Hensingham (Main Street/Cleator Moor Road/Moresby Road) mini roundabout.**
10. **B5295 Hensingham Square (Main Street/Egremont Road) mini roundabout.**

6.1.3 Junction 1 has been identified for percentage impact assessments as it forms the industrial estate access.

6.1.4 Junctions 9 and 10 have been identified for percentage impact assessments as improvement schemes were proposed as part of the CMIQ Masterplan Application.

6.2 Percentage Impact Assessments

6.2.1 The full percentage impact assessments are provided in **Appendix E**. The assessments have been undertaken against a 2026 baseline only as the lowest baseline in order to provide robust percentage impact assessment. In summary, the percentage impact assessments demonstrate:

- **Junction 1 –** the proposed development has an impact of c.1.4% – 2.2% in the peak hours. Committed development traffic has a significantly larger impact, at c.8.6% – 15.4 % in the peak hours.
- **Junction 9 –** the proposed development has an impact of c.0.6% in the peak hours. Committed development traffic has a significantly larger impact, at c.8.7% – 9.4% in the peak hours.
- **Junction 10 –** the proposed development has an impact of c.0.5% – 0.6% in the peak hours. Committed development traffic has a significantly larger impact, at c.8.1 – 8.2% in the peak hours.

6.3 Highway Impact Summary

6.3.1 **Section 6.2** has demonstrated that the proposed development would have a minimal impact on the surrounding highway network in terms of percentage impacts on existing flows through the three key junctions as identified.

6.3.2 The iSH Hub would result in a minor number of trips through Junction 1 (19-22 two-way trips in the AM and PM peak periods respectively, see **Traffic Figures 4** and **5**). This translates to minimal percentage impacts at the junctions, ranging between 1.4% – 2.2% (depending on peak hour). An impact of c.2% can be considered within daily variation.

6.3.3 Additionally, as part of the assessment work for the CMIQ Masterplan Application, the mini-roundabout on Leconfield Street was found to be operating satisfactorily with a maximum predicted RFC in the design year of 2032 of 0.65 (Leconfield Street west).

6.3.4 The iSH Hub would result in minimal trips through Junctions 9 and 10 (9-11 two-way trips in the AM and PM peak periods respectively through the Moresby Road mini-roundabout as the worst-case junction, see **Traffic Figures 4** and **5**). This translates to minimal percentage impacts at the junctions, c.0.6% (depending on which junction and which peak hour). An impact of <1% can be considered to be comfortably within daily variation.

6.3.5 Paragraph 116 of the National Planning Policy Framework (NPPF, published 2024) sets a high bar for refusing planning on grounds of highway impact, stating:

"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."

6.3.6 This section has demonstrated the proposed development impact does not meet the 'severe' threshold outlined in the NPPF.

6.3.7 It may be that, should the wider development of CMIQ Masterplan Areas 1, 2 and 3 come forwards, mitigation to provide additional highway capacity is necessary in the future. However, in accordance with the overarching NPPF principles and a shift away from 'predict and provide', it is considered the proposed development at the iSH Hub should instead concentrate on enabling active and sustainable travel. This has been achieved by:

- Committing to a Travel Plan that encourages uptake in sustainable modes of travel (see Interim Travel Plan, **document reference ISH-CUR-XX-XX-T-TP-00002**);
- Providing connectivity into the C2C cycle network (see **Appendix C**);
- Providing a sufficient level of cycle parking on site;

- Providing suitable pedestrian connectivity internally within the red line.

A3 – LAP (MS) Authorised

7.0 Summary and Conclusions

7.1 Summary

7.1.1 Curtins has been appointed on behalf of Morgan Sindall to provide a Transport Assessment considering the relocated iSH Hub proposals at the Cleator Moor Innovation Quarter. The proposed development is for a total of 2,794m^2 floor area within a newly constructed building on the Leconfield Industrial Estate.

7.1.2 Curtins had previously undertaken scoping discussions with Cumberland Highways Officers in December 2024 and January 2025 for the adjacent Plots 9 and 12. It was agreed that the proposed development at Plots 9 and 12 would not need to 'reinvent the wheel' in terms of Transport Assessment scope. The survey data and principles of trip generation/assignment for the wider masterplan have already been accepted by Cumberland Council and are considered agreed. These principles have been retained for the iSH Hub site.

7.1.3 Personal Injury Accident ('PIA') data for the highway network adjacent to the site has been obtained from CrashMap for the most recent five years. Following a review of the records, it is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.

7.1.4 An assessment of the site's accessibility by sustainable modes of travel has been provided. The site's location will enable the development to benefit from a variety of existing walking, cycling and public transport opportunities. It is therefore considered that the development proposals will be accessible in line with national and local transport planning policy.

7.1.5 Full details of a traffic forecasting methodology have been provided; including traffic figures as appended to the rear of this report. The proposed development would have a minimal impact on the surrounding highway network. It is therefore considered the proposed development at the iSH Hub should instead concentrate on enabling active and sustainable travel, and this has been achieved by:

- Committing to a Travel Plan that encourages uptake in sustainable modes of travel (see Interim Travel Plan, **document reference ISH-CUR-XX-XX-T-TP-00002**);
- Providing connectivity into the C2C cycle network (see **Appendix C**);
- Providing a sufficient level of cycle parking on site;
- Providing suitable pedestrian connectivity internally within the red line.

7.2 Conclusion

7.2.1 The proposed development meets the sustainable objectives of the National Planning Policy Framework and its residual traffic impacts are not severe. From a traffic and transportation perspective there are no reasons why the development proposals should not be granted planning approval.

Cleator Moor Innovation Quarter iSH Hub
Transport Assessment

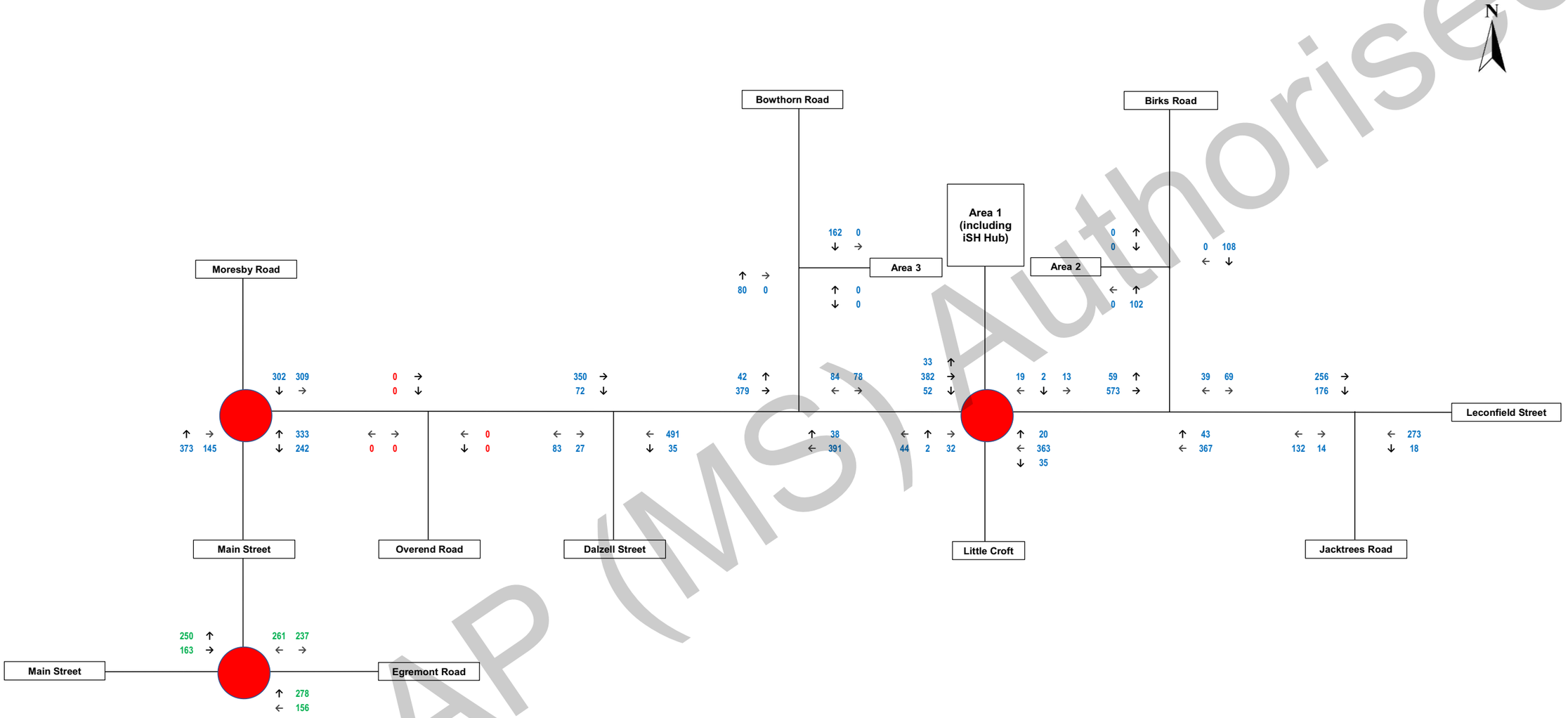
Curtins

Traffic Figures

A3 – LAP (MS) Authorised

Notes: **All flows in PCUs, taken from Tetra Tech Transport Assessment (Application Ref: 4/22/2308/0O1)**
Traffic Surveys in Blue (2020 Survey)
Local Plan Flows in Green (2019 Survey)
No Traffic Counts for Overend Road

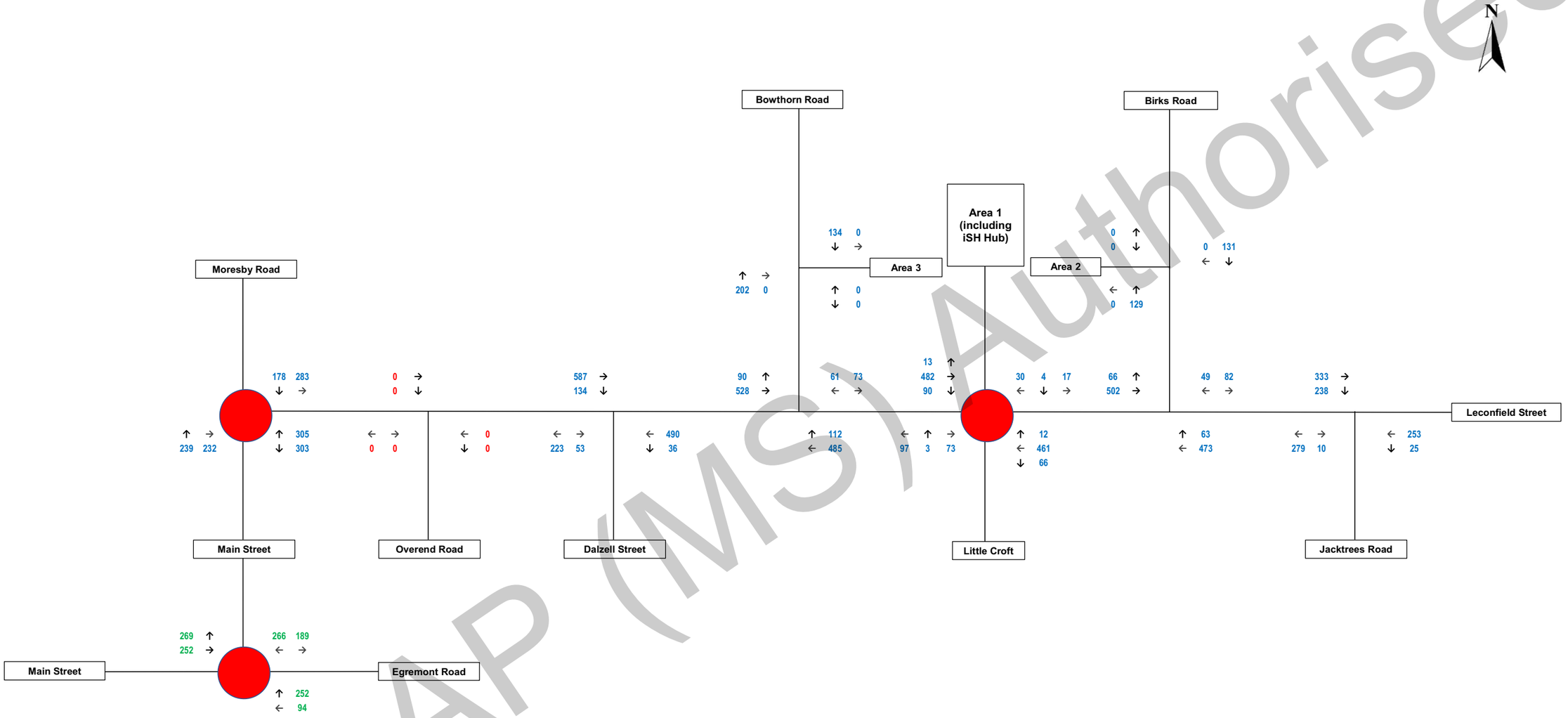
Curtins



085788	Leconsfield Industrial Estate: ISH Hub	Figure 1	AM Peak Survey Base Flows

Notes: **All flows in PCUs, taken from Tetra Tech Transport Assessment (Application Ref: 4/22/2308/0O1)**
Traffic Surveys in Blue (2020 Survey)
Local Plan Flows in Green (2019 Survey)
No Traffic Counts for Overend Road

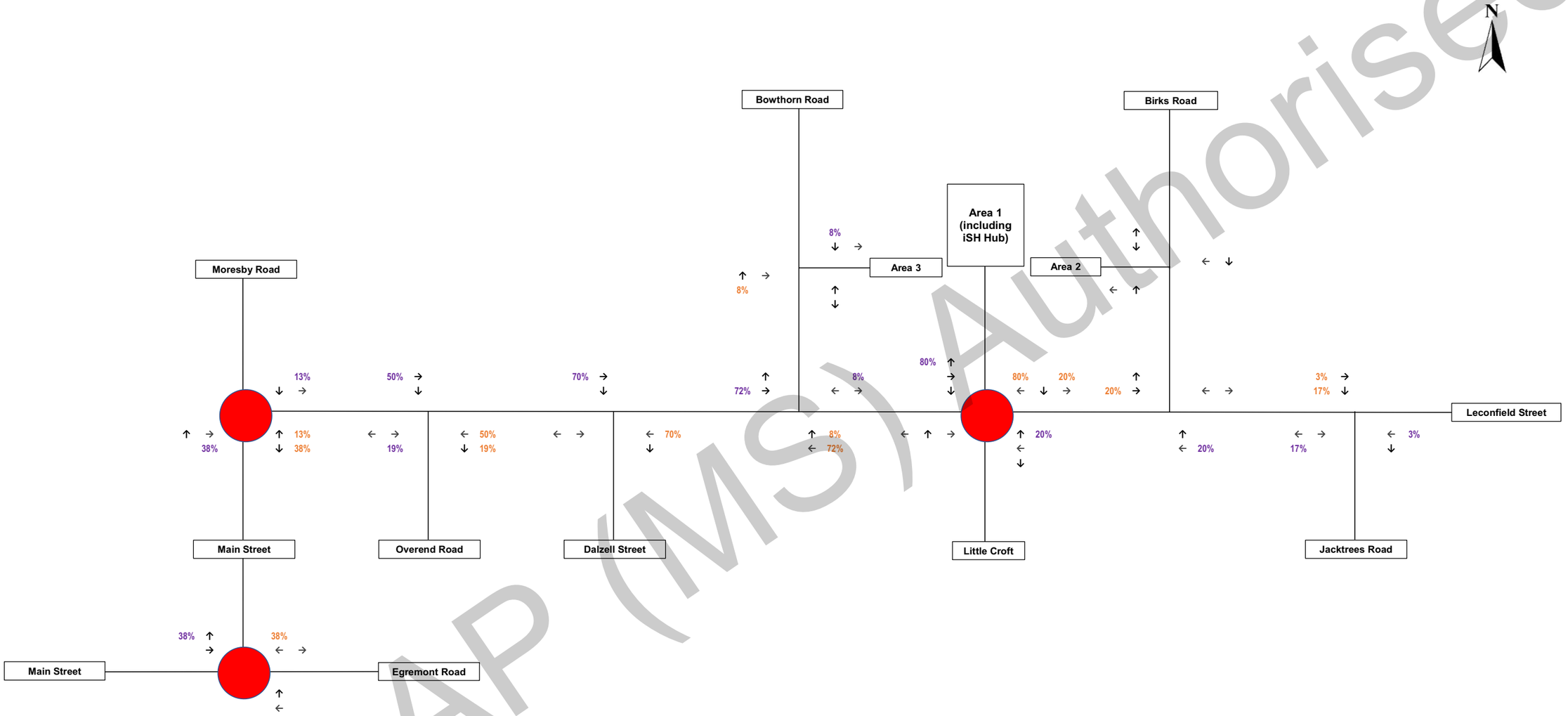
Curtins



085788	Leconsfield Industrial Estate: ISH Hub	Figure 2	PM Peak Survey Base Flows

Notes: **All figures as a percentage, taken from Tetra Tech Transport Assessment (Application Ref: 4/22/2308/0O1)**
Arrivals in Purple
Departures in Orange

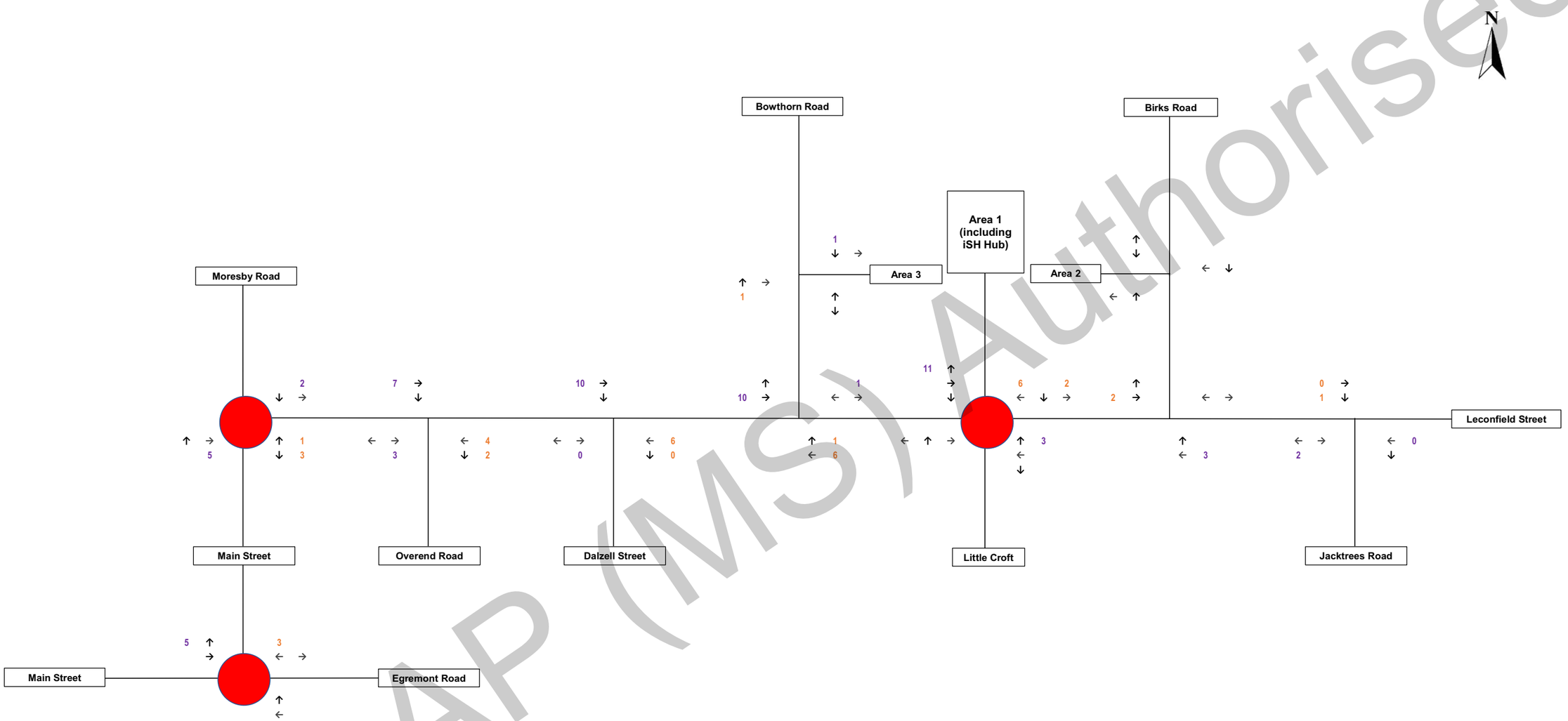
Curtins



085788	**Leconsfield Industrial Estate: ISH Hub**	**Figure 3**	**Proposed Development (Area 1) Trip Assignment**

Notes: All figures as PCUs
Arrivals in Purple
Departures in Orange

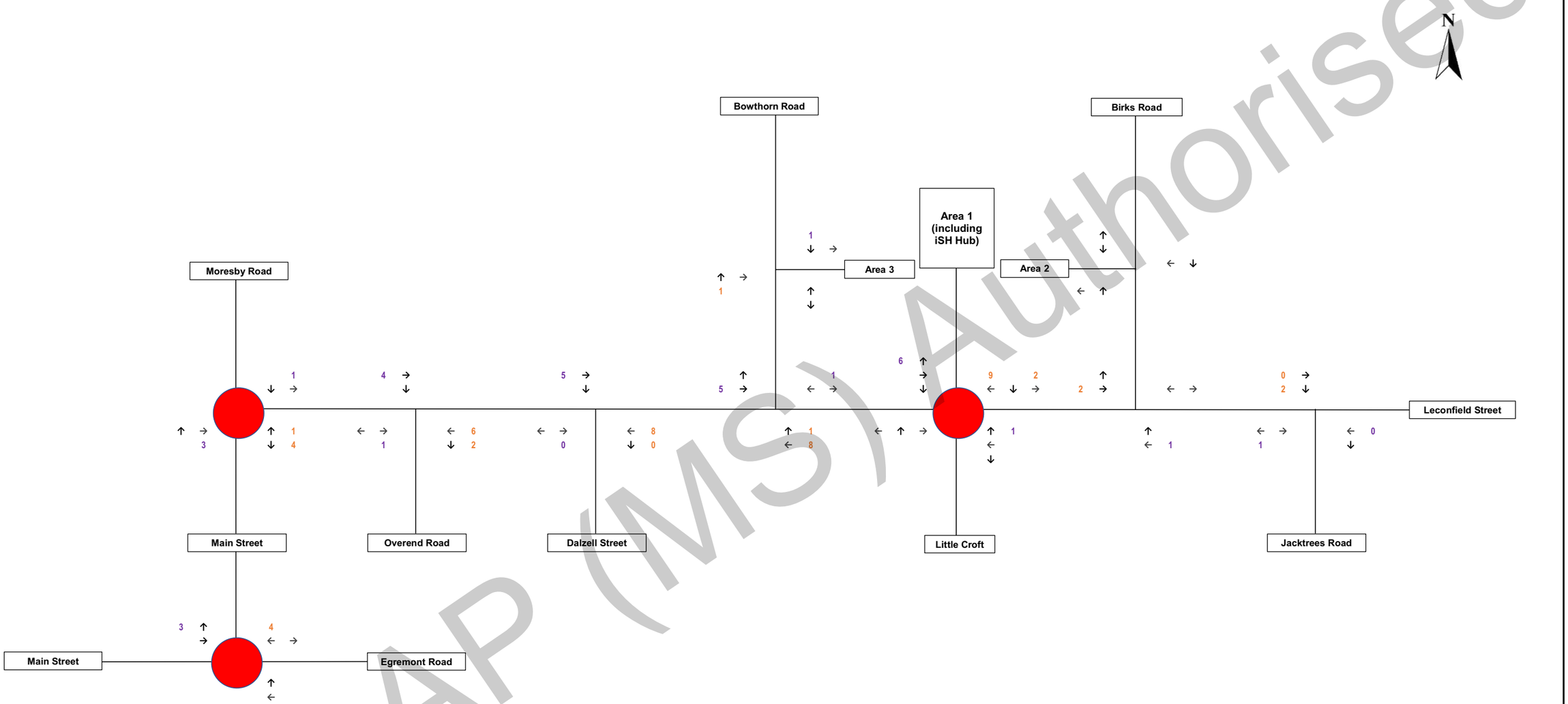
Curtins



085788	Leconsfield Industrial Estate: ISH Hub	Figure 4	Proposed Development Trips - AM Peak

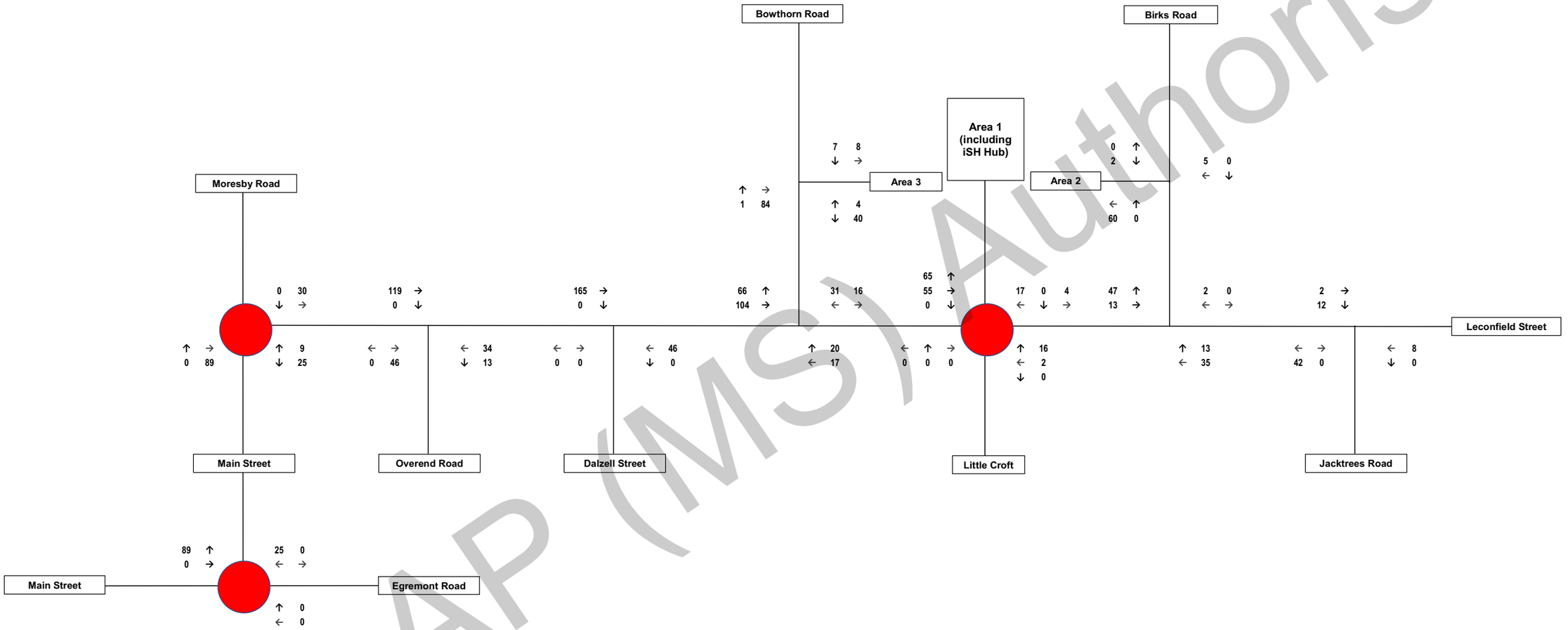
Notes: All figures as PCUs
Arrivals in Purple
Departures in Orange

Curtins



085788	Leconsfield Industrial Estate: ISH Hub	Figure 5	Proposed Development Trips - PM Peak

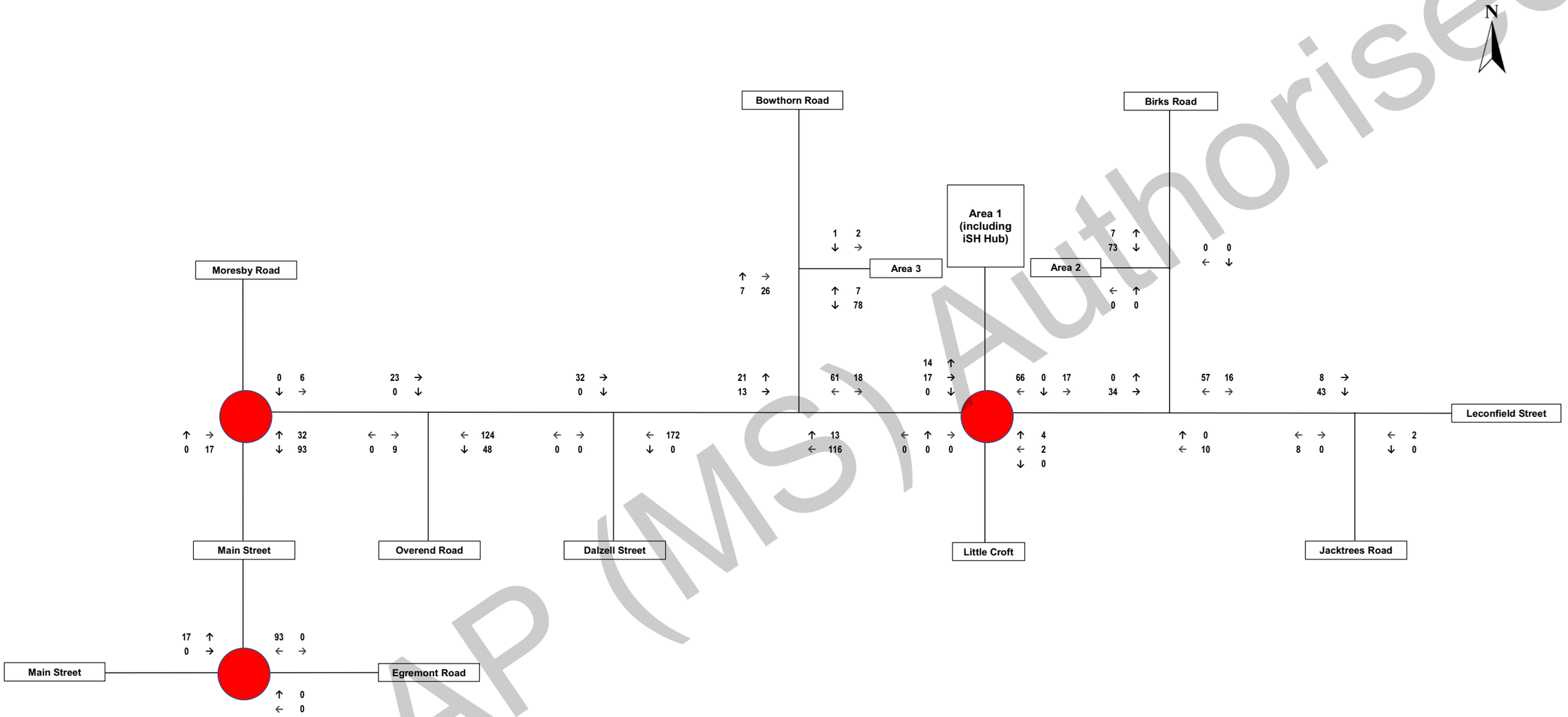
Notes: All flows in PCUs



085788	Leconsfield Industrial Estate: ISH Hub	Figure 6	Committed Development Trips - AM Peak

Notes: All flows in PCUs

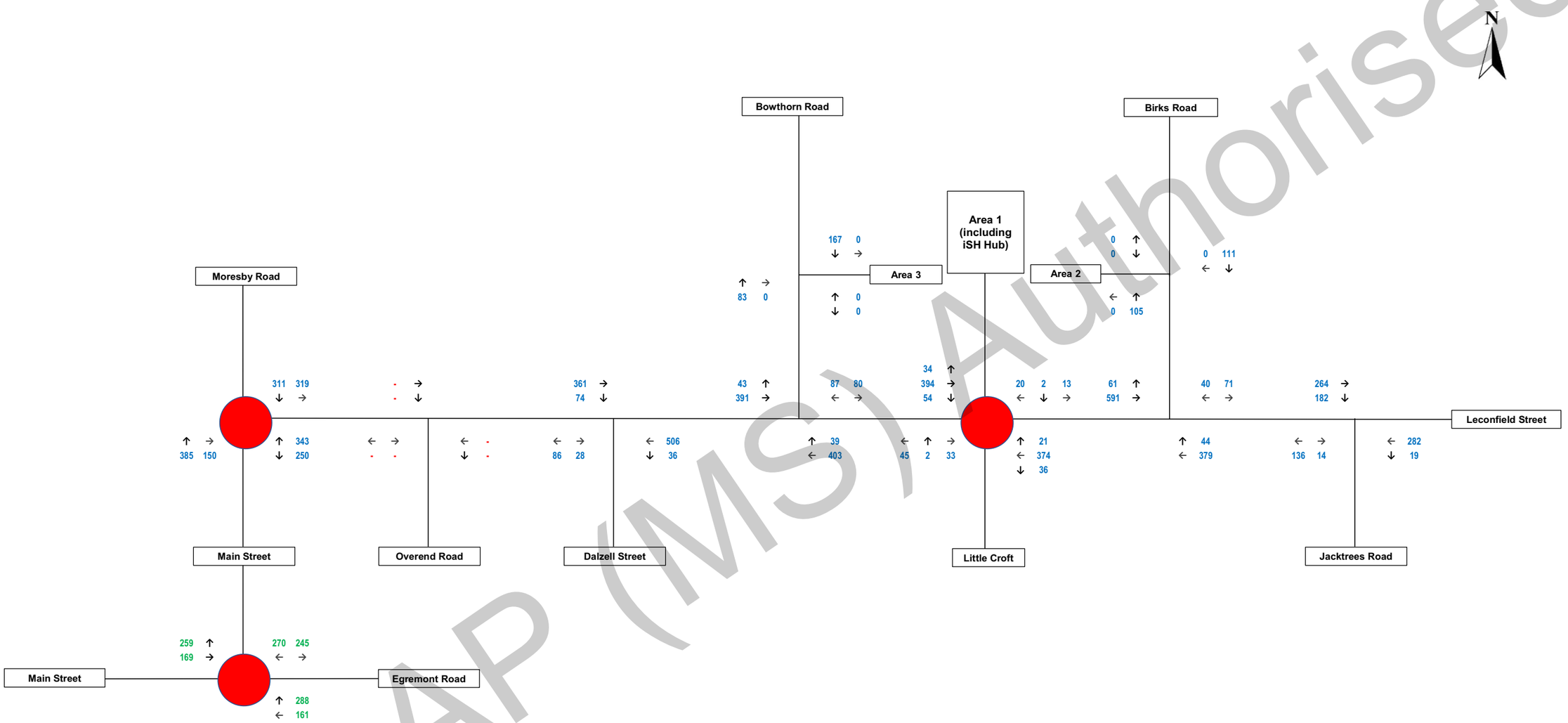
Curtins



085788	Leconsfield Industrial Estate: ISH Hub	Figure 7	Committed Development Trips - PM Peak

Notes: Tempro Growth Factor 2020 - 2025: 1.0314
Tempro Growth Factor 2019 - 2025: 1.0352
No Traffic Counts for Overend Road

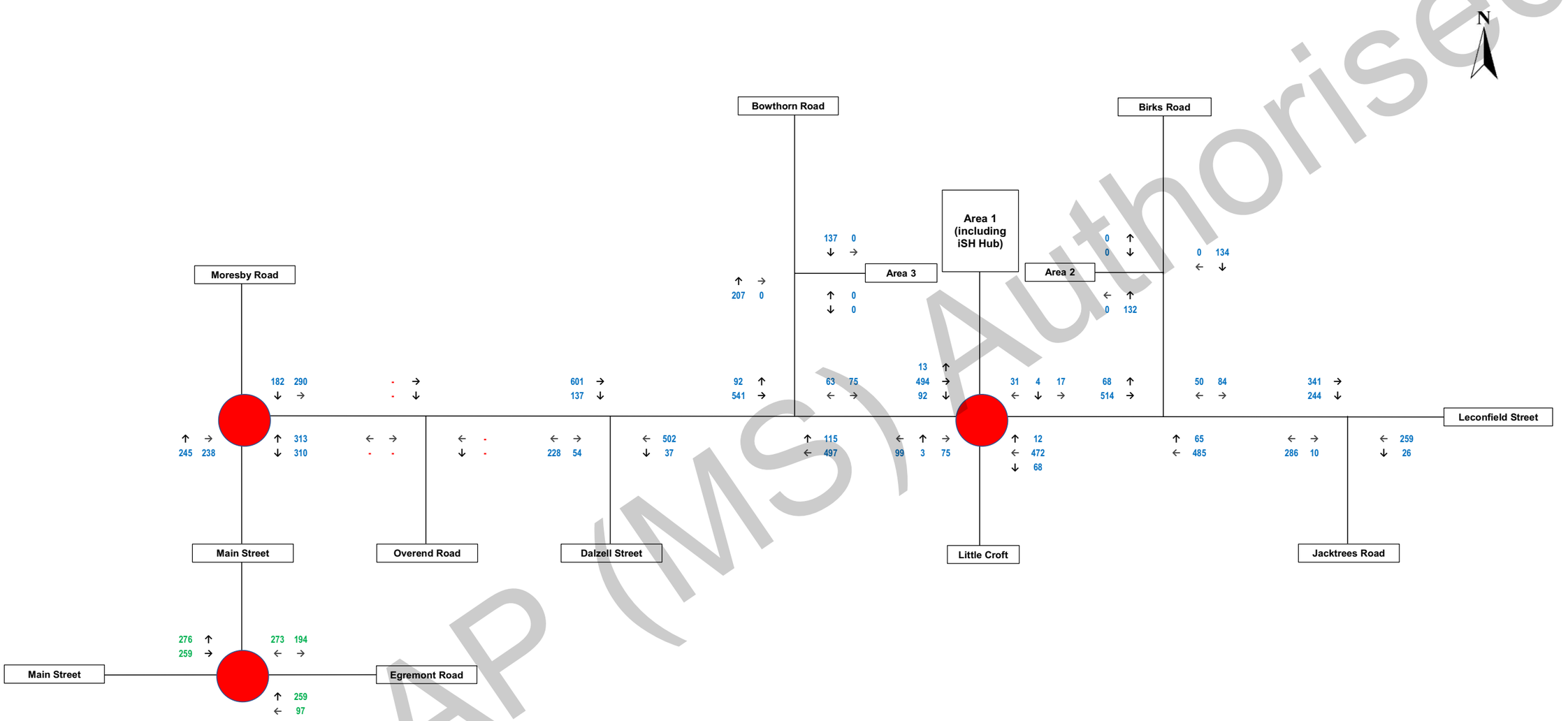
Curtins



085788	Leconsfield Industrial Estate: ISH Hub	Figure 8	AM Peak 2026 Base

Notes: Tempro Growth Factor 2020 - 2025: 1.0246
Tempro Growth Factor 2019 - 2025: 1.0277
No Traffic Counts for Overend Road

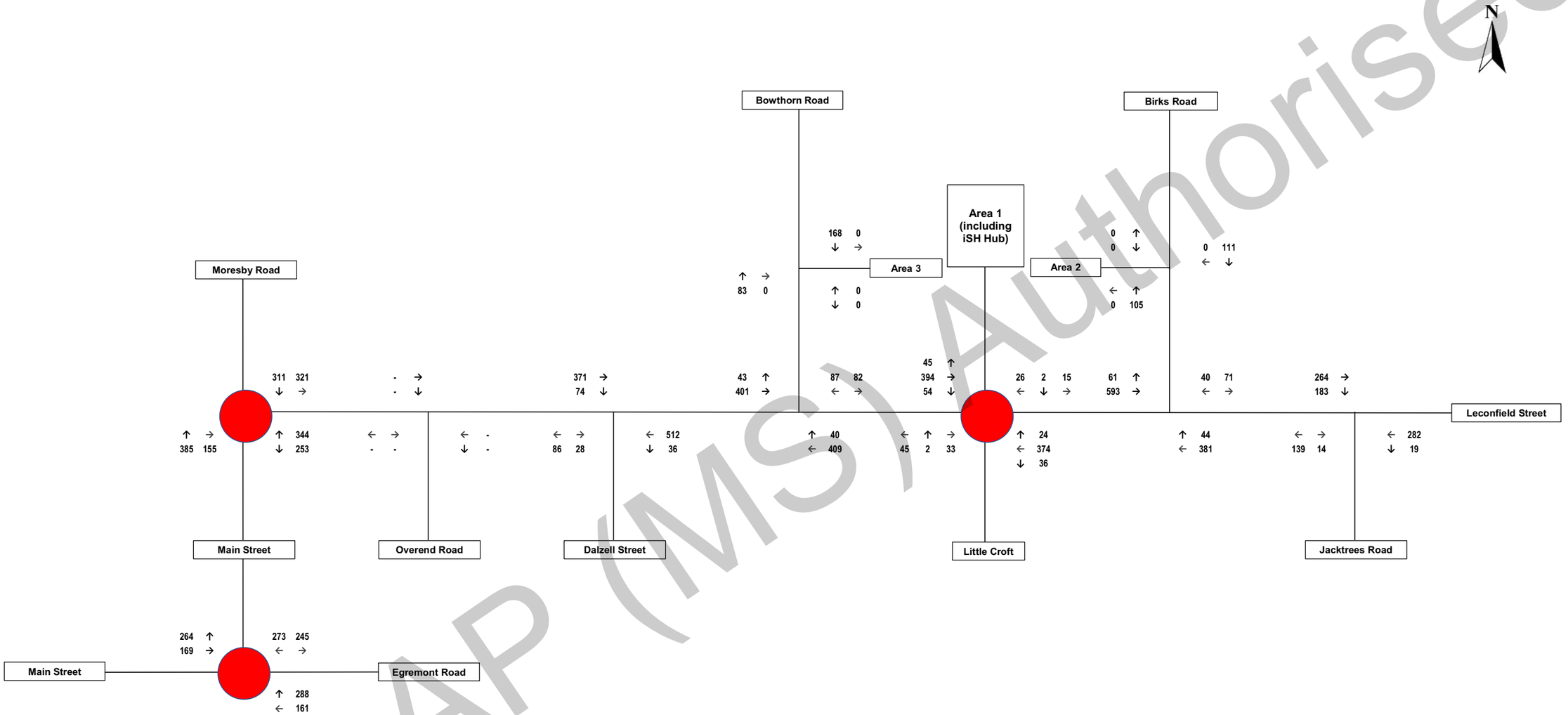
Curtins



085788	Leconsfield Industrial Estate: ISH Hub	Figure 9	PM Peak 2026 Base

Notes: All flows in PCUs

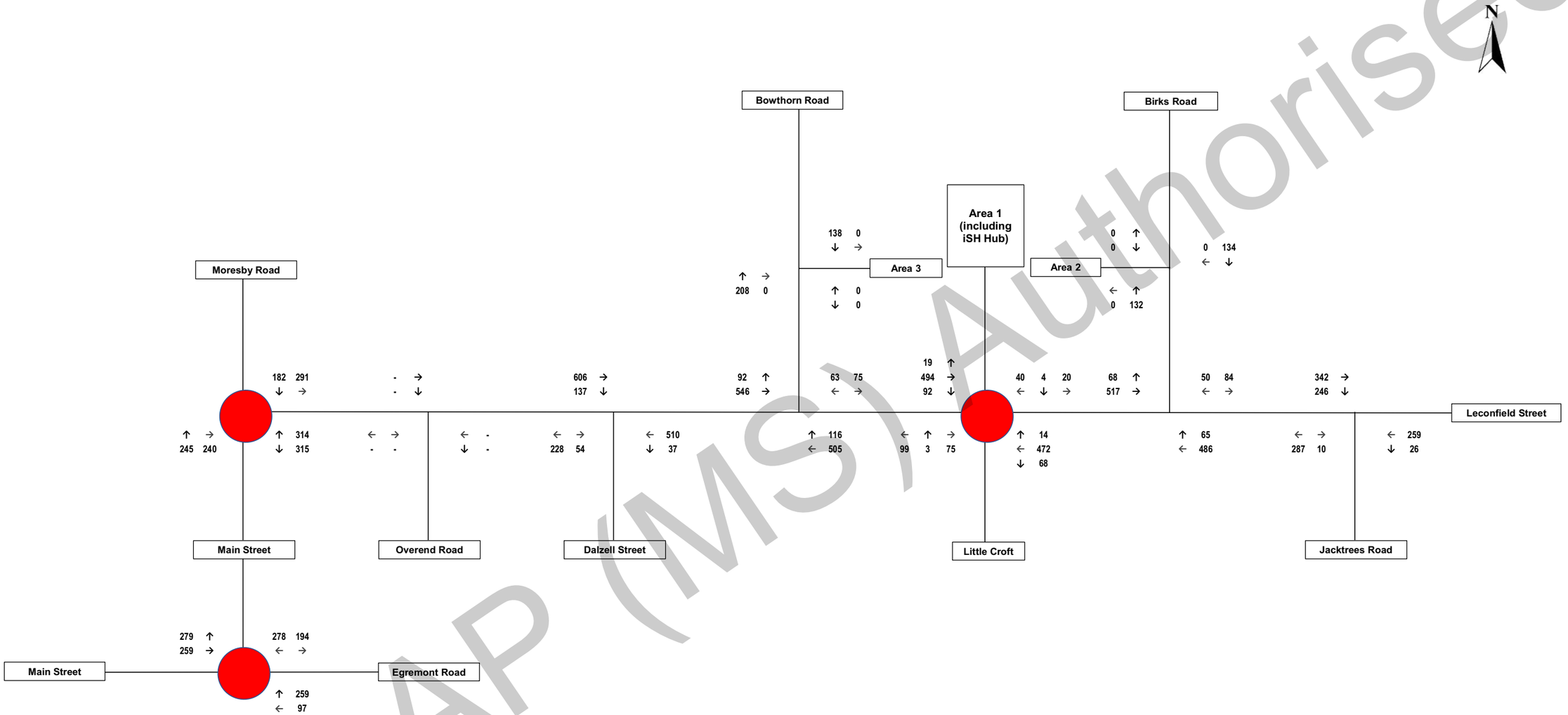
Curtins



085788	Leconsfield Industrial Estate: ISH Hub	Figure 10	2026 Base + Proposed Development Traffic - AM Peak

Notes: All flows in PCUs

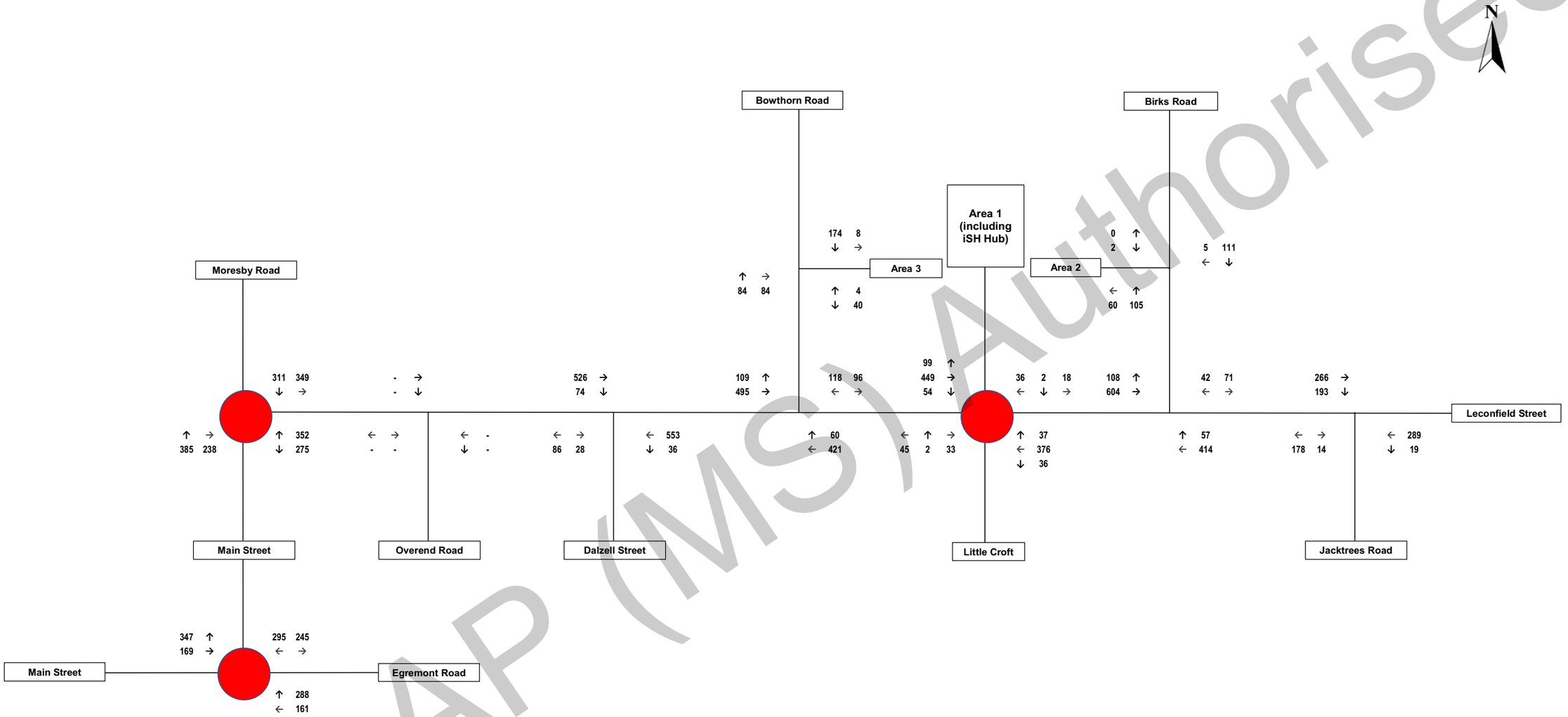
Curtins



085788	Leconsfield Industrial Estate: ISH Hub	Figure 11	2026 Base + Proposed Development Traffic - PM Peak

Notes: All flows in PCUs

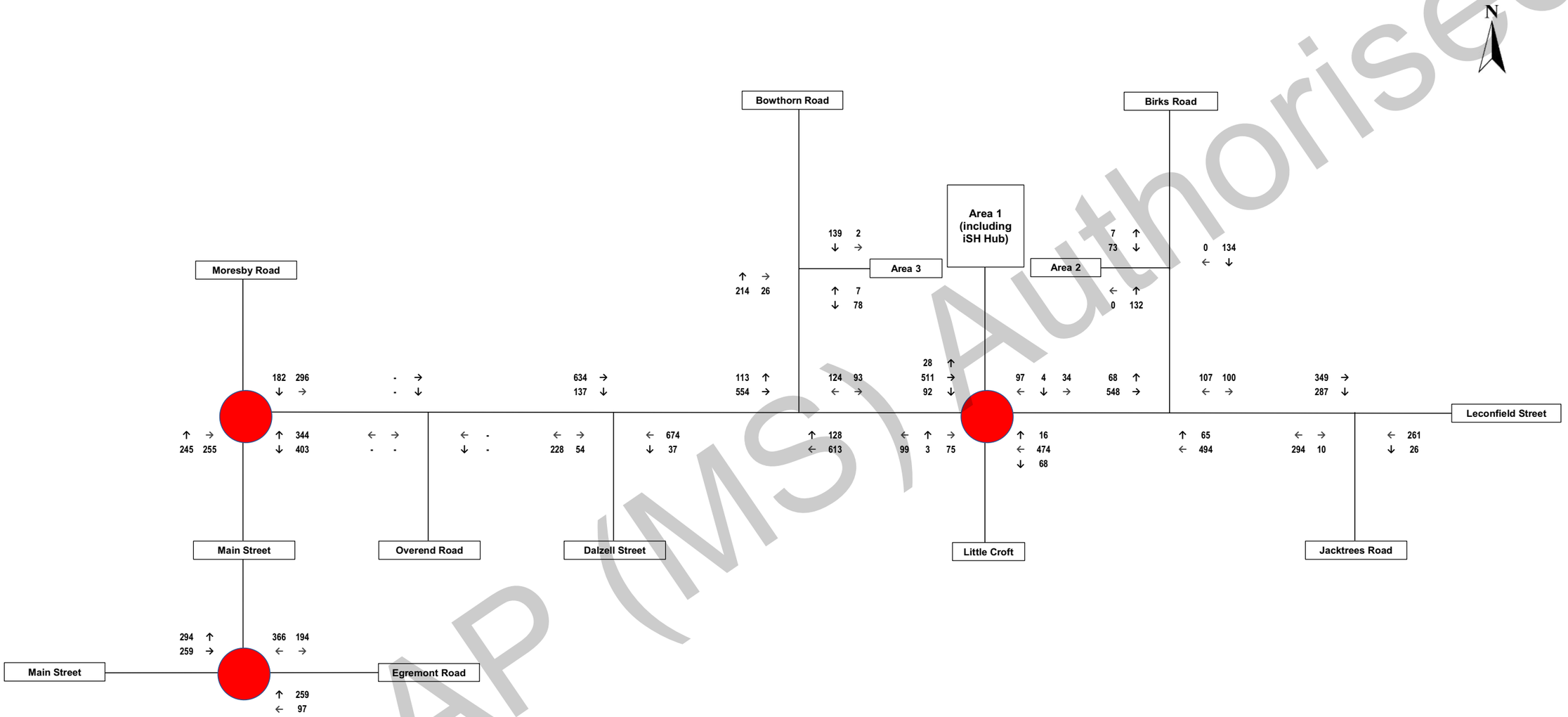
Curtins



085788	Leconsfield Industrial Estate: ISH Hub	Figure 12	2026 Base + Committed Development Traffic - AM Peak

Notes: All flows in PCUs

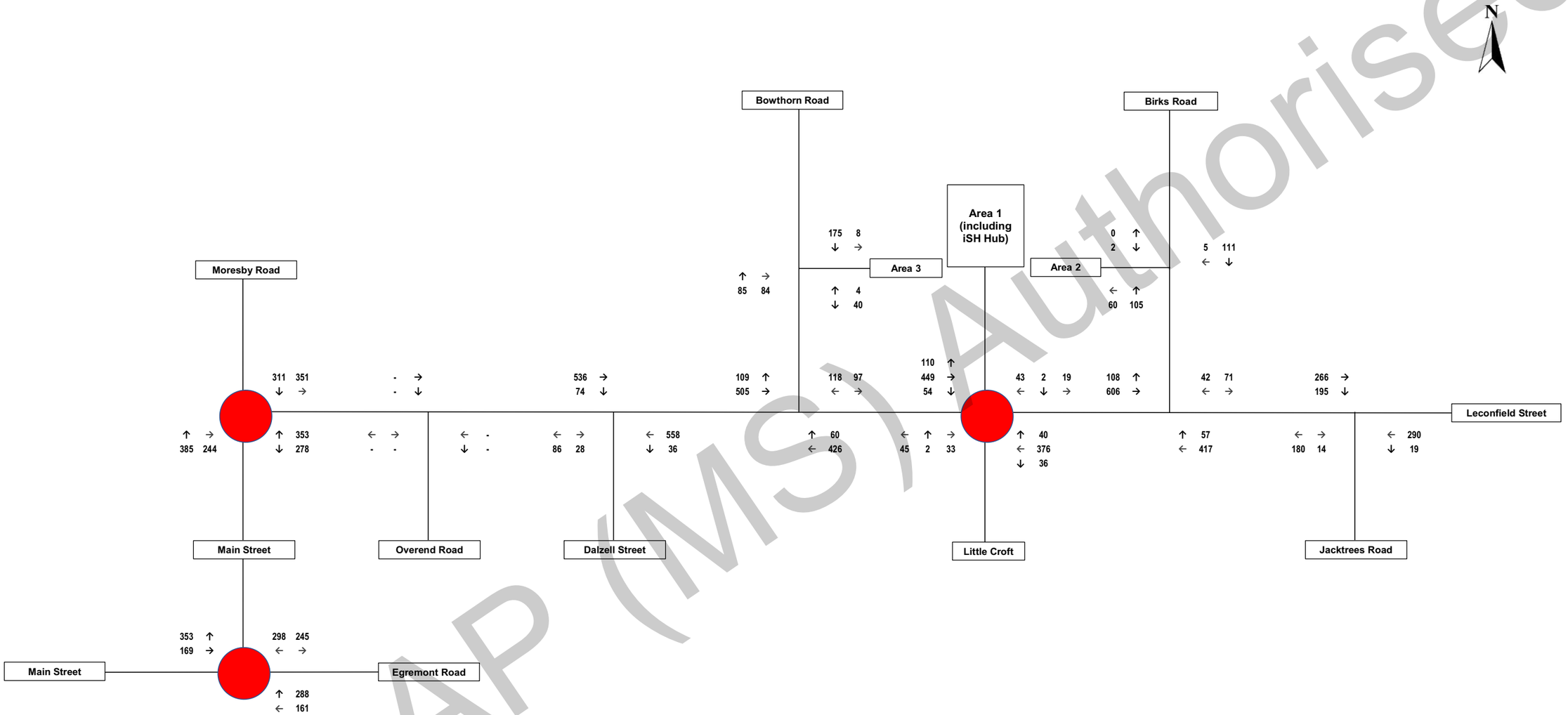
Curtins



085788	Leconsfield Industrial Estate: ISH Hub	Figure 13	2026 Base + Committed Development Traffic - PM Peak

Notes: All flows in PCUs

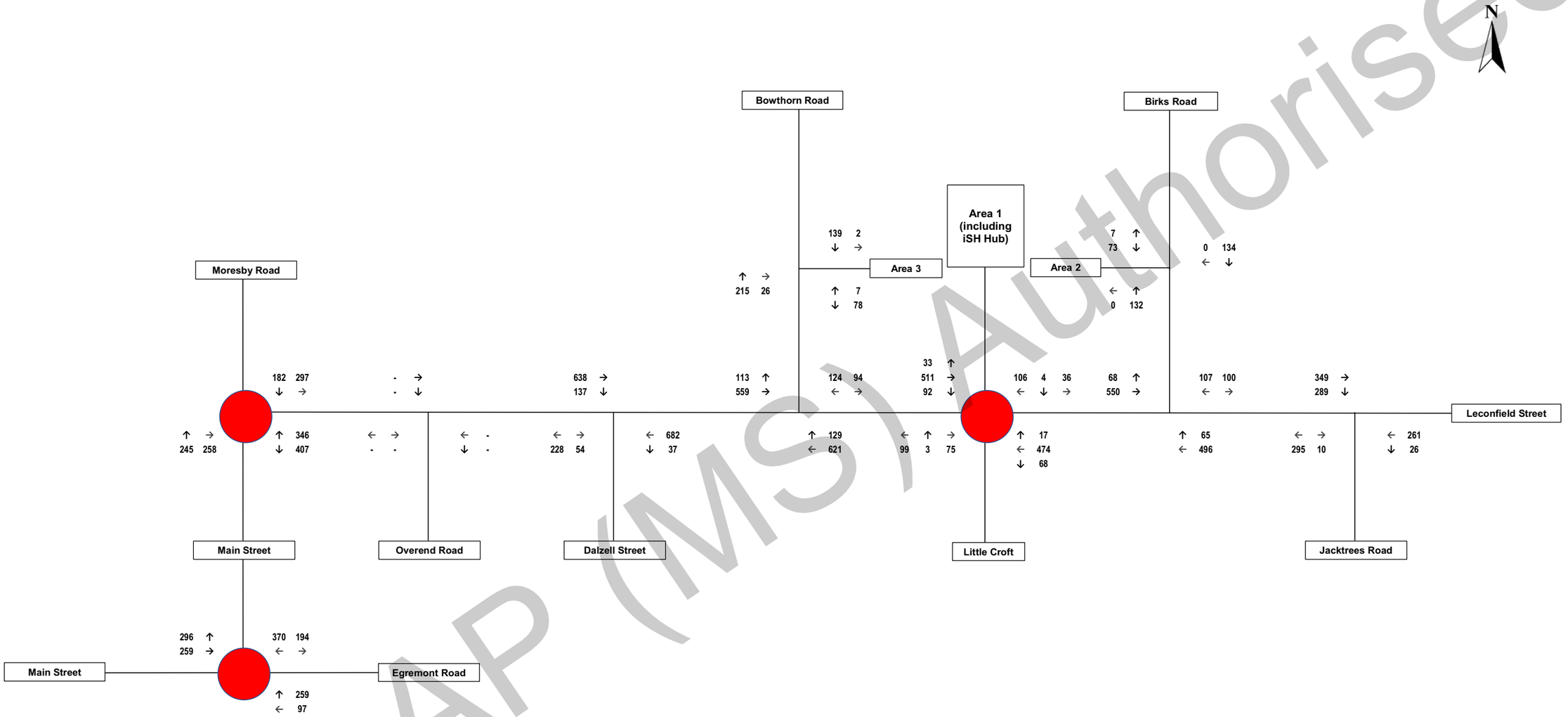
Curtins



085788	Leconsfield Industrial Estate: ISH Hub	Figure 14	2026 Base + Committed Development Traffic + Proposed Development Traffic - AM Peak

Notes: All flows in PCUs

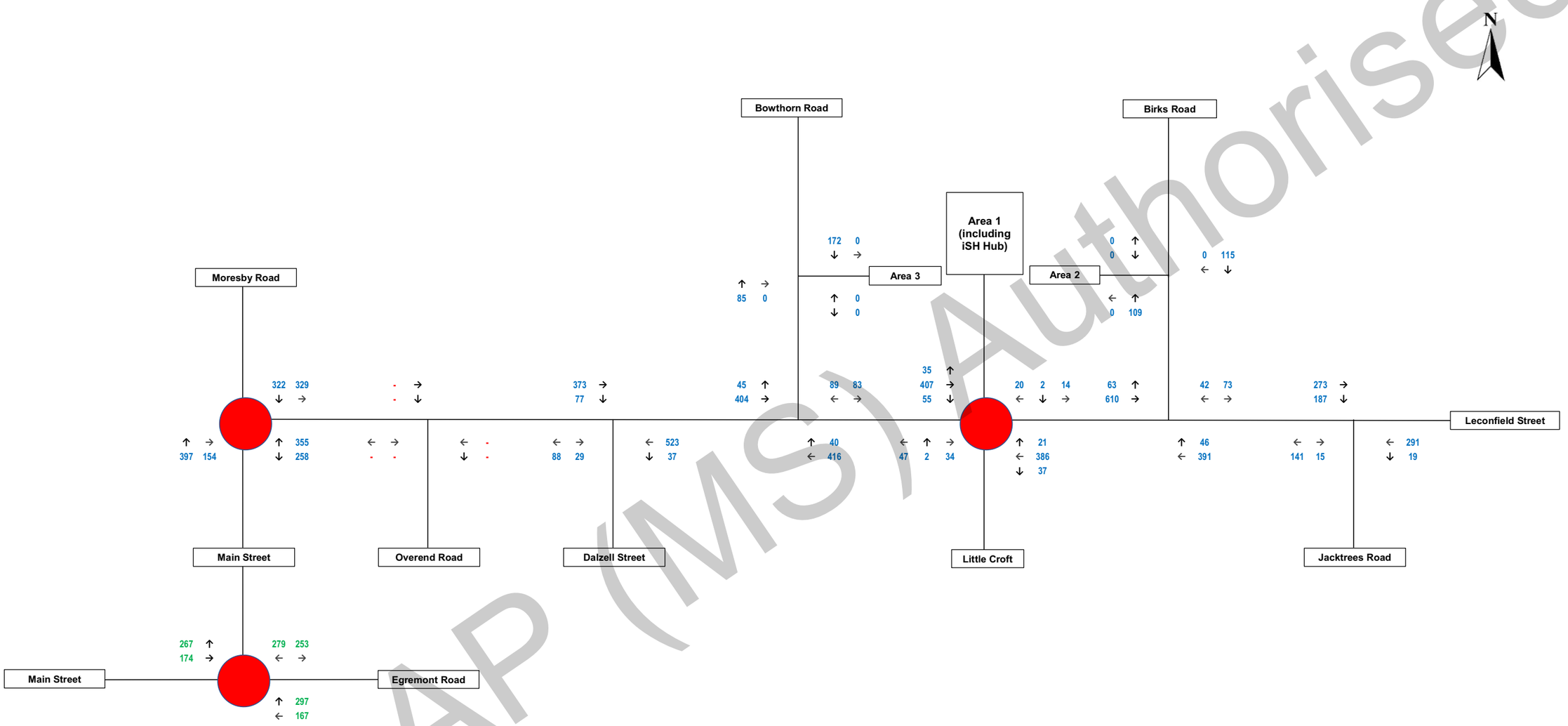
Curtins



085788	Leconsfield Industrial Estate: ISH Hub	Figure 15	2026 Base + Committed Development Traffic + Proposed Development Traffic-PM Peak

Notes: Tempro Growth Factor 2020 - 2032: 1.0647
Tempro Growth Factor 2019 - 2032: 1.0686
No Traffic Counts for Overend Road

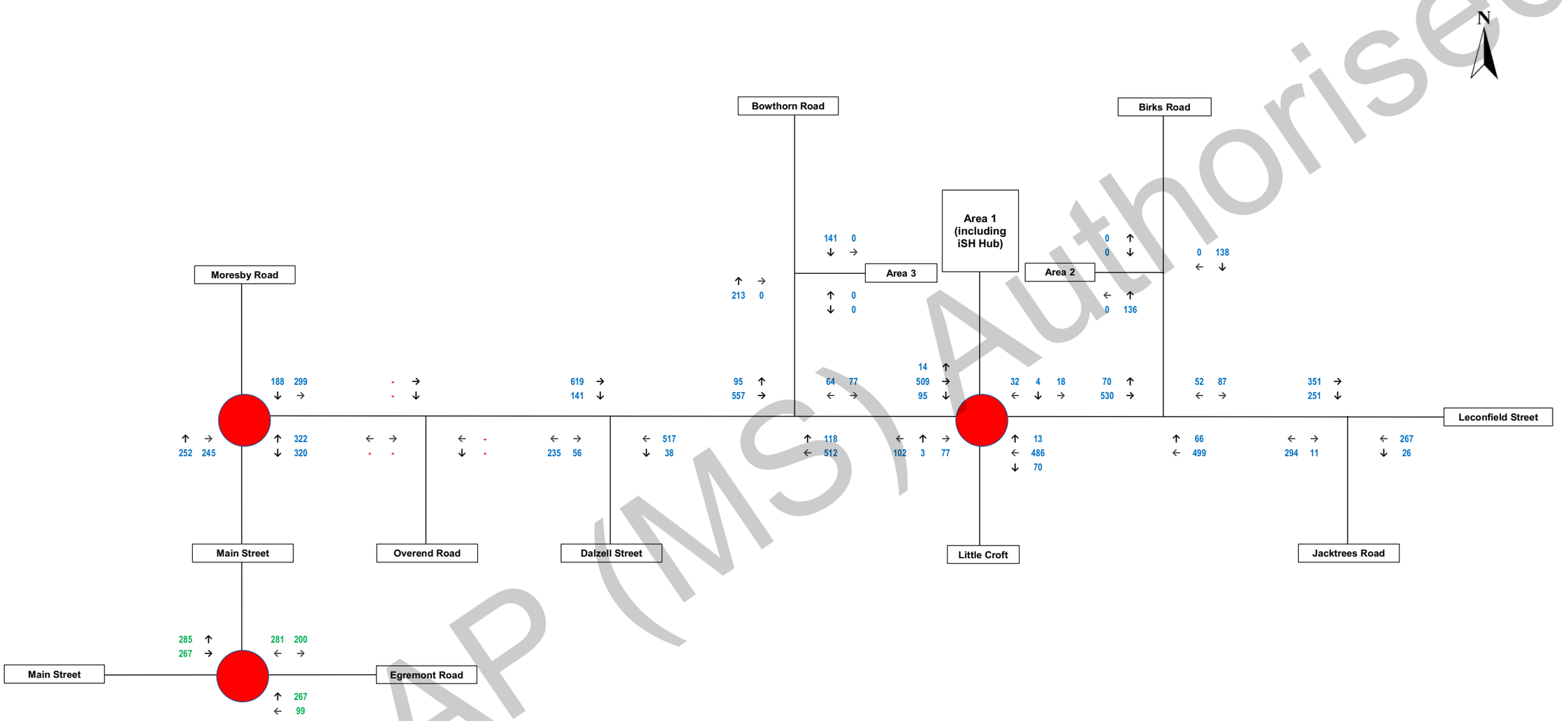
Curtins



085788	Leconsfield Industrial Estate: ISH Hub	Figure 16	AM Peak 2032 Base Flows

Notes: Tempro Growth Factor 2020 - 2032: 1.0550
Tempro Growth Factor 2019 - 2032: 1.0582
No Traffic Counts for Overend Road

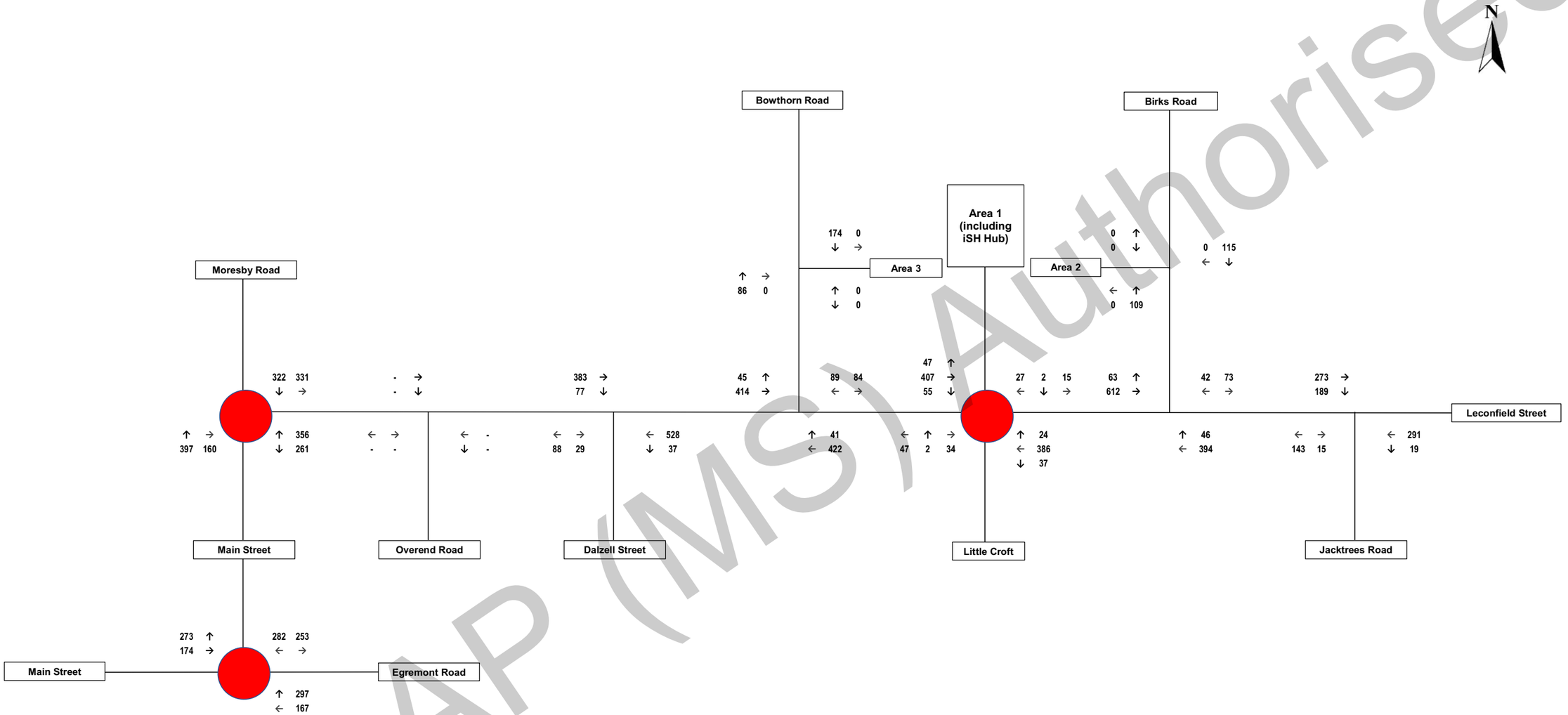
Curtins



085788	Leconsfield Industrial Estate: ISH Hub	Figure 17	PM Peak 2032 Base Flows

Notes: All flows in PCUs

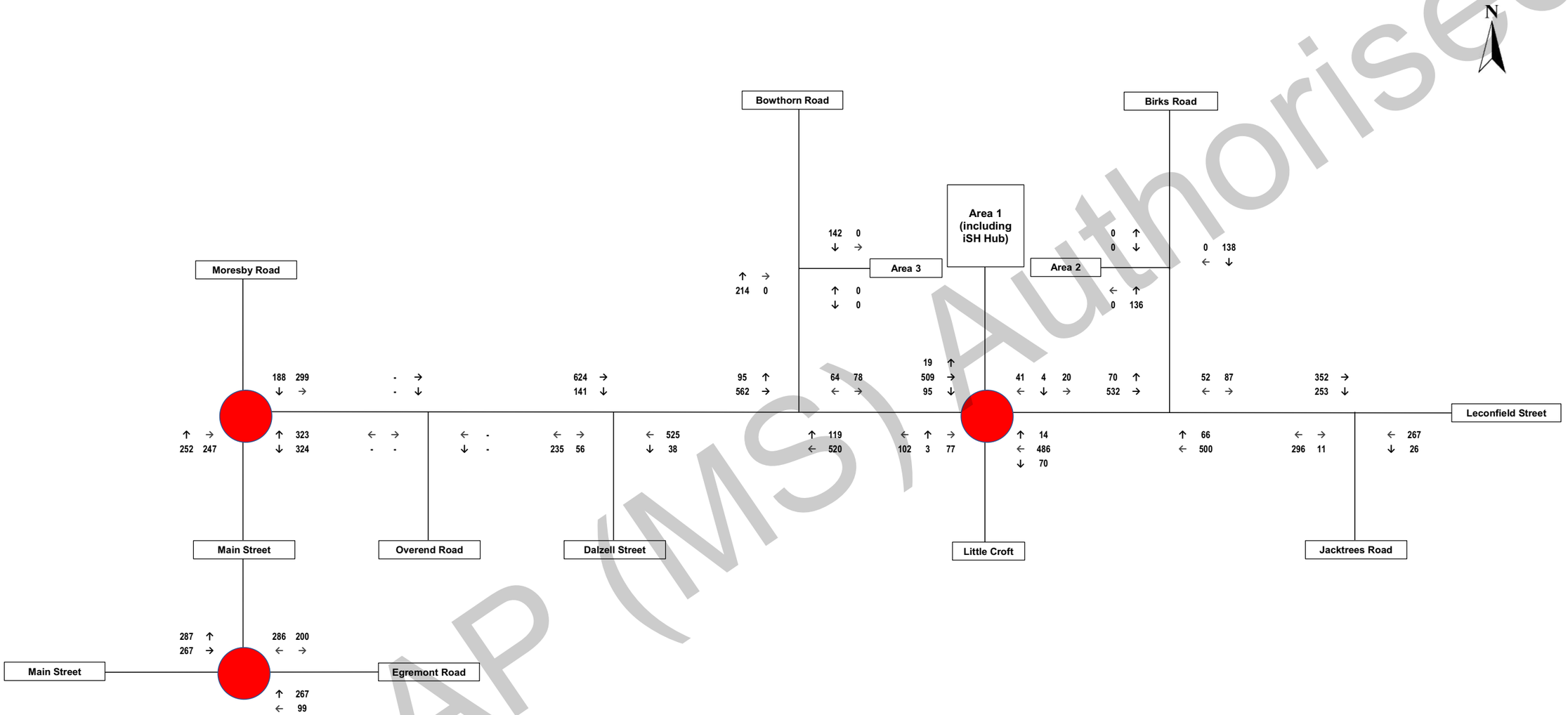
Curtins



085788	Leconsfield Industrial Estate: ISH Hub	Figure 18	2032 Base + Proposed Development Traffic - AM Peak

Notes: All flows in PCUs

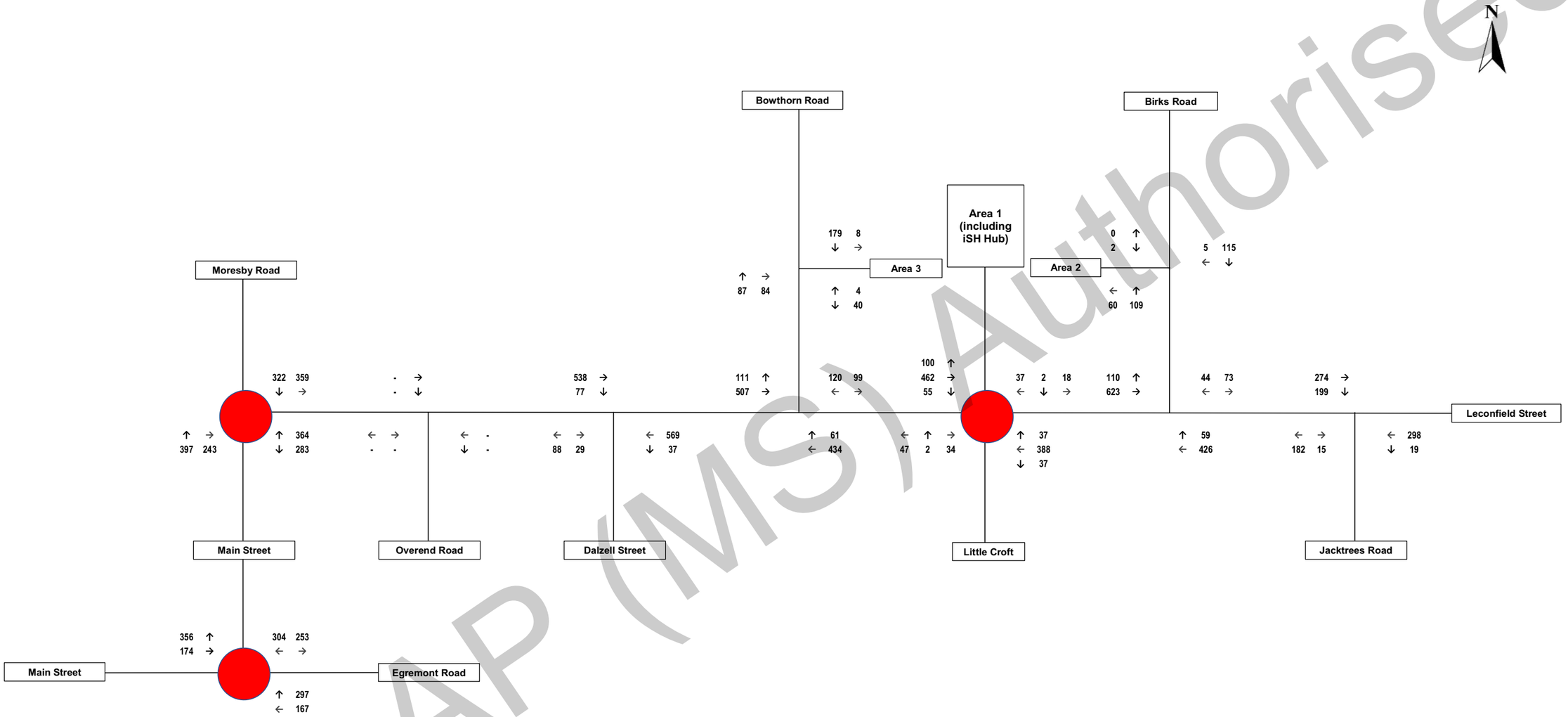
Curtins



085788	Leconsfield Industrial Estate: ISH Hub	Figure 19	2032 Base + Proposed Development Traffic - PM Peak

Notes: All flows in PCUs

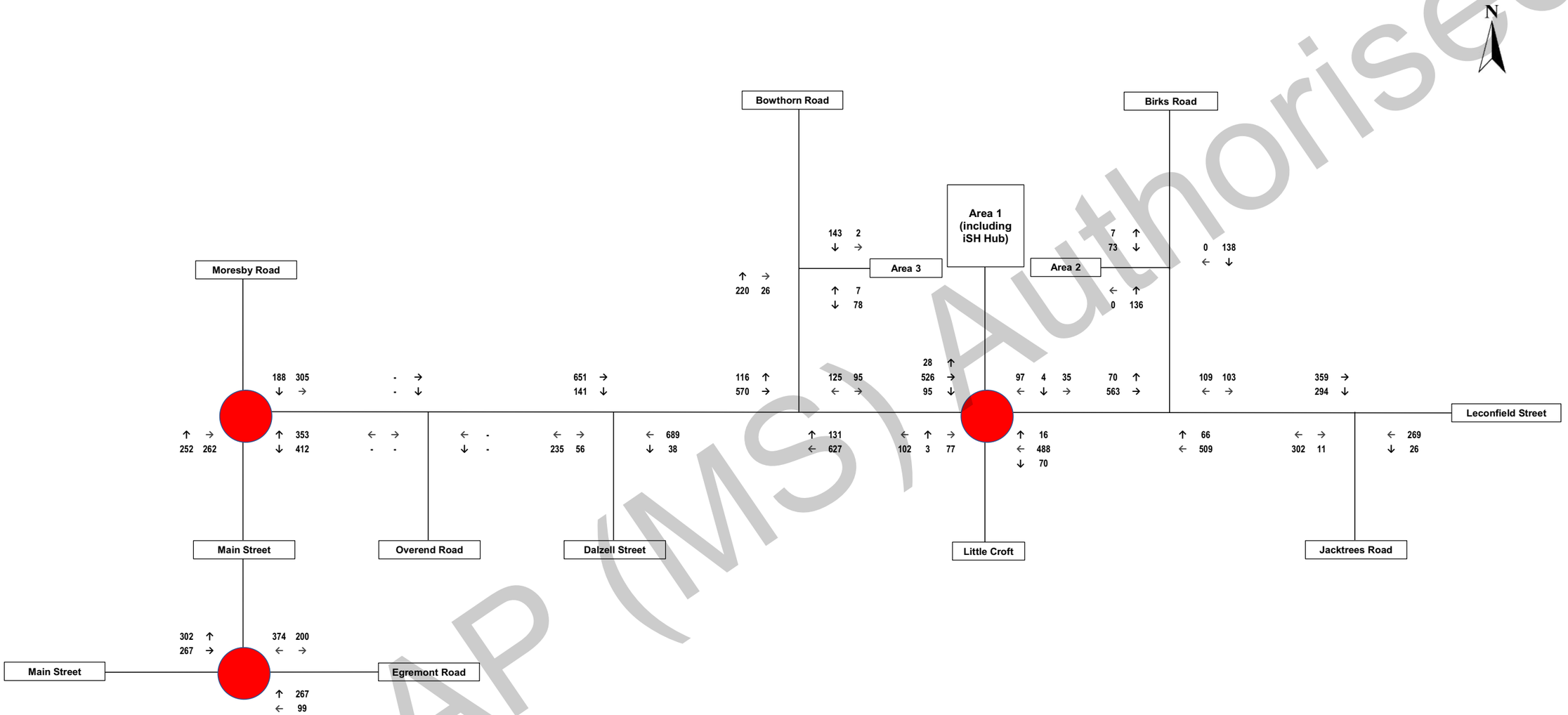
Curtins



085788	Leconsfield Industrial Estate: ISH Hub	Figure 20	2032 Base + Committed Development Traffic - AM Peak

Notes: All flows in PCUs

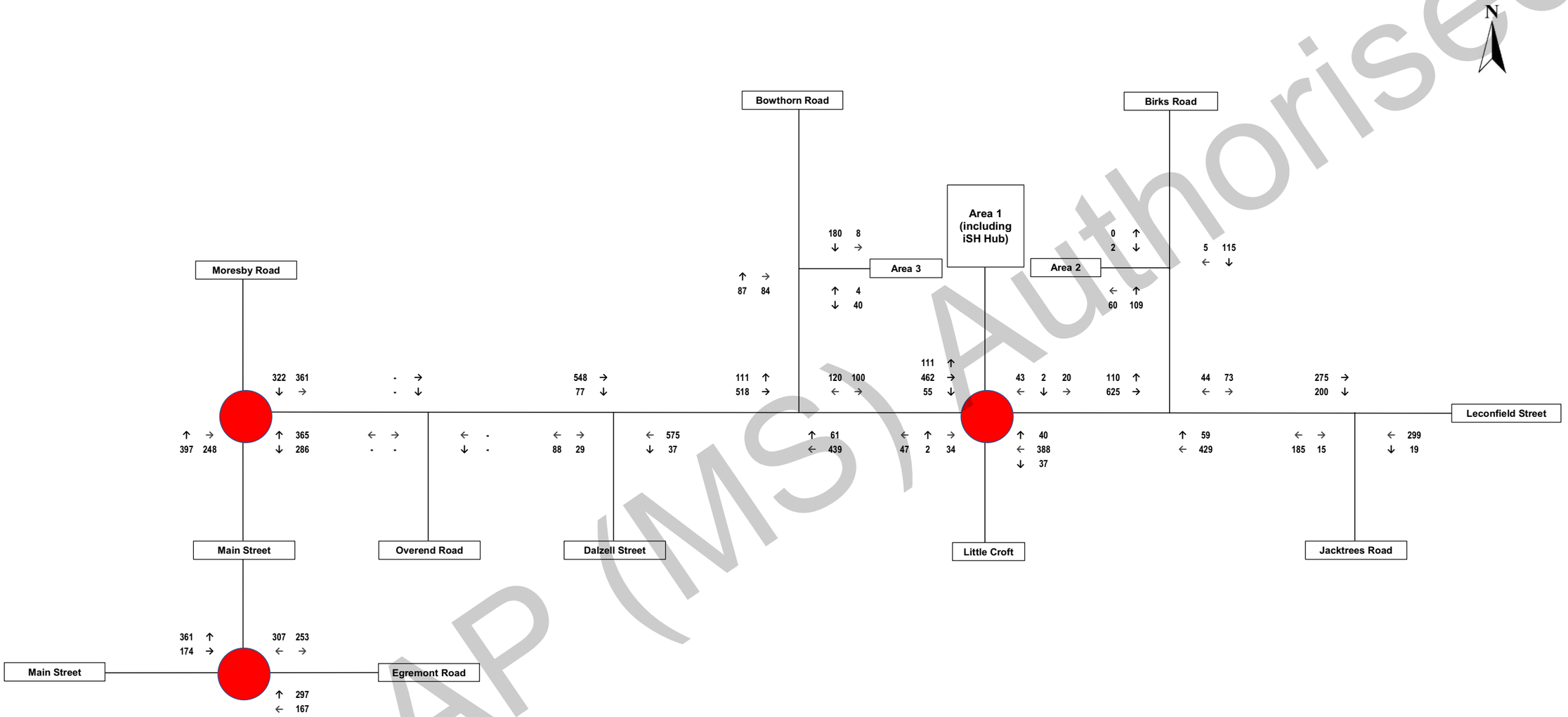
Curtins



085788	Leconsfield Industrial Estate: ISH Hub	Figure 21	2032 Base + Committed Development Traffic - PM Peak

Notes: All flows in PCUs

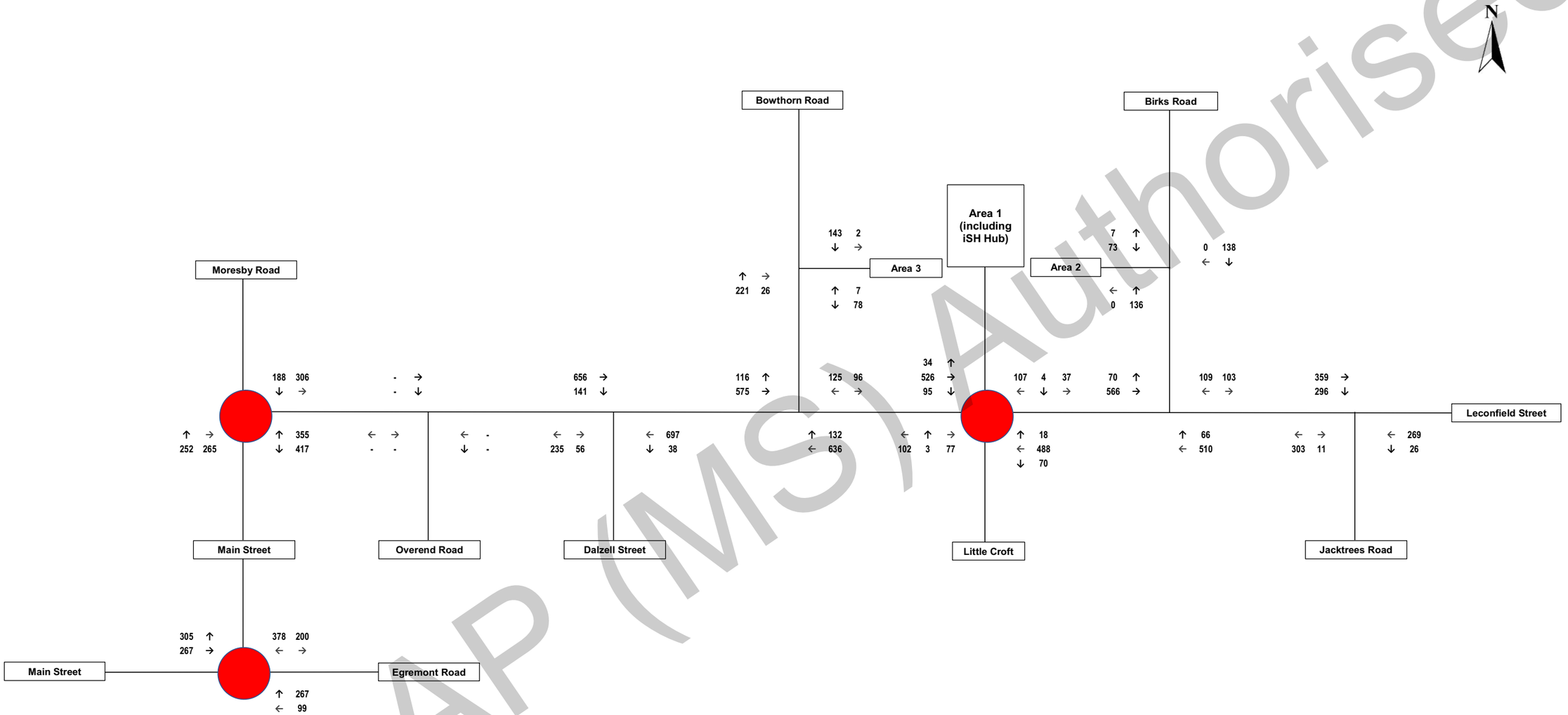
Curtins



085788	Leconsfield Industrial Estate: ISH Hub	Figure 22	2032 Base + Committed Development Traffic + Proposed Development Traffic - AM Peak

Notes: All flows in PCUs

Curtins



085788	Leconsfield Industrial Estate: ISH Hub	Figure 23	2032 Base + Committed Development Traffic + Proposed Development Traffic - PM Peak

Cleator Moor Innovation Quarter iSH Hub
Transport Assessment

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Drawings

Curtins

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Project:
CLEATOR MOOR INNOVATION QUARTER

Drg Title:
ACCESSIBILITY
INDICATIVE WALKING
CATCHMENT (HUB)

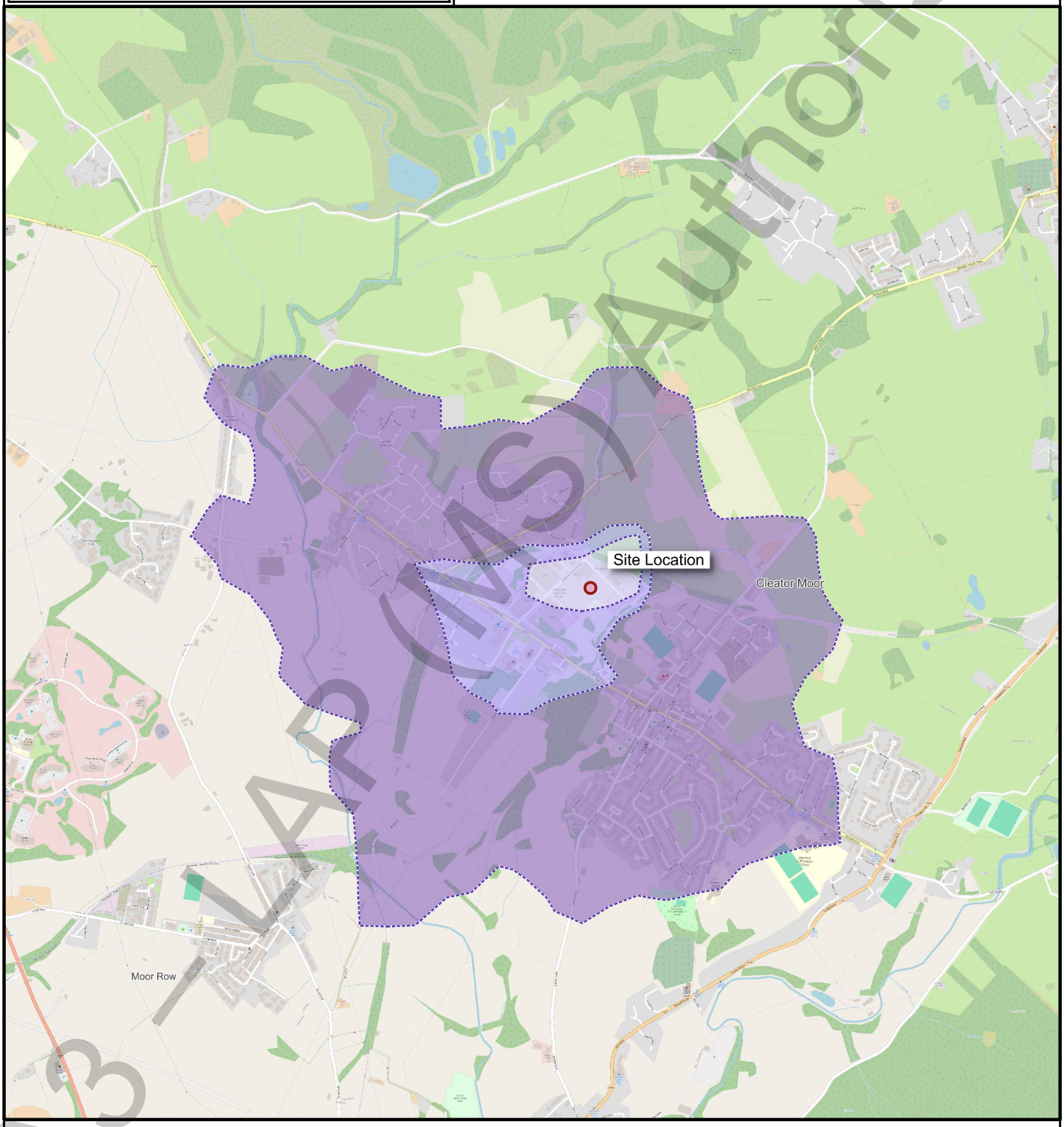
Status:
PRELIMINARY

Drawn By: HD Checked By: DJ

Designed By: HD Date: 16/03/26

Scale: NTS

Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
ISH	CUR	XX	XX	G	TP	06001	P01



KEY:

Site

Walking Catchment
2000m
1000m
500m

\\LI-FS-1\Projects\- TP\085788.200 - Cleator Moor Innovation Quarter\Q4-Production\4A-Models-Drawings\TP\CAD\06\

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Project:
CLEATOR MOOR INNOVATION QUARTER

Drg Title:
ACCESSIBILITY
INDICATIVE CYCLE
CATCHMENT(HUB)

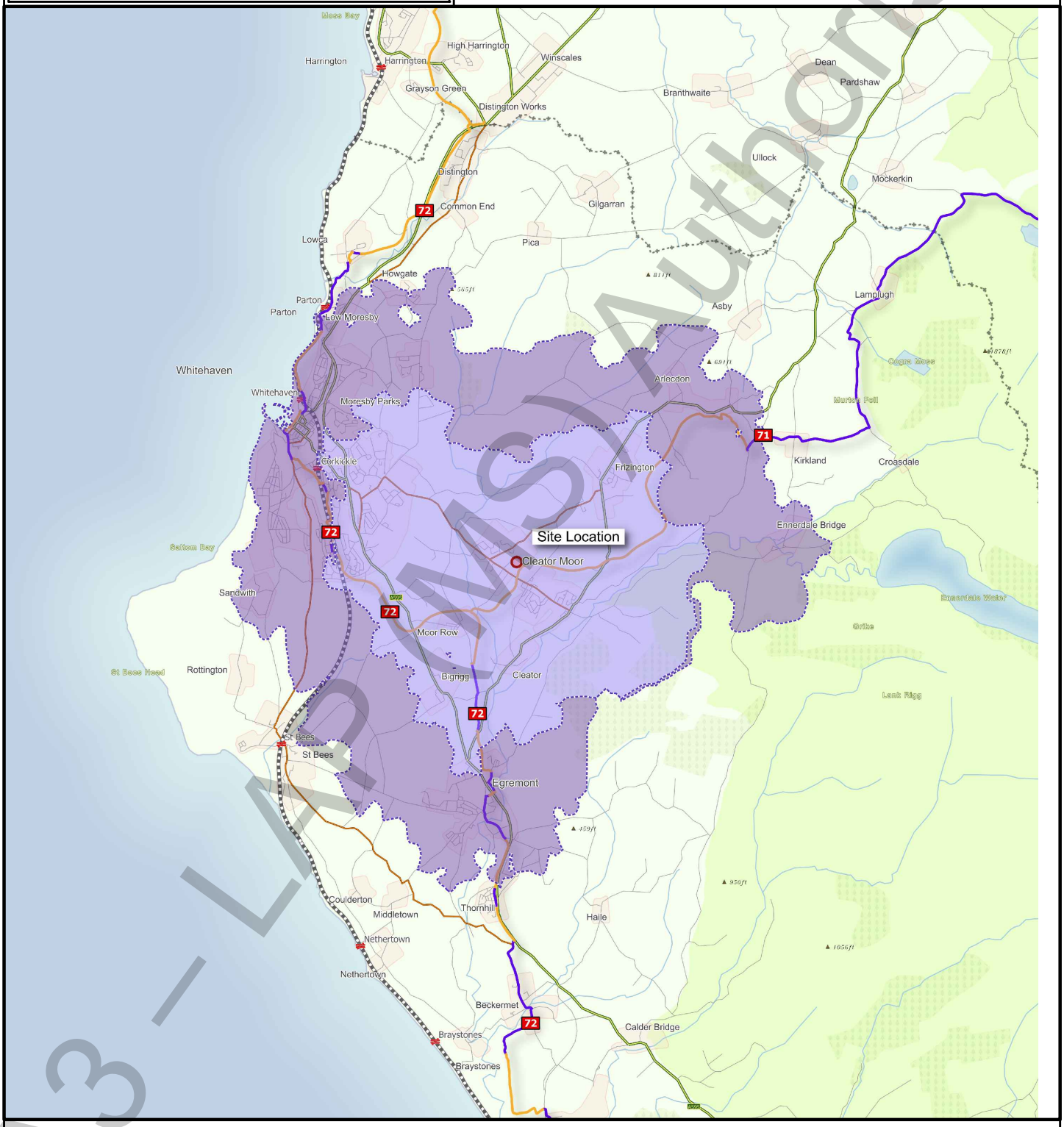
Status:
PRELIMINARY

Drawn By: HD Checked By: DJ

Designed By: HD Date: 26/03/16

Scale: NTS

Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
ISH	CUR	XX	XX	G	TP	06002	P01



KEY:

Site

Cycle Catchment
8000m
5500m

National Cycle Network Public
On Road Cycle Route
Traffic-free Cycle Route

Curtins

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Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Project:
CLEATOR MOOR INNOVATION QUARTER

Drg Title:
ACCESSIBILITY
INDICATIVE PUBLIC
TRANSPORT CATCHMENT

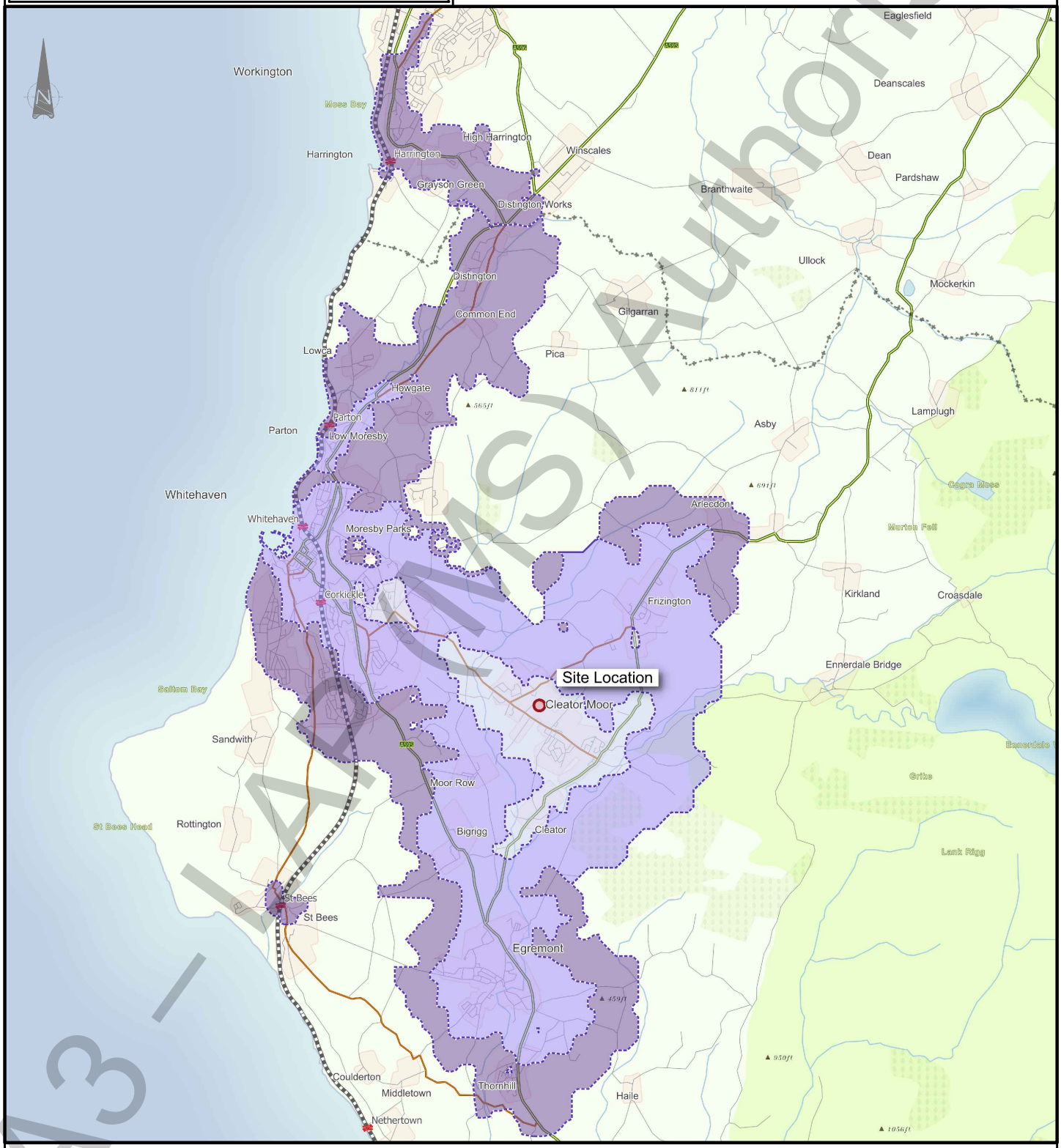
Status:
PRELIMINARY

Drawn By: HD Checked By: DJ

Designed By: HD Date: 26/03/16

Scale: NTS

Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
ISH	CUR	XX	XX	G	TP	06003	P01



KEY:

Site

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

\\LI-FS-1\Projects\- TP\085788.200 - Cleator Moor Innovation Quarter\Q4-Production\4A-Models-Drawings\TP\CAD\06\

Curtins

Appendix A – CMIQ Masterplan (Application Reference 4/22/2308/0O1)

A3 – LAP (MS) Authorised

PROPOSED SITE PLAN

SITE PLAN - PROPOSED
SCALE: 1 : 1250

0 10 20 30 40 50 m

DATE	REVISION	REV	DR	CH
03/11/21	FIRST ISSUE FOR PLANNING REVIEW	P01	JS	DS
09/11/21	REVISION 2	P02	JS	DS
10/12/21	Amended to Tetra Tech Comments	P03	JS	DS
11/01/22	UPDATED GRAPHICS	P04	JS	DS
25/01/22	UPDATED SITE NAMES AND PLOTS	P05	JS	DS
16/02/22	UPDATED PLOT 1.4 to E1a	P06	JS	DK
13/06/22	ISSUED FOR PLANNING	P07	JS	DK

THIS DRAWING IS SUBJECT TO FULL VERIFICATION BY MEASURED AND STRUCTURAL SURVEY, ENGINEERING DESIGN, CONFIRMATION OF BOUNDARIES, EASEMENTS AND COVENANTS, FLOOD RISK ASSESMENT, SERVICES AND UTILITIES, TOPOGRAPHICAL SURVEY, ECOLOGY ASSESMENT, CONTAMINATION ASSESMENT, PLANNING / BUILDING CONTROL AND HIGHWAYS APPROVAL, NOTE THESE ADDITIONAL REQUIREMENTS ARE NOT EXAUSTIVE.

PLEASE NOTE SITE INFORMATION WAS SUPPLIED BY COPELAND BOROUGH COUNCIL AND ORDINANCE SURVEY. NORR IN NO WAY ACCEPTS LIABILITY FOR THE ACCURACY OF THIS INFORMATION OR THAT SUPPLIED BY THIRD PARTIES.

THIS DRAWING IS SUBJECT TO FULL CONSULTATION WITH STATUTORY BODIES AND ASSOCIATED CONSENTS.

THERE IS DESIGN DEVELOPMENT YET TO TAKE PLACE THAT MAY AFFECT REPORTED AREAS, UNIT NUMBERS AND DRAWINGS, AND THEREFORE THESE DRAWINGS SHOULD BE TREATED AS APPROXIMATE, THEREFORE ANY DECISION TO BE MADE ON THE BASIS OF THESE PREDICTIONS, WHETHER AS TO PROJECT VIABILITY, PRE-LETTING, LEASE ARRANGEMENTS, INTERNAL FURNITURE/EQUIPMENT ARRANGEMENT OR THE LIKE SHOULD INCLUDE DUE ALLOWANCE FOR THE POSSIBLE INCREASE OR DECREASE INHERENT IN THE DESIGN DEVELOPMENT AND BUILDING PROCESSES. ALL AREAS ARE THEREFORE GIVEN AS APPROXIMATE ONLY AND SUBJECT TO DESIGN DEVELOPMENT.

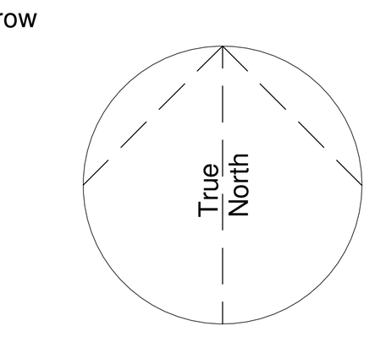
ANY DISCREPANCIES ON THESE DRAWINGS ARE TO BE HIGHLIGHTED TO THE ARCHITECT IMMEDIATELY. DO NOT SCALE FROM THESE DRAWINGS. IF IN DOUBT PLEASE REQUEST CLARIFICATION.

This drawing shall not be used for construction purposes until a "Ax - APPROVED FOR STAGE x" status appears under the Sheet Status.

Constructors must only work to figured dimensions which are to be checked on site. Do not scale from hard copy drawings.

Keyplan

North Arrow



Consultants

NORR
NORR Consultants Limited.
An Ingenium International Company
Percy House, 8th Floor Percy Street,
Newcastle NE1 4PW
England, UK
norr.com

Drawn MCi	Date 01/09/21
Checked RS	Date 01/09/21

Scale
1 : 1250 @ A0

Client
COPELAND BOROUGH COUNCIL

Project
CLEATOR MOOR INNOVATION QUARTER

Drawing Title
PROPOSED SITE PLAN

Sheet Status
S2 - FOR INFORMATION

Project No. IANC21-0043

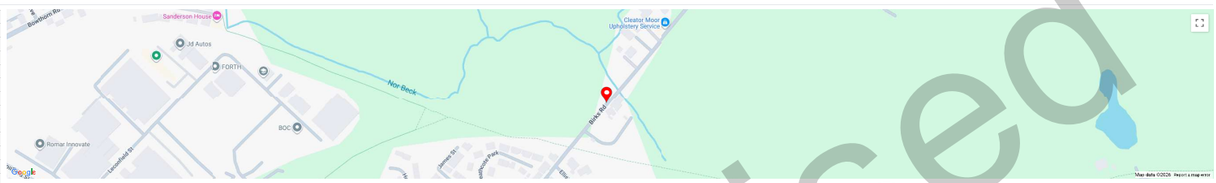
Drawing No. CMIQ-NOR-MP-ZZ-DR-A-90002 | Rev. P07

Appendix B – Accident Records

SCHEME FLOW Home

Road Accident Report

Collision Reference	030922439
Severity	Serious (Less Serious)
Collision Reporting Type	Based on injury code reporting
Collision Adjusted Severity Serious	1
Collision Adjusted Severity Slight	0
Date	17/01/2020 15:10 (Friday)
OS Grid Reference	302276, 515550
Coordinates	Latitude: 54.525784; Longitude: -3.511459
Police Force	Cumbria
Number of Vehicles	2
Number of Casualties	1
Local Authority	Copeland
Local Authority (ONS)	Copeland
Highway Authority	Cumbria
Highway Authority (current)	Cumberland
First Road Class	Unclassified
First Road Number	
Road Type	Single carriageway
Speed Limit	30 mph
Junction Detail	Not at junction or within 20 metres
Junction Detail (Historic)	Not at junction or within 20 metres
Junction Control	
Second Road Class	Not at junction or within 20 metres
Second Road Number	
Pedestrian Crossing	No physical crossing facility within 50m
Pedestrian Crossing Human Control (Historic)	None within 50 metres
Pedestrian Crossing Physical Facilities (Historic)	No physical crossing facilities within 50 metres
Light Conditions	Daylight
Weather Conditions	
Road Surface Conditions	Dry
Special Conditions at Site	None
Carriageway Hazards	None
Carriageway Hazards (Historic)	None
Urban or Rural Area	Rural
Police Officer Attended	No
Trunk Road	Non-trunk



SOURCE
Department for transport, Road Accidents and Safety Statistics

Casualty 1

ID	1
Vehicle	2
Casualty Class	Driver or rider
Gender	Male
Age	56
Severity	Serious
Enhanced Severity	Less Serious
Casualty Reporting Type	Based on injury code reporting
Casualty Adjusted Severity Serious	1
Casualty Adjusted Severity Slight	0
Pedestrian Location	Not a Pedestrian
Pedestrian Movement	Not a Pedestrian
Car Passenger	Not car passenger
Bus or Coach Passenger	Not a bus or coach passenger
Pedestrian Road Maintenance Worker	No / Not applicable
Casualty Type	Motorcycle + unknown cc rider or passenger
Casualty IMD Decile	Less deprived 40-50%
Distance from Home	

Vehicle 1

ID	1
Vehicle Type	Car
Towing And Articulation	No tow/articulation
Vehicle Manoeuvre	Going ahead
Vehicle Manoeuvre (Historic)	Going ahead other
Vehicle Direction From	North
Vehicle Direction To	South
Vehicle Location Restricted Lane	On main carriageway (not in restricted lane)
Vehicle Location Restricted Lane (Historic)	On main c'way - not in restricted lane
Junction Location	Not at or within 20 metres of junction
Skidding and Overturning	None
Hit Object in Carriageway	None
Vehicle Leaving Carriageway	Did not leave carriageway
Hit Object off Carriageway	None
First Point of Impact	Front
Vehicle Left Hand Drive	No
Journey Purpose of Driver	Commuting to or from work
Journey Purpose of Driver (Historic)	Commuting to/from work
Sex of Driver	Male
Age Band of Driver	56-65
Propulsion Code	Heavy oil
Driver IMD Decile	Less deprived 20-30%
E-scooter	Vehicle was not an e-scooter
Driver Distance Banding	
Age of Driver	57
Age of Vehicle	7
Engine Capacity (cc)	2982
Make/Model	TOYOTA HILUX

Vehicle 2

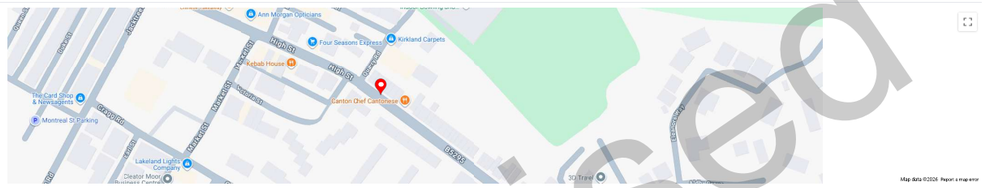
ID	2
Vehicle Type	Motorcycle - unknown cc
Towing And Articulation	No tow/articulation
Vehicle Manoeuvre	Going ahead
Vehicle Manoeuvre (Historic)	Going ahead other
Vehicle Direction From	South
Vehicle Direction To	North
Vehicle Location Restricted Lane	On main carriageway (not in restricted lane)
Vehicle Location Restricted Lane (Historic)	On main c'way - not in restricted lane
Junction Location	Not at or within 20 metres of junction
Skidding and Overturning	None
Hit Object in Carriageway	None
Vehicle Leaving Carriageway	Did not leave carriageway
Hit Object off Carriageway	None
First Point of Impact	Did not impact
Vehicle Left Hand Drive	No
Journey Purpose of Driver	Not known or not requested
Journey Purpose of Driver (Historic)	Not known
Sex of Driver	Male
Age Band of Driver	56-65
Propulsion Code	
Driver IMD Decile	Less deprived 40-50%
E-scooter	Vehicle was not an e-scooter
Driver Distance Banding	
Age of Driver	56
Age of Vehicle	
Engine Capacity (cc)	
Make/Model	

Help

SCHEME FLOW Home

Road Accident Report

Collision Reference	0313598891
Severity	Serious (Less Serious)
Collision Reporting Type	Based on injury code reporting
Collision Adjusted Severity Serious	1
Collision Adjusted Severity Slight	0
Date	08/10/2023 20:00 (Tuesday)
OS Grid Reference	302102, 515009
Coordinates	Latitude: 54.570883; Longitude: -3.513965
Police Force	Cumbria
Number of Vehicles	2
Number of Casualties	1
Local Authority	
Local Authority (ONS)	Cumberland
Highway Authority	
Highway Authority (current)	Cumberland
First Road Class	B
First Road Number	5295
Road Type	Single carriageway
Speed Limit	30 mph
Junction Detail	Not at junction or within 20 metres
Junction Detail (Historic)	Not at junction or within 20 metres
Junction Control	
Second Road Class	Not at junction or within 20 metres
Second Road Number	
Pedestrian Crossing	No physical crossing facility within 50m
Pedestrian Crossing Human Control (Historic)	None within 50 metres
Pedestrian Crossing Physical Facilities (Historic)	No physical crossing facilities within 50 metres
Light Conditions	Darkness - lighting unknown
Weather Conditions	
Road Surface Conditions	
Special Conditions at Site	None
Carriageway Hazards	None
Carriageway Hazards (Historic)	None
Urban or Rural Area	Rural
Police Officer Attended	No - accident was reported using a self completion form
Trunk Road	Non-trunk



SOURCE
Department for Transport, Road Accidents and Safety Statistics

Casualty 1

ID	1
Vehicle	2
Casualty Class	Driver or rider
Gender	Male
Age	21
Severity	Serious
Enhanced Severity	Less Serious
Casualty Reporting Type	Based on injury code reporting
Casualty Adjusted Severity Serious	1
Casualty Adjusted Severity Slight	0
Pedestrian Location	Not a Pedestrian
Pedestrian Movement	Not a Pedestrian
Car Passenger	Not car passenger
Bus or Coach Passenger	Not a bus or coach passenger
Pedestrian Road Maintenance Worker	No / Not applicable
Casualty Type	Cyclist
Casualty IMD Decile	More deprived 40-50%
Distance from Home	

Vehicle 1

ID	1
Vehicle Type	Car
Towing And Articulation	No tow/articulation
Vehicle Manoeuvre	Moving off
Vehicle Manoeuvre (Historic)	Moving off
Vehicle Direction From	Parked
Vehicle Direction To	North West
Vehicle Location Restricted Lane	Footway (pavement)
Vehicle Location Restricted Lane (Historic)	Footway (pavement)
Junction Location	Not at or within 20 metres of junction
Skidding and Overturning	None
Hit Object in Carriageway	None
Vehicle Leaving Carriageway	Did not leave carriageway
Hit Object off Carriageway	None
First Point of Impact	Nearside
Vehicle Left Hand Drive	No
Journey Purpose of Driver	Not known or not requested
Journey Purpose of Driver (Historic)	Not known
Sex of Driver	Male
Age Band of Driver	
Propulsion Code	Heavy oil
Driver IMD Decile	
E-Scooter	Vehicle was not an e-scooter
Driver Distance Banding	
Age of Driver	
Age of Vehicle	7
Engine Capacity (cc)	1598
Make/Model	JEEP RENEGADE

Vehicle 2

ID	2
Vehicle Type	Pedal cycle
Towing And Articulation	
Vehicle Manoeuvre	Going ahead
Vehicle Manoeuvre (Historic)	Going ahead other
Vehicle Direction From	North West
Vehicle Direction To	South East
Vehicle Location Restricted Lane	On main carriageway (not in restricted lane)
Vehicle Location Restricted Lane (Historic)	On main c'way - not in restricted lane
Junction Location	Not at or within 20 metres of junction
Skidding and Overturning	None
Hit Object in Carriageway	None
Vehicle Leaving Carriageway	Did not leave carriageway
Hit Object off Carriageway	None
First Point of Impact	Offside
Vehicle Left Hand Drive	No
Journey Purpose of Driver	Not known or not requested
Journey Purpose of Driver (Historic)	Other
Sex of Driver	Male
Age Band of Driver	21-25
Propulsion Code	
Driver IMD Decile	More deprived 40-50%
E-Scooter	Vehicle was not an e-scooter
Driver Distance Banding	
Age of Driver	21
Age of Vehicle	
Engine Capacity (cc)	
Make/Model	

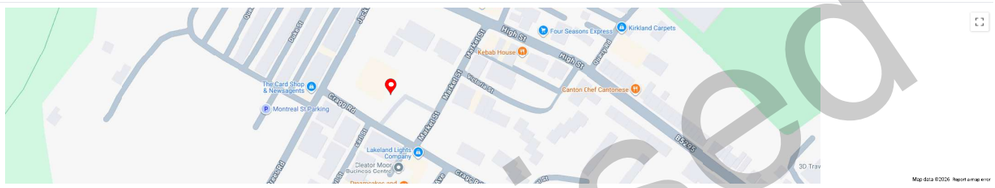
Help

A3 – LAP (MS) Authorised

SCHEME FLOW Home

Road Accident Report

Collision Reference	0309995519
Severity	Serious (Moderately Serious)
Collision Reporting Type	Based on injury code reporting
Collision Adjusted Severity Serious	1
Collision Adjusted Severity Slight	0
Date	16/11/2020 11:20 (Monday)
OS Grid Reference	301933, 515003
Coordinates	Latitude: 54.526803; Longitude: -3.516574
Police Force	Cumbria
Number of Vehicles	1
Number of Casualties	1
Local Authority	Copeland
Local Authority (ONS)	Copeland
Highway Authority	Cumbria
Highway Authority (current)	Cumberland
First Road Class	Unclassified
First Road Number	
Road Type	Unknown
Speed Limit	30 mph
Junction Detail	Not at junction or within 20 metres
Junction Detail (Historic)	Not at junction or within 20 metres
Junction Control	
Second Road Class	Not at junction or within 20 metres
Second Road Number	
Pedestrian Crossing	No physical crossing facility within 50 m
Pedestrian Crossing Human Control (Historic)	None within 50 metres
Pedestrian Crossing Physical Facilities (Historic)	No physical crossing facilities within 50 metres
Light Conditions	Daylight
Weather Conditions	Fine no high winds
Road Surface Conditions	Dry
Special Conditions at Site	None
Carriageway Hazards	None
Carriageway Hazards (Historic)	None
Urban or Rural Area	Rural
Police Officer Attended	Yes
Trunk Road	Non-trunk



SOURCE
Department for Transport, Road Accidents and Safety Statistics

Casualty 1

ID	1
Vehicle	1
Casualty Class	Driver or rider
Gender	Male
Age	89
Severity	Serious
Enhanced Severity	Moderately Serious
Casualty Reporting Type	Based on injury code reporting
Casualty Adjusted Severity Serious	1
Casualty Adjusted Severity Slight	0
Pedestrian Location	Not a Pedestrian
Pedestrian Movement	Not a Pedestrian
Car Passenger	Not car passenger
Bus or Coach Passenger	Not a bus or coach passenger
Pedestrian Road Maintenance Worker	No / Not applicable
Casualty Type	Car occupant
Casualty IMD Decile	Most deprived 10%
Distance from Home	

Vehicle 1

ID	1
Vehicle Type	Car
Towing And Articulation	No tow/articulation
Vehicle Manoeuvre	Moving off
Vehicle Manoeuvre (Historic)	Moving off
Vehicle Direction From	North
Vehicle Direction To	North
Vehicle Location Restricted Lane	Footway (pavement)
Vehicle Location Restricted Lane (Historic)	Footway (pavement)
Junction Location	Not at or within 20 metres of junction
Skidding and Overturning	None
Hit Object in Carriageway	None
Vehicle Leaving Carriageway	Straight ahead at junction
Hit Object off Carriageway	None
First Point of Impact	Front
Vehicle Left Hand Drive	No
Journey Purpose of Driver	Not known or not requested
Journey Purpose of Driver (Historic)	Other
Sex of Driver	Male
Age Band of Driver	Over 75
Propulsion Code	Heavy oil
Driver IMD Decile	Most deprived 10%
E-Scooter	Vehicle was not an e-scooter
Driver Distance Banding	
Age of Driver	89
Age of Vehicle	12
Engine Capacity (cc)	1560
Make/Model	CITROEN C3

Help

SCHEME FLOW Home

Road Accident Report

Collision Reference	031470200
Severity	Serious (Less Serious)
Collision Reporting Type	Based on injury code reporting
Collision Adjusted Severity Serious	1
Collision Adjusted Severity Slight	0
Date	19/07/2024 16:30 (Friday)
OS Grid Reference	301981, 514942
Coordinates	Latitude: 54.52026; Longitude: -3.51581
Police Force	Cumbria
Number of Vehicles	2
Number of Casualties	1
Local Authority	
Local Authority (ONS)	Cumberland
Highway Authority	
Highway Authority (current)	Cumberland
First Road Class	Unclassified
First Road Number	
Road Type	Single carriageway
Speed Limit	30 mph
Junction Detail	T or staggered junction
Junction Detail (Historic)	
Junction Control	Give way or uncontrolled
Second Road Class	Unclassified
Second Road Number	
Pedestrian Crossing	No physical crossing facility within 50m
Pedestrian Crossing Human Control (Historic)	
Pedestrian Crossing Physical Facilities (Historic)	
Light Conditions	Daylight
Weather Conditions	Fine no high winds
Road Surface Conditions	Dry
Special Conditions at Site	
Carriageway Hazards	None
Carriageway Hazards (Historic)	
Urban or Rural Area	Rural
Police Officer Attended	Yes
Trunk Road	Non-trunk

SOURCE
Department for Transport, Road Accidents and Safety Statistics

Casualty 1

ID	1
Vehicle	2
Casualty Class	Driver or rider
Gender	Male
Age	8
Severity	Serious
Enhanced Severity	Less Serious
Casualty Reporting Type	Based on injury code reporting
Casualty Adjusted Severity Serious	1
Casualty Adjusted Severity Slight	0
Pedestrian Location	Not a Pedestrian
Pedestrian Movement	Not a Pedestrian
Car Passenger	Not car passenger
Bus or Coach Passenger	Not a bus or coach passenger
Pedestrian Road Maintenance Worker	No / Not applicable
Casualty Type	
Casualty IMD Decile	More deprived 30-40%
Distance from Home	Within 5km from home postcode

Vehicle 1

ID	1
Vehicle Type	Car
Towing And Articulation	No tow/articulation
Vehicle Manoeuvre	Overtaking on nearside (passengers side nearest kerb)
Vehicle Manoeuvre (Historic)	
Vehicle Direction From	North East
Vehicle Direction To	North West
Vehicle Location Restricted Lane	On main carriageway (not in restricted lane)
Vehicle Location Restricted Lane (Historic)	
Junction Location	Approaching junction or waiting/parked at junction approach
Skidding and Overturning	None
Hit Object in Carriageway	None
Vehicle Leaving Carriageway	Did not leave carriageway
Hit Object off Carriageway	None
First Point of Impact	Front
Vehicle Left Hand Drive	No
Journey Purpose of Driver	Personal business or leisure
Journey Purpose of Driver (Historic)	
Sex of Driver	Male
Age Band of Driver	66-75
Propulsion Code	Petrol
Driver IMD Decile	More deprived 10-20%
E-Scooter	Vehicle was not an e-scooter
Driver Distance Banding	<5km from home postcode
Age of Driver	75
Age of Vehicle	9
Engine Capacity (cc)	1395
Make/Model	AUDI A3

Vehicle 2

ID	2
Vehicle Type	
Towing And Articulation	No tow/articulation
Vehicle Manoeuvre	Moving off
Vehicle Manoeuvre (Historic)	
Vehicle Direction From	South
Vehicle Direction To	North East
Vehicle Location Restricted Lane	On main carriageway (not in restricted lane)
Vehicle Location Restricted Lane (Historic)	
Junction Location	Approaching junction or waiting/parked at junction approach
Skidding and Overturning	None
Hit Object in Carriageway	None
Vehicle Leaving Carriageway	Did not leave carriageway
Hit Object off Carriageway	None
First Point of Impact	Did not impact
Vehicle Left Hand Drive	No
Journey Purpose of Driver	Not known or not requested
Journey Purpose of Driver (Historic)	
Sex of Driver	Male
Age Band of Driver	6-10
Propulsion Code	
Driver IMD Decile	More deprived 30-40%
E-Scooter	Vehicle was an e-scooter
Driver Distance Banding	<5km from home postcode
Age of Driver	8
Age of Vehicle	
Engine Capacity (cc)	
Make/Model	

Help

Appendix C – Proposed Development Landscape Layout

A3 – LAP (MS) Authorised

NOTES

- Redline Boundary
- Ornamental Shrub Planting
- Ornamental Hedgerow
- Amenity Turf
- Proposed Trees
- Vehicular Grade Asphalt
- Pedestrian Grade Asphalt
- Building Edge Concrete Block Paving
- Gravel
- Concrete Hardstand
- Permeable Concrete Paving Type 1
- Permeable Concrete Paving Type 2
- Concrete paving
- Accesible Bays
- EV Charger Kiosk
- Open Calcareous Grassland
- Species Rich Neutral Grassland
- Heathland Mix
- Cut Concrete Planks
- Gabions
- Tactile Blister Paving
- Bollard
- Electric Vehicle Charging Post

REVISION	DATE	BY	CHECKED
P06	31.03.26	GS	PA
General update to comments			
P05	17.03.26	GS	PA
General update to comments			
P04	10.03.26	GS	PA
Plan updated to include MEP Plant room.			
P03	24.02.26	GS	PA
Parking area revised to include EV ducts.			
P02	24.02.26	GS	PA
General update to comments			
P01	29.01.26	GS	PA
First issue			

CLIENT	Cumberland County Council
PROJECT	**CMIQ Hub**
TITLE	Landscape Site Plan
DWG No.	ISH-ONE-ZZ-ZZ-D-L-00001
REV	P06
STATUS	PRELIMINARY
SCALE	1:500 @ A1
DATE	29.01.26
DRN BY	GS

0 5 10 20
metres 1:500

ONE-ENVIRONMENTS

SAILORS BETHEL, HORATIO STREET NEWCASTLE UPON TYNE, NE1 2PE | WWW.ONE-ENVIRONMENTS.CO.UK

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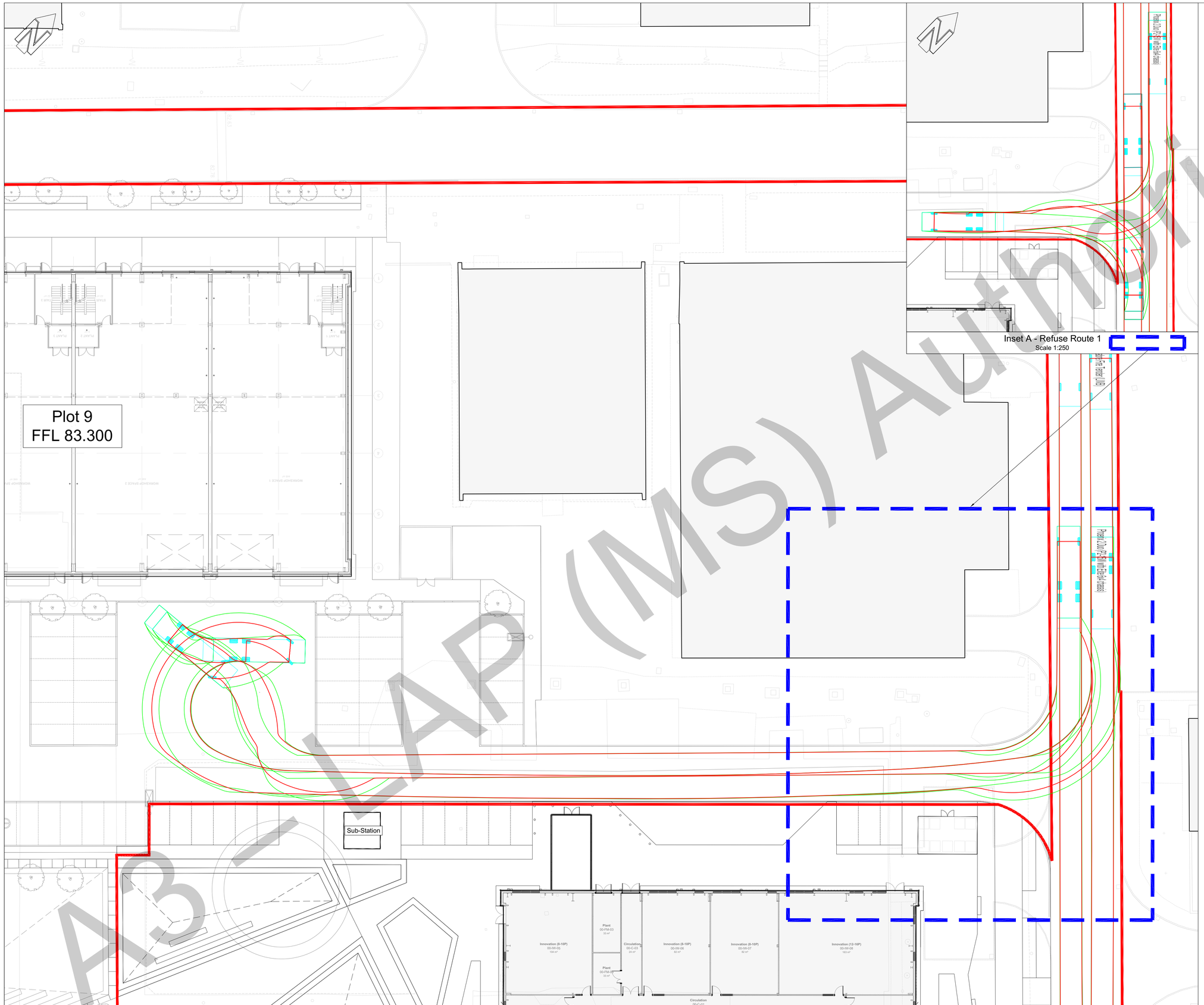
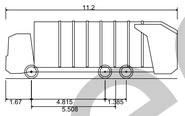
Appendix D – Swept Path Analysis Drawings



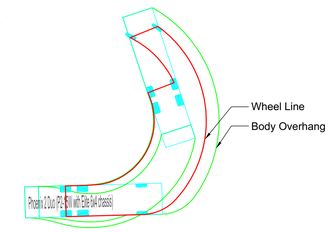
- DO NOT SCALE -

Legend



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m



Notes:

1. This vehicle tracking drawing has been produced for information and discussion purposes only.
2. Vehicle types have been assumed and the client/land owner is to confirm exact vehicle requirements.
3. All vehicle tracking outside of the extents of the topographic survey is approximate only and based on OS map information. Further topographic survey information will be required in order to accurately check the suitability of the surrounding roads.

NOT FOR PRICING

NOT FOR CONSTRUCTION

AMENDMENT	BY	REV	CHK	DATE
Issued for Comment	GL	P02	JJH	14.04.2026
Issued for Comment	GL	P01	JJH	08.04.2026

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TEESSIDE: T: 01642 876470 | TYNESIDE: T: 0191 495 4100

Client	Cumberland Council
Project	ISH Hub
BGP Project No.	21T2034
Drawing Title	Swept Path Analysis - Refuse Vehicle

Drawn	Date	Checked	Date	Size	Scale	Rev.
GL	APR '26	JJH	APR '26	A1	Noted	P02

Location	Originator	Volume	Level	Form	Role	Unique No.
ISH	BGP	19	XX	D	C	19900

File Reference

ISH-BGP-19-XX-D-C-19900

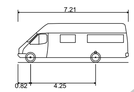
Plot 9
FFL 83.300

Sub-Station

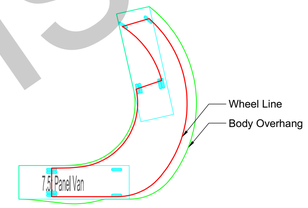
HUB
FFL 83.200

- DO NOT SCALE -

Legend



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



Notes:

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2. Vehicle types have been assumed and the client/land owner is to confirm exact vehicle requirements.
3. All vehicle tracking outside of the extents of the topographic survey is approximate only and based on OS map information. Further topographic survey information will be required in order to accurately check the suitability of the surrounding roads.

NOT FOR PRICING

NOT FOR CONSTRUCTION

Issued for Comment	GL	P01	JJH	14.04.2026
AMENDMENT	BY	REV	CHK	DATE

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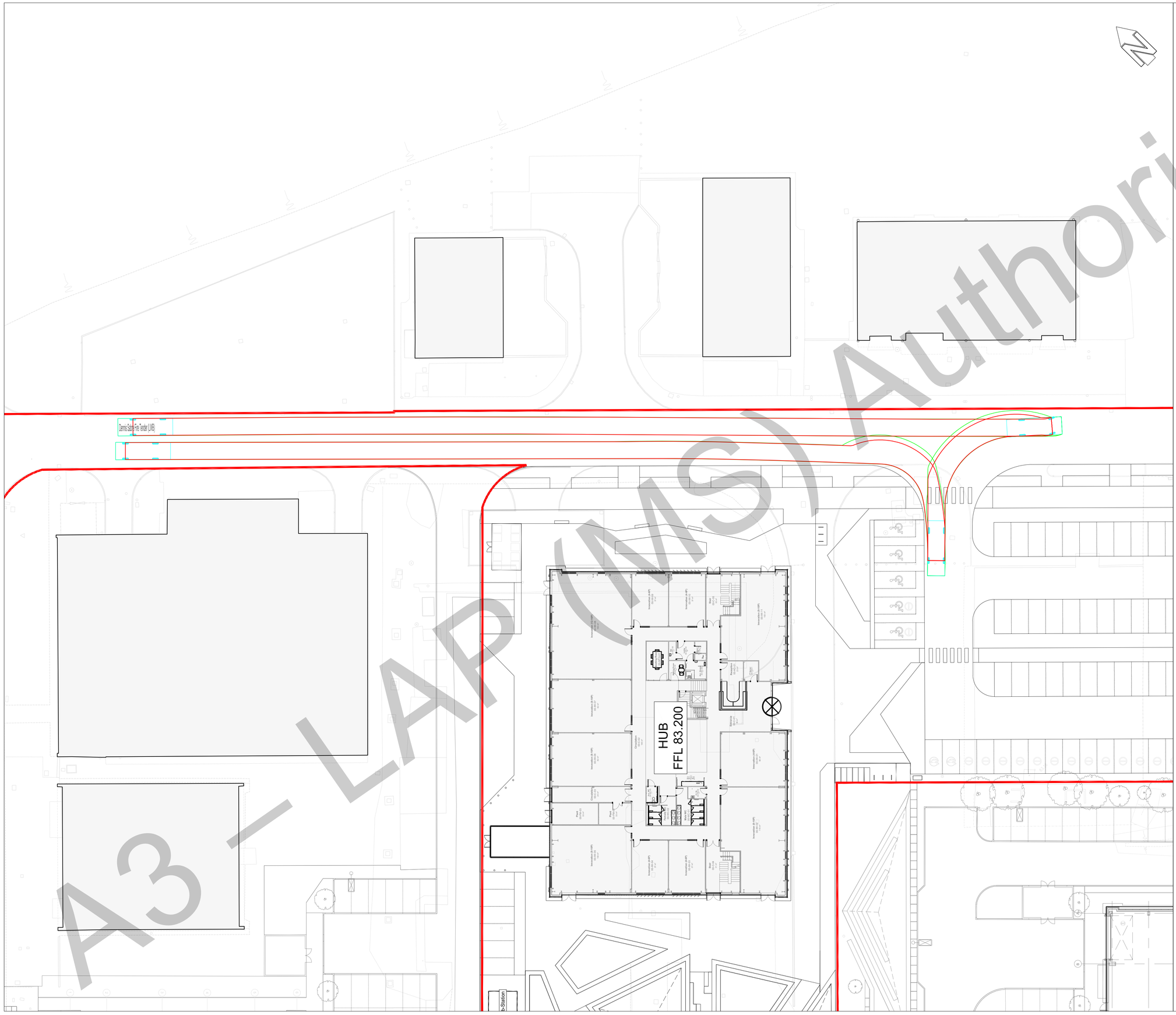
Client	Cumberland Council
Project	ISH Hub
BGP Project No.	21T2034
Drawing Title	Swept Path Analysis - 7.5t Panel Van

Drawn	Date	Checked	Date	Size	Scale	Rev.
GL	APR '26	JJH	APR '26	A1	1:250	P01

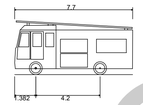
Location	Originator	Volume	Level	Form	Role	Unique No.
ISH	BGP	19	XX	D	C	19904

File Reference
ISH-BGP-19-XX-D-C-19904

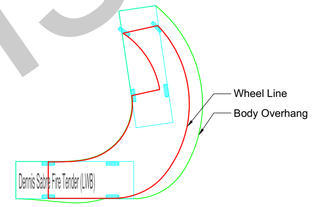


- DO NOT SCALE -

Legend



Dennis Sabre Fire Tender (LWB)	
Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m



Notes:

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AMENDMENT	BY	REV	CHK	DATE
Issued for Comment	GL	P02	JJH	14.04.2026
Issued for Comment	GL	P01	JJH	08.04.2026

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Client	Cumberland Council
Project	ISH Hub
BGP Project No.	21T2034
Drawing Title	Swept Path Analysis - Fire Tender

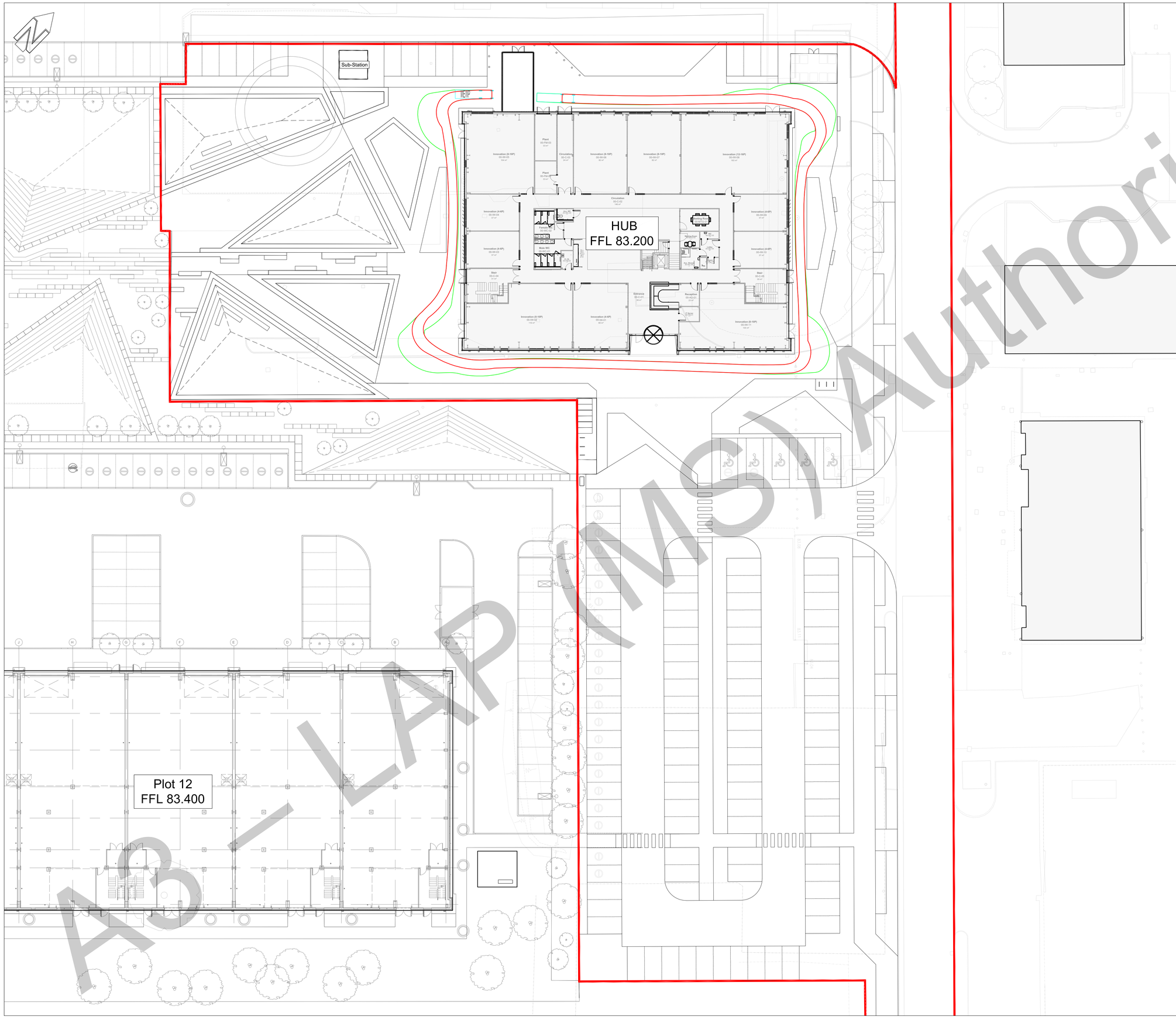
Drawn	Date	Checked	Date	Size	Scale	Rev.
GL	APR '26	JJH	APR '26	A1	1:250	P02

Location	Originator	Volume	Level	Form	Role	Unique No.
ISH	BGP	19	XX	D	C	19903

File Reference

ISH-BGP-19-XX-D-C-19903

A3 – LAP (MS) Authorised

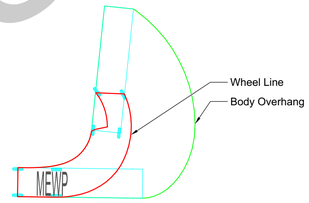


- DO NOT SCALE -

Legend

Genie Z-30/20N MEWP

Overall Length	5.318m
Overall Width	1.190m
Overall Body Height	3.713m
Min Body Ground Clearance	0.145m
Track Width	1.190m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	3.200m



Notes:

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AMENDMENT	BY	REV	CHK	DATE
Issued for Comment	GL	P02	JJH	14.04.2026
Issued for Comment	GL	P01	JJH	08.04.2026

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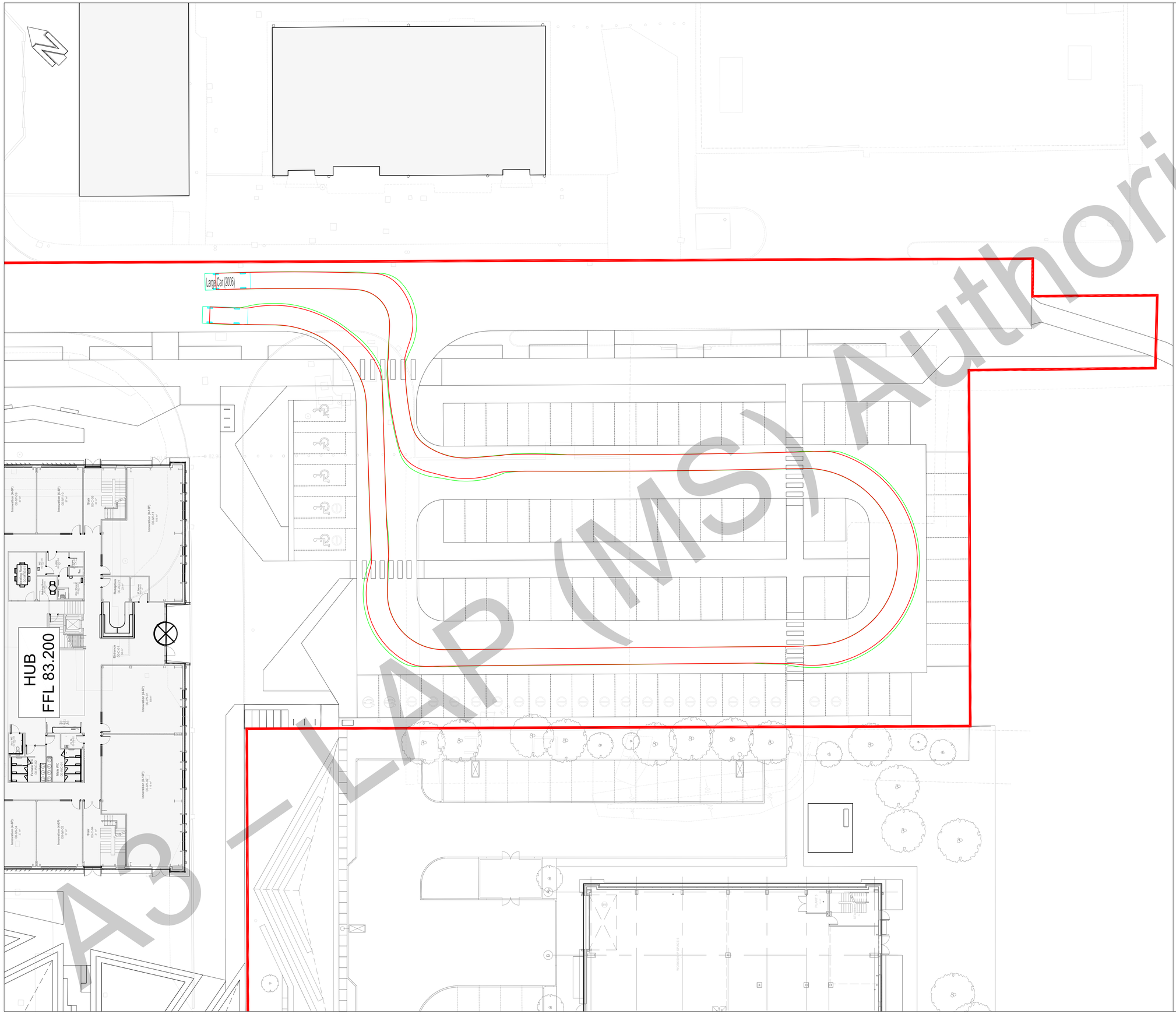
Client	Cumberland Council
Project	ISH Hub
BGP Project No.	21T2034
Drawing Title	Swept Path Analysis - MEWP

Drawn	Date	Checked	Date	Size	Scale	Rev.
GL	APR '26	JJH	APR '26	A1	1:250	P02

Location	Originator	Volume	Level	Form	Role	Unique No.
ISH	BGP	19	XX	D	C	19902

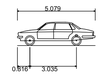
File Reference

ISH-BGP-19-XX-D-C-19902

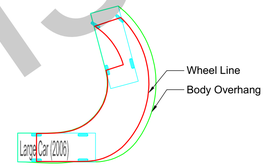


- DO NOT SCALE -

Legend



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m



Notes:

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NOT FOR PRICING

NOT FOR CONSTRUCTION

AMENDMENT	BY	REV	CHK	DATE
Issued for Comment	GL	P02	JJH	14.04.2026
Issued for Comment	GL	P01	JJH	08.04.2026

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Client	Cumberland Council
Project	ISH Hub
BGP Project No.	21T2034
Drawing Title	Swept Path Analysis - Large Car

Drawn	Date	Checked	Date	Size	Scale	Rev.
GL	APR '26	JJH	APR '26	A1	1:200	P02

Location	Originator	Volume	Level	Form	Role	Unique No.
ISH	BGP	19	XX	D	C	19901

File Reference

ISH-BGP-19-XX-D-C-19901

Appendix E – Highways Percentage Impact Assessments

Percentage Impact Assessments - 2026

1. Estate Access/Leconsfield Street/Little Croft mini roundabout

Leconfield Street (east)	A
Litte Croft	B
Leconfield Street (west)	C
Estate Access	D

2026 Base - AM Peak

From	To				
	A	B	C	D	Tot
A	-	36	374	21	431
B	33	-	45	2	80
C	394	54	-	34	482
D	13	2	20	-	35
Tot	440	92	439	57	1028

→

2026 Base + Development - AM Peak

From	To				
	A	B	C	D	Tot
A	-	36	374	24	434
B	33	-	45	2	80
C	394	54	-	45	493
D	15	2	26	-	43
Tot	442	92	446	71	1051

→

% Impact

From	To				
	A	B	C	D	Tot
A	-	0.0%	0.0%	14.1%	0.7%
B	0.0%	-	0.0%	0.0%	0.0%
C	0.0%	0.0%	-	33.7%	2.4%
D	12.0%	0.0%	32.3%	-	22.7%
Tot	0.4%	0.0%	1.4%	25.3%	2.2%

2026 Base - AM Peak

From	To				
	A	B	C	D	Tot
A	-	36	374	21	431
B	33	-	45	2	80
C	394	54	-	34	482
D	13	2	20	-	35
Tot	440	92	439	57	1028

→

2026 Base + Committed Development - AM Peak

From	To				
	A	B	C	D	Tot
A	-	36	376	37	449
B	33	-	45	2	80
C	449	54	-	99	601
D	18	2	36	-	56
Tot	500	92	458	137	1187

→

% Impact

From	To				
	A	B	C	D	Tot
A	-	0.0%	0.5%	78.0%	4.2%
B	0.0%	-	0.0%	0.0%	0.0%
C	14.0%	0.0%	-	189.6%	24.8%
D	32.7%	0.0%	85.1%	-	60.0%
Tot	13.5%	0.0%	4.2%	142.1%	15.4%

2026 Base - AM Peak

From	To				
	A	B	C	D	Tot
A	-	36	374	21	431
B	33	-	45	2	80
C	394	54	-	34	482
D	13	2	20	-	35
Tot	440	92	439	57	1028

→

2026 Base + Com Dev + Development - AM Peak

From	To				
	A	B	C	D	Tot
A	-	36	376	40	452
B	33	-	45	2	80
C	449	54	-	110	613
D	19	2	43	-	64
Tot	501	92	464	152	1209

→

% Impact

From	To				
	A	B	C	D	Tot
A	-	0.0%	0.5%	92.1%	4.9%
B	0.0%	-	0.0%	0.0%	0.0%
C	14.0%	0.0%	-	223.3%	27.2%
D	44.7%	0.0%	117.4%	-	82.7%
Tot	13.9%	0.0%	5.7%	167.5%	17.6%

2026 Base + Committed Development - AM Peak

From	To				
	A	B	C	D	Tot
A	-	36	376	37	449
B	33	-	45	2	80
C	449	54	-	99	601
D	18	2	36	-	56
Tot	500	92	458	137	1187

→

2026 Base + Com Dev + Development - AM Peak

From	To				
	A	B	C	D	Tot
A	-	36	376	40	452
B	33	-	45	2	80
C	449	54	-	110	613
D	19	2	43	-	64
Tot	501	92	464	152	1209

→

% Impact

From	To				
	A	B	C	D	Tot
A	-	0.0%	0.0%	7.9%	0.6%
B	0.0%	-	0.0%	0.0%	0.0%
C	0.0%	0.0%	-	11.6%	1.9%
D	9.1%	0.0%	17.5%	-	14.2%
Tot	0.3%	0.0%	1.4%	10.5%	1.9%

2026 Base - PM Peak

From	To				
	A	B	C	D	Tot

→

2026 Base + Development - PM Peak

From	To				
	A	B	C	D	Tot

→

% Impact

From	To				
	A	B	C	D	Tot

A	-	68	472	12	552
B	75	-	99	3	177
C	494	92	-	13	599
D	17	4	31	-	52
Tot	586	164	602	29	1381

→

A	-	68	472	14	554
B	75	-	99	3	177
C	494	92	-	19	605
D	20	4	40	-	64
Tot	588	164	612	36	1400

→

A	-	0.0%	0.0%	11.7%	0.3%
B	0.0%	-	0.0%	0.0%	0.0%
C	0.0%	0.0%	-	42.5%	0.9%
D	13.5%	0.0%	30.0%	-	22.2%
Tot	0.4%	0.0%	1.5%	24.8%	1.4%

2026 Base - PM Peak

From	To				
	A	B	C	D	Tot
A	-	68	472	12	552
B	75	-	99	3	177
C	494	92	-	13	599
D	17	4	31	-	52
Tot	586	164	602	29	1381

→

2026 Base + Committed Development - PM Peak

From	To				
	A	B	C	D	Tot
A	-	68	474	16	558
B	75	-	99	3	177
C	511	92	-	28	631
D	34	4	97	-	135
Tot	620	164	670	47	1500

→

% Impact

From	To				
	A	B	C	D	Tot
A	-	0.0%	0.4%	28.9%	1.0%
B	0.0%	-	0.0%	0.0%	0.0%
C	3.4%	0.0%	-	107.6%	5.2%
D	95.6%	0.0%	214.0%	-	157.7%
Tot	5.7%	0.0%	11.2%	62.4%	8.6%

2026 Base - PM Peak

From	To				
	A	B	C	D	Tot
A	-	68	472	12	552
B	75	-	99	3	177
C	494	92	-	13	599
D	17	4	31	-	52
Tot	586	164	602	29	1381

→

2026 Base + Com Dev + Development - PM Peak

From	To				
	A	B	C	D	Tot
A	-	68	474	17	559
B	75	-	99	3	177
C	511	92	-	33	636
D	36	4	106	-	146
Tot	622	164	679	54	1519

→

% Impact

From	To				
	A	B	C	D	Tot
A	-	0.0%	0.4%	40.7%	1.3%
B	0.0%	-	0.0%	0.0%	0.0%
C	3.4%	0.0%	-	150.2%	6.2%
D	109.1%	0.0%	244.0%	-	179.9%
Tot	6.1%	0.0%	12.8%	87.1%	10.0%

2026 Base + Committed Development - PM Peak

From	To				
	A	B	C	D	Tot
A	-	68	474	16	558
B	75	-	99	3	177
C	511	92	-	28	631
D	34	4	97	-	135
Tot	620	164	670	47	1500

→

2026 Base + Com Dev + Development - PM Peak

From	To				
	A	B	C	D	Tot
A	-	68	474	17	559
B	75	-	99	3	177
C	511	92	-	33	636
D	36	4	106	-	146
Tot	622	164	679	54	1519

→

% Impact

From	To				
	A	B	C	D	Tot
A	-	0.0%	0.0%	9.1%	0.3%
B	0.0%	-	0.0%	0.0%	0.0%
C	0.0%	0.0%	-	20.5%	0.9%
D	6.9%	0.0%	9.6%	-	8.6%
Tot	0.4%	0.0%	1.4%	15.2%	1.2%

Percentage Impact Assessments - 2026

9. Cleator Moor Road/Main Street/Moresby Road mini roundabout

Cleator Moor Road	A
Main Street	B
Moresby Road	C

2026 Base - AM Peak

From	To			
	A	B	C	Tot
A	-	250	343	593
B	150	-	385	534
C	319	311	-	630
Tot	468	561	728	1758

→

2026 Base + Development - AM Peak

From	To			
	A	B	C	Tot
A	-	253	344	597
B	155	-	385	540
C	321	311	-	632
Tot	475	564	729	1769

→

% Impact

From	To			
	A	B	C	Tot
A	-	1.2%	0.3%	0.7%
B	3.6%	-	0.0%	1.0%
C	0.6%	0.0%	-	0.3%
Tot	1.5%	0.5%	0.1%	0.6%

2026 Base - AM Peak

From	To			
	A	B	C	Tot
A	-	250	343	593
B	150	-	385	534
C	319	311	-	630
Tot	468	561	728	1758

→

2026 Base + Committed Development - AM Peak

From	To			
	A	B	C	Tot
A	-	275	352	627
B	238	-	385	623
C	349	311	-	660
Tot	587	586	737	1910

→

% Impact

From	To			
	A	B	C	Tot
A	-	10.0%	2.6%	5.7%
B	59.3%	-	0.0%	16.6%
C	9.5%	0.0%	-	4.8%
Tot	25.4%	4.5%	1.2%	8.7%

2026 Base - AM Peak

From	To			
	A	B	C	Tot
A	-	250	343	593
B	150	-	385	534
C	319	311	-	630
Tot	468	561	728	1758

→

2026 Base + Com Dev + Development - AM Peak

From	To			
	A	B	C	Tot
A	-	278	353	631
B	244	-	385	628
C	351	311	-	662
Tot	594	589	738	1922

→

% Impact

From	To			
	A	B	C	Tot
A	-	11.2%	2.9%	6.4%
B	62.9%	-	0.0%	17.6%
C	10.0%	0.0%	-	5.1%
Tot	26.9%	5.0%	1.4%	9.3%

2026 Base + Committed Development - AM Peak

From	To			
	A	B	C	Tot
A	-	275	352	627
B	238	-	385	623
C	349	311	-	660
Tot	587	586	737	1910

→

2026 Base + Com Dev + Development - AM Peak

From	To			
	A	B	C	Tot
A	-	278	353	631
B	244	-	385	628
C	351	311	-	662
Tot	594	589	738	1922

→

% Impact

From	To			
	A	B	C	Tot
A	-	1.1%	0.3%	0.6%
B	2.3%	-	0.0%	0.9%
C	0.5%	0.0%	-	0.3%
Tot	1.2%	0.5%	0.1%	0.6%

2026 Base - PM Peak

From	To			
	A	B	C	Tot
A	-	310	313	623
B	238	-	245	483
C	290	182	-	472
Tot	528	493	557	1578

→

2026 Base + Development - PM Peak

From	To			
	A	B	C	Tot
A	-	315	314	629
B	240	-	245	485
C	291	182	-	473
Tot	531	497	559	1587

→

% Impact

From	To			
	A	B	C	Tot
A	-	1.4%	0.5%	0.9%
B	1.1%	-	0.0%	0.6%
C	0.3%	0.0%	-	0.2%
Tot	0.7%	0.9%	0.3%	0.6%

2026 Base - PM Peak

From	To			
	A	B	C	Tot
A	-	310	313	623
B	238	-	245	483
C	290	182	-	472
Tot	528	493	557	1578

→

2026 Base + Committed Development - PM Peak

From	To			
	A	B	C	Tot
A	-	403	344	747
B	255	-	245	500
C	296	182	-	478
Tot	551	585	589	1726

→

% Impact

From	To			
	A	B	C	Tot
A	-	29.8%	10.1%	19.9%
B	7.3%	-	0.0%	3.6%
C	2.1%	0.0%	-	1.3%
Tot	4.4%	18.8%	5.7%	9.4%

2026 Base - AM Peak

From	To			
	A	B	C	Tot
A	-	310	313	623
B	238	-	245	483
C	290	182	-	472
Tot	528	493	557	1578

→

2026 Base + Com Dev + Development - AM Peak

From	To			
	A	B	C	Tot
A	-	407	346	753
B	258	-	245	503
C	297	182	-	479
Tot	555	590	590	1735

→

% Impact

From	To			
	A	B	C	Tot
A	-	31.2%	10.6%	20.9%
B	8.4%	-	0.0%	4.1%
C	2.4%	0.0%	-	1.5%
Tot	5.1%	19.7%	5.9%	10.0%

2026 Base + Committed Development - PM Peak

From	To			
	A	B	C	Tot
A	-	403	344	747
B	255	-	245	500
C	296	182	-	478
Tot	551	585	589	1726

→

2026 Base + Com Dev + Development - PM Peak

From	To			
	A	B	C	Tot
A	-	407	346	753
B	258	-	245	503
C	297	182	-	479
Tot	555	590	590	1735

→

% Impact

From	To			
	A	B	C	Tot
A	-	1.1%	0.4%	0.8%
B	1.0%	-	0.0%	0.5%
C	0.3%	0.0%	-	0.2%
Tot	0.6%	0.7%	0.2%	0.5%

Percentage Impact Assessments - 2026

10. Main Street/Egremont Road mini roundabout

Main Street (north east)	A
Egremont Road	B
Main Street (north west)	C

2026 Base - AM Peak

From	To			
	A	B	C	Tot
A	-	245	270	516
B	288	-	161	449
C	259	169	-	428
Tot	547	414	432	1392

→

2026 Base + Development - AM Peak

From	To			
	A	B	C	Tot
A	-	245	273	519
B	288	-	161	449
C	264	169	-	433
Tot	552	414	435	1401

→

% Impact

From	To			
	A	B	C	Tot
A	-	0.0%	1.1%	0.6%
B	0.0%	-	0.0%	0.0%
C	2.1%	0.0%	-	1.3%
Tot	1.0%	0.0%	0.7%	0.6%

2026 Base - AM Peak

From	To			
	A	B	C	Tot
A	-	245	270	516
B	288	-	161	449
C	259	169	-	428
Tot	547	414	432	1392

→

2026 Base + Committed Development - AM Peak

From	To			
	A	B	C	Tot
A	-	245	295	541
B	288	-	161	449
C	347	169	-	516
Tot	635	414	457	1506

→

% Impact

From	To			
	A	B	C	Tot
A	-	0.0%	9.3%	4.9%
B	0.0%	-	0.0%	0.0%
C	34.2%	0.0%	-	20.7%
Tot	16.2%	0.0%	5.8%	8.2%

2026 Base - AM Peak

From	To			
	A	B	C	Tot
A	-	245	270	516
B	288	-	161	449
C	259	169	-	428
Tot	547	414	432	1392

→

2026 Base + Com Dev + Development - AM Peak

From	To			
	A	B	C	Tot
A	-	245	298	544
B	288	-	161	449
C	353	169	-	522
Tot	641	414	460	1514

→

% Impact

From	To			
	A	B	C	Tot
A	-	0.0%	10.4%	5.4%
B	0.0%	-	0.0%	0.0%
C	36.3%	0.0%	-	22.0%
Tot	17.2%	0.0%	6.5%	8.8%

2026 Base + Committed Development - AM Peak

From	To			
	A	B	C	Tot
A	-	245	295	541
B	288	-	161	449
C	347	169	-	516
Tot	635	414	457	1506

→

2026 Base + Com Dev + Development - AM Peak

From	To			
	A	B	C	Tot
A	-	245	298	544
B	288	-	161	449
C	353	169	-	522
Tot	641	414	460	1514

→

% Impact

From	To			
	A	B	C	Tot
A	-	0.0%	1.0%	0.6%
B	0.0%	-	0.0%	0.0%
C	1.6%	0.0%	-	1.0%
Tot	0.8%	0.0%	0.7%	0.6%

2026 Base - PM Peak

From	To			
	A	B	C	Tot
A	-	194	273	468
B	259	-	97	356
C	276	259	-	535
Tot	535	453	370	1359

→

2026 Base + Development - PM Peak

From	To			
	A	B	C	Tot
A	-	194	278	472
B	259	-	97	356
C	279	259	-	538
Tot	538	453	374	1366

→

% Impact

From	To			
	A	B	C	Tot
A	-	0.0%	1.6%	0.9%
B	0.0%	-	0.0%	0.0%
C	1.0%	0.0%	-	0.5%
Tot	0.5%	0.0%	1.2%	0.5%

2026 Base - PM Peak

From	To			
	A	B	C	Tot
A	-	194	273	468
B	259	-	97	356
C	276	259	-	535
Tot	535	453	370	1359

→

2026 Base + Committed Development - PM Peak

From	To			
	A	B	C	Tot
A	-	194	366	560
B	259	-	97	356
C	294	259	-	553
Tot	553	453	463	1469

→

% Impact

From	To			
	A	B	C	Tot
A	-	0.0%	33.9%	19.8%
B	0.0%	-	0.0%	0.0%
C	6.3%	0.0%	-	3.2%
Tot	3.2%	0.0%	25.0%	8.1%

2026 Base - AM Peak

From	To			
	A	B	C	Tot
A	-	194	273	468
B	259	-	97	356
C	276	259	-	535
Tot	535	453	370	1359

→

2026 Base + Com Dev + Development - AM Peak

From	To			
	A	B	C	Tot
A	-	194	370	565
B	259	-	97	356
C	296	259	-	555
Tot	555	453	467	1476

→

% Impact

From	To			
	A	B	C	Tot
A	-	0.0%	35.5%	20.7%
B	0.0%	-	0.0%	0.0%
C	7.2%	0.0%	-	3.7%
Tot	3.7%	0.0%	26.2%	8.6%

2026 Base + Committed Development - PM Peak

From	To			
	A	B	C	Tot
A	-	194	366	560
B	259	-	97	356
C	294	259	-	553
Tot	553	453	463	1469

→

2026 Base + Com Dev + Development - PM Peak

From	To			
	A	B	C	Tot
A	-	194	370	565
B	259	-	97	356
C	296	259	-	555
Tot	555	453	467	1476

→

% Impact

From	To			
	A	B	C	Tot
A	-	0.0%	1.2%	0.8%
B	0.0%	-	0.0%	0.0%
C	0.9%	0.0%	-	0.5%
Tot	0.5%	0.0%	0.9%	0.5%

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