

# LUF2 PLOTS 9 AND 12, CLEATOR MOOR TRANSPORT ASSESSMENT

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Issue Date: 15 October 2025

Client Name: Morgan Sindall

Client Address: 6th Floor, Anchorage 2, Salford Quays, Manchester. M50 3YW.

Site Address: Leconfield Industrial Estate, Cleator Moor.

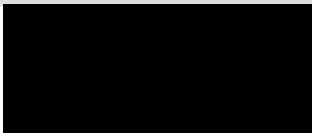
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Transport Assessment

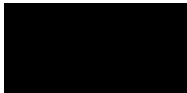


## Control Sheet

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| P01 | Initial issue for Planning            | DJ      | DJ     | 07 February 2025 |
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| P03 | Updated Landscape Layout for Planning | DJ      | PB     | 15 October 2025  |

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## 1.0 Introduction

### 1.1 Development Proposals Summary

- 1.1.1 Curtins has been appointed on behalf of Morgan Sindall to provide a Transport Assessment considering proposals at Plots 9 and 12 at the Cleator Moor Innovation Quarter.
- 1.1.2 The proposed development is for a total of 6,436m<sup>2</sup> of B2 uses (2,474sqm and 3,689sqm across Plots 9 and 12 respectively) as two newly constructed buildings on the Leconfield Industrial Estate.

### 1.2 Funding and Planning Background

#### *Funding Overview*

- 1.2.1 The LuF2 proposals are part of the wider regeneration of 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 19<sup>th</sup> January 2023 that this funding bid was successful; securing a further £20m funding for the project with a current spend deadline of 31<sup>st</sup> 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. The initial scope of plots / works to come forwards as part of the LuF2 works include Plot 9 and Plot 12 on Leconfield Industrial Estate (i.e. the proposed development).

#### *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:
- 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 6<sup>th</sup> July 2022.
  - The Hub – Minded to grant decision 18<sup>th</sup> January 2023 subject to S106 agreement being signed and decision notice issued 22 September 2023.
  - CMIQ Masterplan Application – Outline application pending consideration.

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1.2.5 Plots 9 and 12 are defined within the CMIQ Masterplan Application (reference 4/22/2308/001), which is currently a live planning application with a supporting Transport Assessment. The Plots sit 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**

| Time Period                            | Arrivals  |       | Departures |       |
|----------------------------------------|-----------|-------|------------|-------|
|                                        | Trip Rate | Trips | Trip Rate  | Trips |
| Weekday AM Peak Hour<br>08:00 to 09:00 | 0.514     | 50    | 0.284      | 28    |
| Weekday PM Peak Hour<br>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**

| Time Period                            | Arrivals  |       | Departures |       |
|----------------------------------------|-----------|-------|------------|-------|
|                                        | Trip Rate | Trips | Trip Rate  | Trips |
| Weekday AM Peak Hour<br>08:00 to 09:00 | 1.116     | 45    | 0.040      | 2     |
| Weekday PM Peak Hour<br>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<br>08:00 to 09:00 | 95       | 30         | 125   |
| Weekday PM Peak Hour<br>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) has received detailed planning consent for a GEA of 3,000m<sup>2</sup>, and has since been constructed.

1.2.9 The trip rates for the proposed 9,735m<sup>2</sup> 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<sup>2</sup>) 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:

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**Table 5.9: Total Generated Vehicle Trips for Combined Sites**

| Time Period                            | Arrivals | Departures | Total      |
|----------------------------------------|----------|------------|------------|
| Weekday AM Peak Hour<br>08:00 to 09:00 | 252      | 75         | <b>327</b> |
| Weekday PM Peak Hour<br>17:00 to 18:00 | 54       | 258        | <b>312</b> |

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

### ***Proposed Development Planning Strategy***

- 1.2.11 At the time of initial scoping discussions between Curtins and Highways Officers at Cumberland Council, the initial planning strategy for LuF2 was to submit an outline planning consent for up to 8,000m<sup>2</sup> of flexible B2, B8 or E (g (ii & iii)) planning class uses. Any forthcoming approval would be followed by a reserved matters application to obtain approval of the detailed design.
- 1.2.12 However, and as discussed at subsequent meetings with Cumberland Council Highways Officers, this planning strategy was then discounted in favour of a single full detailed planning application for Plots 9 and 12.
- 1.2.13 This Transport Assessment full application seeks approval for the detailed siting and layout of specific buildings as opposed to agreeing parameters for development within each plot in relation to the footprint of development and building heights. The proposed development is for a total of 6,436m<sup>2</sup> of B2 uses (2,474m<sup>2</sup> and 3,689m<sup>2</sup> across Plots 9 and 12 respectively) as two newly constructed buildings on the Leconfield Industrial Estate.

## **1.3 Scope and Purpose of the Report**

- 1.3.1 Curtins has undertaken scoping discussions with Cumberland Highways Officers in December 2024 and January 2025.
- 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<sup>2</sup> to 6,436m<sup>2</sup>; the principle of which was agreed with Highways Officers at Cumberland Council.
- 1.3.4 This Transport Assessment therefore contains the following information:

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- 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

## 2.0 Site Location and Highway Layout

### 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 the borough of Copeland, in the demise of Cumberland Council. The site is bounded to the north, south and west by the wider Leconfield Industrial Estate, and to the east by vegetation and the Coast to Coast (C2C) cycle route.
- 2.1.3 An approximate site red line with indicative plot areas is shown below in **Figure 2.1**:



Figure 2.1 – Site Location

### 2.2 Existing Use and Access Arrangements

- 2.2.1 The site currently comprises undeveloped land, and all previous buildings have been demolished. Access to both plots is currently served from the internal Leconfield Industrial Estate.

## 2.3 Surrounding Highway Network

### *B5295 Leconfield Street*

- 2.3.1 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.
- 2.3.2 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*

- 2.3.3 The access to Leconfield Industrial Estate is also named Leconfield Street, provided as an extension from the B5295 at a mini-roundabout junction.
- 2.3.4 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 (including the proposed development plots at 9 and 12).
- 2.3.5 The carriageway is generally c.9m in width, and there are footways with street lighting on both sides.

## 2.4 Highway Safety

### *Local Highway Network*

- 2.4.1 Personal Injury Accident ('PIA') data for the highway network adjacent to the site has been obtained for the most recent five years. Curtins has utilised CrashMap for obtaining accident information, as additional reporting information can be purchased from the website where required. CrashMap is a professional service which only publishes official data that is provided by the Department for Transport. This in turn is based on records submitted to them by police forces and therefore there is no longer a requirement to obtain records direct from the Police.
- 2.4.2 The Study Area considered for the Highway Safety Review is shown in **Appendix B**. A breakdown of the information is contained in **Table 2.1**.

| Junction/Link                      | Slight | Serious | Fatal | Totals |
|------------------------------------|--------|---------|-------|--------|
| Leconfield Industrial Estate       | 1      | 0       | 0     | 1      |
| Leconfield Street/ Crossfield Road | 0      | 1       | 0     | 1      |
| Leconfield Street                  | 1      | 0       | 0     | 1      |
| <b>Totals</b>                      | 2      | 1       | 0     | 3      |

**Table 2.1** – Personal Injury Accident Data Summary

- 2.4.3 There has been a total of 3 accidents in the latest five-year period available, comprising 2 slight accidents and 1 serious accident. The location tag for one of the slight accidents seems to be inaccurate, but it does appear the incident did happen on the private estate road (which may explain the apparent inaccuracy). Notwithstanding, it is clear the number of incidents in the study area is relatively low.
- 2.4.4 No fatal accidents were recorded across the study area during this time period.
- 2.4.5 The accident description from the serious accident has been obtained from the CrashMap website and considered in more detail within the following paragraphs. The full accident records are available in **Appendix B**.
- 2.4.6 A serious accident occurred on Friday 23rd February 2018 at the Leconfield Street/Crossfield Road junction. The incident occurred during daylight, with dry road conditions, when a motorcyclist proceeding normally along the carriageway collided with a van/goods vehicle, resulting in serious injuries to the motorcyclist.
- 2.4.7 From the information provided, the serious incident listed above appears to be an 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. 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 proposals at Plots 9 and 12 at 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 proposed development is for a total of 6,436m<sup>2</sup> GEA of B2 uses (2,474m<sup>2</sup> and 3,689m<sup>2</sup> across Plots 9 and 12 respectively) as two newly constructed buildings on the Leconfield Industrial Estate. The application is seeking full planning permission, meaning all proposals are fixed.
- 3.1.4 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 new units will be served via new 7.3m wide access road, designed in line with Cumberland Council adoptable standards for an industrial road. A new/upgraded simple priority junction will be provided at the connection between the new road and existing road serving the estate.
- 3.2.3 LGVs would operate on the basis of a two-way access along the proposed 7.3m wide access road.
- 3.2.4 Both Plots provide access onto Leconfield Street, with a two-way arrangement. For Plot 9, vehicles can also proceed past the units and exit onto the existing industrial estate network to the north (operating as a loop). Tetra Tech have been instructed to provide design advice with regards to the internal road layouts and Tetra Tech's vehicle tracking of a 16.5m articulated vehicle, a refuse and a fire tender turning withing the Plots can be found

#### ***Active Travel (Pedestrian and Cycle Access)***

- 3.2.5 Active travel access will be provided from the primary estate road (Leconfield Industrial Estate), utilising the existing footway provision that links towards the B5295.
- 3.2.6 Onwards connectivity to Plots 9 and 12 internally within the industrial estate would be provided via a shared footway/cycleway along the northeastern side of the proposed 7.3m wide access road, separated from the carriageway with a 3m wide grass verge.

3.2.7 Active travel access will also be afforded at two locations onto the Coast to Coast (C2C) cycle route, at the interface between the route itself and the southeastern red line extents. These connections are indicated on the landscaping proposals, as provided in **Appendix C**.

### 3.3 Parking Provision

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                                                  |
|---------------------|------------------------------------------------------------------------------------|----------------------------------------------------------------------------|----------------------------------|-----------------------------------------------------------------------------------------------|---------------------------------------------------------------|
| B2 General Industry | 50m <sup>2</sup> Usable Service Space per 250m <sup>2</sup> GFA plus turning space | 1 space or number equivalent to 3% of car requirement whichever is greater | 1 space per 50m <sup>2</sup> GFA | 1 space or number equivalent to 5% of car requirement when more than 20 car spaces are needed | Number equivalent to 10% of car requirement, minimum 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 both plots, in accordance with anticipated operational requirements. Turning areas are not necessary given both lots would operate a loop 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:

- Plot 9 – 50 car parking spaces comprising:
  - 35no. regular bays
  - 4no. larger (DDA-enabled) bay
  - 1no. active EV bays
  - 10no. passive regular EV bays
- Plot 12 – 63 car parking spaces comprising:
  - 48no. regular bays
  - 4no. larger (DDA-enabled) bays
  - 1no. active EV bays
  - 10no. passive regular EV bays

- 3.3.4 The proposed level of car parking does not meet the standards set out in the Cumbria Council Development Design Guide (being at 113 spaces). However, car parking has been provided on an understanding of how the development is proposed to operate, based on industry experience.
- 3.3.5 It is considered the development would be better-served by providing a higher number of larger (which are also DDA-enabled) parking spaces to be used in conjunction with the servicing areas; giving each operator flexibility and the option to react to a higher proportion of vans. Additionally, the proposals odd a high proportion of active/passive EV spaces, so that operators can be flexible and reactive to their future business needs.
- 3.3.6 Furthermore, the closest entrances to the units are situated over 200m 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 each unit. It is proposed the total cycle parking will be in excess of 13 spaces (at 10% of 128, 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<br>(m) | Commuting/School/<br>Sightseeing (m) | Elsewhere/Local<br>Services (m) |
|--------------------------|---------------------|--------------------------------------|---------------------------------|
| <b>Desirable</b>         | 200                 | 500                                  | 400                             |
| <b>Acceptable</b>        | 400                 | 1,000                                | 800                             |
| <b>Preferred Maximum</b> | 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 085788-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 two connections onto the C2C cycle network, and one main connection onto 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 Accessibility by Cycle

- 4.3.1 In order to assist in assessing the accessibility of the site by cycle, **Drawing 085788-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 The red edge provides cycle links directly 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 71 can be accessed directly from Leconfield Industrial Estate to the north-west. NCR 71 is a scenic and diverse section of the national cycling network, running through the western part of the Lake District. This route offers a mix of countryside landscapes, old railway paths, and views of surrounding hills, making it popular for both leisure and commuter cycling. The route provides connections locally to Whitehaven, Workington and Keswick.
- 4.3.7 NCR 72 can be accessed as a continuation of NCR 71 to the south of Cleator Moor. NCR 72 also known 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 Accessibility by Public Transport

- 4.4.1 **Drawing 085788-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 plots, located adjacent to the Leconfield Street/Crossfield Road junction. The bus stop takes provides a flag and pole with detailed timetable information. **Table 4.2** details the services that call at these stops, and their associated frequencies:

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

**Table 4.2** – Bus Service Information (Leconfield Street)

- 4.4.3 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***

- 4.4.4 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.
- 4.4.5 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.
- 4.4.6 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).
- 4.4.7 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 with Highways Officers at Cumberland Council, the traffic forecasting methodology has been taken from the Transport Assessment provided for the CMIQ Masterplan Application (reference 4/22/2308/001). 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 2025 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 6,436m<sup>2</sup> B2 uses) 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.
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 of 6,436m<sup>2</sup> B2 Uses

|                            | 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 | 33                                                    | 18     | 51    | 16      | 27     | 43    |

**Table 5.1** – Proposed Development Trip Rates and Development Trips (6,436m<sup>2</sup> B2 Uses)

- 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 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  | 33            | 18     | 51    | 16      | 27     | 43    |
| Committed Development Trips | 219           | 57     | 276   | 38      | 231    | 269   |

**Table 5.2** – TRICS Development Trip Rates and Trip Generation (6,436m<sup>2</sup> 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 2025, Curtins has included an additional future year of 2025 (as an update to the CMIQ Masterplan Application Transport Assessment scope).

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5.4.2 Curtins has applied factors extracted from DfT's TEMPro 8.1, using the current RTF 2018 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 5.1**:

| Peak Time | Level |              | Growth Period | TEMPro Factor |
|-----------|-------|--------------|---------------|---------------|
| AM Peak   | MSOA  | Copeland 004 | 2019 – 2025   | 1.0468        |
| PM Peak   | MSOA  | Copeland 004 | 2019 – 2025   | 1.0404        |
| AM Peak   | MSOA  | Copeland 004 | 2020 – 2025   | 1.0372        |
| PM Peak   | MSOA  | Copeland 004 | 2020 – 2025   | 1.0315        |
| AM Peak   | MSOA  | Copeland 004 | 2019 – 2032   | 1.0762        |
| PM Peak   | MSOA  | Copeland 004 | 2019 – 2032   | 1.0657        |
| AM Peak   | MSOA  | Copeland 004 | 2020 – 2032   | 1.0664        |
| PM Peak   | MSOA  | Copeland 004 | 2020 - 2032   | 1.0567        |

**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 2025 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** – 2025 Base + Proposed Development Traffic – AM Peak
- **Traffic Figure 11** – 2025 Base + Proposed Development Traffic – PM Peak
- **Traffic Figure 12** – 2025 Base + Committed Development Traffic – AM Peak
- **Traffic Figure 13** – 2025 Base + Committed Development Traffic – PM Peak
- **Traffic Figure 14** – 2025 Base + Committed Development Traffic + Proposed Development Traffic – AM Peak
- **Traffic Figure 15** – 2025 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 LuF2 Plots 9 and 12, 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 2025 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.3.1% – 5.0% in the peak hours. Committed development traffic has a significantly larger impact, at c.9.9% – 17.5% in the peak hours.
- **Junction 9** – the proposed development has an impact of c.1.4% – 1.4% in the peak hours. Committed development traffic has a significantly larger impact, at c.7.8% – 8.5% in the peak hours.
- **Junction 10** – the proposed development has an impact of c.1.2% – 1.4% in the peak hours. Committed development traffic has a significantly larger impact, at c.7.3% 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 exiting flows through the three key junctions as identified.
- 6.3.2 Development at Plots 9 & 12 would result in a minor number trips through Junction 1 (51 and 43 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 3.1% – 5.0% (depending on peak hour). An impact of 5% 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 Development at Plots 9 & 12 would result in minimal trips through Junctions 9 and 10 (25 and 21 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, ranging between 1.2% – 1.4% (depending on which junction and which peak hour). An impact of 1.4% 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 Plots 9 and 12 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 085788-CUR-XX-XX-T-TP-00002**);
  - Providing connectivity into the C2C cycle network at two locations (see **Appendix C**); and
  - Providing shared pedestrian/cycle provision internally within the red line.

## 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 proposals at Plots 9 and 12 at the Cleator Moor Innovation Quarter. The proposed development is for a total of 6,436m<sup>2</sup> of B2 uses (2,474sqm and 3,689sqm across Plots 9 and 12 respectively) as two newly constructed buildings on the Leconfield Industrial Estate.
- 7.1.2 Curtins has undertaken scoping discussions with Cumberland Highways Officers in December 2024 and January 2025. 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.
- 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 Details on access for all modes of travel and parking provision has been detailed within this report. Tracking drawings showing the largest vehicle requiring access during operation (a 16.5m articulated vehicle) accessing and egressing in a forward gear have been provided.
- 7.1.5 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.
- 7.1.6 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 Plots 9 and 12 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 085788-CUR-XX-XX-T-TP-00002**);
  - Providing connectivity into the C2C cycle network at two locations (see **Appendix C**); and
  - Providing shared pedestrian/cycle provision 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.

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Transport Assessment

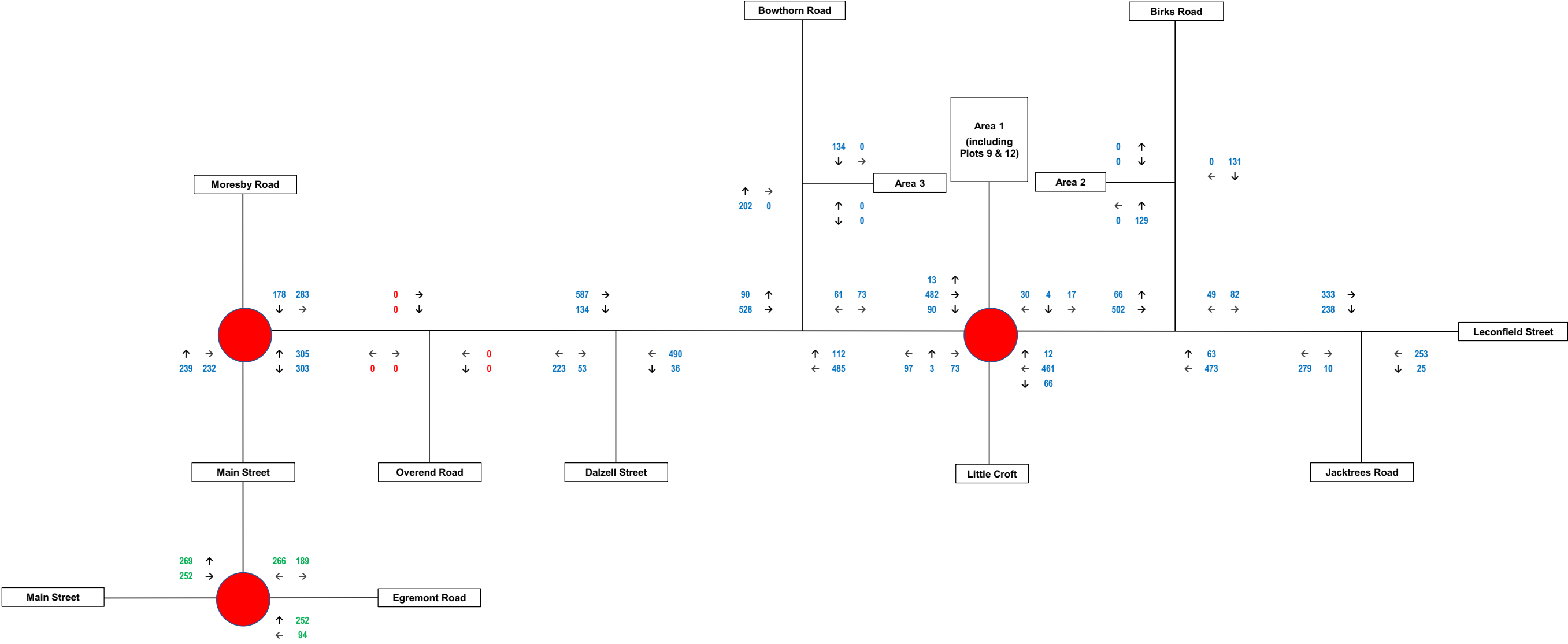
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## Traffic Figures

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

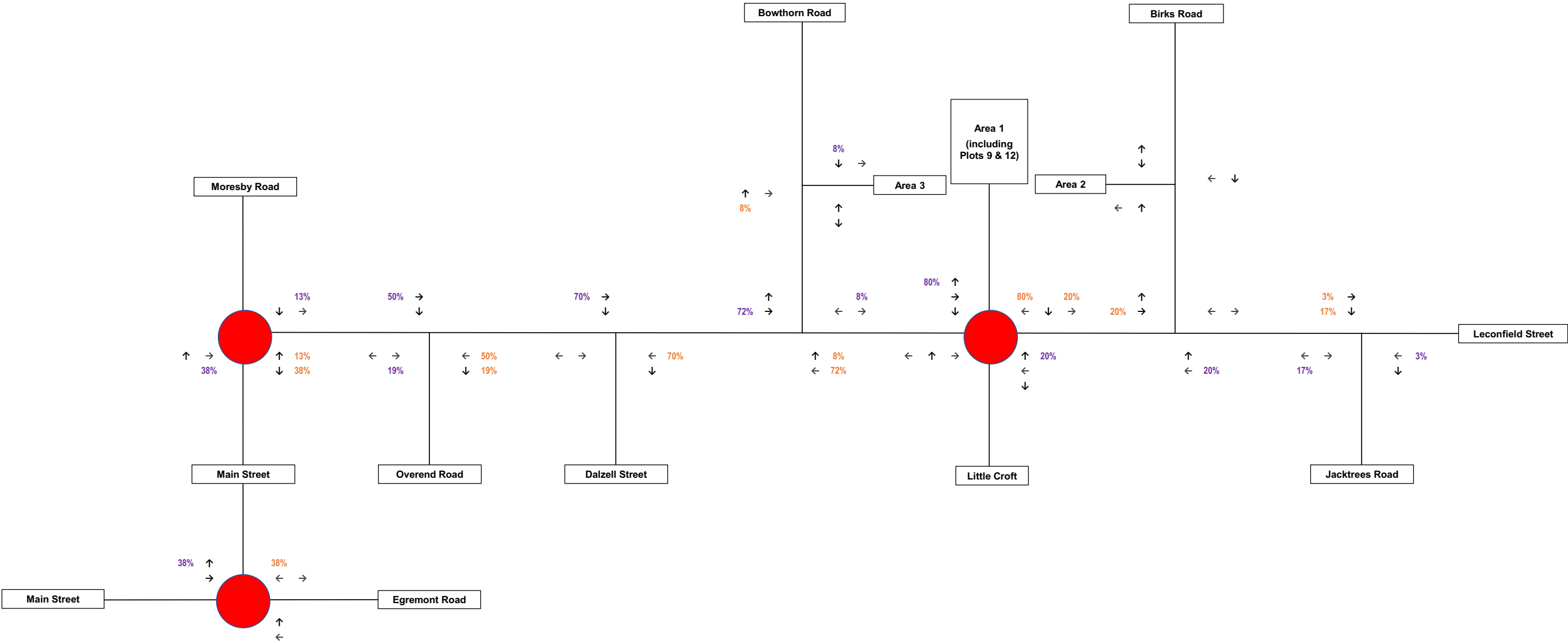
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|        |                                             |          |                           |
|--------|---------------------------------------------|----------|---------------------------|
| 085788 | Leconsfield Industrial Estate: Plots 9 & 12 | 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

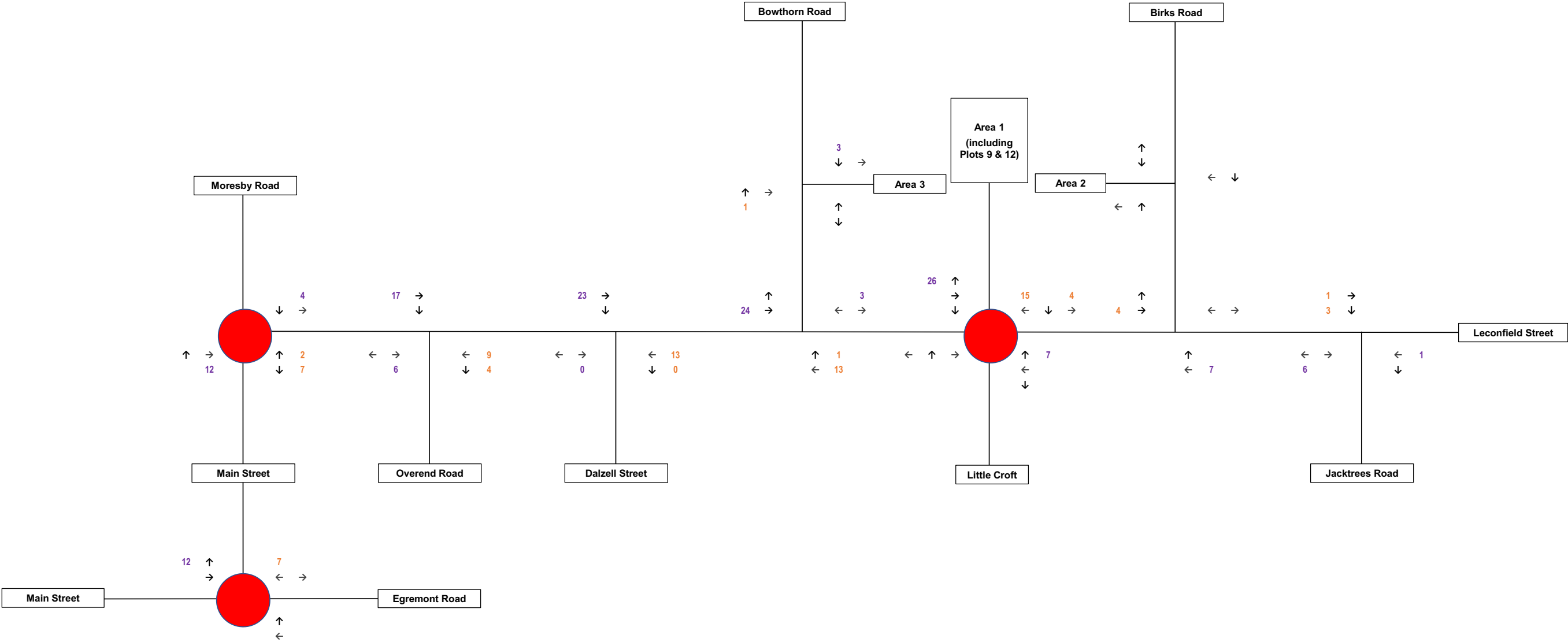
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|        |                                             |          |                                               |
|--------|---------------------------------------------|----------|-----------------------------------------------|
| 085788 | Leconsfield Industrial Estate: Plots 9 & 12 | Figure 3 | Proposed Development (Area 1) Trip Assignment |
|--------|---------------------------------------------|----------|-----------------------------------------------|

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

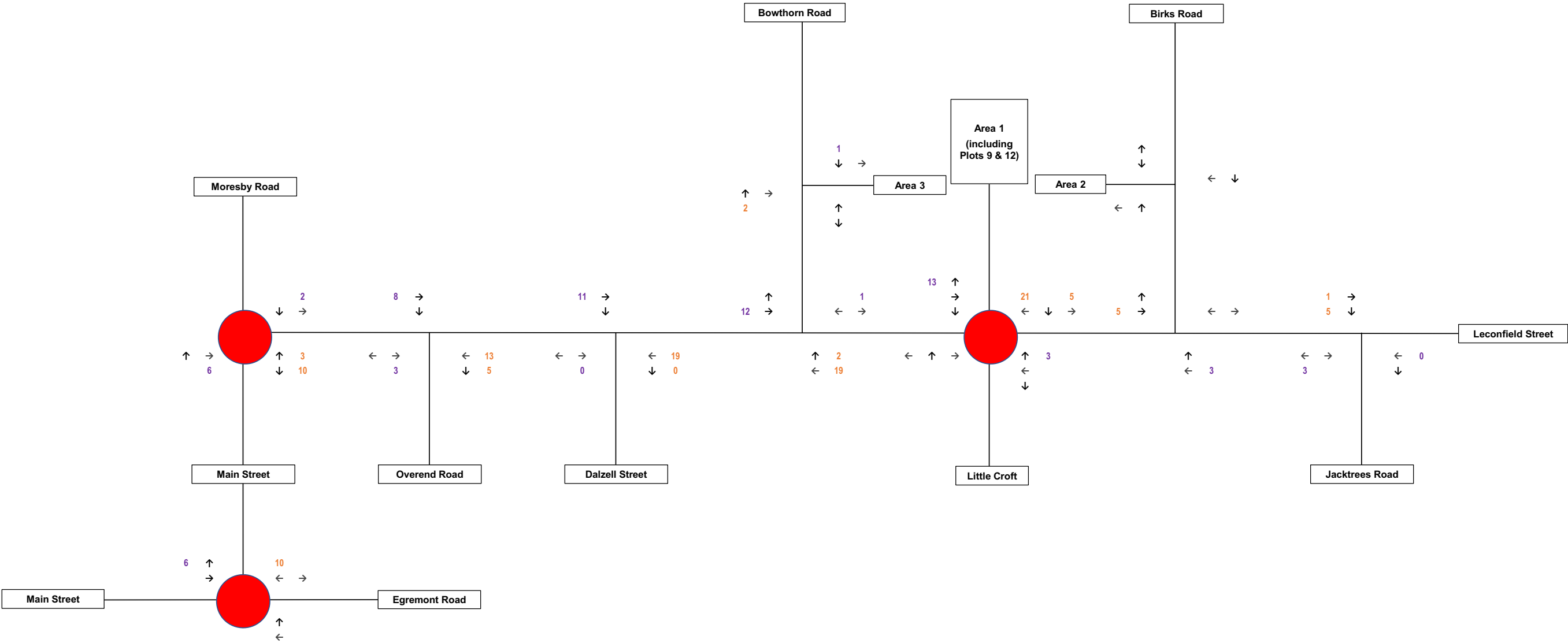
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|        |                                             |          |                                      |
|--------|---------------------------------------------|----------|--------------------------------------|
| 085788 | Leconsfield Industrial Estate: Plots 9 & 12 | Figure 4 | Proposed Development Trips - AM Peak |
|--------|---------------------------------------------|----------|--------------------------------------|

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

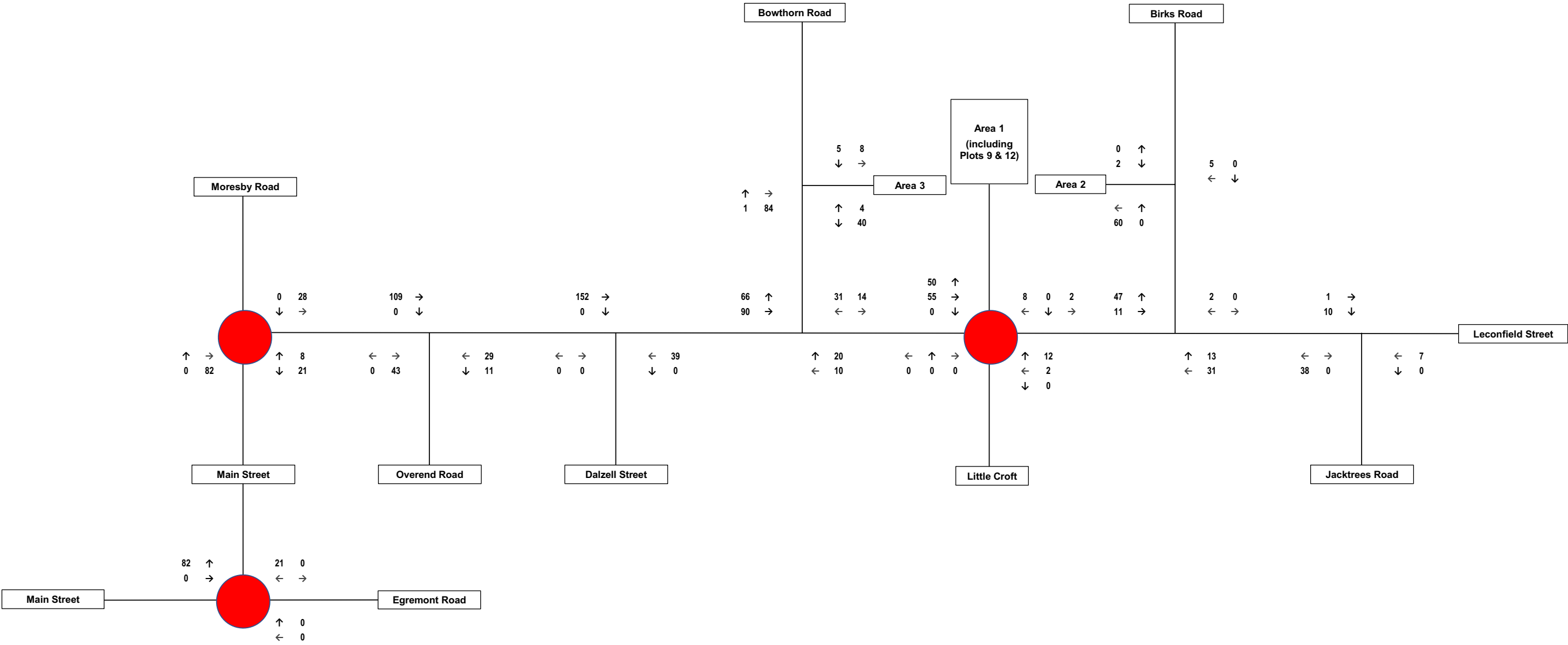
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|--------|---------------------------------------------|----------|--------------------------------------|
| 085788 | Leconsfield Industrial Estate: Plots 9 & 12 | Figure 5 | Proposed Development Trips - PM Peak |
|--------|---------------------------------------------|----------|--------------------------------------|

Notes: All flows in PCUs

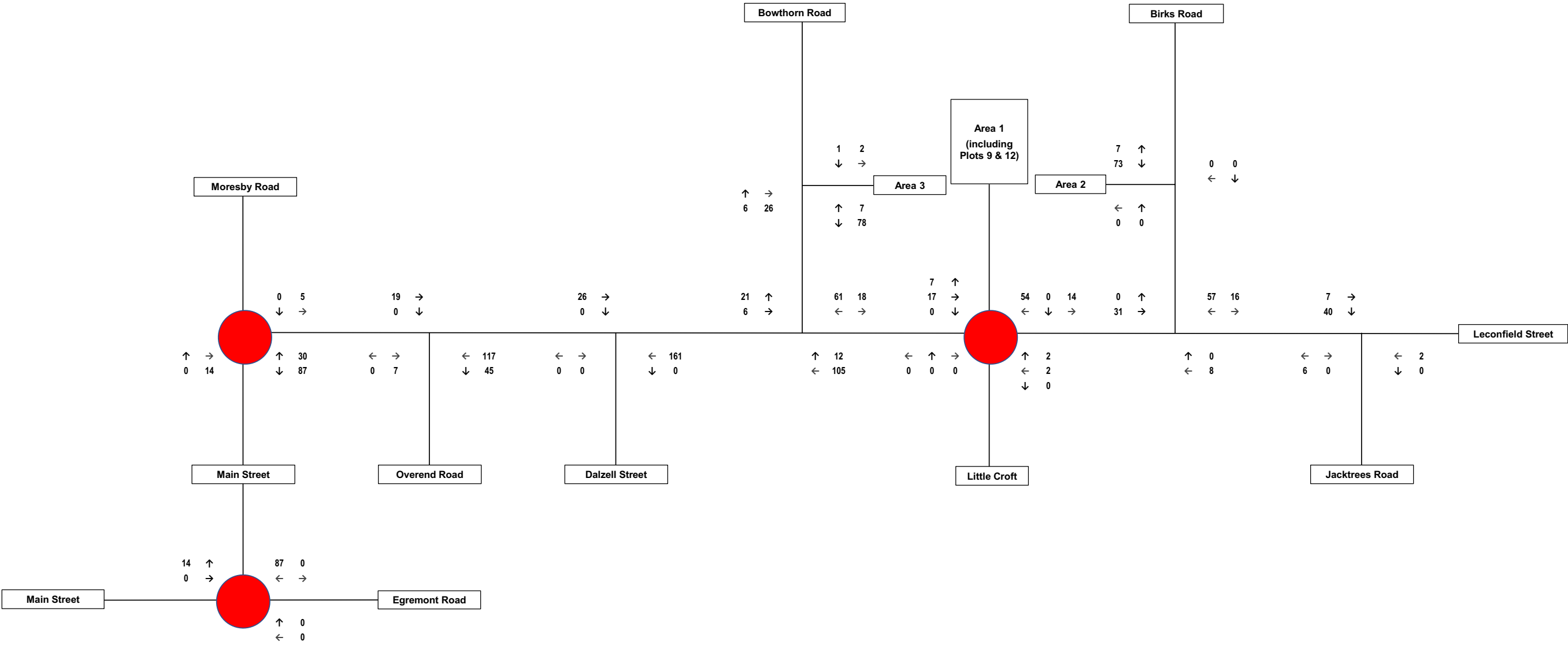
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|        |                                             |          |                                       |
|--------|---------------------------------------------|----------|---------------------------------------|
| 085788 | Leconsfield Industrial Estate: Plots 9 & 12 | Figure 6 | Committed Development Trips - AM Peak |
|--------|---------------------------------------------|----------|---------------------------------------|

Notes: All flows in PCUs

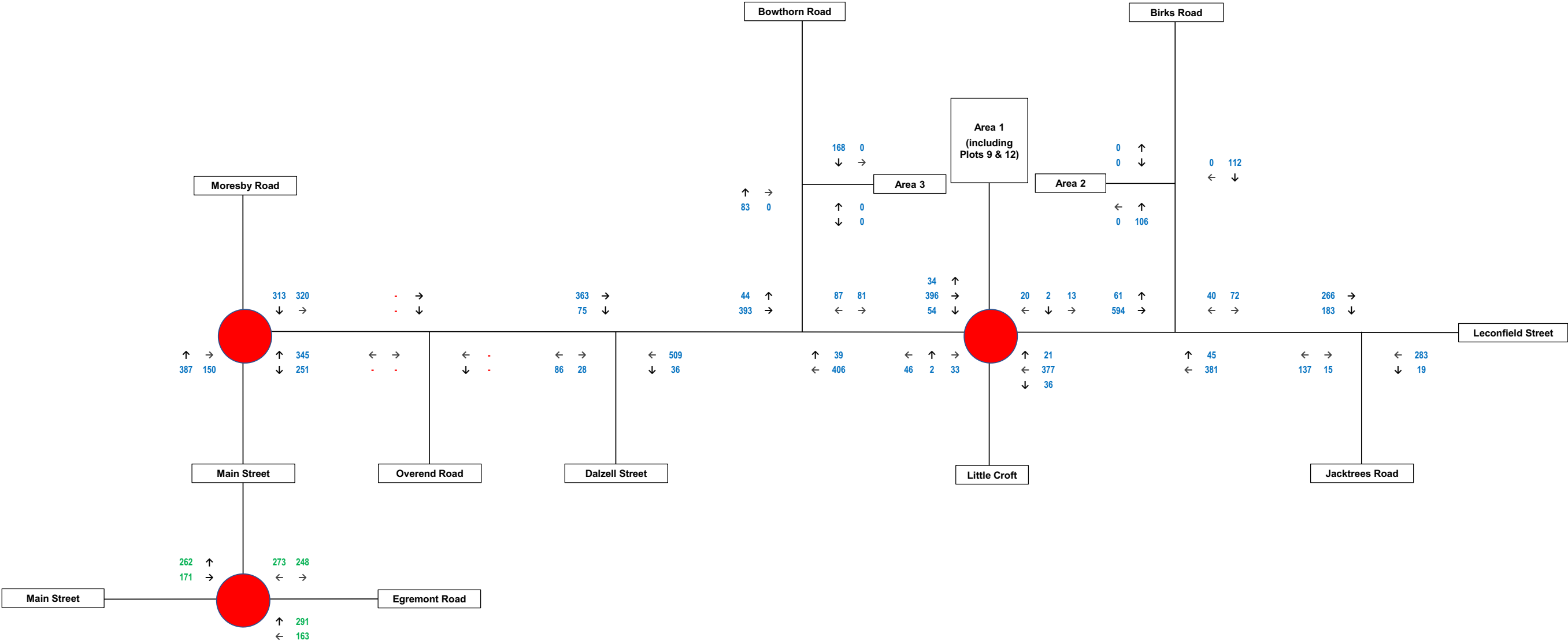
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|        |                                             |          |                                       |
|--------|---------------------------------------------|----------|---------------------------------------|
| 085788 | Leconsfield Industrial Estate: Plots 9 & 12 | Figure 7 | Committed Development Trips - PM Peak |
|--------|---------------------------------------------|----------|---------------------------------------|

Notes: Tempro Growth Factor 2020 - 2025: 1.0372  
Tempro Growth Factor 2019 - 2025: 1.0468  
No Traffic Counts for Overend Road

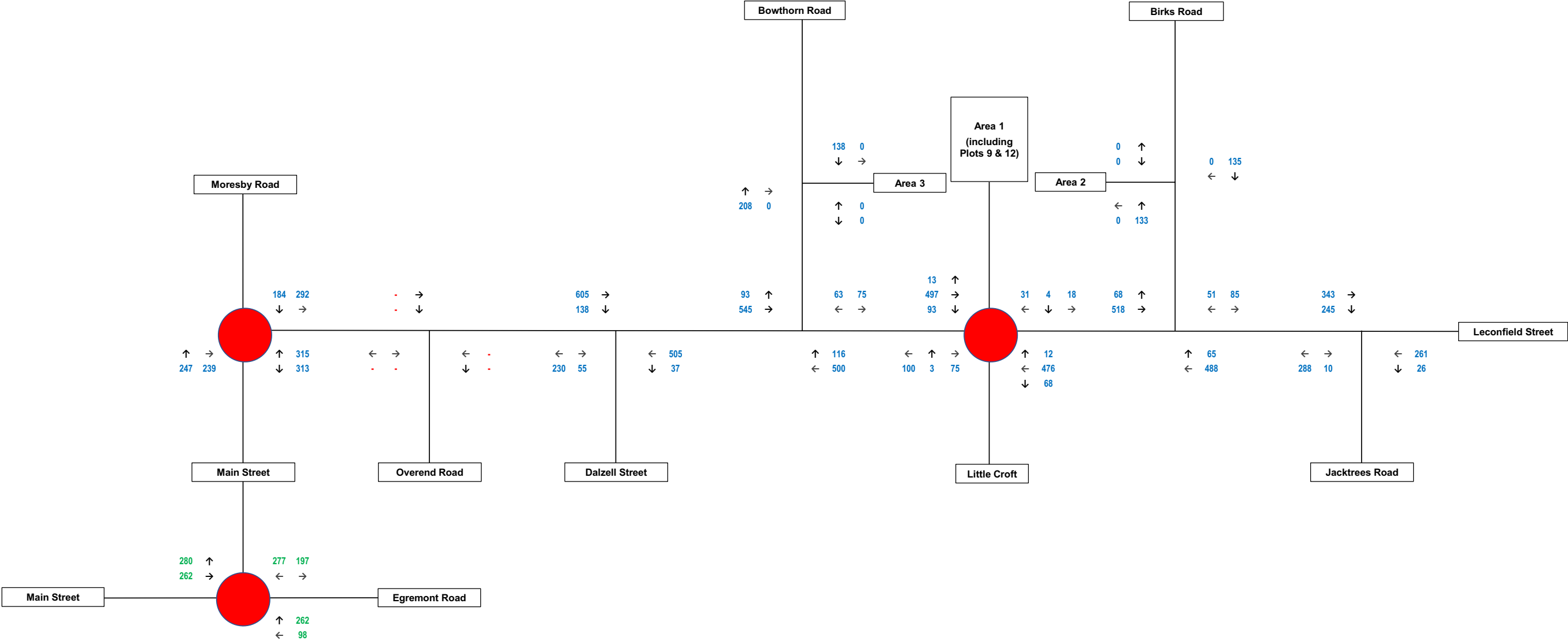
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|        |                                             |          |                   |
|--------|---------------------------------------------|----------|-------------------|
| 085788 | Leconsfield Industrial Estate: Plots 9 & 12 | Figure 8 | AM Peak 2025 Base |
|--------|---------------------------------------------|----------|-------------------|

Notes: Tempro Growth Factor 2020 - 2025: 1.0315  
Tempro Growth Factor 2019 - 2025: 1.0404  
No Traffic Counts for Overend Road

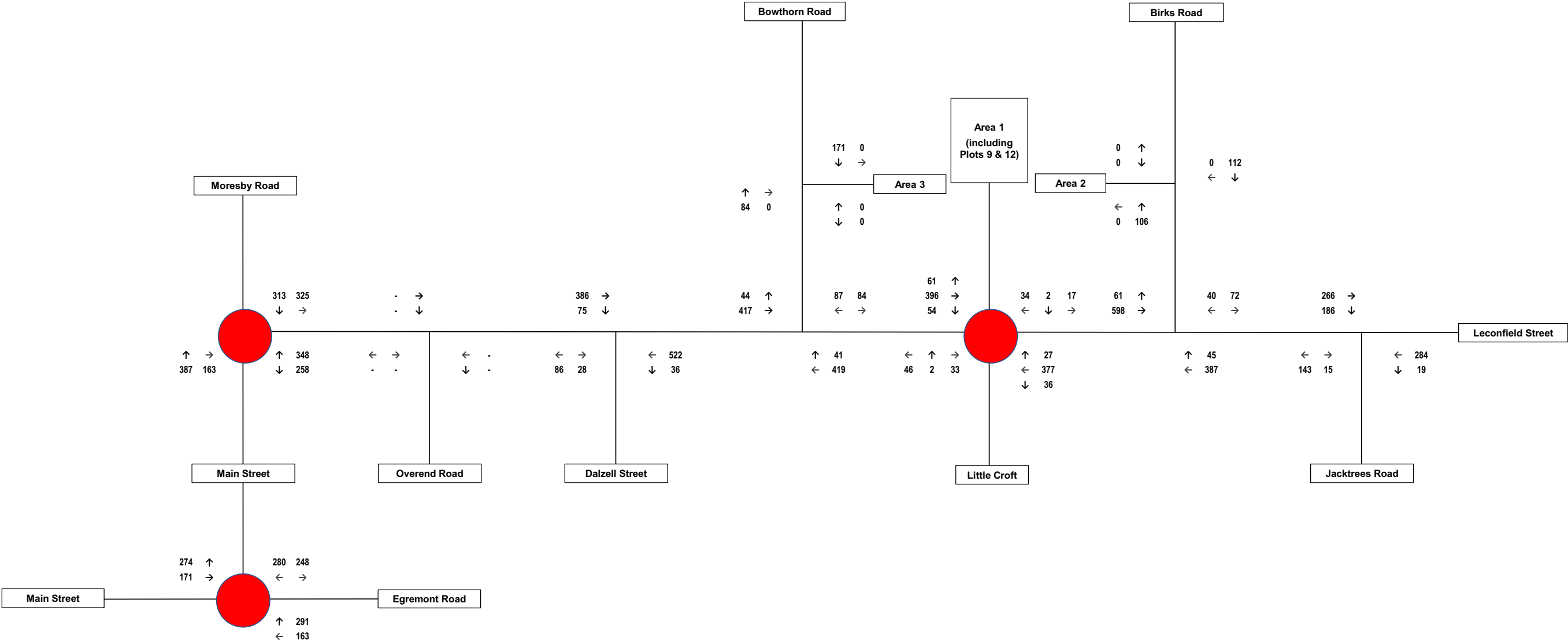
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|        |                                             |          |                   |
|--------|---------------------------------------------|----------|-------------------|
| 085788 | Leconsfield Industrial Estate: Plots 9 & 12 | Figure 9 | PM Peak 2025 Base |
|--------|---------------------------------------------|----------|-------------------|

Notes: All flows in PCUs

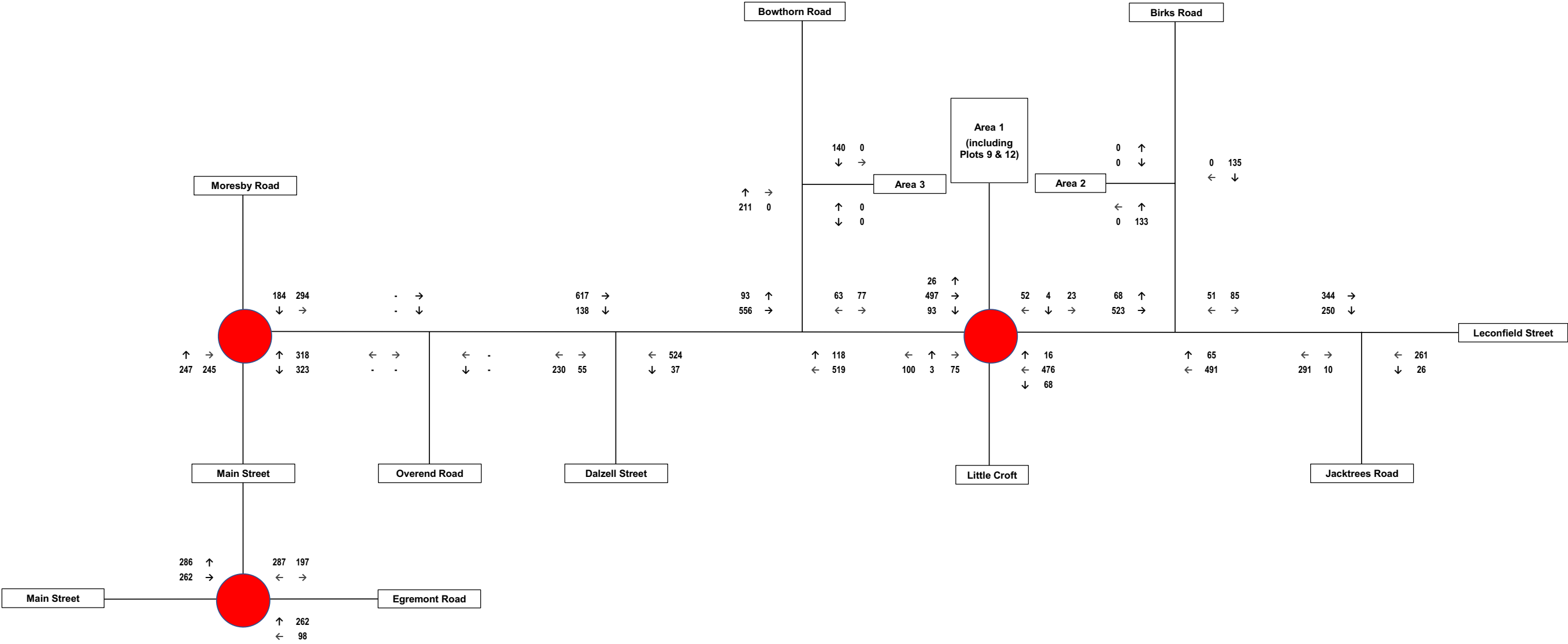
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|        |                                             |           |                                                    |
|--------|---------------------------------------------|-----------|----------------------------------------------------|
| 085788 | Leconsfield Industrial Estate: Plots 9 & 12 | Figure 10 | 2025 Base + Proposed Development Traffic - AM Peak |
|--------|---------------------------------------------|-----------|----------------------------------------------------|

Notes: All flows in PCUs

Curtins



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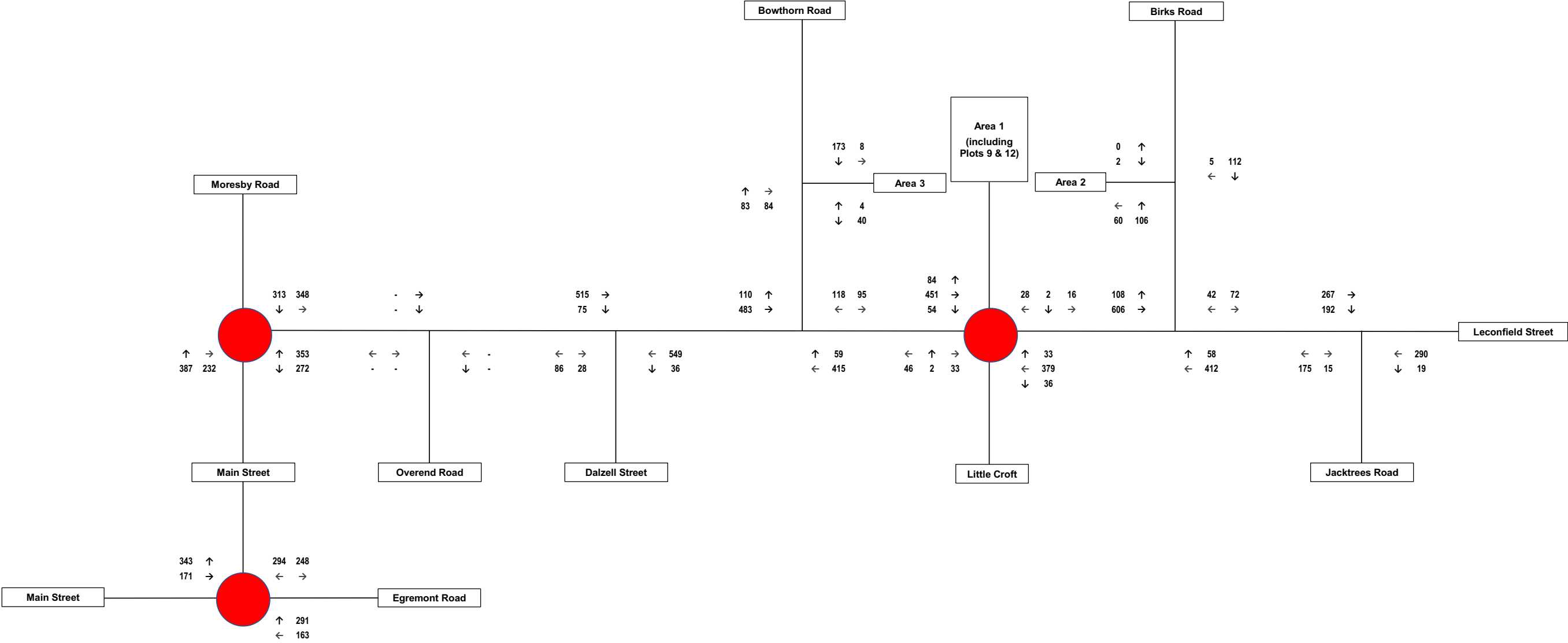
Leconsfield Industrial Estate: Plots 9 & 12

Figure 11

2025 Base + Proposed Development Traffic - PM Peak

Notes: All flows in PCUs

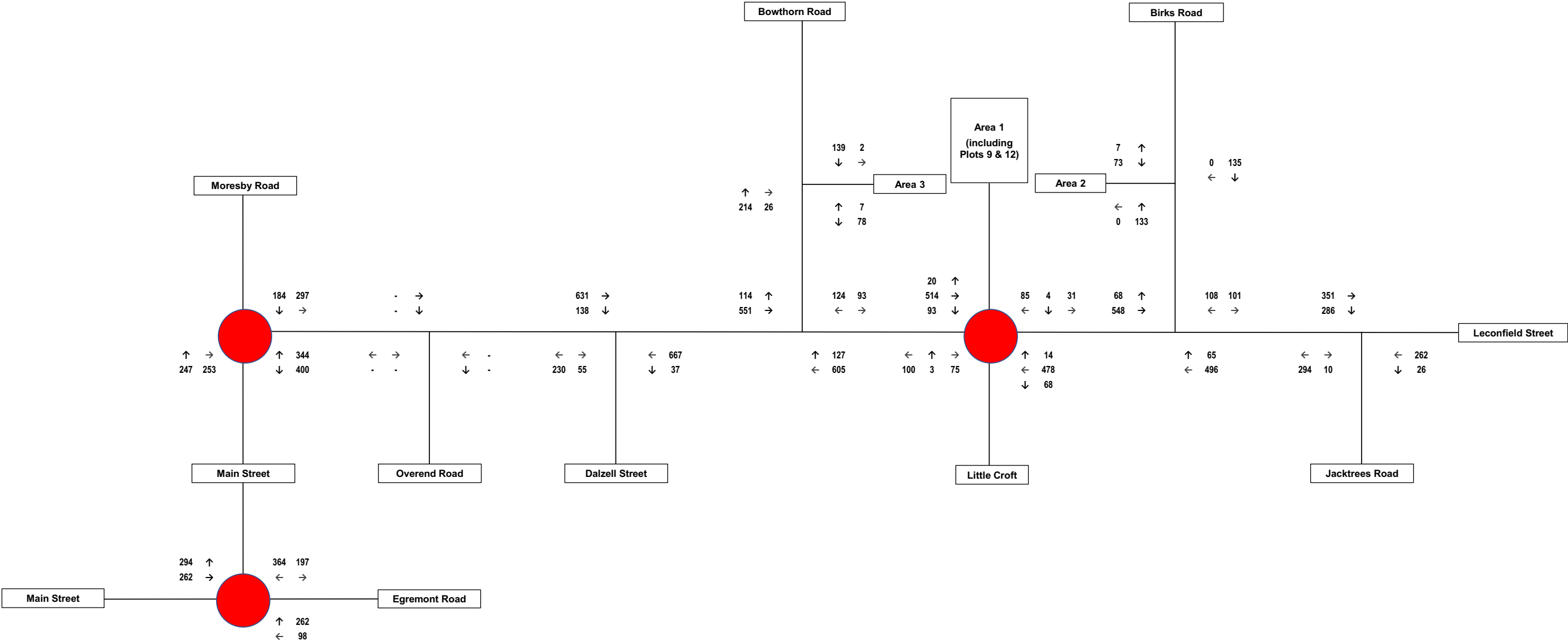
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|        |                                             |           |                                                     |
|--------|---------------------------------------------|-----------|-----------------------------------------------------|
| 085788 | Leconsfield Industrial Estate: Plots 9 & 12 | Figure 12 | 2025 Base + Committed Development Traffic - AM Peak |
|--------|---------------------------------------------|-----------|-----------------------------------------------------|

Notes: All flows in PCUs

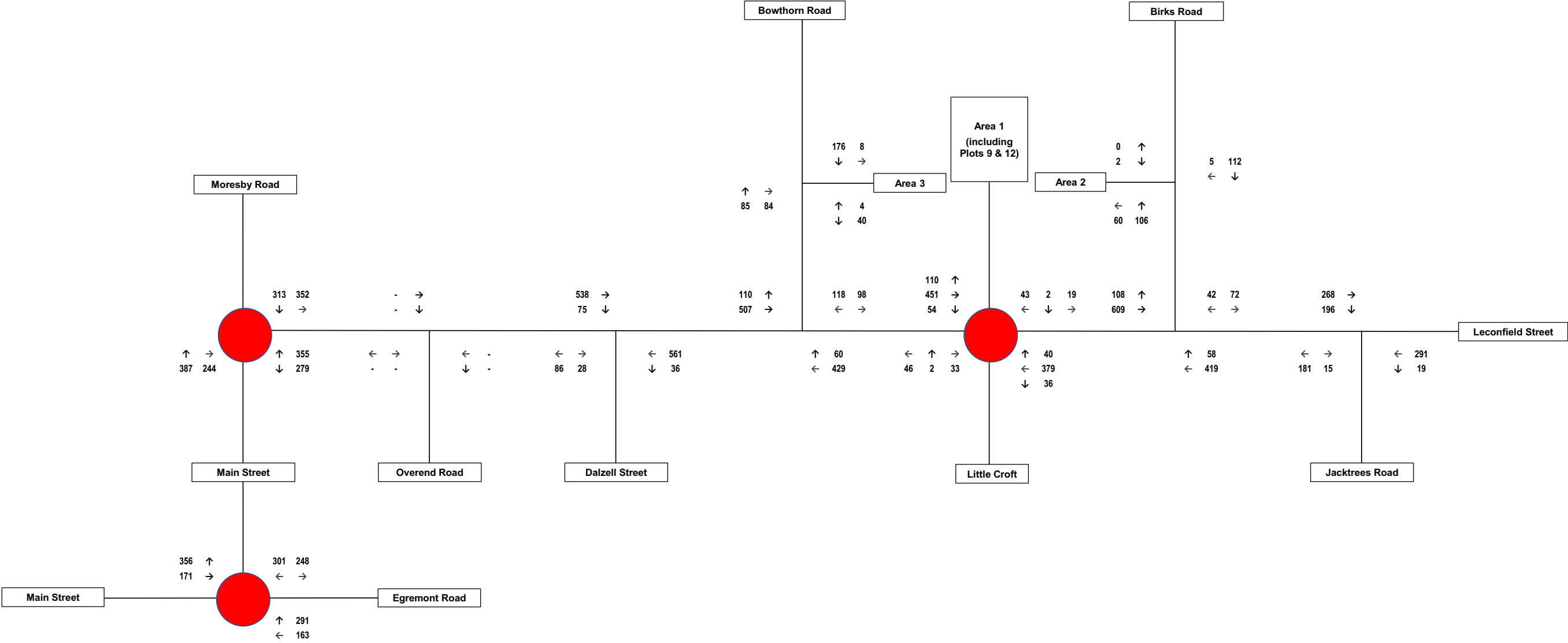
Curtins



|        |                                             |           |                                                     |
|--------|---------------------------------------------|-----------|-----------------------------------------------------|
| 085788 | Leconsfield Industrial Estate: Plots 9 & 12 | Figure 13 | 2025 Base + Committed Development Traffic - PM Peak |
|--------|---------------------------------------------|-----------|-----------------------------------------------------|

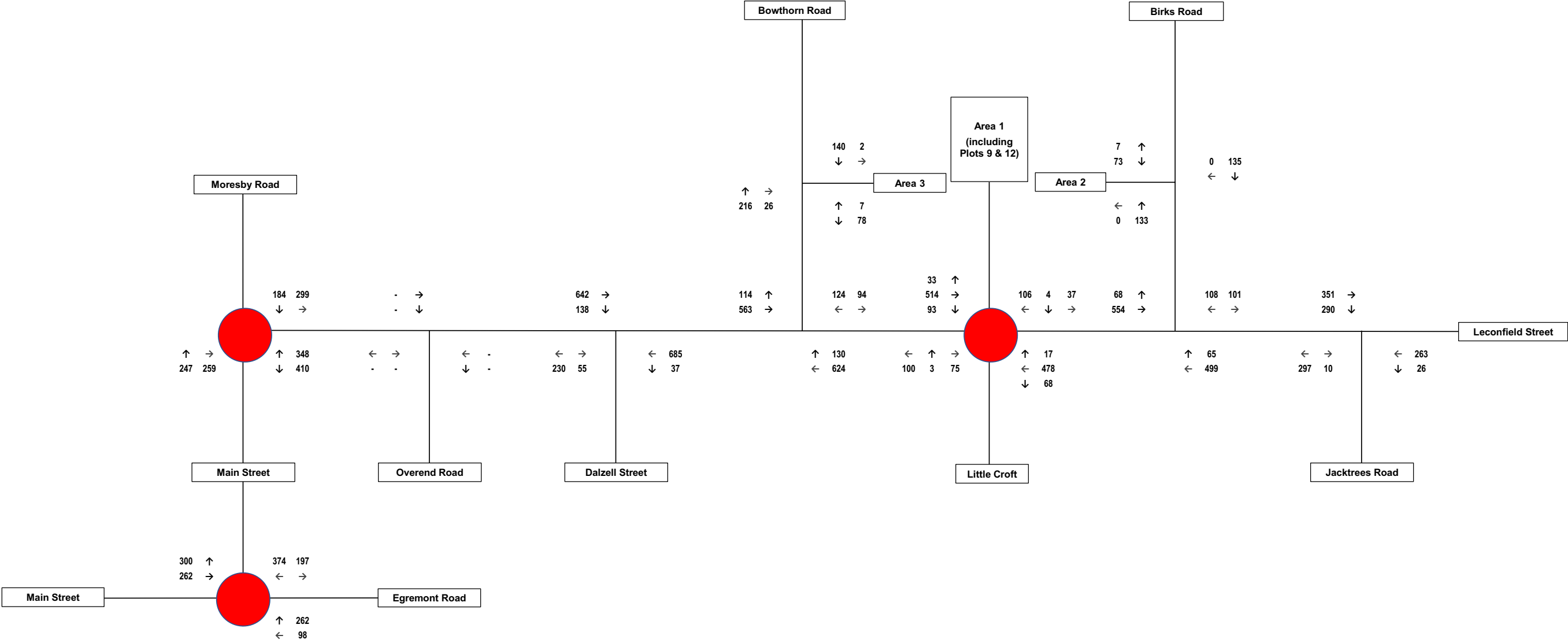
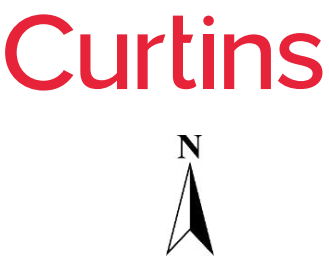
Notes: All flows in PCUs

Curtins



|        |                                             |           |                                                                                    |
|--------|---------------------------------------------|-----------|------------------------------------------------------------------------------------|
| 085788 | Leconsfield Industrial Estate: Plots 9 & 12 | Figure 14 | 2025 Base + Committed Development Traffic + Proposed Development Traffic - AM Peak |
|--------|---------------------------------------------|-----------|------------------------------------------------------------------------------------|

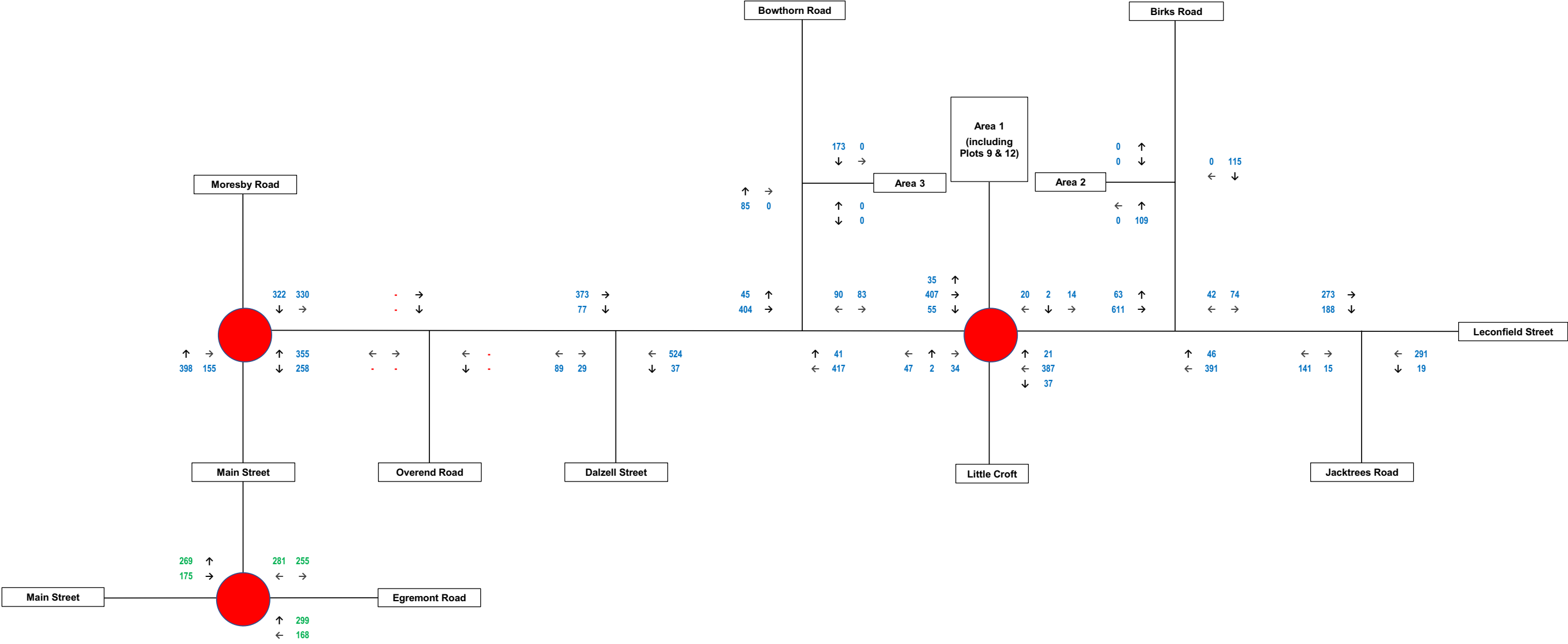
Notes: All flows in PCUs



|        |                                             |           |                                                                                    |
|--------|---------------------------------------------|-----------|------------------------------------------------------------------------------------|
| 085788 | Leconsfield Industrial Estate: Plots 9 & 12 | Figure 15 | 2025 Base + Committed Development Traffic + Proposed Development Traffic - PM Peak |
|--------|---------------------------------------------|-----------|------------------------------------------------------------------------------------|

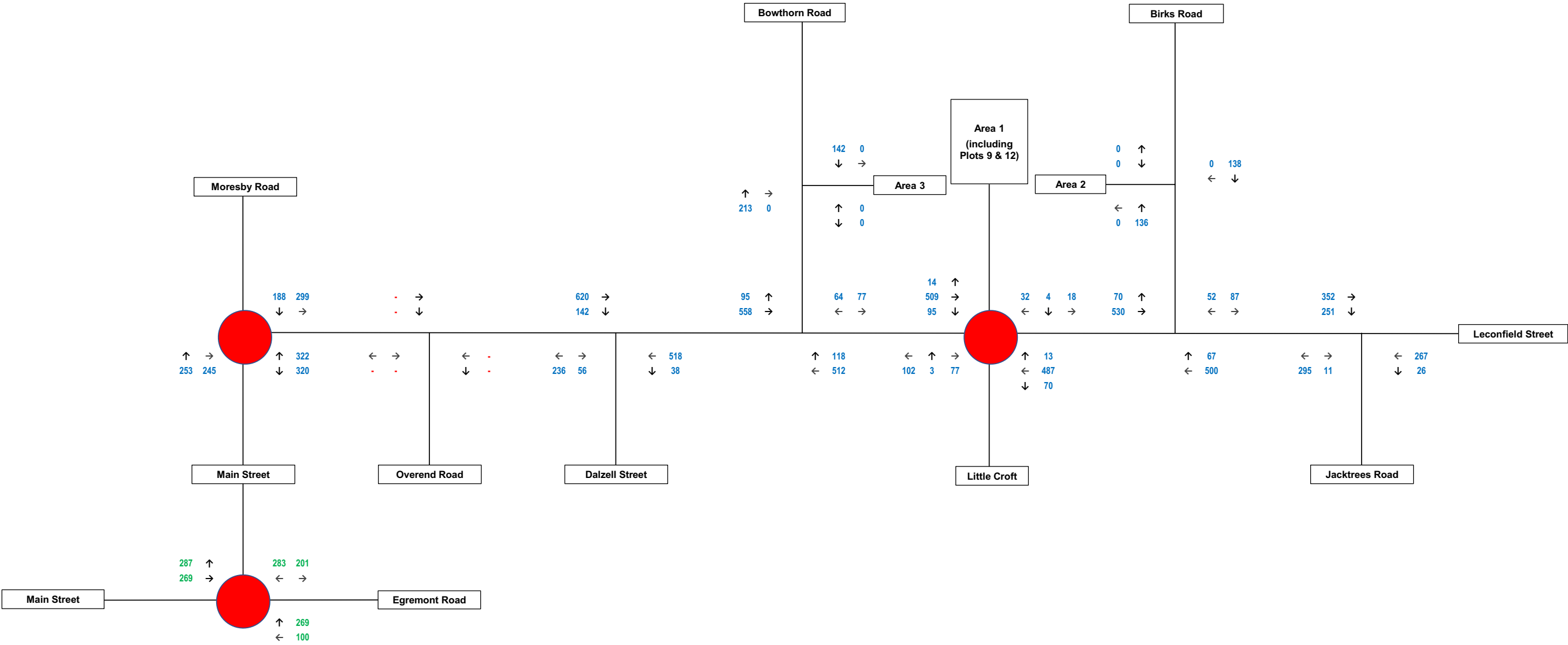
Notes: Tempro Growth Factor 2020 - 2032: 1.0664  
Tempro Growth Factor 2019 - 2032: 1.0762  
No Traffic Counts for Overend Road

Curtins



Notes: Tempro Growth Factor 2020 - 2032: 1.0567  
Tempro Growth Factor 2019 - 2032: 1.0657  
No Traffic Counts for Overend Road

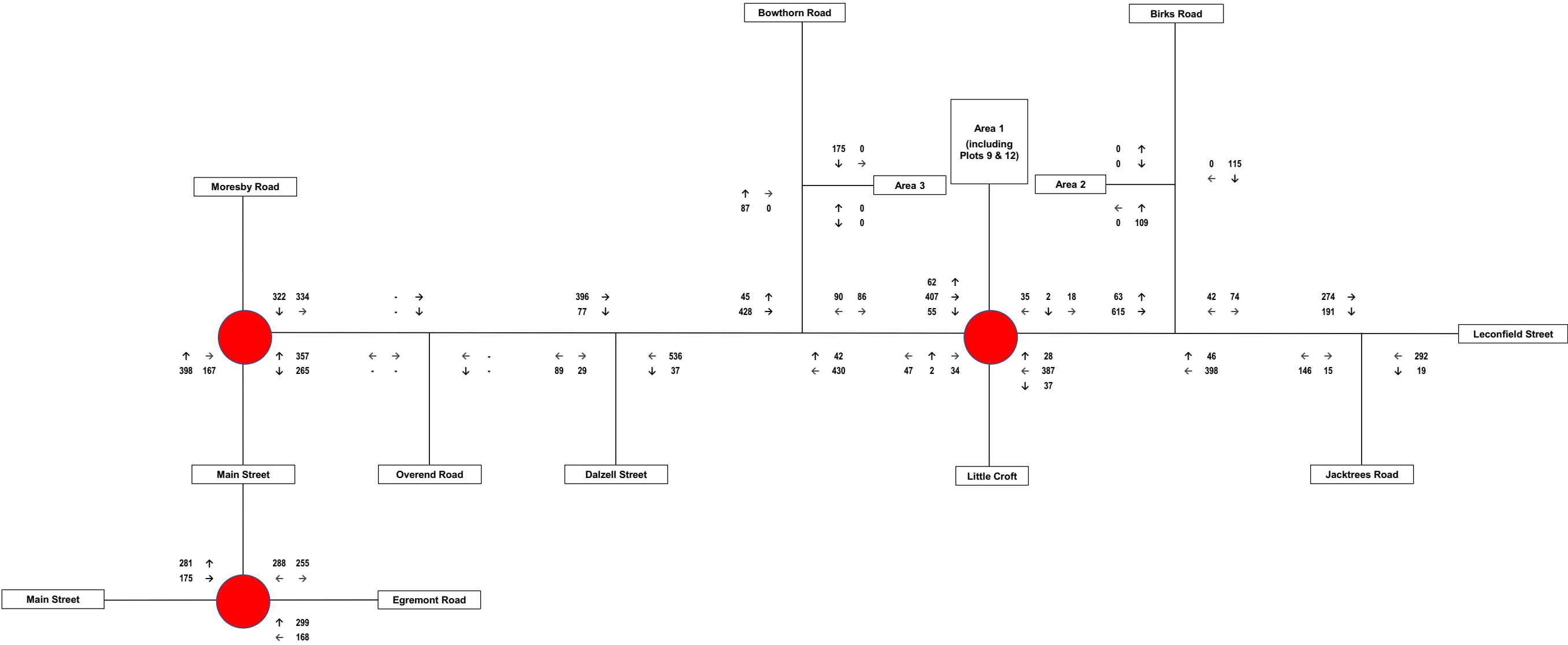
Curtins



|        |                                             |           |                         |
|--------|---------------------------------------------|-----------|-------------------------|
| 085788 | Leconsfield Industrial Estate: Plots 9 & 12 | Figure 17 | PM Peak 2032 Base Flows |
|--------|---------------------------------------------|-----------|-------------------------|

Notes: All flows in PCUs

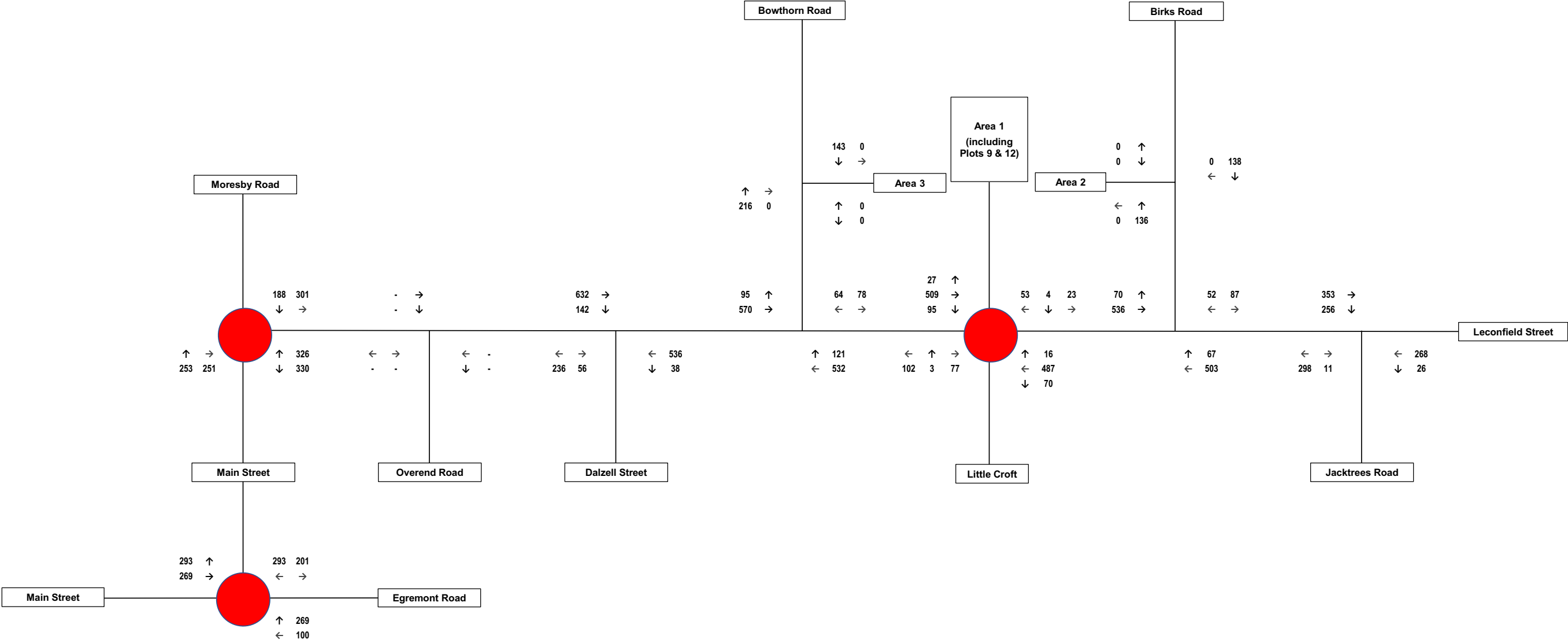
Curtins



|        |                                             |           |                                                    |
|--------|---------------------------------------------|-----------|----------------------------------------------------|
| 085788 | Leconsfield Industrial Estate: Plots 9 & 12 | Figure 18 | 2032 Base + Proposed Development Traffic - AM Peak |
|--------|---------------------------------------------|-----------|----------------------------------------------------|

Notes: All flows in PCUs

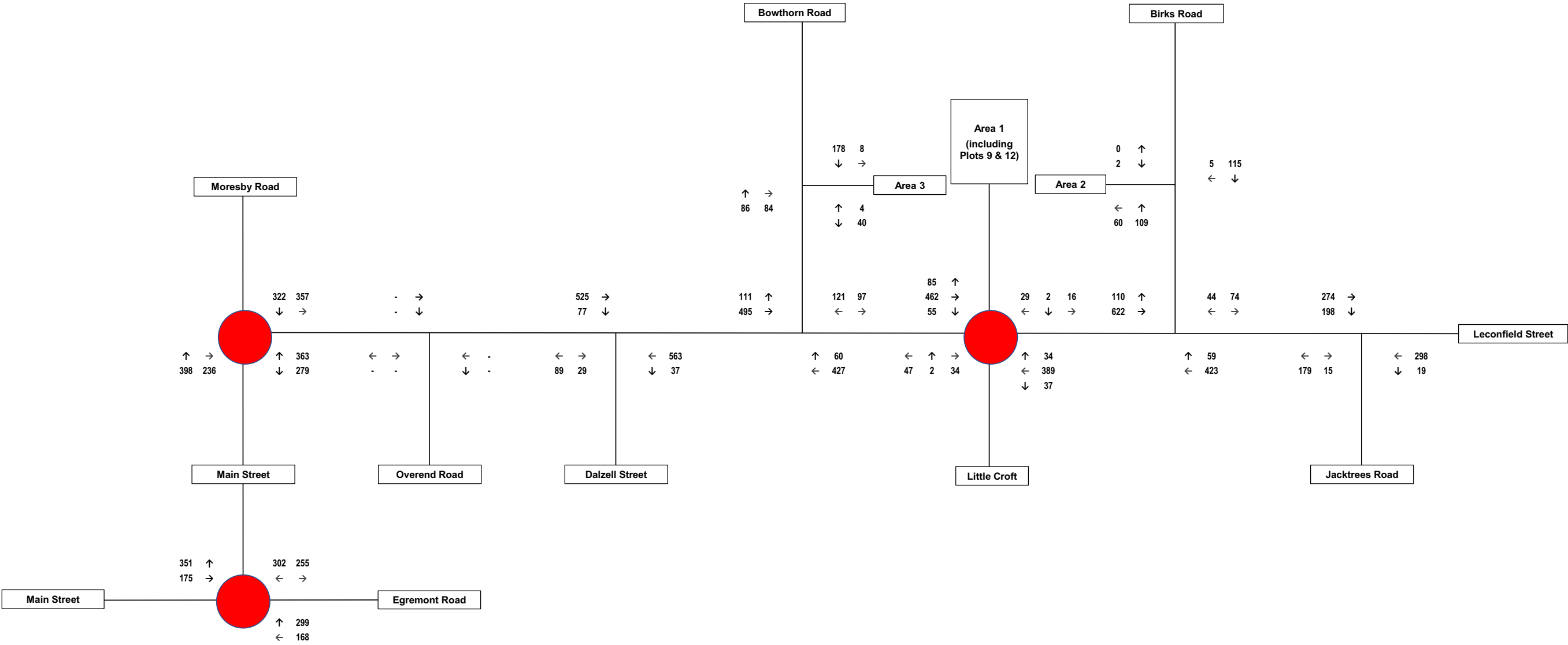
Curtins



|        |                                             |           |                                                    |
|--------|---------------------------------------------|-----------|----------------------------------------------------|
| 085788 | Leconsfield Industrial Estate: Plots 9 & 12 | Figure 19 | 2032 Base + Proposed Development Traffic - PM Peak |
|--------|---------------------------------------------|-----------|----------------------------------------------------|

Notes: All flows in PCUs

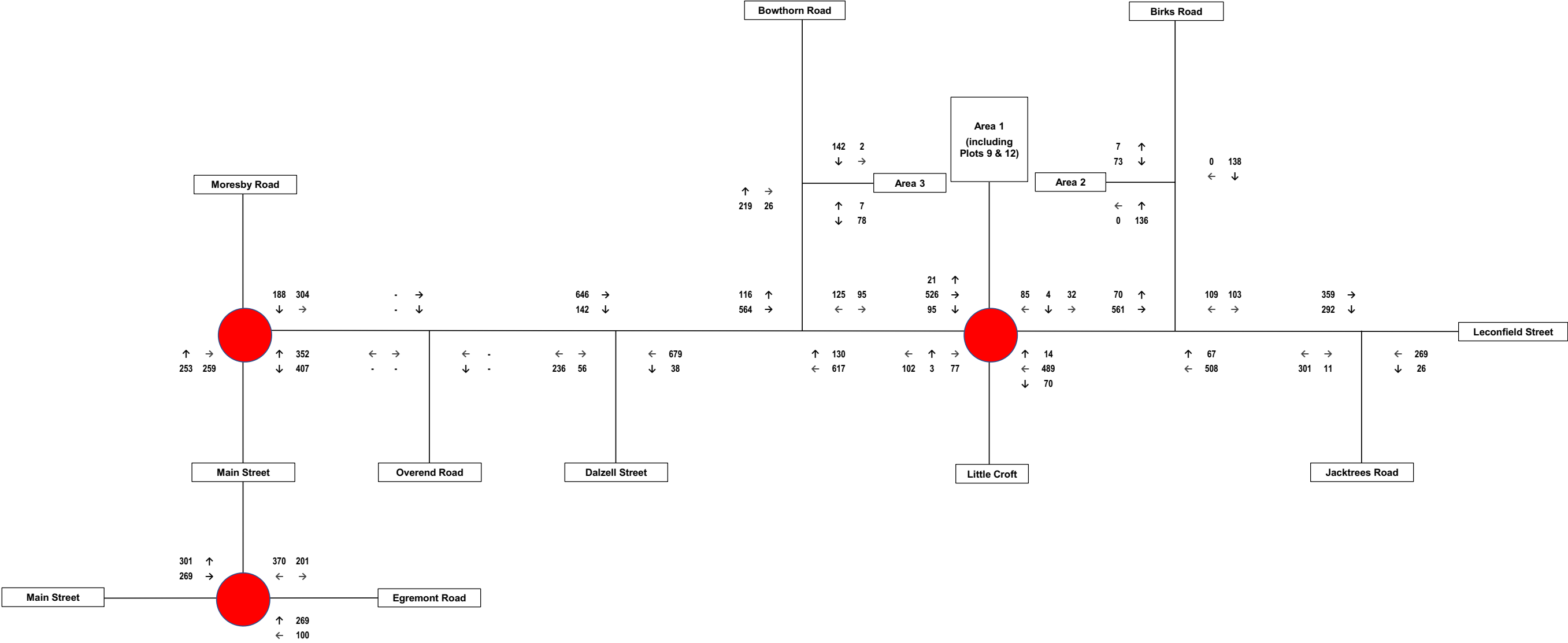
Curtins



|        |                                             |           |                                                     |
|--------|---------------------------------------------|-----------|-----------------------------------------------------|
| 085788 | Leconsfield Industrial Estate: Plots 9 & 12 | Figure 20 | 2032 Base + Committed Development Traffic - AM Peak |
|--------|---------------------------------------------|-----------|-----------------------------------------------------|

Notes: All flows in PCUs

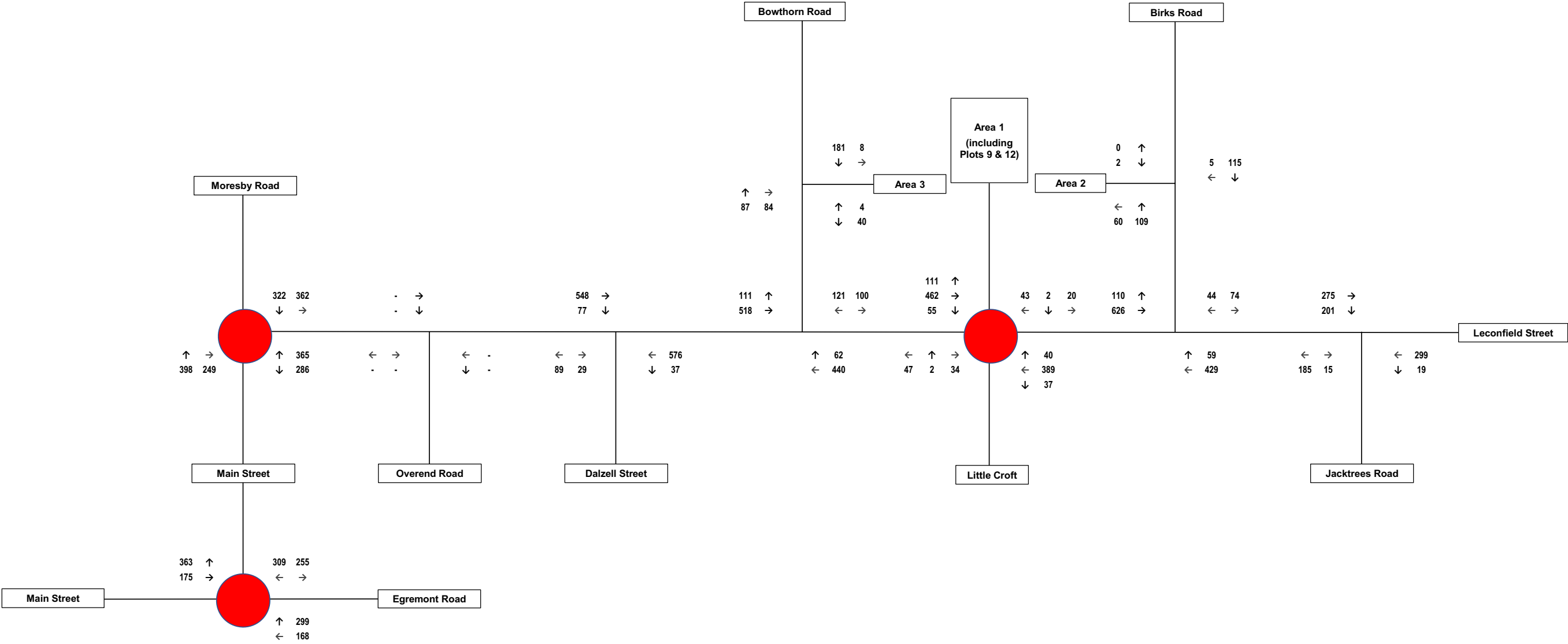
Curtins



|        |                                             |           |                                                     |
|--------|---------------------------------------------|-----------|-----------------------------------------------------|
| 085788 | Leconsfield Industrial Estate: Plots 9 & 12 | Figure 21 | 2032 Base + Committed Development Traffic - PM Peak |
|--------|---------------------------------------------|-----------|-----------------------------------------------------|

Notes: All flows in PCUs

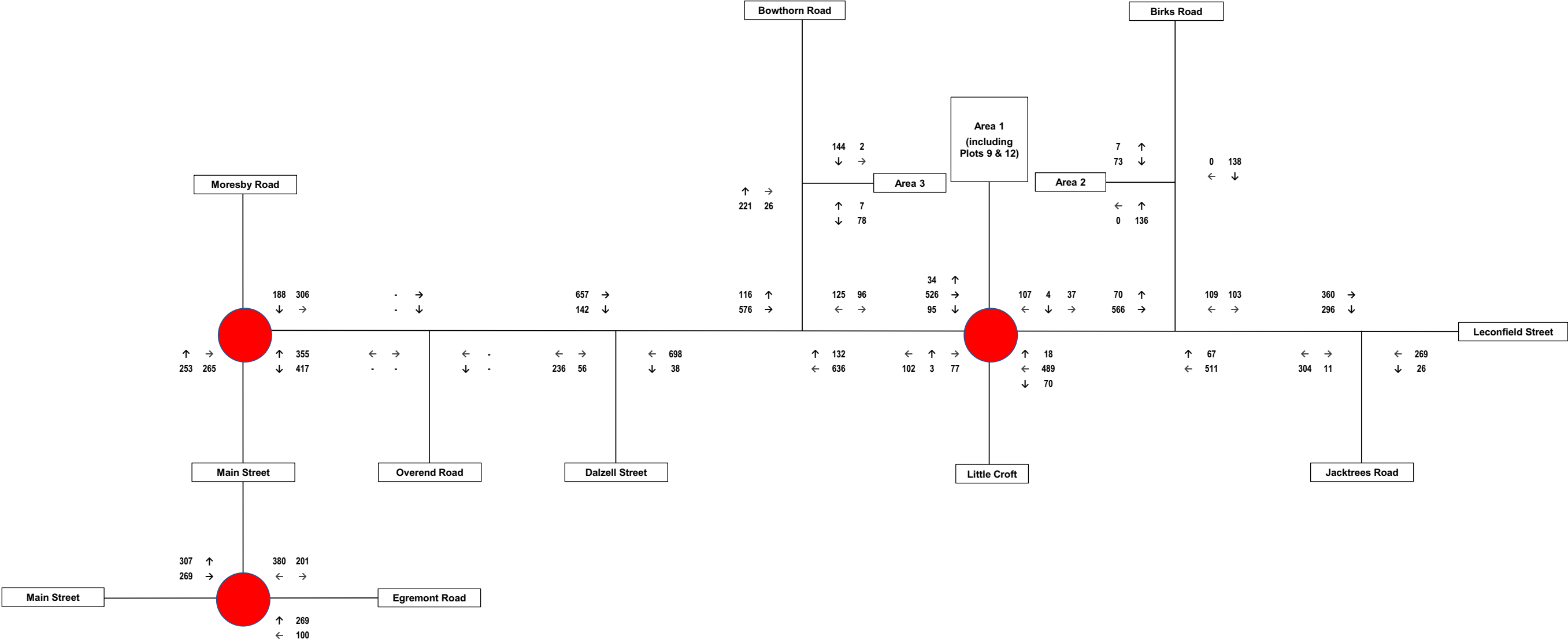
Curtins



|        |                                             |           |                                                                                    |
|--------|---------------------------------------------|-----------|------------------------------------------------------------------------------------|
| 085788 | Leconsfield Industrial Estate: Plots 9 & 12 | Figure 22 | 2032 Base + Committed Development Traffic + Proposed Development Traffic - AM Peak |
|--------|---------------------------------------------|-----------|------------------------------------------------------------------------------------|

Notes: All flows in PCUs

Curtins



|        |                                             |           |                                                                                    |
|--------|---------------------------------------------|-----------|------------------------------------------------------------------------------------|
| 085788 | Leconsfield Industrial Estate: Plots 9 & 12 | Figure 23 | 2032 Base + Committed Development Traffic + Proposed Development Traffic - PM Peak |
|--------|---------------------------------------------|-----------|------------------------------------------------------------------------------------|

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LUF-CUR-XX-XX-T-H-0001 LuF2 Plots 9 and 12, Cleator Moor  
Transport Assessment

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**Curtins**

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



LUF-CUR-XX-XX-T-H-0001 LuF2 Plots 9 and 12, Cleator Moor  
Transport Assessment

Curtins

## Appendix B – CrashMap Outputs



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LUF-CUR-XX-XX-T-H-0001 LuF2 Plots 9 and 12, Cleator Moor  
Transport Assessment

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Curtins

## Appendix C – Proposed Development Landscape Layout

©One-Environments Ltd. This drawing is not to be scaled. All dimensions to be verified on site prior to commencement of works. Discrepancies, ambiguities and/or omissions between this drawing & information supplied by others must be reported immediately for clarification before proceeding

NOTES

LEGEND

- Ornamental Planting
- Hedgerow
- Wildflower Meadow/ Species Rich Grassland
- Native Woodland Mix
- Pollinators Mix
- Existing Vegetation to be retained
- 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
- EV Charger Kiosk
- Active EV Bays
- Passive EV Bays
- Door Guards
- Bin Store
- MCCB
- Substation
- Cycle Storage
- Edge of road works

REVISION | P20      DATE | 29.09.25      BY | KJ      CHECKED | PA

Updated for Planning Issue

REVISION | P19      DATE | 24.06.25      BY | KJ      CHECKED | JE

Plot 9 building updated

REVISION | P18      DATE | 09.06.25      BY | HAN      CHECKED | JE

Red Line Boundary (Plot 09 only) updated

REVISION | P17      DATE | 09.04.25      BY | HAN      CHECKED | PA

Soft landscape around Plot 09 relocated

REVISION | P16      DATE | 19.03.25      BY | TL      CHECKED | PA

Revised to comments received

REVISION | P15      DATE | 17.03.25      BY | TL      CHECKED | PA

Revised to comments received

REVISION | P14      DATE | 17.03.25      BY | HAN      CHECKED | PA

Parking bays updated to comments

CLIENT      Cumberland County Council

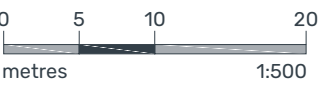
PROJECT      **CMIQ Phase 2 LUF**

TITLE      Landscape Site Plan

DWG No.      LUF-ONE-ZZ-XX-D-L-0001      REV      P20

STATUS      PRELIMINARY

SCALE      1:500      @      A1      DATE      08.11.24      DRN BY HAN



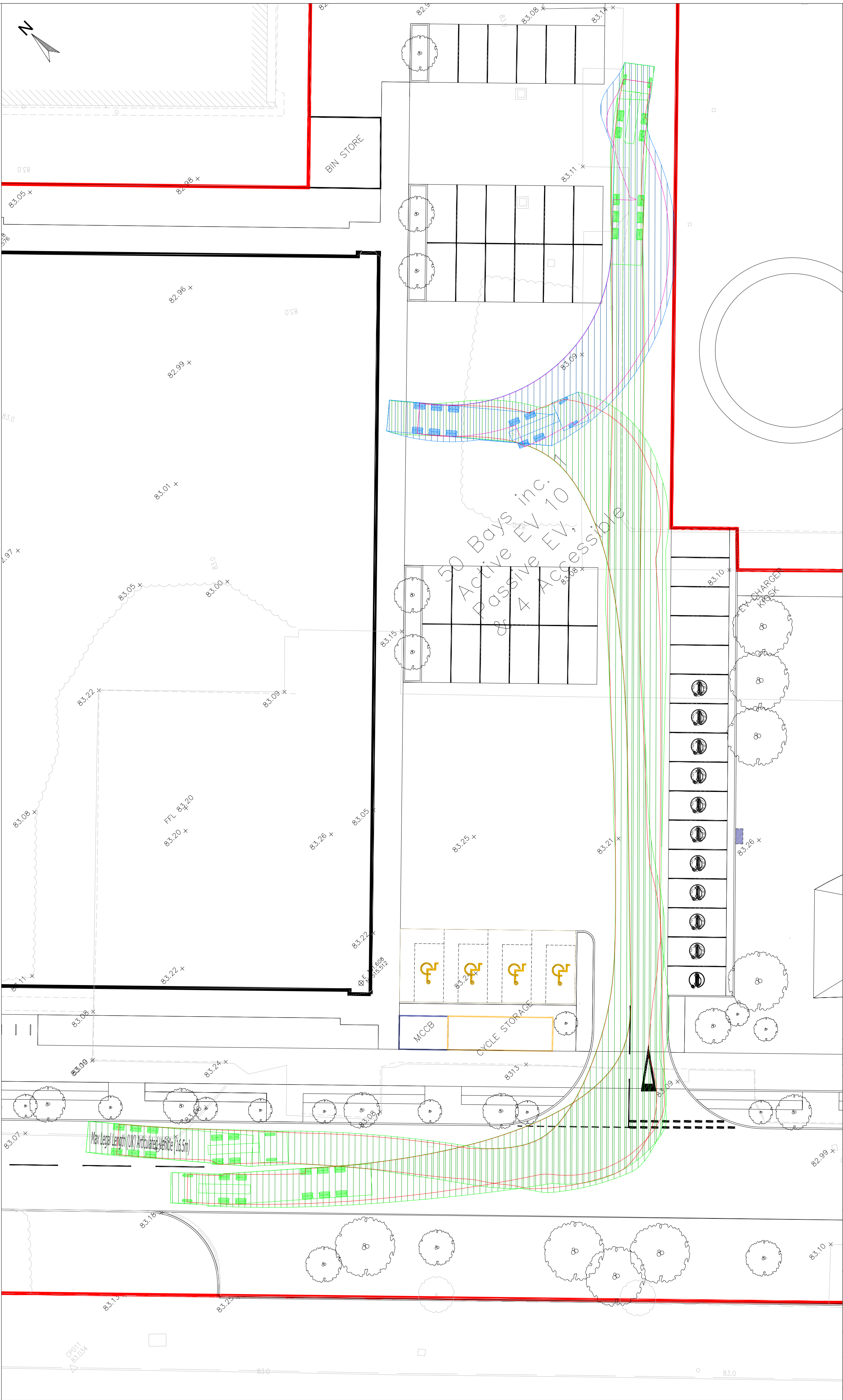
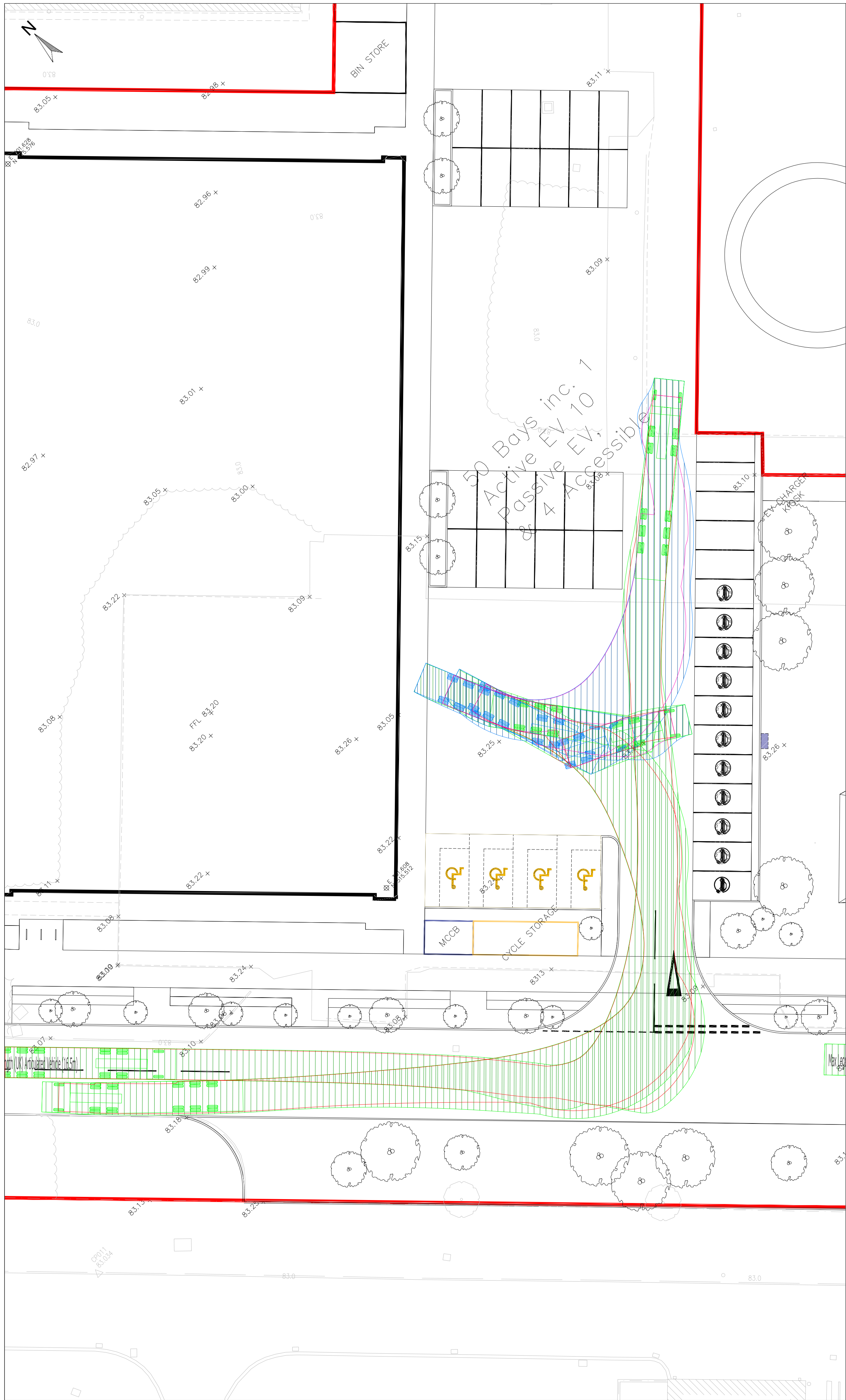
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LUF-CUR-XX-XX-T-H-0001 LuF2 Plots 9 and 12, Cleator Moor  
Transport Assessment

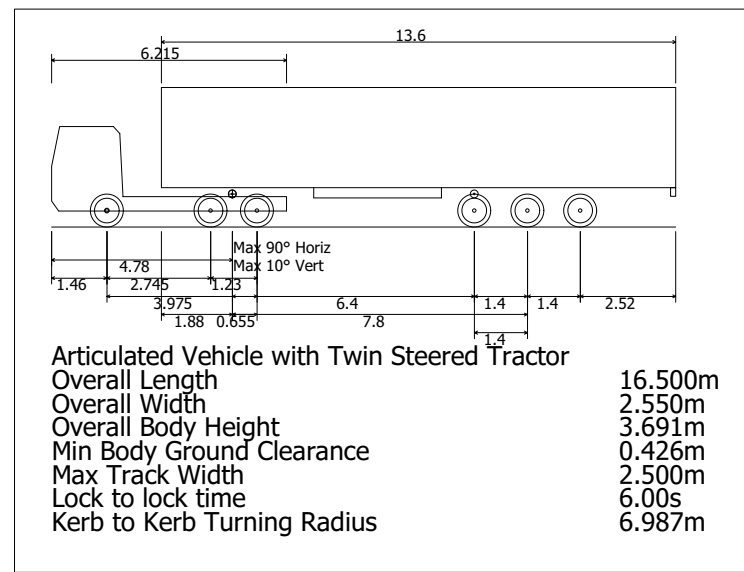
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Curtins

## Appendix D – Swept Path Analysis Drawings



- KEY - VEHICULAR TRACKING
- VEHICULAR WHEEL TRACK - FORWARD
  - VEHICULAR OVERHANG - FORWARD
  - VEHICULAR WHEEL TRACK - REVERSE
  - VEHICULAR OVERHANG - REVERSE



PRELIMINARY ISSUE

0 2 4 6 8 10m  
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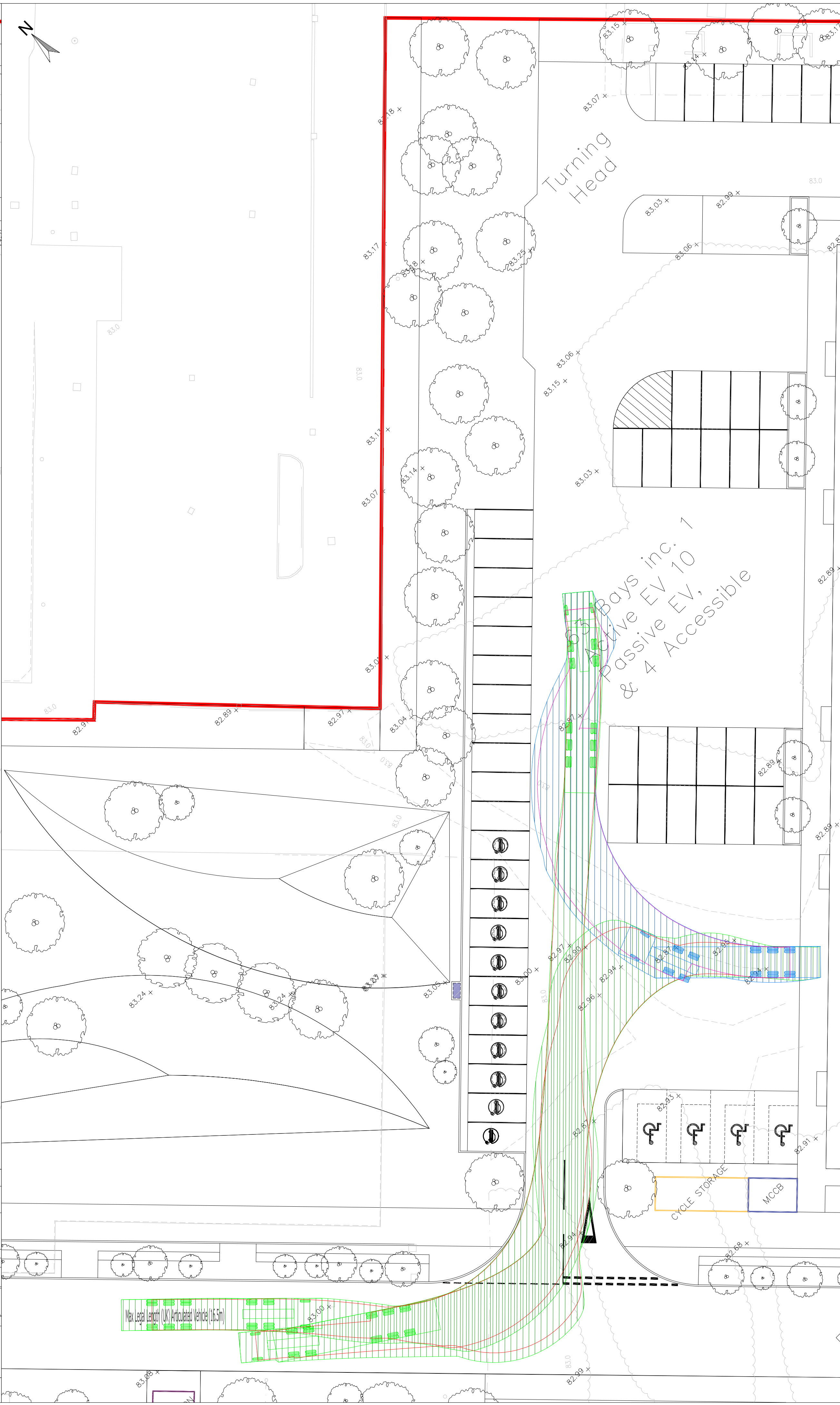


Client  
**CUMBERLAND COUNCIL**

Project Name  
**CMIQ PHASE 2 LUF - PLOT 9**

Sheet Title  
**SWEPT PATH ANALYSIS  
16.5m HGV**

|                       |            |                              |            |         |             |          |            |             |
|-----------------------|------------|------------------------------|------------|---------|-------------|----------|------------|-------------|
| TTE Project Number    | Drawn By   | Date                         | Checked By | Date    | Approved By | Date     | Scale @ A1 | Suitability |
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| Client Project Number | Originator | Volume/System Level/Location | Type/Code  | Role    | Number      | Revision |            |             |
| LUF                   | - TTE      | - ZZ                         | - XX       | - D     | - H         | - 0001   |            | P01         |



VEHICULAR WHEEL TRACK - FORWARD

VEHICULAR OVERHANG - FORWARD

VEHICULAR WHEEL TRACK - REVERSE

VEHICULAR OVERHANG - REVERSE

Articulated Vehicle with Twin Steered Tractor

Overall Length 16.500m

Overall Width 2.550m

Overall Body Height 3.691m

Min Body Ground Clearance 0.426m

Max Track Width 2.500m

Lock to lock time 6.00s

Kerb to Kerb Turning Radius 6.987m

PRELIMINARY ISSUE

02

4

6

8

10m

SCALE 1:200

|      |                         |            |       |         |       |
|------|-------------------------|------------|-------|---------|-------|
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CMIQ PHASE 2 LUF - PLOT 12

Sheet Title

SWEPT PATH ANALYSIS  
16.5m HGV

|                    |          |         |            |         |             |         |            |             |
|--------------------|----------|---------|------------|---------|-------------|---------|------------|-------------|
| TTE Project Number | Drawn By | Date    | Checked By | Date    | Approved By | Date    | Scale @ A1 | Suitability |
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Client Project Number

Originator

Volume/System Level/Location

Type/Code

Role

Number

Revision

LUF

- TTE

- ZZ

- XX

- D

- H

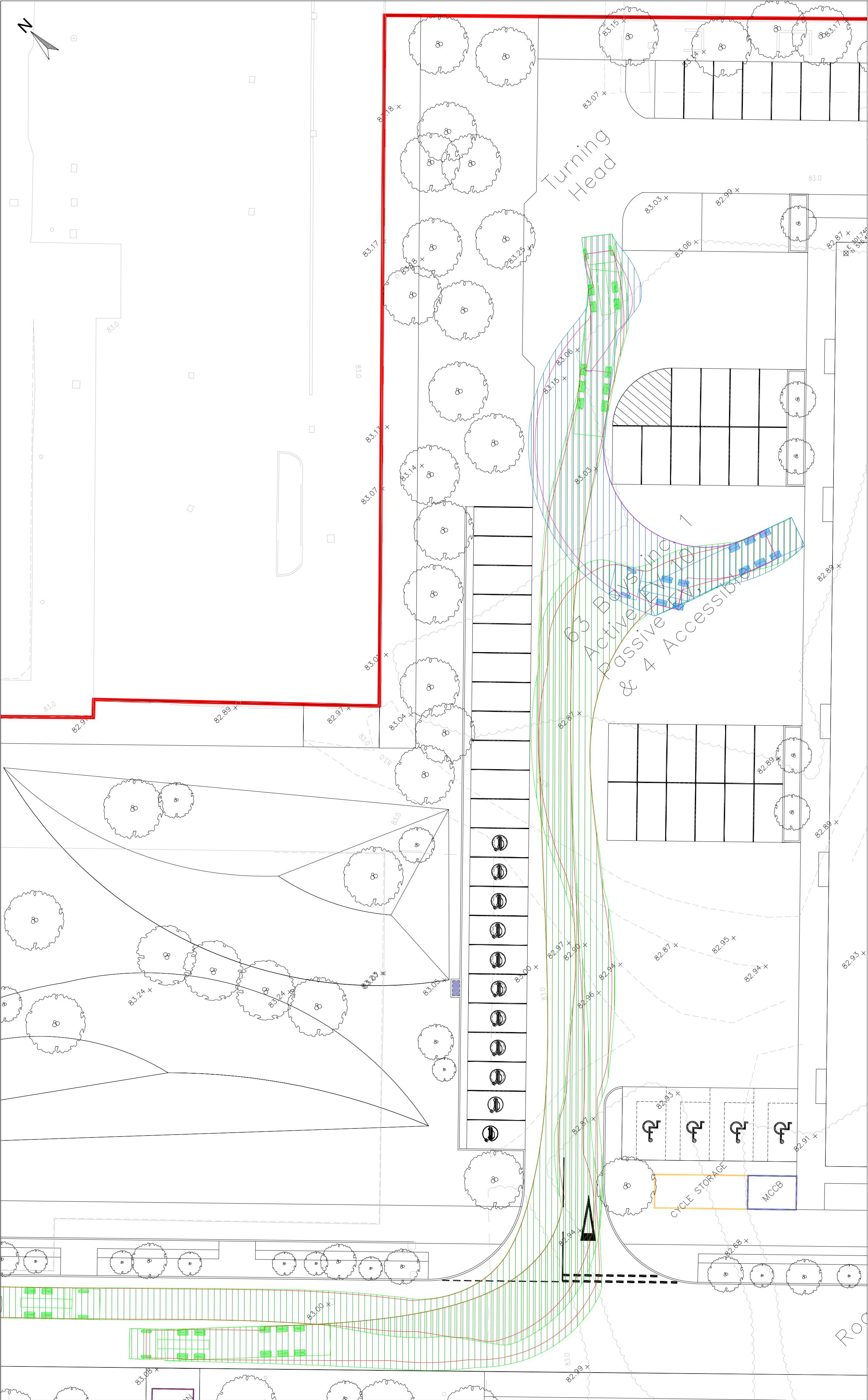
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P01

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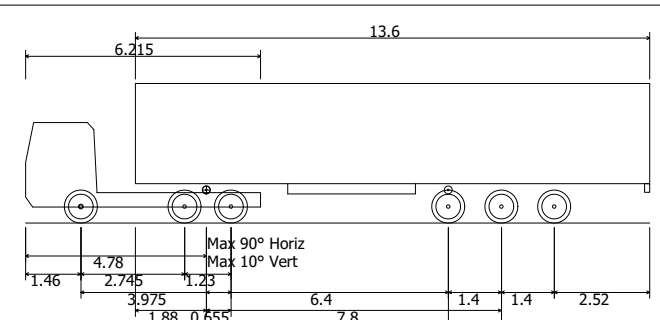
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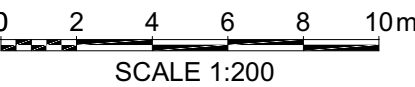
KEY - VEHICULAR TRACKING

- VEHICULAR WHEEL TRACK - FORWARD
- VEHICULAR OVERHANG - FORWARD
- VEHICULAR WHEEL TRACK - REVERSE
- VEHICULAR OVERHANG - REVERSE



Articulated Vehicle with Twin Steered Tractor  
Overall Length 16.500m  
Overall Width 2.550m  
Overall Body Height 3.691m  
Min Body Ground Clearance 0.426m  
Max Track Width 2.500m  
Lock to lock time 6.00s  
Kerb to Kerb Turning Radius 6.987m

PRELIMINARY ISSUE



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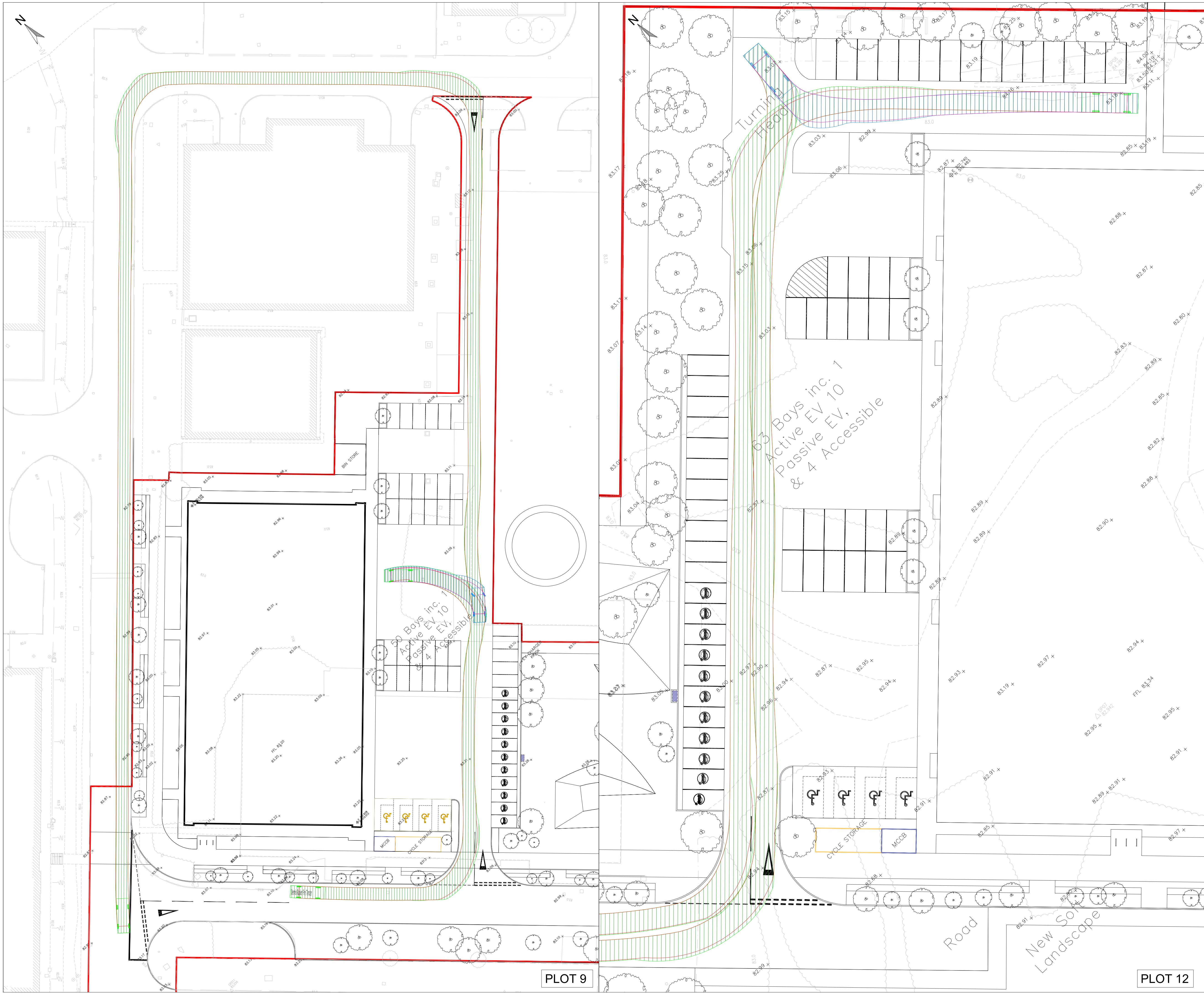
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**CMIQ PHASE 2 LUF - PLOT 12**

Sheet Title  
**SWEPT PATH ANALYSIS  
16.5m HGV**

|                    |          |         |            |         |             |         |            |             |
|--------------------|----------|---------|------------|---------|-------------|---------|------------|-------------|
| TTE Project Number | Drawn By | Date    | Checked By | Date    | Approved By | Date    | Scale @ A1 | Suitability |
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|                       |            |                              |           |      |        |            |
|-----------------------|------------|------------------------------|-----------|------|--------|------------|
| Client Project Number | Originator | Volume/System Level/Location | Type/Code | Role | Number | Revision   |
| LUF                   | - TTE      | - ZZ                         | - XX      | - D  | - H    | - 0003 P01 |



**KEY - VEHICULAR TRACKING**

- VEHICULAR WHEEL TRACK - FORWARD
- VEHICULAR OVERHANG - FORWARD
- VEHICULAR WHEEL TRACK - REVERSE
- VEHICULAR OVERHANG - REVERSE

Dennis Rapier Fire Tender  
Overall Length  
Overall Width  
Overall Body Height  
Min Body Ground Clearance  
Track Width  
Lock to lock time  
Kerb to Kerb Turning Radius

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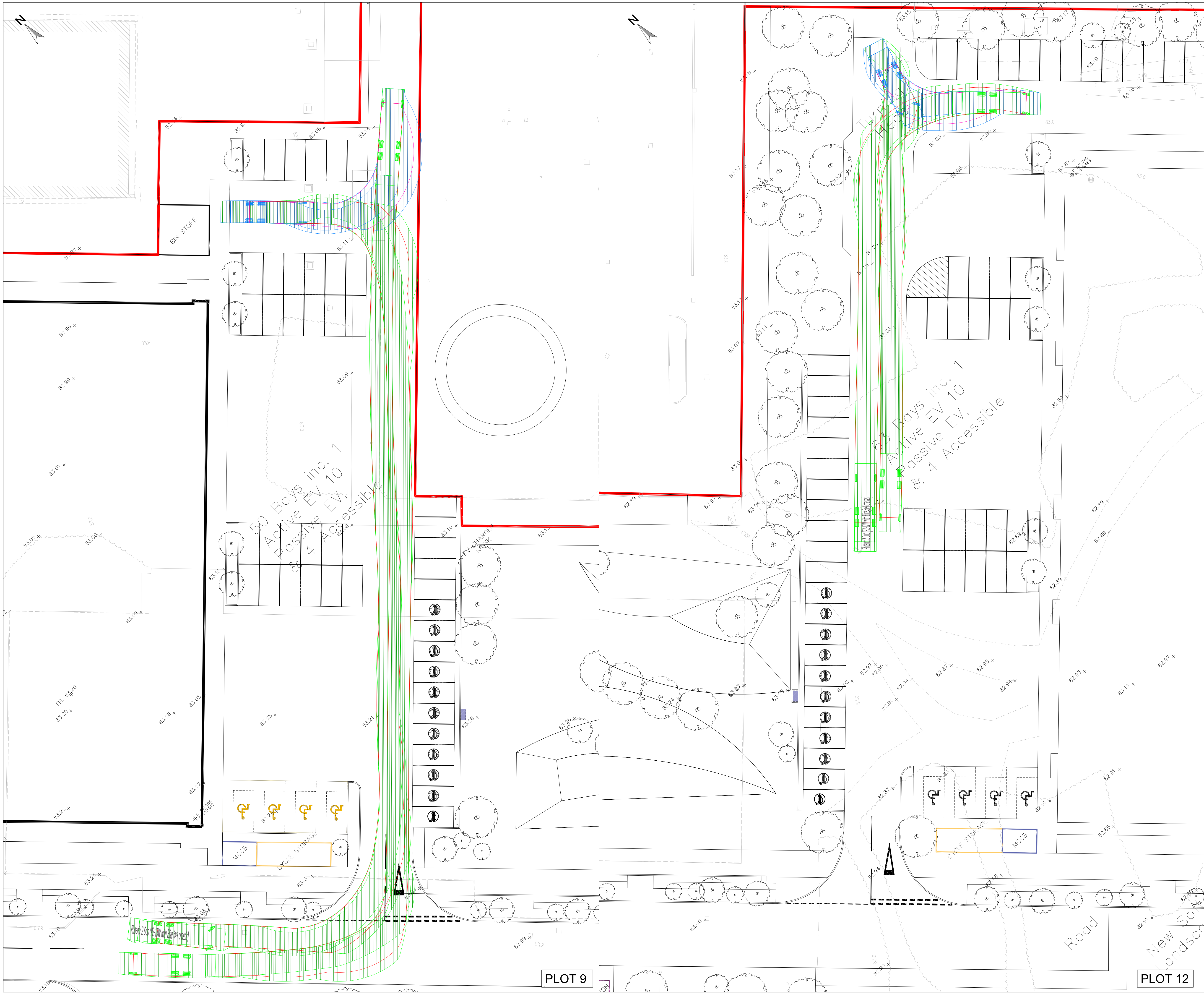
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**SWEPT PATH ANALYSIS  
FIRE SERVICE VEHICLE**

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| TTE Project Number | Drawn By | Date    | Checked By | Date    | Approved By | Date    | Scale @ A1 | Suitability |
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**KEY - VEHICULAR TRACKING**

- VEHICULAR WHEEL TRACK - FORWARD
- VEHICULAR OVERHANG - FORWARD
- VEHICULAR WHEEL TRACK - REVERSE
- VEHICULAR OVERHANG - REVERSE

Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)

|                             |         |
|-----------------------------|---------|
| Overall Length              | 10.200m |
| 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 | 7.800m  |

**PRELIMINARY ISSUE**

0 2 4 6 8 10m  
SCALE 1:200

|      |                         |            |     |     |     |
|------|-------------------------|------------|-----|-----|-----|
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Project Name  
**CMIQ PHASE 2 LUF - PLOT 9 & 12**

Sheet Title  
**SWEPT PATH ANALYSIS  
REFUSE VEHICLE**

|                    |          |         |            |         |             |         |            |             |
|--------------------|----------|---------|------------|---------|-------------|---------|------------|-------------|
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| 784-B065555        | LJB      | Aug '25 | MB         | Aug '25 | LB          | Aug '25 | 1:200      | S0          |

Client Project Number Originator Volume/System Level/Location Type/Code Role Number Revision

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LUF-CUR-XX-XX-T-H-0001 LuF2 Plots 9 and 12, Cleator Moor  
Transport Assessment

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Curtins

## Appendix E – Highways Percentage Impact Assessments

## Percentage Impact Assessments - 2025

## 1. Estate Access/Leconfield Street/Little Croft mini roundabout

Leconfield Street (east)  
 Little Croft  
 Leconfield Street (west)  
 Estate Access

A  
 B  
 C  
 D

| 2025 Base - AM Peak |     |    |     |    |      |
|---------------------|-----|----|-----|----|------|
| From                | To  |    |     |    |      |
|                     | A   | B  | C   | D  | Tot  |
| A                   | -   | 36 | 377 | 21 | 434  |
| B                   | 33  | -  | 46  | 2  | 81   |
| C                   | 396 | 54 | -   | 34 | 484  |
| D                   | 13  | 2  | 20  | -  | 35   |
| Tot                 | 443 | 92 | 442 | 57 | 1034 |

| 2025 Base + Development - AM Peak |     |    |     |    |      |
|-----------------------------------|-----|----|-----|----|------|
| From                              | To  |    |     |    |      |
|                                   | A   | B  | C   | D  | Tot  |
| A                                 | -   | 36 | 377 | 27 | 440  |
| B                                 | 33  | -  | 46  | 2  | 81   |
| C                                 | 396 | 54 | -   | 61 | 511  |
| D                                 | 17  | 2  | 34  | -  | 54   |
| Tot                               | 447 | 92 | 456 | 90 | 1085 |

| % Impact |       |      |       |       |       |
|----------|-------|------|-------|-------|-------|
| From     | To    |      |       |       |       |
|          | A     | B    | C     | D     | Tot   |
| A        | -     | 0.0% | 0.0%  | 32.4% | 1.5%  |
| B        | 0.0%  | -    | 0.0%  | 0.0%  | 0.0%  |
| C        | 0.0%  | 0.0% | -     | 77.1% | 5.5%  |
| D        | 27.5% | 0.0% | 74.0% | -     | 51.9% |
| Tot      | 0.8%  | 0.0% | 3.3%  | 58.0% | 5.0%  |

| 2025 Base - AM Peak |     |    |     |    |      |
|---------------------|-----|----|-----|----|------|
| From                | To  |    |     |    |      |
|                     | A   | B  | C   | D  | Tot  |
| A                   | -   | 36 | 377 | 21 | 434  |
| B                   | 33  | -  | 46  | 2  | 81   |
| C                   | 396 | 54 | -   | 34 | 484  |
| D                   | 13  | 2  | 20  | -  | 35   |
| Tot                 | 443 | 92 | 442 | 57 | 1034 |

| 2025 Base + Committed Development - AM Peak |     |    |     |     |      |
|---------------------------------------------|-----|----|-----|-----|------|
| From                                        | To  |    |     |     |      |
|                                             | A   | B  | C   | D   | Tot  |
| A                                           | -   | 36 | 379 | 33  | 448  |
| B                                           | 33  | -  | 46  | 2   | 81   |
| C                                           | 451 | 54 | -   | 84  | 589  |
| D                                           | 16  | 2  | 28  | -   | 46   |
| Tot                                         | 500 | 92 | 452 | 119 | 1164 |

| % Impact |       |      |       |        |       |
|----------|-------|------|-------|--------|-------|
| From     | To    |      |       |        |       |
|          | A     | B    | C     | D      | Tot   |
| A        | -     | 0.0% | 0.5%  | 59.2%  | 3.3%  |
| B        | 0.0%  | -    | 0.0%  | 0.0%   | 0.0%  |
| C        | 13.9% | 0.0% | -     | 144.9% | 21.6% |
| D        | 17.0% | 0.0% | 42.7% | -      | 30.4% |
| Tot      | 12.9% | 0.0% | 2.4%  | 108.5% | 12.5% |

| 2025 Base - AM Peak |     |    |     |    |      |
|---------------------|-----|----|-----|----|------|
| From                | To  |    |     |    |      |
|                     | A   | B  | C   | D  | Tot  |
| A                   | -   | 36 | 377 | 21 | 434  |
| B                   | 33  | -  | 46  | 2  | 81   |
| C                   | 396 | 54 | -   | 34 | 484  |
| D                   | 13  | 2  | 20  | -  | 35   |
| Tot                 | 443 | 92 | 442 | 57 | 1034 |

| 2025 Base + Com Dev + Development - AM Peak |     |    |     |     |      |
|---------------------------------------------|-----|----|-----|-----|------|
| From                                        | To  |    |     |     |      |
|                                             | A   | B  | C   | D   | Tot  |
| A                                           | -   | 36 | 379 | 40  | 455  |
| B                                           | 33  | -  | 46  | 2   | 81   |
| C                                           | 451 | 54 | -   | 110 | 615  |
| D                                           | 19  | 2  | 43  | -   | 64   |
| Tot                                         | 504 | 92 | 467 | 152 | 1215 |

| % Impact |       |      |        |        |       |
|----------|-------|------|--------|--------|-------|
| From     | To    |      |        |        |       |
|          | A     | B    | C      | D      | Tot   |
| A        | -     | 0.0% | 0.5%   | 91.6%  | 4.8%  |
| B        | 0.0%  | -    | 0.0%   | 0.0%   | 0.0%  |
| C        | 13.9% | 0.0% | -      | 222.0% | 27.0% |
| D        | 44.5% | 0.0% | 116.7% | -      | 82.2% |
| Tot      | 13.8% | 0.0% | 5.7%   | 166.5% | 17.5% |

| 2025 Base + Committed Development - AM Peak |     |    |     |     |      |
|---------------------------------------------|-----|----|-----|-----|------|
| From                                        | To  |    |     |     |      |
|                                             | A   | B  | C   | D   | Tot  |
| A                                           | -   | 36 | 379 | 33  | 448  |
| B                                           | 33  | -  | 46  | 2   | 81   |
| C                                           | 451 | 54 | -   | 84  | 589  |
| D                                           | 16  | 2  | 28  | -   | 46   |
| Tot                                         | 500 | 92 | 452 | 119 | 1164 |

| 2025 Base + Com Dev + Development - AM Peak |     |    |     |     |      |
|---------------------------------------------|-----|----|-----|-----|------|
| From                                        | To  |    |     |     |      |
|                                             | A   | B  | C   | D   | Tot  |
| A                                           | -   | 36 | 379 | 40  | 455  |
| B                                           | 33  | -  | 46  | 2   | 81   |
| C                                           | 451 | 54 | -   | 110 | 615  |
| D                                           | 19  | 2  | 43  | -   | 64   |
| Tot                                         | 504 | 92 | 467 | 152 | 1215 |

| % Impact |       |      |       |       |       |
|----------|-------|------|-------|-------|-------|
| From     | To    |      |       |       |       |
|          | A     | B    | C     | D     | Tot   |
| A        | -     | 0.0% | 0.0%  | 20.3% | 1.5%  |
| B        | 0.0%  | -    | 0.0%  | 0.0%  | 0.0%  |
| C        | 0.0%  | 0.0% | -     | 31.5% | 4.5%  |
| D        | 23.5% | 0.0% | 51.9% | -     | 39.8% |
| Tot      | 0.7%  | 0.0% | 3.2%  | 27.8% | 4.4%  |

| 2025 Base - PM Peak |     |     |     |    |      |
|---------------------|-----|-----|-----|----|------|
| From                | To  |     |     |    |      |
|                     | A   | B   | C   | D  | Tot  |
| A                   | -   | 68  | 476 | 12 | 556  |
| B                   | 75  | -   | 100 | 3  | 178  |
| C                   | 497 | 93  | -   | 13 | 603  |
| D                   | 18  | 4   | 31  | -  | 53   |
| Tot                 | 590 | 165 | 607 | 29 | 1390 |

| 2025 Base + Development - PM Peak |     |     |     |    |      |
|-----------------------------------|-----|-----|-----|----|------|
| From                              | To  |     |     |    |      |
|                                   | A   | B   | C   | D  | Tot  |
| A                                 | -   | 68  | 476 | 16 | 559  |
| B                                 | 75  | -   | 100 | 3  | 178  |
| C                                 | 497 | 93  | -   | 26 | 616  |
| D                                 | 23  | 4   | 52  | -  | 79   |
| Tot                               | 595 | 165 | 628 | 45 | 1433 |

| % Impact |       |      |       |       |       |
|----------|-------|------|-------|-------|-------|
| From     | To    |      |       |       |       |
|          | A     | B    | C     | D     | Tot   |
| A        | -     | 0.0% | 0.0%  | 26.8% | 0.6%  |
| B        | 0.0%  | -    | 0.0%  | 0.0%  | 0.0%  |
| C        | 0.0%  | 0.0% | -     | 97.3% | 2.2%  |
| D        | 30.8% | 0.0% | 68.7% | -     | 50.7% |
| Tot      | 0.9%  | 0.0% | 3.5%  | 56.7% | 3.1%  |

| 2025 Base - PM Peak |     |     |     |    |      |
|---------------------|-----|-----|-----|----|------|
| From                | To  |     |     |    |      |
|                     | A   | B   | C   | D  | Tot  |
| A                   | -   | 68  | 476 | 12 | 556  |
| B                   | 75  | -   | 100 | 3  | 178  |
| C                   | 497 | 93  | -   | 13 | 603  |
| D                   | 18  | 4   | 31  | -  | 53   |
| Tot                 | 590 | 165 | 607 | 29 | 1390 |

| 2025 Base + Committed Development - PM Peak |     |     |     |    |      |
|---------------------------------------------|-----|-----|-----|----|------|
| From                                        | To  |     |     |    |      |
|                                             | A   | B   | C   | D  | Tot  |
| A                                           | -   | 68  | 478 | 14 | 560  |
| B                                           | 75  | -   | 100 | 3  | 178  |
| C                                           | 514 | 93  | -   | 20 | 627  |
| D                                           | 31  | 4   | 85  | -  | 120  |
| Tot                                         | 621 | 165 | 662 | 38 | 1485 |

| % Impact |       |      |        |       |        |
|----------|-------|------|--------|-------|--------|
| From     | To    |      |        |       |        |
|          | A     | B    | C      | D     | Tot    |
| A        | -     | 0.0% | 0.4%   | 13.6% | 0.7%   |
| B        | 0.0%  | -    | 0.0%   | 0.0%  | 0.0%   |
| C        | 3.4%  | 0.0% | -      | 51.9% | 4.0%   |
| D        | 77.5% | 0.0% | 173.7% | -     | 128.0% |
| Tot      | 5.2%  | 0.0% | 9.2%   | 29.9% | 6.8%   |

| 2025 Base - PM Peak |     |     |     |    |      |
|---------------------|-----|-----|-----|----|------|
| From                | To  |     |     |    |      |
|                     | A   | B   | C   | D  | Tot  |
| A                   | -   | 68  | 476 | 12 | 556  |
| B                   | 75  | -   | 100 | 3  | 178  |
| C                   | 497 | 93  | -   | 13 | 603  |
| D                   | 18  | 4   | 31  | -  | 53   |
| Tot                 | 590 | 165 | 607 | 29 | 1390 |

| 2025 Base + Com Dev + Development - PM Peak |     |     |     |    |      |
|---------------------------------------------|-----|-----|-----|----|------|
| From                                        | To  |     |     |    |      |
|                                             | A   | B   | C   | D  | Tot  |
| A                                           | -   | 68  | 478 | 17 | 563  |
| B                                           | 75  | -   | 100 | 3  | 178  |
| C                                           | 514 | 93  | -   | 33 | 640  |
| D                                           | 37  | 4   | 106 | -  | 147  |
| Tot                                         | 626 | 165 | 684 | 54 | 1528 |

| % Impact |        |      |        |        |        |
|----------|--------|------|--------|--------|--------|
| From     | To     |      |        |        |        |
|          | A      | B    | C      | D      | Tot    |
| A        | -      | 0.0% | 0.4%   | 40.4%  | 1.3%   |
| B        | 0.0%   | -    | 0.0%   | 0.0%   | 0.0%   |
| C        | 3.4%   | 0.0% | -      | 149.1% | 6.1%   |
| D        | 108.4% | 0.0% | 242.4% | -      | 178.7% |
| Tot      | 6.1%   | 0.0% | 12.7%  | 86.6%  | 9.9%   |

| 2025 Base + Committed Development - PM Peak |     |     |     |    |      |
|---------------------------------------------|-----|-----|-----|----|------|
| From                                        | To  |     |     |    |      |
|                                             | A   | B   | C   | D  | Tot  |
| A                                           | -   | 68  | 478 | 14 | 560  |
| B                                           | 75  | -   | 100 | 3  | 178  |
| C                                           | 514 | 93  | -   | 20 | 627  |
| D                                           | 31  | 4   | 85  | -  | 120  |
| Tot                                         | 621 | 165 | 662 | 38 | 1485 |

| 2025 Base + Com Dev + Development - PM Peak |     |     |     |    |      |
|---------------------------------------------|-----|-----|-----|----|------|
| From                                        | To  |     |     |    |      |
|                                             | A   | B   | C   | D  | Tot  |
| A                                           | -   | 68  | 478 | 17 | 563  |
| B                                           | 75  | -   | 100 | 3  | 178  |
| C                                           | 514 | 93  | -   | 33 | 640  |
| D                                           | 37  | 4   | 106 | -  | 147  |
| Tot                                         | 626 | 165 | 684 | 54 | 1528 |

| % Impact |       |      |       |       |       |
|----------|-------|------|-------|-------|-------|
| From     | To    |      |       |       |       |
|          | A     | B    | C     | D     | Tot   |
| A        | -     | 0.0% | 0.0%  | 23.6% | 0.6%  |
| B        | 0.0%  | -    | 0.0%  | 0.0%  | 0.0%  |
| C        | 0.0%  | 0.0% | -     | 64.1% | 2.1%  |
| D        | 17.4% | 0.0% | 25.1% | -     | 22.2% |
| Tot      | 0.9%  | 0.0% | 3.2%  | 43.6% | 2.9%  |

## Percentage Impact Assessments - 2025

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

Cleator Moor Road  
Main Street  
Moresby Road

A  
B  
C

| 2025 Base - AM Peak |     |     |     |      |
|---------------------|-----|-----|-----|------|
| From                | To  |     |     |      |
|                     | A   | B   | C   | Tot  |
| A                   | -   | 251 | 345 | 596  |
| B                   | 150 | -   | 387 | 537  |
| C                   | 320 | 313 | -   | 634  |
| Tot                 | 471 | 564 | 732 | 1767 |

| 2025 Base + Development - AM Peak |     |     |     |      |
|-----------------------------------|-----|-----|-----|------|
| From                              | To  |     |     |      |
|                                   | A   | B   | C   | Tot  |
| A                                 | -   | 258 | 348 | 606  |
| B                                 | 163 | -   | 387 | 550  |
| C                                 | 325 | 313 | -   | 638  |
| Tot                               | 487 | 571 | 735 | 1793 |

| % Impact |      |      |      |      |
|----------|------|------|------|------|
| From     | To   |      |      |      |
|          | A    | B    | C    | Tot  |
| A        | -    | 2.7% | 0.7% | 1.5% |
| B        | 8.2% | -    | 0.0% | 2.3% |
| C        | 1.3% | 0.0% | -    | 0.7% |
| Tot      | 3.5% | 1.2% | 0.3% | 1.5% |

| 2025 Base - AM Peak |     |     |     |      |
|---------------------|-----|-----|-----|------|
| From                | To  |     |     |      |
|                     | A   | B   | C   | Tot  |
| A                   | -   | 251 | 345 | 596  |
| B                   | 150 | -   | 387 | 537  |
| C                   | 320 | 313 | -   | 634  |
| Tot                 | 471 | 564 | 732 | 1767 |

| 2025 Base + Committed Development - AM Peak |     |     |     |      |
|---------------------------------------------|-----|-----|-----|------|
| From                                        | To  |     |     |      |
|                                             | A   | B   | C   | Tot  |
| A                                           | -   | 272 | 353 | 625  |
| B                                           | 232 | -   | 387 | 619  |
| C                                           | 348 | 313 | -   | 662  |
| Tot                                         | 580 | 585 | 740 | 1906 |

| % Impact |       |      |      |       |
|----------|-------|------|------|-------|
| From     | To    |      |      |       |
|          | A     | B    | C    | Tot   |
| A        | -     | 8.4% | 2.2% | 4.8%  |
| B        | 54.3% | -    | 0.0% | 15.2% |
| C        | 8.7%  | 0.0% | -    | 4.4%  |
| Tot      | 23.2% | 3.7% | 1.0% | 7.8%  |

| 2025 Base - AM Peak |     |     |     |      |
|---------------------|-----|-----|-----|------|
| From                | To  |     |     |      |
|                     | A   | B   | C   | Tot  |
| A                   | -   | 251 | 345 | 596  |
| B                   | 150 | -   | 387 | 537  |
| C                   | 320 | 313 | -   | 634  |
| Tot                 | 471 | 564 | 732 | 1767 |

| 2025 Base + Com Dev + Development - AM Peak |     |     |     |      |
|---------------------------------------------|-----|-----|-----|------|
| From                                        | To  |     |     |      |
|                                             | A   | B   | C   | Tot  |
| A                                           | -   | 279 | 355 | 634  |
| B                                           | 244 | -   | 387 | 631  |
| C                                           | 352 | 313 | -   | 666  |
| Tot                                         | 597 | 592 | 742 | 1931 |

| % Impact |       |       |      |       |
|----------|-------|-------|------|-------|
| From     | To    |       |      |       |
|          | A     | B     | C    | Tot   |
| A        | -     | 11.2% | 2.9% | 6.4%  |
| B        | 62.5% | -     | 0.0% | 17.5% |
| C        | 10.0% | 0.0%  | -    | 5.0%  |
| Tot      | 26.8% | 5.0%  | 1.4% | 9.3%  |

| 2025 Base + Committed Development - AM Peak |     |     |     |      |
|---------------------------------------------|-----|-----|-----|------|
| From                                        | To  |     |     |      |
|                                             | A   | B   | C   | Tot  |
| A                                           | -   | 272 | 353 | 625  |
| B                                           | 232 | -   | 387 | 619  |
| C                                           | 348 | 313 | -   | 662  |
| Tot                                         | 580 | 585 | 740 | 1906 |

| 2025 Base + Com Dev + Development - AM Peak |     |     |     |      |
|---------------------------------------------|-----|-----|-----|------|
| From                                        | To  |     |     |      |
|                                             | A   | B   | C   | Tot  |
| A                                           | -   | 279 | 355 | 634  |
| B                                           | 244 | -   | 387 | 631  |
| C                                           | 352 | 313 | -   | 666  |
| Tot                                         | 597 | 592 | 742 | 1931 |

| % Impact |      |      |      |      |
|----------|------|------|------|------|
| From     | To   |      |      |      |
|          | A    | B    | C    | Tot  |
| A        | -    | 2.5% | 0.7% | 1.5% |
| B        | 5.3% | -    | 0.0% | 2.0% |
| C        | 1.2% | 0.0% | -    | 0.6% |
| Tot      | 2.9% | 1.2% | 0.3% | 1.4% |

| 2025 Base - PM Peak |     |     |     |      |
|---------------------|-----|-----|-----|------|
| From                | To  |     |     |      |
|                     | A   | B   | C   | Tot  |
| A                   | -   | 313 | 315 | 627  |
| B                   | 239 | -   | 247 | 486  |
| C                   | 292 | 184 | -   | 476  |
| Tot                 | 531 | 496 | 561 | 1589 |

| 2025 Base + Development - PM Peak |     |     |     |      |
|-----------------------------------|-----|-----|-----|------|
| From                              | To  |     |     |      |
|                                   | A   | B   | C   | Tot  |
| A                                 | -   | 323 | 318 | 641  |
| B                                 | 245 | -   | 247 | 492  |
| C                                 | 294 | 184 | -   | 478  |
| Tot                               | 539 | 506 | 565 | 1610 |

| % Impact |      |      |      |      |
|----------|------|------|------|------|
| From     | To   |      |      |      |
|          | A    | B    | C    | Tot  |
| A        | -    | 3.2% | 1.1% | 2.1% |
| B        | 2.6% | -    | 0.0% | 1.3% |
| C        | 0.7% | 0.0% | -    | 0.4% |
| Tot      | 1.5% | 2.0% | 0.6% | 1.4% |

| 2025 Base - PM Peak |     |     |     |      |
|---------------------|-----|-----|-----|------|
| From                | To  |     |     |      |
|                     | A   | B   | C   | Tot  |
| A                   | -   | 313 | 315 | 627  |
| B                   | 239 | -   | 247 | 486  |
| C                   | 292 | 184 | -   | 476  |
| Tot                 | 531 | 496 | 561 | 1589 |

| 2025 Base + Committed Development - PM Peak |     |     |     |      |
|---------------------------------------------|-----|-----|-----|------|
| From                                        | To  |     |     |      |
|                                             | A   | B   | C   | Tot  |
| A                                           | -   | 400 | 344 | 744  |
| B                                           | 253 | -   | 247 | 500  |
| C                                           | 297 | 184 | -   | 480  |
| Tot                                         | 550 | 583 | 591 | 1724 |

| % Impact |      |       |      |       |
|----------|------|-------|------|-------|
| From     | To   |       |      |       |
|          | A    | B     | C    | Tot   |
| A        | -    | 27.8% | 9.4% | 18.6% |
| B        | 5.8% | -     | 0.0% | 2.9%  |
| C        | 1.7% | 0.0%  | -    | 1.0%  |
| Tot      | 3.5% | 17.5% | 5.3% | 8.5%  |

| 2025 Base - AM Peak |     |     |     |      |
|---------------------|-----|-----|-----|------|
| From                | To  |     |     |      |
|                     | A   | B   | C   | Tot  |
| A                   | -   | 313 | 315 | 627  |
| B                   | 239 | -   | 247 | 486  |
| C                   | 292 | 184 | -   | 476  |
| Tot                 | 531 | 496 | 561 | 1589 |

| 2025 Base + Com Dev + Development - AM Peak |     |     |     |      |
|---------------------------------------------|-----|-----|-----|------|
| From                                        | To  |     |     |      |
|                                             | A   | B   | C   | Tot  |
| A                                           | -   | 410 | 348 | 757  |
| B                                           | 259 | -   | 247 | 506  |
| C                                           | 299 | 184 | -   | 483  |
| Tot                                         | 558 | 593 | 594 | 1746 |

| % Impact |      |       |       |       |
|----------|------|-------|-------|-------|
| From     | To   |       |       |       |
|          | A    | B     | C     | Tot   |
| A        | -    | 31.0% | 10.5% | 20.7% |
| B        | 8.4% | -     | 0.0%  | 4.1%  |
| C        | 2.4% | 0.0%  | -     | 1.5%  |
| Tot      | 5.1% | 19.6% | 5.9%  | 9.9%  |

| 2025 Base + Committed Development - PM Peak |     |     |     |      |
|---------------------------------------------|-----|-----|-----|------|
| From                                        | To  |     |     |      |
|                                             | A   | B   | C   | Tot  |
| A                                           | -   | 400 | 344 | 744  |
| B                                           | 253 | -   | 247 | 500  |
| C                                           | 297 | 184 | -   | 480  |
| Tot                                         | 550 | 583 | 591 | 1724 |

| 2025 Base + Com Dev + Development - PM Peak |     |     |     |      |
|---------------------------------------------|-----|-----|-----|------|
| From                                        | To  |     |     |      |
|                                             | A   | B   | C   | Tot  |
| A                                           | -   | 410 | 348 | 757  |
| B                                           | 259 | -   | 247 | 506  |
| C                                           | 299 | 184 | -   | 483  |
| Tot                                         | 558 | 593 | 594 | 1746 |

| % Impact |      |      |      |      |
|----------|------|------|------|------|
| From     | To   |      |      |      |
|          | A    | B    | C    | Tot  |
| A        | -    | 2.5% | 1.0% | 1.8% |
| B        | 2.4% | -    | 0.0% | 1.2% |
| C        | 0.7% | 0.0% | -    | 0.4% |
| Tot      | 1.5% | 1.7% | 0.6% | 1.3% |

## Percentage Impact Assessments - 2025

## 10. Main Street/Egremont Road mini roundabout

Main Street (north east)

A

Egremont Road

B

Main Street (north west)

C

| 2025 Base - AM Peak |     |     |     |      |
|---------------------|-----|-----|-----|------|
| From                | To  |     |     |      |
|                     | A   | B   | C   | Tot  |
| A                   | -   | 248 | 273 | 521  |
| B                   | 291 | -   | 163 | 454  |
| C                   | 262 | 171 | -   | 432  |
| Tot                 | 553 | 419 | 437 | 1408 |

| 2025 Base + Development - AM Peak |     |     |     |      |
|-----------------------------------|-----|-----|-----|------|
| From                              | To  |     |     |      |
|                                   | A   | B   | C   | Tot  |
| A                                 | -   | 248 | 280 | 528  |
| B                                 | 291 | -   | 163 | 454  |
| C                                 | 274 | 171 | -   | 445  |
| Tot                               | 565 | 419 | 443 | 1427 |

| % Impact |      |      |      |      |
|----------|------|------|------|------|
| From     | To   |      |      |      |
|          | A    | B    | C    | Tot  |
| A        | -    | 0.0% | 2.5% | 1.3% |
| B        | 0.0% | -    | 0.0% | 0.0% |
| C        | 4.7% | 0.0% | -    | 2.9% |
| Tot      | 2.2% | 0.0% | 1.6% | 1.4% |

| 2025 Base - AM Peak |     |     |     |      |
|---------------------|-----|-----|-----|------|
| From                | To  |     |     |      |
|                     | A   | B   | C   | Tot  |
| A                   | -   | 248 | 273 | 521  |
| B                   | 291 | -   | 163 | 454  |
| C                   | 262 | 171 | -   | 432  |
| Tot                 | 553 | 419 | 437 | 1408 |

| 2025 Base + Committed Development - AM Peak |     |     |     |      |
|---------------------------------------------|-----|-----|-----|------|
| From                                        | To  |     |     |      |
|                                             | A   | B   | C   | Tot  |
| A                                           | -   | 248 | 294 | 542  |
| B                                           | 291 | -   | 163 | 454  |
| C                                           | 343 | 171 | -   | 514  |
| Tot                                         | 634 | 419 | 458 | 1511 |

| % Impact |       |      |      |       |
|----------|-------|------|------|-------|
| From     | To    |      |      |       |
|          | A     | B    | C    | Tot   |
| A        | -     | 0.0% | 7.7% | 4.1%  |
| B        | 0.0%  | -    | 0.0% | 0.0%  |
| C        | 31.2% | 0.0% | -    | 18.9% |
| Tot      | 14.8% | 0.0% | 4.8% | 7.3%  |

| 2025 Base - AM Peak |     |     |     |      |
|---------------------|-----|-----|-----|------|
| From                | To  |     |     |      |
|                     | A   | B   | C   | Tot  |
| A                   | -   | 248 | 273 | 521  |
| B                   | 291 | -   | 163 | 454  |
| C                   | 262 | 171 | -   | 432  |
| Tot                 | 553 | 419 | 437 | 1408 |

| 2025 Base + Com Dev + Development - AM Peak |     |     |     |      |
|---------------------------------------------|-----|-----|-----|------|
| From                                        | To  |     |     |      |
|                                             | A   | B   | C   | Tot  |
| A                                           | -   | 248 | 301 | 549  |
| B                                           | 291 | -   | 163 | 454  |
| C                                           | 356 | 171 | -   | 526  |
| Tot                                         | 647 | 419 | 465 | 1530 |

| % Impact |       |      |       |       |
|----------|-------|------|-------|-------|
| From     | To    |      |       |       |
|          | A     | B    | C     | Tot   |
| A        | -     | 0.0% | 10.2% | 5.4%  |
| B        | 0.0%  | -    | 0.0%  | 0.0%  |
| C        | 35.9% | 0.0% | -     | 21.7% |
| Tot      | 17.0% | 0.0% | 6.4%  | 8.7%  |

| 2025 Base + Committed Development - AM Peak |     |     |     |      |
|---------------------------------------------|-----|-----|-----|------|
| From                                        | To  |     |     |      |
|                                             | A   | B   | C   | Tot  |
| A                                           | -   | 248 | 294 | 542  |
| B                                           | 291 | -   | 163 | 454  |
| C                                           | 343 | 171 | -   | 514  |
| Tot                                         | 634 | 419 | 458 | 1511 |

| 2025 Base + Com Dev + Development - AM Peak |     |     |     |      |
|---------------------------------------------|-----|-----|-----|------|
| From                                        | To  |     |     |      |
|                                             | A   | B   | C   | Tot  |
| A                                           | -   | 248 | 301 | 549  |
| B                                           | 291 | -   | 163 | 454  |
| C                                           | 356 | 171 | -   | 526  |
| Tot                                         | 647 | 419 | 465 | 1530 |

| % Impact |      |      |      |      |
|----------|------|------|------|------|
| From     | To   |      |      |      |
|          | A    | B    | C    | Tot  |
| A        | -    | 0.0% | 2.3% | 1.3% |
| B        | 0.0% | -    | 0.0% | 0.0% |
| C        | 3.6% | 0.0% | -    | 2.4% |
| Tot      | 2.0% | 0.0% | 1.5% | 1.3% |

| 2025 Base - PM Peak |     |     |     |      |
|---------------------|-----|-----|-----|------|
| From                | To  |     |     |      |
|                     | A   | B   | C   | Tot  |
| A                   | -   | 197 | 277 | 473  |
| B                   | 262 | -   | 98  | 360  |
| C                   | 280 | 262 | -   | 542  |
| Tot                 | 542 | 459 | 375 | 1375 |

| 2025 Base + Development - PM Peak |     |     |     |      |
|-----------------------------------|-----|-----|-----|------|
| From                              | To  |     |     |      |
|                                   | A   | B   | C   | Tot  |
| A                                 | -   | 197 | 287 | 483  |
| B                                 | 262 | -   | 98  | 360  |
| C                                 | 286 | 262 | -   | 548  |
| Tot                               | 548 | 459 | 385 | 1392 |

| % Impact |      |      |      |      |
|----------|------|------|------|------|
| From     | To   |      |      |      |
|          | A    | B    | C    | Tot  |
| A        | -    | 0.0% | 3.6% | 2.1% |
| B        | 0.0% | -    | 0.0% | 0.0% |
| C        | 2.2% | 0.0% | -    | 1.1% |
| Tot      | 1.1% | 0.0% | 2.7% | 1.2% |

| 2025 Base - PM Peak |     |     |     |      |
|---------------------|-----|-----|-----|------|
| From                | To  |     |     |      |
|                     | A   | B   | C   | Tot  |
| A                   | -   | 197 | 277 | 473  |
| B                   | 262 | -   | 98  | 360  |
| C                   | 280 | 262 | -   | 542  |
| Tot                 | 542 | 459 | 375 | 1375 |

| 2025 Base + Committed Development - PM Peak |     |     |     |      |
|---------------------------------------------|-----|-----|-----|------|
| From                                        | To  |     |     |      |
|                                             | A   | B   | C   | Tot  |
| A                                           | -   | 197 | 364 | 560  |
| B                                           | 262 | -   | 98  | 360  |
| C                                           | 294 | 262 | -   | 556  |
| Tot                                         | 556 | 459 | 462 | 1476 |

| % Impact |      |      |       |       |
|----------|------|------|-------|-------|
| From     | To   |      |       |       |
|          | A    | B    | C     | Tot   |
| A        | -    | 0.0% | 31.4% | 18.4% |
| B        | 0.0% | -    | 0.0%  | 0.0%  |
| C        | 5.0% | 0.0% | -     | 2.6%  |
| Tot      | 2.6% | 0.0% | 23.2% | 7.3%  |

| 2025 Base - AM Peak |     |     |     |      |
|---------------------|-----|-----|-----|------|
| From                | To  |     |     |      |
|                     | A   | B   | C   | Tot  |
| A                   | -   | 197 | 277 | 473  |
| B                   | 262 | -   | 98  | 360  |
| C                   | 280 | 262 | -   | 542  |
| Tot                 | 542 | 459 | 375 | 1375 |

| 2025 Base + Com Dev + Development - AM Peak |     |     |     |      |
|---------------------------------------------|-----|-----|-----|------|
| From                                        | To  |     |     |      |
|                                             | A   | B   | C   | Tot  |
| A                                           | -   | 197 | 374 | 570  |
| B                                           | 262 | -   | 98  | 360  |
| C                                           | 300 | 262 | -   | 562  |
| Tot                                         | 562 | 459 | 472 | 1492 |

| % Impact |      |      |       |       |
|----------|------|------|-------|-------|
| From     | To   |      |       |       |
|          | A    | B    | C     | Tot   |
| A        | -    | 0.0% | 35.1% | 20.5% |
| B        | 0.0% | -    | 0.0%  | 0.0%  |
| C        | 7.1% | 0.0% | -     | 3.7%  |
| Tot      | 3.7% | 0.0% | 25.9% | 8.5%  |

| 2025 Base + Committed Development - PM Peak |     |     |     |      |
|---------------------------------------------|-----|-----|-----|------|
| From                                        | To  |     |     |      |
|                                             | A   | B   | C   | Tot  |
| A                                           | -   | 197 | 364 | 560  |
| B                                           | 262 | -   | 98  | 360  |
| C                                           | 294 | 262 | -   | 556  |
| Tot                                         | 556 | 459 | 462 | 1476 |

| 2025 Base + Com Dev + Development - PM Peak |     |     |     |      |
|---------------------------------------------|-----|-----|-----|------|
| From                                        | To  |     |     |      |
|                                             | A   | B   | C   | Tot  |
| A                                           | -   | 197 | 374 | 570  |
| B                                           | 262 | -   | 98  | 360  |
| C                                           | 300 | 262 | -   | 562  |
| Tot                                         | 562 | 459 | 472 | 1492 |

| % Impact |      |      |      |      |
|----------|------|------|------|------|
| From     | To   |      |      |      |
|          | A    | B    | C    | Tot  |
| A        | -    | 0.0% | 2.7% | 1.8% |
| B        | 0.0% | -    | 0.0% | 0.0% |
| C        | 2.1% | 0.0% | -    | 1.1% |
| Tot      | 1.1% | 0.0% | 2.2% | 1.1% |

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