

LUF2 PLOTS 9 AND 12, CLEATOR MOOR

INTERIM TRAVEL PLAN

Curtins Ref: LUF-CUR-XX-XX-T-H-0002

Revision: P02

Issue Date: 15 October 2025

Client Name: Morgan Sindall

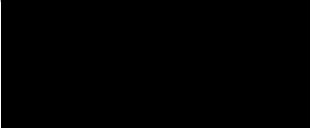
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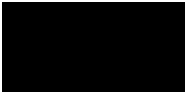
Site Address: Leconfield Industrial Estate, Cleator Moor.

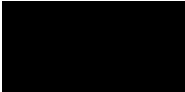
Control Sheet

Rev	Description	Checked	Issued	Date
P01	Initial issue for Planning	DJ	DJ	7 February 2025
P02	Second Issue for Planning	DJ	PB	15 October 2025

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Reviewed	Signature	Date
Danny Jones MPlan MCIHT MRTPI Associate		15 October 2025

Authorised	Signature	Date
Danny Jones MPlan MCIHT MRTPI Associate		15 October 2025

LUF-CUR-XX-XX-T-H-0002 LuF2 Plots 9 and 12, Cleator Moor Interim Travel Plan



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- Appendix B** – Transport Assessment
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- Appendix D** – Carbon Savings Calculations

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Morgan Sindall to provide a Interim Travel Plan considering proposals at Plots 9 and 12 at the Cleator Moor Innovation Quarter.
- 1.1.2 The proposed development is for a total of 6,436m² 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 Planning History

- 1.2.1 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 6th July 2022.
 - The Hub – Minded to grant decision 18th January 2023 subject to S106 agreement being signed and decision notice issued 22 September 2023.
 - CMIQ Masterplan Application – Outline application pending consideration.
- 1.2.2 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**.
- 1.2.3 The full Transport Assessment provided during the planning stage is provided in **Appendix B**.

1.3 What is a Travel Plan?

- 1.3.1 A Travel Plan is defined¹ as:

"A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed."

- 1.3.2 A Travel Plan is designed to encourage people to choose alternative transport modes over single occupancy car use, and where possible reduce the need to travel at all.

¹ Department for Levelling Up, Housing and Communities (now MHCLG) (2023). National Planning Policy Framework [Online]. Available at <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

1.4 Influencing Choices

- 1.4.1 A key aim of this Travel Plan is to influence individuals travel choices, and demonstrate how businesses, companies and individuals can reduce carbon emissions through changing travel patterns and behaviours. Curtins will demonstrate how operational carbon savings through corporate initiatives can be implemented at this site.
- 1.4.2 A study conducted² has estimated that the potential impact on carbon emissions of a shift from driving to walking and cycling revealed the following:

“Research shows that walking or cycling can realistically substitute for 41% of short car trips, saving nearly 5% of CO₂e emissions from car travel. This is on top 5% of ‘avoided’ emissions from cars due to existing walking and cycling.”

1.5 Purpose of the Travel Plan

- 1.5.1 The purpose of this Travel Plan is to provide various environmental, health, and social benefits for individuals and organisations accessing the proposed development and provide a high-level carbon saving estimate.

1.6 Travel Plan Initiatives

- 1.6.1 Taking into account the development proposals and the accessibility of the site via walking, cycling and public transport, a series of measures and initiatives have been developed to encourage sustainable travel as part of the scheme.
- 1.6.2 **Section 3** which sets out the initiatives that will be implemented in as part of this Travel Plan in order to reduce reliance on single occupancy car travel, and to encourage residents to take up more sustainable modes of transport.

1.7 Structure of the Report

- 1.7.1 Following this introductory section, **Section 2** considers the site location. **Section 3** of the report provides information on the Travel Plan Initiatives.
- 1.7.2 **Section 4** outlines the strategy for Travel Plan Targets. **Section 5** sets out the potential carbon emission savings.
- 1.7.3 **Section 6** provides details on the monitoring and review process, and an Action Plan that summarises the key actions to be completed as part of the travel planning process.

² Neves, Andre & Brand, Christian. (2018). Assessing the potential for carbon emissions savings from replacing short car trips with walking and cycling using a mixed GPS-travel diary approach. Transportation Research Part A Policy and Practice. 10.1016/j.tra.2018.08.022.

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.

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3.0 Travel Plan Initiatives

3.1 Travel Plan Initiatives

3.1.1 This section is intended to draw together the measures that will be implemented across the site to encourage travel by sustainable modes. They are predominantly aimed at staff.

Initiative	Actions
Information Pack	- A Travel Plan Information Pack will be used to influence travel patterns for users accessing the site. - The information in the Pack would aim to highlight the various travel options available to the site. - Contents could include various initiatives including: - Details of the Travel Plan Co-ordinator (TPC) - Literature on the health benefits of walking and cycling, and the environmental benefits of sustainable modes of transport; - Maps showing local walking / cycling routes; - Details of public transport services, including routes and timetables; and. - Details of local links / active travel routes available in the area. - An example Information Pack is provided in Appendix C.
Encouraging Walking	- Walking is the most sustainable, and accessible mode of travel. Furthermore, 30 minutes of moderate activity for five or more times per week is likely to enhance an individual's health and fitness. - The following measures will be promoted to encourage users to utilise walking as a mode of transport: - Reiterate the health benefits that walking provides; - Provide clear signing of pedestrian routes in the vicinity of the site and maintaining pedestrian areas internally to ensure they are attractive for users; - Provide information of local pedestrian routes and footpaths; - The Cumberland Council website Promoted walking routes in Cumberland Cumberland Council which promotes local walking routes;

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Initiative	Actions
	○ Promote the https://www.plotaroute.com/ website for journey planning on foot. ● Additional measures such as marketing campaigns in line with 'Walk to Work Week' and the implementation of a "walking buddy" scheme could also be considered.
Encouraging Cycling	● The following measures will be promoted to encourage users to utilise cycling as a mode of transport: ○ Provide secure cycle parking (and shower facilities); ○ Provide up to date information on the local cycle network routes made available in the local area; ○ Promote the availability of cycling information, including route maps and useful tips and tricks guidance, on the Sustrans website https://www.sustrans.org.uk/; ○ Maps showing local cycle routes and information, such as: Families Information Cycling in Cumbria and the Lakes ○ The Active Cumbria website at Cycling - Active Cumbria which contains lots of cycling tips and routes in the surrounding areas; ○ Local Cycle clubs / forums to be invited to take part in Travel Plan promotional events to raise awareness; ○ Promotion of events such as "National Bike Week"; ○ Provide an on-site puncture repair kit for any staff and visitors; ○ A Strava Club could be set up to discuss cycling issues between seasoned cyclists and to provide encouragement to those who are interested in the uptake of cycling and, ○ A cycle buddy scheme should be open to staff. They could put their names forward for the scheme, and they would be matched against others with a similar journey.
Encouraging Public Transport Use	● The following measures will be promoted in order to encourage users to travel by public transport: ○ Distribute details of the https://www.traveline.info/ Journey Planning tool; ○ Links to live public transport services, timetables, and routes, such as: Public and community transport Cumberland Council ○ Provide links to up-to-date bus information, including timetables and route information in the information packs; ○ Liaising with bus companies on any future improvements and/or extensions to local services; ○ Advertise any promotions / discounts offered by public transport operators.

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Initiative	Actions
Encouraging Car Sharing	- Car sharing is an effective measure of reducing carbon emissions and single occupancy car trips. Car sharing could be encouraged by implementing the following measures: - Raising awareness of car ownership costs, and highlight the social and economic benefits of car sharing; - Promoting Voluntary Social Car Scheme Cumberland Council which is a social car sharing scheme set up across Cumberland to provide transport for all members of the community, - Promoting the https://liftshare.com/uk website which matches people with other car sharers in their local area; - Staff could submit their information to the TPC who could match people who live near each other and would be willing to car share to/from fixtures.
Encourage Sustainable Travel in General	In order to raise awareness of sustainable modes of travel, the club(s) should organise a 'Sustainable Transport Week' aimed at promoting walking, cycling, and public transport. This could comprise posters advertising the event, the health and economic benefits associated with sustainable modes of transport compared to private car use; and the threats of climate change and transport contribution towards climate change.

Table 3.1 – Travel Plan Initiatives

4.0 Initial Targets

4.1 Introduction

- 4.1.1 Target setting enables the effectiveness of travel plan initiatives to be assessed. This section provides an overview of the data that should be collected in future travel surveys to inform the full Travel Plan once developed and provides initial targets to work towards in the meantime.

4.2 Data Analysis

- 4.2.1 Following the development of the Site, official targets will be set through consultation with Cumberland Council (CC). The official targets will be **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed).
- 4.2.2 To present indicative targets, modal split figures have been based upon the information presented in Curtins Transport Assessment (document reference 085788-CUR-00-XX-T-TP-00001) produced in support of the scheme. Once operational these values can be reviewed against those captured in the baseline survey.

Initial Modal Shift Targets					
Travel Mode	Existing Modal Split Copeland 004	Short Term	Medium Term	Long Term	Total Target
Car Driver	62%	-2%	-2%	-2%	-6%
Car passenger	10%				
Bus	6%	+0.5%	+0.5%	+0.5%	+1.5%
Train	0%	+0.5%	+0.5%	+0.5%	+1.5%
Walking	19%	+0.5%	+0.5%	+0.5%	+1.5%
Cycling	1%	+0.5%	+0.5%	+0.5%	+1.5%
Taxi	1%	-	-	-	-
Motorcycle	1%	-	-	-	-
Other	1%	-	-	-	-

Table 4.1 – Example of Potential Targets

- 4.2.3 The modal split targets above demonstrate an aim for an 2% reduction short term, 2% reduction medium term and another 2% reduction long term: resulting in a total target reduction of 6% in car drivers (which would have an associated benefit on car passengers). These targets can be reviewed once in receipt of the baseline travel survey and agreed with CC as part of future travel plan monitoring.

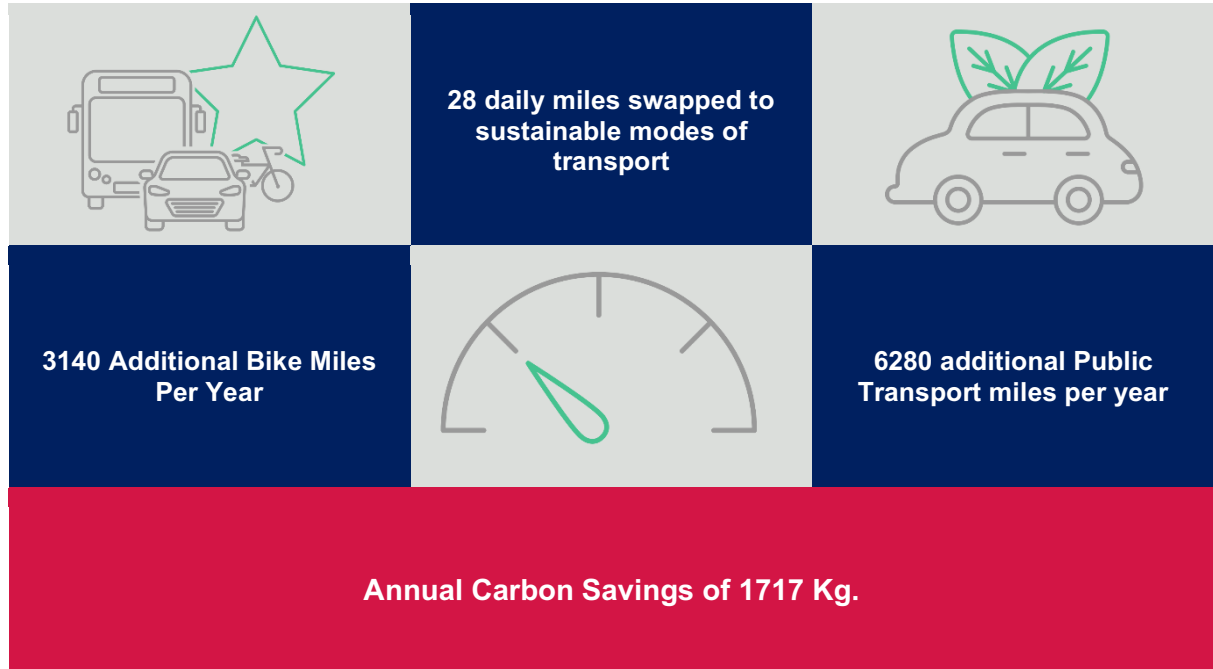
5.0 Potential Carbon Savings

5.1 Introduction

- 5.1.1 Climate change is a global issue that affects all nations. Data on greenhouse gas emissions provided by the Department for Energy Security & Net Zero also show that carbon emissions from domestic transport account for close to one third of the UK's net domestic emissions³.
- 5.1.2 Almost all domestic transport emissions are from carbon dioxide, the main source of which is the use of petrol and diesel in road vehicles. How people travel will therefore play a key role in the UK's carbon reduction agenda.
- 5.1.3 The trip generation predictions in the approved Transport Assessment (provided in **Appendix A**) have been used to calculate the potential carbon savings that could occur at the site. The modal split targets in **Section 3** demonstrates that there is an initial aim for a 6% reduction in single occupancy car trips, whilst aiming for a 5% increase in trips by more sustainable modes such as public transport, walking, cycling, and car sharing. If these above targets are achieved, then there would be a reduction in overall carbon footprint.
- 5.1.4 The following various assumptions have been applied in order to calculate the potential carbon savings that could be achieved if this modal split is met. This is an example that can be refined and updated with future surveys. These assumptions are stated below:
- Average of 94 vehicles two-way daily trips (it has been assumed these are all commuting trips for the purpose of these calculations).
 - Average person travels approximately 16 km to work.
 - There are approximately 224 working days per year.
- 5.1.5 The details of these calculations can be found in **Appendix D** to the rear of the report.

³ Department for Energy Security & Net Zero (2024). 2023 UK greenhouse gas emissions, provisional figures [Online]. Available at <https://assets.publishing.service.gov.uk/media/6604460f91a320001a82b0fd/uk-greenhouse-gas-emissions-provisional-figures-statistical-release-2023.pdf>

5.2 Potential Carbon Savings



5.3 Next Steps

- 5.3.1 Curtins is able to provide additional calculations tailored to the development occupants once a travel survey is undertaken at the site. This would capture operational carbon emissions from commuting trips to and from the site.

6.0 Monitoring and Review

6.1 Appointment of a Travel Plan Coordinator

- 6.1.1 A Travel Plan Coordinator (TPC) will be appointed for this site at least one month before occupation of the proposed development and will hold the overall responsibility for the day-to-day management and implementation of the Travel Plan.
- 6.1.2 The TPC will be identified by Morgan Sindall in due course, and they would carry out the following duties as the TPC:
- Produce, and where necessary update, the Travel Information Pack;
 - Identify site specific measures and initiatives to achieve the objectives of the TP to increase sustainable transport to and from the Site;
 - Set out realistic and achievable (SMART) targets for reducing travel to the site by private car and identify specific time frames;
 - Derive a monitoring schedule to assess the effectiveness of the TP.

6.2 Monitoring and Evaluation

- 6.2.1 In addition to the above, the main monitoring process will involve travel surveys as described in **Section 5**. Monitoring will be carried out for a period of at least 5 years from the date of the baseline travel surveys (or until a date to be agreed with CC) to ensure that the Travel Plan reflects current opportunities and local circumstances.
- 6.2.2 To record and communicate the progression of the Travel Plan, the TPC will produce monitoring reports as and when requested by Cumberland Council (but initially it is envisaged this will be produced annually). This report will include, but may not be limited to the following:
- Reporting of progress against the targets set once the travel survey is completed (and information from any subsequent travel surveys);
 - Provision of information relating to new initiatives introduced (if applicable);
 - Provision of information on proposed initiatives due for implementation (if applicable); and
 - Details of relevant external transport-related news (e.g. new local bus services, new local cycle infrastructure) (if applicable).

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INTERIM TRAVEL PLAN

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Appendix A – CMIQ Masterplan (App Reference 4/22/2308/001)

PROPOSED SITE PLAN



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

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

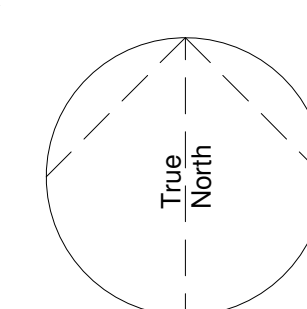
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Project
CLEATOR MOOR INNOVATION
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Drawing Title
PROPOSED SITE PLAN

Sheet Status
S2 - FOR INFORMATION

Project No. IANC21-0043

Drawing No. CMIQ-NOR-MP-ZZ-DR-A-90002	Rev. P07
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LUF-CUR-XX-XX-T-H-0002 LUF2 PLOTS 9 AND 12, CLEATOR MOOR
INTERIM TRAVEL PLAN

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Appendix B – Transport Assessment

LUF2 PLOTS 9 AND 12, CLEATOR MOOR TRANSPORT ASSESSMENT

Curtins Ref: LUF-CUR-XX-XX-T-H-0001

Revision: P03

Issue Date: 10 October 2025

Client Name: Morgan Sindall

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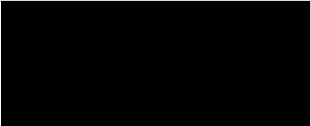
Site Address: Leconfield Industrial Estate, Cleator Moor.

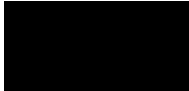


Control Sheet

Rev	Description	Checked	Issued	Date
P01	Initial issue for Planning	DJ	DJ	07 February 2025
P02	Updated Landscape Layout for Planning	DJ	DJ	28 February 2025
P03	Updated Landscape Layout for Planning	DJ	PB	10 October 2025

This report has been prepared for the sole benefit, use, and information for the client. The liability of Curtins with respect to the information contained in the report will not extend to any third party.

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Reviewed	Signature	Date
Danny Jones MPlan MRTPI MCIHT Associate Transport Planner		10 October 2025

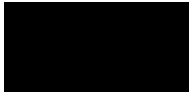
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Danny Jones MPlan MRTPI MCIHT Associate Transport Planner		10 October 2025

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Drawing 085788-CUR-XX-XX-G-TP-06002 – Accessibility – Cycle Catchment Plan

Drawing 085788-CUR-XX-XX-G-TP-06003 – Accessibility – Public Transport Plan

Traffic Figures

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Traffic Figure 2 – PM Peak Survey Base Flows

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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 16 – AM Peak 2032 Base Flows

Traffic Figure 17 – PM Peak 2032 Base Flows

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

Appendices

Appendix A – CMIQ Masterplan (Application Reference 4/22/2308/001)

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Transport Assessment



- Appendix B** – CrashMap Outputs
- Appendix C** – Proposed Development Landscape Layout
- Appendix D** – Swept Path Analysis Drawings
- Appendix E** – Highways Percentage Impact Assessments

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 6,436m² 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 19th January 2023 that this funding bid was successful; securing a further £20m funding for the project with a current spend deadline of 31st March 2025.
- 1.2.3 The £20 million funding obtained from Round 2 of the LuF is described as development which will drive industrial development, helping grow emerging industries in the Copeland area. 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 6th July 2022.
 - The Hub – Minded to grant decision 18th January 2023 subject to S106 agreement being signed and decision notice issued 22 September 2023.
 - CMIQ Masterplan Application – Outline application pending consideration.

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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 08:00 to 09:00	0.514	50	0.284	28
Weekday PM Peak Hour 17:00 to 18:00	0.254	25	0.414	40

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

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

Table 5.6: Total Trip Generation for Area 1

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

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

1.2.8 Since the publication of the CMIQ Masterplan Transport Assessment, the Hub Building (Table 5.5) has received detailed planning consent for a GEA of 3,000m², and has since been constructed.

1.2.9 The trip rates for the proposed 9,735m² 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 (29,750m²) 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 08:00 to 09:00	252	75	327
Weekday PM Peak Hour 17:00 to 18:00	54	258	312

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

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 8,000m² 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 6,436m² of B2 uses (2,474m² and 3,689m² 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 9,735m² to 6,436m²; 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
Totals	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 6,436m² GEA of B2 uses (2,474m² and 3,689m² 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 ² Usable Service Space per 250m ² GFA plus turning space	1 space or number equivalent to 3% of car requirement whichever is greater	1 space per 50m ² 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 (m)	Commuting/School/ Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Suggested Acceptable Walking Distances

4.2.2 Distances of 500m, 1,000m and 2,000m which are termed '*Desirable*', '*Acceptable*' and the '*Preferred Maximum*' by the CIHT for commuting/school trips and are considered representative of a typical residential pedestrian trip. On that basis, **Drawing 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 (from 10:00 to 13:30)	60 mins (from 10:00 to 13:30)	-
30	Thornhill/Frizington -Maryport	20 mins	20 mins	30 mins

Table 4.2 – Bus Service Information (Leconfield Street)

- 4.4.3 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 6,436m² 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.

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- 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 6,436m² 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 (6,436m² 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 (6,436m² 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 6,436m² 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.

LUF-CUR-XX-XX-T-H-0002 LUF2 PLOTS 9 AND 12, CLEATOR MOOR
INTERIM TRAVEL PLAN

Curtins

Appendix C – Example Information Pack

Cleator Moor Innovation Quarter

Example Travel Information Pack

Last Updated: 10 February 2025

Travel Plan Coordinator

Organisation:

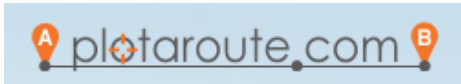
Cleator Moor Innovation Quarter

Contact:

To be Confirmed

Resources for Sustainable Travel

A summary of resources is provided below – please click on the images to access the relevant websites. If you are unsure about any of the resources and how they can benefit you, please speak to the Travel Plan Coordinator

Resource	Description
Walking	- Walking is the most sustainable mode of travel. Did you know you can use walking toolkit www.routeyou.com to plan your walking route? - The Living Streets website contains some useful information on encouraging more people to travel on foot. - The Plot a Route website for journey planning on foot is a useful resource. - Check out the Fitforme websites with walking tips! - The Cumberland Council website contains a list of walking routes within Cumberland and National Trails!     
Cycling	- Cycling is a convenient and sustainable option for those journeys too far to walk. - Did you know you can use cycle toolkit m.cyclestreets.net to plan your cycling route? - And that www.sustrans.org.uk has loads of detail on dedicated cycle routes? - Active Cumbria contains lots of information on cycling, the health benefits and various routes in the surrounding areas! - The Cumberland Council Website contains route information in the local area. - Find a puncture repair kit available should you need it!    

Resource	Description
Public Transport	- Using public transport could save you time and money. Why not sit back, relax and let someone else do the driving? - Did you know you can use the traveline.info toolkit for more journey planning information? - The National Rail website allows you to keep track of live journeys! - The Cumberland Council website provides up-to-date timetables and routes!  National Rail  
Car Sharing	- Walking, cycling or public transport are not always realistic options. - So have you thought about car sharing? - Free-to-join car share scheme liftshare.com/uk can match you with someone who has a similar journey to you! - The Cumberland Voluntary Social Car Share Scheme matches you to people in your local area who can offer lifts when you don't have alternative modes of transport!  

LUF-CUR-XX-XX-T-H-0002 LUF2 PLOTS 9 AND 12, CLEATOR MOOR
INTERIM TRAVEL PLAN

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Appendix D – Carbon Savings Calculations

Initial Modal Shift Targets					
Travel Mode	Existing	Short Term	Medium Term	Long Term	Total Target
Car Driver	62%	-2%	-2%	-2%	-6%
Car Passenger	10%				
Minibus/Bus/Coach	6%	0.5%	0.5%	0.5%	1.5%
Train	0%	0.5%	0.5%	0.5%	1.5%
Walk	19%	0.5%	0.5%	1.0%	1.5%
Cycle	1%	0.5%	0.5%	0.5%	1.5%

Assumed Modal Split Targets

Assumptions:

Daily Two Way Trips	94	52 weeks per year 5 working days per week 260 days per year 8 bank holidays 28 leave days 224 total working days per year
Average Distance Travelled per person(National)	16 km	
Bike Miles		

1.5%	amend % to suit modal split
1.41	work out the number of people switching to cycling
3584	KM per day X working days per year = total km a year by car
5053	Additional KM Saved by Bike Per Year
3140	Additional Miles Saved by Bike Per Year

Additional Public Transport Miles

Modal Split Target	3%	total modal split of public transport
No of employees switching to Public Transport	2.82	work out the number of people switching to public transport
	3584	KM per day X working days per year = total km a year by car
	10106.9	Additional KM Saved by PT Per year
Additional Public Transport Miles a day	45	no.of people switching to public transprot * average distance (km)
	28	km=miles
	3584	no.of days per year the site is operational for*average distance travelled
	10106.9	Multiplied by the number of people switching to public transport (KM)
Additional Public Transport Miles a year	6280	

Annual Carbon Savings a Year (XXKgS)

Current Carbon Emissions= Distance Travelled to Work X Total Carbon Emitted

(Average Distance Travelled to Work KM)	16	
Modal Split Target of employees using sustainable transport	3%	
No. of people using sustainable modes of transport	2.82	No.of vehicles arriving*no.of people switching to sustainable transport
Average distance travelled to site (assuming car) multiply by total emissions	2.71744	Average distance travelled to work *carbon emissions
	7.663	No.of people using sustainable transport * average co2 emissions pp
Annual Carbon savings	1717	Average Co2 emissions * number of days a year site is operational

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