

Dean Moor Solar Farm

Environmental Statement:

Appendix 2.5 – Transport Statement
on behalf of FVS Dean Moor Limited

28 October 2025 Prepared by: Stantec UK Ltd

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DEAN MOOR SOLAR FARM ENVIRONMENTAL STATEMENT APPENDIX 2.5 – TRANSPORT STATEMENT PLANNING INSPECTORATE REFERENCE EN010155 PREPARED ON BEHALF OF FVS DEAN MOOR LIMITED

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1 Introduction

1.1 Project Background

1.1.1 This Transport Statement ('TS') has been produced for FVS Dean Moor Limited ('the Applicant') to support the Development Consent Order ('DCO') application for the Dean Moor Solar Farm (the Proposed Development) on approximately 276.5ha of land located between the villages of Gilgarran and Branthwaite in West Cumbria ('the Site'), which is situated within the administrative area of Cumberland Council ('the Council'). The Proposed Development will be within the 'Order Limits' (the land shown on the Work Plans) [REF: 2.3] within which the Proposed Development can be carried out. For the purpose of this TS, the terms 'Order Limits' and 'Site' are used interchangeably.

1.2 Overview and Structure of Transport Statement

- 1.2.1 This TS is divided into the following sections:
 - Section 2 summarises the Proposed Development;
 - Section 3 summarises the existing national, regional, and local planning policy that informs the approach and methodology of this TS;
 - Section 4 outlines baseline conditions on-site and the existing accessibility by all modes of transport;
 - Section 5 details the methodology and results of the trip generation and distribution for the construction, operational and decommissioning phases of the Proposed Development;
 - Section 6 presents the approach taken and results of the highway impact analysis;
 - Section 7 details the approach to the Site access strategies proposed in the construction, operational and decommissioning phases of the Proposed Development;
 - Section 8 details the construction phase and an overview of the Construction Traffic Management Plan ('CTMP'); and
 - Section 9 summarises and concludes the TS.
- 1.2.2 An outline Construction Traffic Management Plan ('OCTMP') (ES Appendix 5.2) [REF: 6.3] has been produced to accompany this TS and should be read in conjunction with this report.



2 Proposed Development

- 2.1.1 The Proposed Development comprises the construction, operation, and decommissioning of a solar photovoltaic ('PV') energy generating station with a total capacity exceeding 50 Megawatts ('MW') comprising solar PV arrays, grid connection infrastructure, associated infrastructure, and green infrastructure.
- 2.1.2 The Proposed Development will include the following key elements of infrastructure:
 - Solar PV panels;
 - Solar PV array mounting structures;
 - Power Conversion System ('PCS') units in the form of Inverters and Transformers;
 - Grid Connection Infrastructure comprising Customer and DNO Substation buildings and external electrical equipment and ancillary infrastructure within a Security Fence;
 - Perimeter Fencing, Gates, CCTV cameras, electrical cabling, and other associated infrastructure;
 - Access from the highway and internal access tracks; and
 - Green infrastructure including landscape planting and ecological enhancements.
- 2.1.3 During the construction and decommissioning phase, there will be up to five temporary construction compounds consisting of Primary Compounds and Secondary Compounds, to be located immediately adjacent to Site access points (minimise HGV traffic within the Site) within the areas defined by Work No. 4 Temporary Construction Compounds in the Work Plans [REF: 2.3], as well as on ES Figure 3.4 (Parameter Plan) [REF: 6.2].
- 2.1.4 Internal access tracks will be required to facilitate the movement of construction, operational, and decommissioning vehicles around the Site. Where possible, these will follow existing farm tracks around the Site and all tracks, whether only temporary for construction, or for the operational lifetime, will be of a fully permeable construction.



2.1.5 The design is expected to evolve, with infrastructure positioned to avoid or reduce significant effects on any specific designations or assets and, where appropriate, to respond to feedback from consultees and the public. The renewable energy generation technologies proposed as part of the Proposed Development are rapidly evolving, therefore, an appropriate degree of flexibility is maintained to ensure best available technology can be utilised at the point of construction to maximise the benefits of the Proposed Development.



3 Policy Context

3.1 Introduction

- 3.1.1 This section outlines the following national, regional, and local transport planning policies relevant to the Proposed Development which have been considered in preparing this TS:
 - Overarching National Policy Statement for Energy (EN-1) (2024)¹;
 - National Policy Statement for Renewable Energy Infrastructure (EN-3) (2024)²;
 - Transport for the North Strategic Transport Plan (2024)³;
 - Cumbria Transport Infrastructure Plan (2022 2037)⁴;
 - Allerdale Local Plan Strategic and Development Management Policies (2014)⁵; and
 - Allerdale Local Plan Site Allocations (2020)⁶.
- 3.1.2 As of 1 April 2023, Allerdale Borough Council ('ABC') merged with Copeland Borough Council and Carlisle City Council to become Cumberland Council, which is now the administrative authority where the Site is located. The Site is located within the former administrative boundary of ABC.

3.2 National Policy and Guidance

Overarching National Policy Statement for Energy

- 3.2.1 The NPS EN-1 came into force in January 2024. This document sets out national policy for energy infrastructure and is part of a suite of NPSs issued by the Secretary of State for Energy Security and Net Zero. Of the five further technology specific NPSs for the energy sector, EN-3 covers renewable electricity generation and is outlined in the next section.
- 3.2.2 The aim of EN-1 is to provide guidance in the decision-making process for the delivery of energy infrastructure and make it easier to understand how

¹ HM Government (2024). Department for Energy Security & Net Zero (DESNZ) Overarching National Policy Statement for Energy (EN-1)

² HM Government (2024). DESNZ National Policy Statement for Renewable Energy Infrastructure (EN-3)

³ Transport for the North (2024). Strategic Transport Plan Transforming the North

⁴ Cumbria County Council (2022). Cumbria Transport Infrastructure Plan (2022-2037)

⁵ Allerdale Borough Council (2014): Allerdale Local Plan (Part 1)

⁶ Allerdale Borough Council (2022): Allerdale Local Plan (Part 2). Site Allocations (July 2020).



energy projects are assessed. This guidance is additionally aligned with the objective to ensure energy remains secure, reliable, affordable, and consistent with net zero targets.

3.2.3 EN-1 Paragraph 5.14.7 states that:

'The applicant should prepare a travel plan including demand management measures to mitigate transport impacts. The applicant should also provide details of proposed measures to improve access by active, public and shared transport...'

3.2.4 EN-1 Paragraph 5.14.11 states that:

'Where mitigation is needed, possible demand management measures must be considered. This could identify opportunities to:

- Reduce the need to travel by consolidating trips;
- Locate development in areas already accessible by active travel and public transport;
- Re-mode by shifting travel to sustainable mode that is more beneficial to the network:
- Re-time travel outside of the known peak times;
- Reroute to use parts of the network that are less busy'

3.2.5 EN-1 Paragraph 5.14.14 further states that:

'The Secretary of State may attach requirements to a consent where there is likely to be substantial HGV traffic that:

- Control numbers of HGV movements to and from the Site in a specified period during its construction and possibly on the routeing of such movements;
- Make sufficient provision for HGV parking and associated high quality drive facilities...
- Ensure satisfactory arrangements for reasonably foreseeable abnormal disruption, in consultation with network providers and the responsible police force.'
- 3.2.6 With regards to traffic and access, the Proposed Development is compliant with EN-1 by providing an analysis of estimated traffic movements and outlining relevant traffic management measures to minimise potential disruption or negative impacts. Measures are identified within the OCTMP (ES Appendix 5.2) and include measures such as the use of designated vehicle routeing to Site, delivery scheduling outside of peak periods, and mechanisms to reduce worker vehicle traffic.



3.2.7 EN-1 Paragraph 5.14.18 states that:

'A new energy NSIP may give rise to substantial impacts on the surrounding transport infrastructure and the Secretary of State should therefore ensure that the applicant has sought to mitigate these impacts, including during the construction phase of the development and by enhancing active, public and shared transport provision and accessibility.'

3.2.8 EN-1 Paragraph 5.14.21 states that:

'The Secretary of State should only consider refusing development on highways grounds if there would be an unacceptable impact on highway safety, residual cumulative impacts on the road network would be severe, or it does not show how consideration has been given to the provision of adequate active public or shared transport access and provision.'

3.2.9 This TS demonstrates that there are no notable highway safety concerns associated with the Proposed Development and cumulative impacts on the road network are considered to be negligible. Consideration has also been given to the provision of adequate active public or share transport access and provision.

National Policy Statement for Renewable Energy Infrastructure

- 3.2.10 The EN-3 was published alongside EN-1 and provides guidance relating more closely to renewable energy, including solar PV generating stations larger than 50MW in England.
- 3.2.11 It is noted in EN-3 that some of the factors influencing site selection and design can include accessibility by road (which can be more challenging in rural areas) and the provision of internal access routes. Paragraph 2.10.35 additionally states that:

'Applicants will need to consider the suitability of the access routes to the proposed site for both the construction and operation of the solar farm with the former likely to raise more issues.'

3.2.12 EN-3 Paragraphs 2.10.120 to 2.10.126 cover impacts relating to construction including traffic and travel. It advises that applicants should assess vehicle routeing to a site and ensure all sections of roads and bridges can accommodate the required weight, volume, and width of vehicles.



3.2.13 EN-3 Paragraphs 3.10.111 to 3.10.117 detail the impacts of construction, including traffic and transport noise and vibration, for solar photovoltaic generating stations. As stated in Paragraph 3.10.114:

'Applicants should assess the various potential routes to the site for delivery of materials and components where the source of the materials is known at the time of the application and select the route that is most appropriate.'

3.2.14 It is also stated in Paragraph 3.10.117 of EN-3:

'Where a cumulative impact is likely because multiple energy infrastructure developments are proposing to use a common port and/or access route and pass through the same towns and villages, applicants should include a cumulative transport assessment as part of the ES. This should consider the impacts of abnormal traffic movements relating to the project in question in combination with those from any other relevant development. Consultation with the relevant local highways authorities is likely to be necessary.'

- 3.2.15 The assessment of cumulative impacts is outlined in section 6.6 of this TS, with consultation meeting minutes for key stakeholders shown in Appendix C, D and E. The proposed vehicle routeing and consideration of Abnormal Indivisible Loads ('AIL') traffic movements is outlined in more detail within the OCTMP (ES Appendix 5.2).
- 3.2.16 As demonstrated in the following sections of this TS, the routeing and estimated vehicle movements have been carefully analysed to ensure vehicles can safely travel to and from the Site during the construction, operational and decommissioning phases. Vehicle routeing and the surrounding road network has been discussed through consultation with National Highways ('NH') and the Local Highway Authority ('LHA'). As such, the Proposed Development is compliant with EN-3 with regards to traffic and travel.

3.3 Regional Policy and Guidance

Transport for the North – Strategic Transport Plan (2024)

3.3.1 Transport for the North ('TfN') is a sub-national transport body combining 20 local transport authorities in the north of England. TfN's Strategic Transport Plan sets out the vision for the region's future, aiming to improve connectivity between people, businesses, and goods. The second Strategic Transport Plan was published in March 2024.



3.3.2 TfN's vision is supported by three strategic ambitions to transform economic performance, rapid decarbonisation of the transport system, and enhancing social inclusion and health. The Proposed Development addresses this vision through the measures identified within the OCTMP (ES Appendix 5.2), such as the use of locally based workforce where possible, and the provision of staff minibuses to reduce the impacts of single-occupancy vehicles.

Cumbria Transport Infrastructure Plan (2022 – 2037)

- 3.3.3 Cumbria's Transport Infrastructure Plan ('CTIP') sets the policy framework for transport and connectivity in supporting sustainable and inclusive growth in Cumbria through 2022 2037.
- 3.3.4 The main vision of the CTIP is to promote active travel and decarbonisation of transport, improve transport networks and connect businesses and communities, and improve affordability and safety. The Proposed Development aligns with the CTIP vision through the measures identified within the OCTMP (ES Appendix 5.2).
- 3.3.5 As part of the Proposed Development, the Applicant will consider the use of public transport and active travel for workers' access through the construction phase to support the Council's sustainability and accessibility objectives.

3.4 Local Policy and Guidance

Allerdale Local Plan (Part 1) – Strategic and Development Management Policies (2014)

- 3.4.1 The Allerdale Local Plan was published in 2014, covering ABC's planning policies for the use and development of land up to 2029. That policy base is currently valid for the Council.
- 3.4.2 Policy S4 of the Local Plan states:

'Proposals for all new development will ... be required to demonstrate high standards of design and must...

 Incorporate sustainable construction methods that reduce energy consumption and allow for future adaptation in response to changing life needs.'



- 3.4.3 Policy S20 of the Local Plan addresses NSIPs, stating that:
 - 'The Council will actively engage from the pre-application stage with the developer of a [NSIP] to ensure...
 - D) Sustainable forms of transport will be encouraged to move construction materials and workers during construction, operation and decommissioning...'
- 3.4.4 Through vehicle route planning and delivery scheduling the Proposed Development will seek to maximise the efficient movement of construction vehicles and minimise the impacts of any construction traffic. The Applicant commits to producing a Construction Worker Travel Plan ('CWTP') which will seek to reduce travel demand on the network and will include measures such as using staff minibuses for transporting workers to the Site.
- 3.4.5 An OCTMP (ES Appendix 5.2) provides the framework for robust governance of transport and travel during the construction phase. A CTMP, substantially in accordance with the OCTMP, and will be prepared and approved as required by a DCO Requirement. An equivalent strategy would be developed for the decommissioning phase prior to the commencement of decommissioning.
- 3.4.6 During the operation of the Proposed Development, it is shown at section 6 that there will be no significant residual effects on the local travel network and traffic management measures such as timing maintenance visits to avoid network peak hours have been considered.

Allerdale Local Plan (Part 2) – Site Allocations (2020)

- 3.4.7 The second part to ABC's Local Plan was published in 2020, and sets out the allocations for land, ensuring sufficient land is available in appropriate locations to deliver the requirements and policies set out in Part 1.
- 3.4.8 Objective SO1e of the Local Plan Part 2 states in 'Theme 1: Climate Change and Sustainability' ...
 - '[Strategic Objectives to] support and encourage construction methods that seek to reduce energy consumption, use renewable energy sources, minimise waste and encourage recycling.'
- 3.4.9 The Proposed Development provides renewable energy through solar PV. Where possible suppliers will be chosen who utilise vehicles that are low



or zero emission and the provision of Electric Vehicle ('EV') charging facilities on-site will support the transition to an electric operational and maintenance fleet.

3.5 Consultation Summary

- 3.5.1 Consultation during the scoping stage was undertaken with the Council (as LHA) and National Highways in 2023 to support the preparation of the TS and the OCTMP (ES Appendix 5.2) and to obtain feedback on the Proposed Development's construction, operational, and decommissioning phases. After consultation with both the LHA and NH, both stakeholders agreed that it is appropriate to scope traffic and access out of the ES. Meeting minutes and correspondence from the Council and NH is shown in Appendix C and D.
- 3.5.2 Statutory consultation was undertaken in 2024. Responses relevant to traffic and access were received from NH, the Historic Railways Estate (on behalf of Department for Transport ('DfT')), the Council (as the LHA) and Dean & Distington Parish Council.
- 3.5.3 A summary of the responses from stakeholder engagement is shown in Table 3.1.

Table 3.1: Stakeholder Engagement Consultation Responses (Transport)

Organisation	Consultee Comments in Relation to TS and OCTMP	Applicant's Response on the Points Raised	
National Highways	 Further information on the assessment of accident causation factors on the Strategic Road Network ('SRN'). 	The Applicant undertook further engagement with NH and Lostrigg Solar DCO in response to the points raised by NH.	
	 Concerns regarding congestion at peak periods on SRN and at Lillyhall Roundabout. 	As part of this response, a more detailed cumulative assessment of Lillyhall Roundabout was undertaken,	
	 Concerns regarding evidence base for assessment of Lillyhall Roundabout. 	as well as a more detailed description of accident information at the roundabout.	
	 Further information on the location of laybys on SRN. 	Further information was provided regarding staff estimates, minibus services	
	 Clarification on staff estimates, staff minibus services and internal parking arrangements. 	and parking arrangements / estimates in order to address the points raised by NH.	



Organisation	Consultee Comments in Relation to TS and OCTMP	Applicant's Response on the Points Raised	
	 Concerns regarding pedestrian access feasibility. 	Additional information was also provided on pedestrian access arrangements.	
Historic Railways Estate (on behalf of DfT)	 Confirmation of the status and history of the former railway structure on Branthwaite Edge Road. 	The Applicant has included additional detail of the former railway structure and proposed temporary traffic management.	
Cumberland Council (as the LHA)	 Recognition of construction period and Decommissioning Plan. Inclusion of requirement within the Construction Environmental Management Plan ('CEMP') to form a community liaison group to operate during construction period. Consideration of the use of internal haul roads and minimising routeing on public highway. Ensuring sufficient mitigation measures provided within CTMP and CWTP, including travel plan coordinator. 	The Applicant has recognised the construction period in the OCTMP and TS and committed to developing a decommissioning plan. The OCEMP includes a commitment to form a community liaison group. The Applicant has considered the use of internal haul roads where practicable within the OCTMP. The Applicant has set out appropriate mitigation measures in the OCTMP including committing to producing a CWTP and the appointment of travel plan coordinator.	
Dean & Distington Parish Council	 Recognition of the proposals to be outlined in the final CTMP. 	The Applicant notes the comments from the LHA.	

3.5.4 Further detail provided regarding the former railway overbridge structure, following consultation comments from Historic Railways Estate, is shown in section 7, including proposed temporary traffic management. There were no other direct actions required for this TS from consultation feedback from either the Council or Dean & Distington Parish Council.



4 Baseline Conditions

4.1 Introduction

- 4.1.1 This section provides a detailed review of the predominant transport conditions within the vicinity of the Site. This includes the existing use of the Site, the local and strategic road networks providing access to the Site, and a Personal Injury Crash ('PIC') review.
- 4.1.2 The baseline conditions provide the context for the detailed assessment of the likely impact of the Proposed Development and of the potential measures that may be required to deliver a development that is sustainable in transport terms.
- 4.1.3 This section considers the following elements:
 - Site location and current use:
 - Site access arrangements;
 - Existing conditions of local transport network;
 - Local highway network performance; and
 - Road safety.

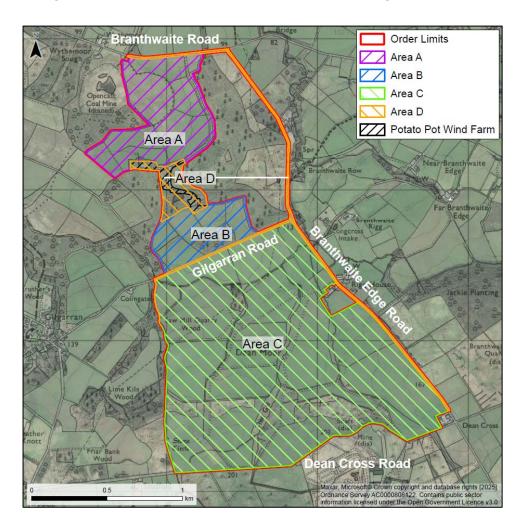
4.2 Site Location and Description

- 4.2.1 The Site is located approximately 1.1km east of the Lillyhall Industrial Estate, 600m east of the small village of Gilgarran, approximately 900m west of Branthwaite, and approximately 5km southeast of Workington town centre on the west Cumbrian coast. The hamlet of Branthwaite Edge is directly adjacent to the east of the Site.
- 4.2.2 The Proposed Development will be connected to the local grid network via existing on-Site DNO infrastructure. No off-Site electrical connection is required. Grid Connection Infrastructure is shown in Work No. 2 [REF: 2.3].
- 4.2.3 The Site is typical of the surrounding area comprising undulating predominantly pastoral land. Land within the Site tends to fall south to north, with a plateau of land along the Site's southern boundary.



- 4.2.4 For ease of reference, the Site is described as split into four areas referred to as Areas A, B, C, and D, as shown below.
 - Area A Land south of Branthwaite Road (approximately 40.2ha);
 - Area B Land south of Branthwaite Road and north of Gilgarran Road (approximately 19.9ha);
 - Area C Land south of Gilgarran Road and north of Dean Cross Road (approximately 203ha);
 - Area D Land connecting Areas A and B, including Potato Pot Wind Farm (the 'Wind Farm'), Gilgarran Road between Areas B and C, and Branthwaite Edge Road (approximately 13.4ha).
- 4.2.5 The Site Area Plan is shown in ES Figure 3.1 [**REF: 6.2**], an extract of which is provided.

Figure 4.1: Solar Farm Area Plan (Extract of ES Figure 3.1)





4.3 Existing Conditions

Highway Network

- 4.3.1 The Site lies approximately 3km east of A595, which connects Whitehaven to Cockermouth and the wider SRN via A66. The Local Road Network ('LRN') adjacent to Site consists of rural single carriageway roads with intermittent central road markings.
- 4.3.2 The LRN which will be utilised to access the Site are classified as part of the Cumberland Road Network, although they are un-named. Naming conventions were agreed with the LHA for ease of reference when defining un-named road sections. These sections are hereby referred to as:
 - 'Branthwaite Road' (road section C2054 103);
 - 'Branthwaite Edge Road' (road section C2054 102);
 - 'Gilgarran Road' (road section U2186 101); and
 - 'Dean Cross Road' (road section C4006 110).
- 4.3.3 To access the SRN from Areas B and C, vehicles will travel north along Branthwaite Edge Road before travelling west along Branthwaite Road and reaching Lillyhall Roundabout / A595. To access the SRN from Area A, vehicles will travel west along Branthwaite Road to reach Lillyhall Roundabout / A595. Note that some access into Area B will be made through Area A and D and as such will not utilise Branthwaite Edge Road. Vehicles accessing from the northern accesses of Area C or the southern access of Area B will travel east along Gilgarran Road before reaching Branthwaite Edge Road. It is understood through non-statutory public consultation, that Gilgarran Road is also known locally as Colingate Road. However, as it was previously agreed with the LHA that it would be referred to as Gilgarran Road this naming convention has been retained.
- 4.3.4 From Lillyhall Roundabout, vehicles will travel north along A595, continuing east along A66 towards the M6. If vehicles are travelling northbound along M6 they will re-join A595 before Cockermouth and head north until reaching Carlisle, joining M6 Junction 44 via A689. If vehicles are travelling southbound along M6 they will continue east along A66, joining M6 at Junction 40.



- 4.3.5 A595 north of Lillyhall Roundabout is a single carriageway road with lane markings and a speed limit of 60mph. A595 meets the A66 further north at Bridgefoot Roundabout.
- 4.3.6 If alternative routes are required to access the SRN, vehicles can travel south along A595, joining A5092 / A590 and travelling east before joining M6 Junction 36. Alternatively, vehicles may also access M6 Junction 36 by travelling south along A591 from A66 Keswick Bypass.
- 4.3.7 Figures 4.2 to 4.7 show these local roads in relation to the Site. The proposed vehicle routeing plan is detailed in Figures 5.2 and 5.3 of the OCTMP (ES Appendix 5.2).

Figure 4.2: Branthwaite Road looking West onto A595 Lillyhall Roundabout (image taken March 2023)





Figure 4.3: Branthwaite Road looking East towards Branthwaite and Branthwaite Edge Road (image taken March 2023)



Figure 4.4: Pica Road looking East (image taken March 2023)



4.3.8 Figures 4.5 to 4.7 indicate the locations of Automated Traffic Count ('ATC') surveys which were undertaken in April 2023. Further details regarding the ATC surveys are shown in section 4.4.



Figure 4.5: ATC Location 1 - Branthwaite Road (image taken April 2023)

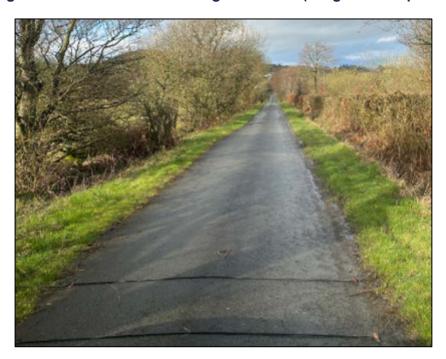


Figure 4.6: ATC Location 2 - Branthwaite Edge Road (image taken April 2023)









Railway Access

4.3.9 The nearest railway station is Harrington, located approximately 6.5km to the west. From here, Northern Trains operates an hourly service north to Carlisle (approximately 53-minute journey) and south to Barrow-in-Furness (approximately 1hr 29-minute journey). The services from this station also stop at nearby Workington and Whitehaven.

Table 4.1: Rail Services from Harrington Station

Operator	Route	Approximate Journey Time	Frequency	
Northern	North (to Carlisle)	53 min	Hourly	
Northern	South (to Barrow-in-Furness)	1hr 29 min	Hourly	

Bus Access

- 4.3.10 The nearest bus stops with frequent services are at Lillyhall, located approximately 3.5km north-west. From here, Stagecoach operates route 29, a twice-hourly service between Workington and Whitehaven. Route 29 operates from 05:30 to 19:30 Monday-Saturday with no service on Sunday.
- 4.3.11 The next nearest bus stops are Distington, located approximately 4.2km west. From here, Stagecoach operates route 30, a roughly thrice-hourly



service between Thornhill and Maryport. Route 30 operates from 05:30 to 23:30 Monday-Saturday with a reduced service on Sunday.

Table 4.2: Nearby Bus Services

Operator	Route No	Route	Frequency	Operating Hours
Stagecoach	29	Workington - Whitehaven	30 mins	05:30 – 19:30 Mon – Sat (no Sunday service)
	30	Thornhill – Maryport	20 mins	05:30 – 23:30 Mon – Sat (reduced Sunday service)

Cycle and Pedestrian Network

- 4.3.12 There are marked cycle lanes surrounding Lillyhall Roundabout, and a segregated pedestrian/cycle route runs adjacent to A595 towards A66. Approximately 2.4km north along A595, the cycle route separates and joins a rural road, crossing A595 again shortly north of the intersection with Moor Road. There are no other nearby dedicated or marked pedestrian/ cycle paths within close proximity of the Site.
- 4.3.13 The nearest National Cycle Network ('NCN') route is NCN 72 which travels north to south along the Cumbrian coast. The nearest access to NCN 72 is from Distington Roundabout, located some 3km west of the Site.
- 4.3.14 There are no Public Rights of Way ('PRoW') within the Site itself. The following PRoW are in the surrounding area:
 - Footpath ('FP') 225002 is located on the eastern border of the Site running north of Rigg House Farm towards Branthwaite. This PRoW runs close to the border of the Order Limits, but does not fall within it;
 - Bridleway ('BW') 404020 is located approximately 0.8km from the western border of the Site, running north from Gilgarran to Lillyhall;
 - FP 225003 is located to the northeast and runs from A595 to Branthwaite Road; and
 - Other PRoW within the vicinity of the Site includes FPs 404018 and 404015 to the southwest.



4.3.15 Figure 4.8 shows active travel and public transport routes and services surrounding the Site. The PRoW information has been taken from the Council's Definitive Map⁷.

Legend

Corder Limits

Bus Stop

Bus Service Route Line

Public Right of Way

— Bridleway

— Bridleway

— Bridleway

— Footpath

National Cycle Network

— Traffic Free

— On Road

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Figure 4.8: Active Travel and Public Transport in the Vicinity of the Site

4.4 Existing Traffic Flows

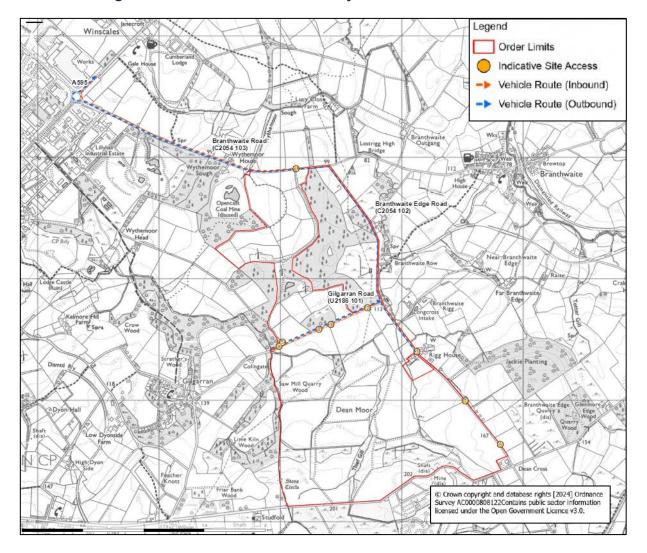
- 4.4.1 ATC surveys were undertaken for roads within the study area of the Proposed Development and potential access junctions. Images of the ATC surveys and their respective locations on the road network are shown in Figures 4.5 to 4.7. The surveys were undertaken between 17 April 2023 and 23 April 2023. The three ATC survey locations were as follows:
 - ATC Location 1: 'Branthwaite Road' (road section C2054 103);

⁷ Cumberland Council. Public rights of way map. Available at: https://www.cumberland.gov.uk/parks-culture-and-leisure/countryside-access-and-rights-way/public-rights-way-map Accessed November 2024



- ATC Location 2: 'Branthwaite Edge Road' (road section C2054 102);
 and
- ATC Location 3: 'Gilgarran Road' (road section U2186 101).
- 4.4.2 A map of the study area for the Proposed Development's traffic and the ATC survey locations are shown in Figure 4.9.

Figure 4.9: Traffic and Access Study Area



4.4.3 In addition to ATC surveys, WebTRIS data has been reviewed for the SRN within the study area, including A595 and A66. The average weekday two-way traffic flows for all roads (LRN and SRN) are set out in Table 4.3.



Table 4.3: Baseline Traffic Flows - Average Weekday (24hr), Two-Way

ATC Survey Location	Road Section	Total Vehicles	% HGVS
1	'Branthwaite Road' (C2054 103)	2,761	6%
2	'Branthwaite Edge Road' (C2054 102)	1,757	6%
3	'Gilgarran Road' (U2186 101)	145	5%
WebTRIS Data*	A595 (between Lillyhall and Bridgefoot Roundabouts)	16,061	8%
WebTRIS A66 (West of Fitz Roundabout) Data*		24,925	10%

^{*} WebTRIS Data was extracted from the same week as ATC surveys (17 April 2023 to 23 April 2023)

- 4.4.4 As shown in Table 4.3, the baseline data shows the SRN and LRN flows are low, and the network is operating within effective capacity. No specific height, weight or width restrictions were identified on the study area road network. This was confirmed through informal consultation with the LHA and NH who stated the baseline conditions were as expected and the road network in the study area did not present any specific operational challenges.
- The Council did note that the Gilgarran Road may not be wide enough for two vehicles to pass each other. However, the road was noted for very low levels of traffic as shown in the table above, and it is considered that construction vehicle movements could be effectively managed through the control mechanisms that are set out in the OCTMP (ES Appendix 5.2). That would reduce the probability of vehicle conflicts, and the success of the initiatives could be monitored during construction and adjusted if required. During the operational lifetime of the Proposed Development, the probability of vehicle conflict would be extremely low and would be imperceptibly different to the current network operation.
- 4.4.6 The average daily movements (excluding weekends) by time of day for ATC Locations 1, 2 and 3 are outlined in Figures 4.10 to 4.12. As shown, there are clear peak periods in the morning and afternoon, roughly between 07:00 08:00 and 16:00 17:00. The busiest of the three ATC locations is Location 1 on Branthwaite Road and the quietest is Location 3 on Gilgarran Road. Gilgarran Road has extremely low vehicle numbers,



with average peaks being roughly five to ten times lower than on Branthwaite Edge and Branthwaite Roads respectively.

Figure 4.10: ATC Location 1 – Branthwaite Road: Average Daily Movements (Weekday)

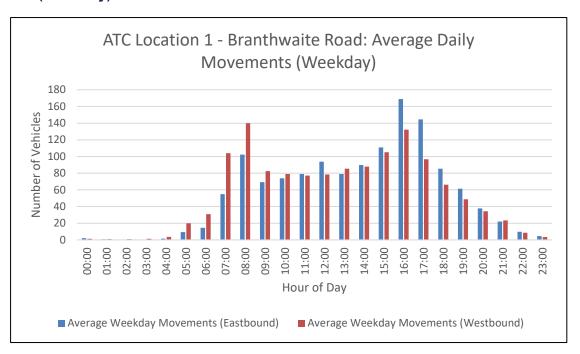


Figure 4.11: ATC Location 2 – Branthwaite Edge Road: Average Daily Movements (Weekday)

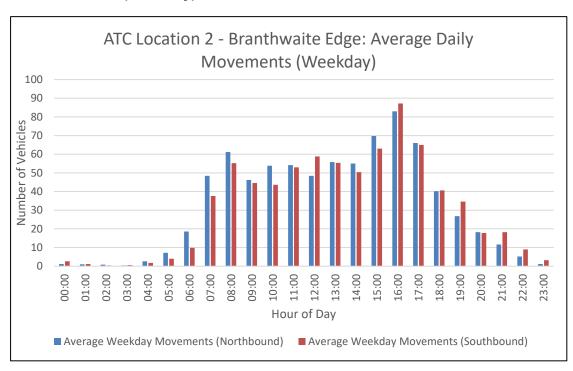
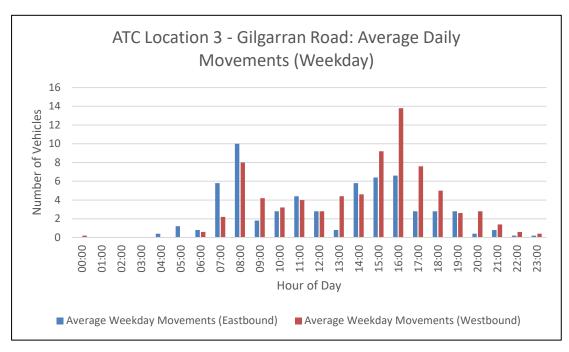


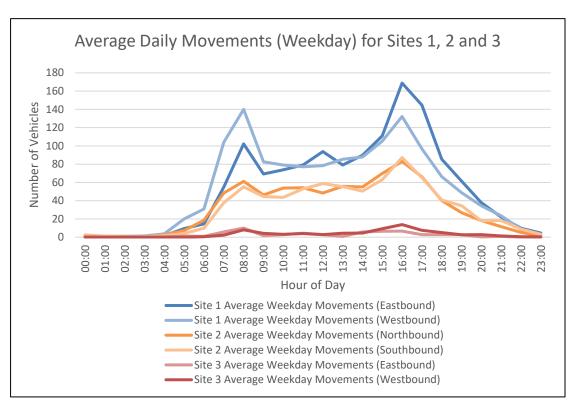


Figure 4.12: ATC Location 3 – Gilgarran Road: Average Daily Movements (Weekday)



4.4.7 The traffic flow data from all three ATCs locations shown above is summarised in Figure 4.13.

Figure 4.13: Average Daily Movements (Weekday) for ATC Locations 1, 2 and 3





4.4.8 The average daily movements (excluding weekends) by vehicle class are shown in the Figures 4.14 to 4.16. As can be seen cars and LGVs make up a significant proportion of mode share for journeys along Branthwaite, Branthwaite Edge, and Gilgarran Road.

Figure 4.14: ATC Location 1: Average Daily Movements (Weekday) by Vehicle Class

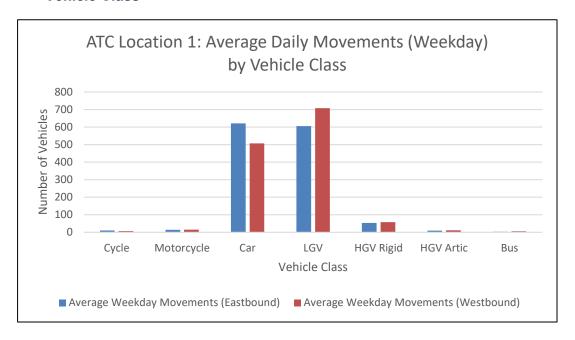


Figure 4.15: ATC Location 2: Average Daily Movements (Weekday) by Vehicle Class

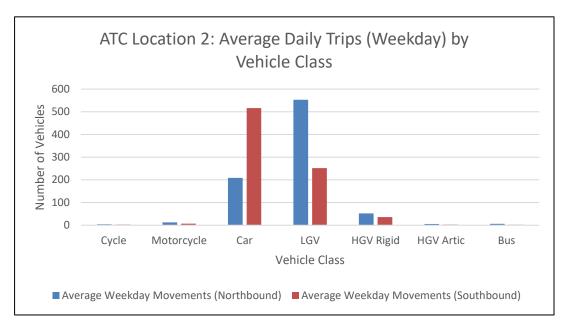
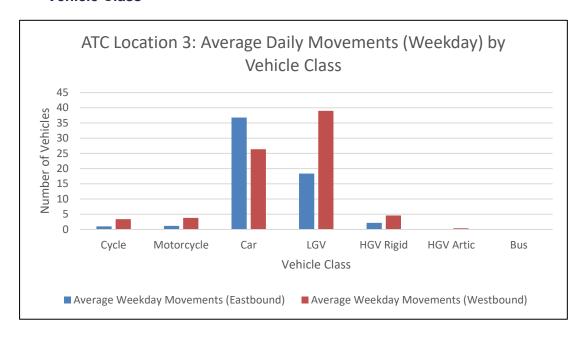


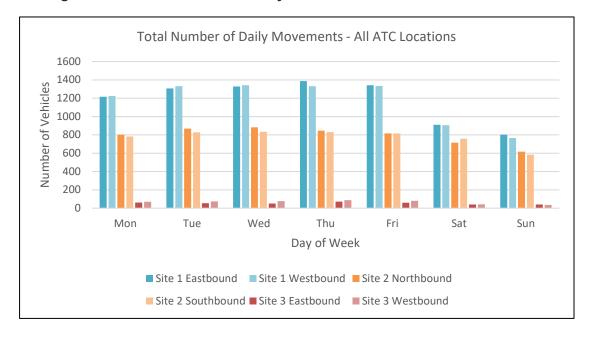


Figure 4.16: ATC Location 3: Average Daily Movements (Weekday) by Vehicle Class



4.4.9 The total number of daily movements by day of week across all ATC locations is summarised in Figure 4.17. As shown, there are fewer journeys made at weekends, with peak periods being between Monday to Friday.

Figure 4.17: Total Number of Daily Movements



4.4.10 The average vehicle speeds by time of day are outlined in Figure 4.18 (including weekends) and Figure 4.19 (excluding weekends). During the day, average speeds on Branthwaite and Branthwaite Edge Road are

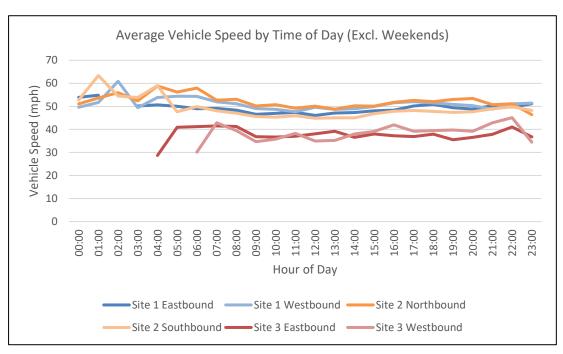


shown to be around 50mph which is below the 60mph speed limit of the roads. Along Gilgarran Road, average speeds tend to be around 40mph. This is consistent for weekdays and weekends and does not present a road safety concern under current road conditions.

Average Vehicle Speed by Time of Day (Inc. Weekends) 70 60 Vehicle Speed (mph) 50 40 30 20 10 0 00:60 10:00 11:00 12:00 Hour of Day Site 1 Eastbound -Site 1 Westbound — Site 2 Northbound Site 2 Southbound ——Site 3 Eastbound ——Site 3 Westbound

Figure 4.18: Average Vehicle Speed by Time of Day (Inc. Weekends)







4.5 Road Safety

4.5.1 PIC records from 2019 to 2023 have been obtained from the Council. The data shows there have been a total of four recorded crashes on the LRN in the study area during this period. Three of these were recorded as 'slight', and one was recorded as 'serious'. The serious incident was reported to involve one vehicle and driver, the cause being noted as driver error. A summary of PIC data is provided in Table 4.4.

Table 4.4: Personal Injury Crash Records (5 years)

Date	Location	Severity	Details
February 2020	Branthwaite Edge Road	Serious	Approximately 18:10-18:17, driver travelling at speed lost control, entered a
	(Road section C2054 102)		ditch and collided with a tree / hedgerow.
August 2021	Branthwaite Edge Road	Slight	Medical episode stated by advanced paramedic, driver collided with hedging
	(Road section C2054 102)		and coming to stop in trees / ditch.
July 2019	(Road section C4006 110)	Sight	V1 in middle of crossroads with Branthwaite Edge Road, V2 collided.
November 2023	Branthwaite Road	Slight	Driver had a potential medical episode and veered on to the grass verge and
	(Road Section C2054 103)		collided with a tree. Vehicle came to rest on a farmer's fence.

4.5.2 In addition to PIC records, data from Crashmap⁸ was also collected for the SRN for the route used to access the Proposed Development. Figure 4.20 displays recorded incidents between 2019 and 2023. As shown, most recorded incidents are along A595 and A66 with four incidents noted on the LRN by the PIC data provided by the Council.

⁸ Crashmap – 2019-2023: www.crashmap.co.uk; Data (DfT Road Safety Data); Background Map (Google)



Crashmap.co.uk

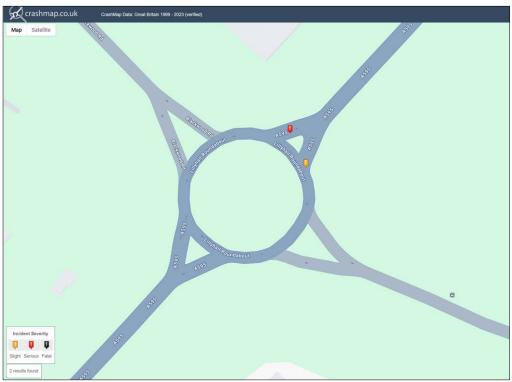
Figure 4.20: Crashmap Recorded Incidents: 2019-2023

Source: www.crashmap.co.uk , Data Source: DfT Road Safety Data, Background Map: Google

4.5.3 There were two recorded incidents at Lillyhall Roundabout during 2019 and 2023, as shown in Figure 4.21. A summary of the detailed Crashmap reports at Lillyhall Roundabout are also shown in Table 4.5 (full reports are shown in Appendix A).



Figure 4.21: Crashmap Recorded Incidents, Lillyhall Roundabout: 2019-2023



Source: www.crashmap.co.uk, Data Source: DfT Road Safety Data, Background Map: Google

Table 4.5: Detailed Crashmap Reports, Lillyhall Roundabout: 2019-2023

Ref	Severity	Date	Time	Weather / Road Surface Description	Light Conditions	Casualties	Vehicles
1	Serious	Wednesday, 9 February, 2022	06:40	Fine without high winds, road surface wet or damp	Darkness: street lights present and lit	1	2
2	Slight	Friday, 22 February, 2019	17:02	Fine without high winds, road surface dry	Daylight: regardless of presence of streetlights	1	1

- 4.5.4 It should be noted that Crashmap reports do not provide causation factors or indicate the direction of travel and positioning of vehicles involved. The characteristics of the two recorded incidents at Lillyhall Roundabout can be summarised as:
 - The two incidents occurred during winter months;



- There was no more than one casualty recorded per incident;
- The one incident recorded as serious occurred in the morning when light conditions were reported as darkness with streetlights present and lit;
- Reported to have wet or damp road surface conditions; and
- Appear to have occurred on an exit of Lillyhall Roundabout.
- 4.5.5 The serious incident (ref 1) involved two vehicles (one car and one motorcycle) and one casualty (the motorcycle rider). Both vehicles were reported to be in the act of turning left, with the first point of impact being at the front of the car and nearside on the motorcycle. It appears that the vehicles were on the northbound exit of Lillyhall Roundabout onto A595. The incident reported as minor (ref 2) appears to have been the collision of a vehicle with a street sign.
- 4.5.6 Based on the PIC and Crashmap data, there is no notable safety concern relating to the road network within the study area. This was confirmed through informal consultation with both the LHA and NH, where no specific issues or areas of concern were raised relating the LRN or SRN (Appendix D).
- 4.5.7 It was also confirmed during consultation with the LHA and NH that there are no sensitive receptors of note along the study area road network. The villages of Gilgarran and Branthwaite are not on the proposed vehicle routes and there are no education or medical facilities in the vicinity of the Site. This helps minimise the potential impact of the Proposed Development on sensitive locations.



5 Trip Generation, Distribution, and Assignment

5.1 Construction and Decommissioning

- 5.1.1 It is expected that a range of vehicles would access the Site to enable construction, which would comprise the following (but not limited to):
 - LGVs⁹ i.e., vans and small flatbeds movements for plant maintenance, PPE, fixings / small components, sundry items, canteen supplies, couriers, post / parcels (note LGVs do not include minibuses); and
 - HGVs¹⁰ i.e., 2-6 axle rigid or articulated lorries movements of materials / component deliveries (e.g. PV panels and mounting structures, cable, aggregate, prefabricated containers/buildings, etc.), plant and machinery deliveries, waste removal, welfare facility servicing, etc.
- 5.1.2 AIL¹¹ movements are not anticipated to be required during the construction or decommissioning of the Proposed Development. If during those periods AIL movements were required, they would be managed in accordance with standard notification and consenting processes with the affected LHAs, NH, structures owners and Police forces using existing systems such as ESDAL (Electronic Service Delivery for Abnormal Loads), AbHaulier or similar.
- 5.1.3 Based on previous experience, construction activities associated with the construction of the generating station (including solar PV and associated infrastructure) would require around 3,750 HGVs and 1,250 LGVs in total across the course of the construction programme. Based on an 18-month construction programme and a 5.5 day working week this would equate to an average of approximately nine HGVs (18 movements) and three LGVs (six movements) per day when taken across the whole construction programme.
- 5.1.4 It is recognised that a flat profile across the programme is unlikely and there will be peaks in activity associated with concurrent construction activities for relatively brief period of the programme resulting in periods of

⁹ LGVs are goods vehicles with a Gross Vehicle Weight less than or equal to 3.5 Tonnes.

¹⁰ HGVs are goods vehicles with a Gross Vehicle Weight of greater than 3.51 Tonnes.

¹¹ An AIL is typically classified as a vehicle which exceeds 44 tonnes Gross Vehicle Weight, or its width is more than 2.9m, or its rigid length is more than 18.65m.



- marginally heightened transport activities taking place. During these peak periods it is forecast that a daily average of 20 HGV trips (40 movements) and eight LGV trips (16 movements) could be anticipated.
- 5.1.5 It is estimated that construction staff numbers may peak at up to 150 people per day, however the average number of workers on-Site is expected to be between 50-80 per day. This includes both labourers and technical / office staff. The majority of staff are expected to be staying in locally based accommodation (rather than travelling long distances daily) and it is anticipated that minibuses will be used to transport workers to Site to minimise vehicle trips. A framework CWTP ('FCWTP') has been developed as part of the OCTMP (ES Appendix 5.2).
- 5.1.6 The Proposed Development has a modelled operational lifespan of up to 40 years. At the end of this period, the Proposed Development would be decommissioned and the Site reinstated to its previous use. The number of vehicle movements associated with the decommissioning phase is not anticipated to exceed that set out for the construction phase. The decommissioning of the generating station and reinstatement of the Site is anticipated to take 12 months.

5.2 Operational Phase

- 5.2.1 During the Proposed Development's operational phase there are anticipated to be a limited number of visits per week for maintenance (comprising 1-2 visits per week consisting of 2-4 vehicular movements). These would typically be made by LGVs or four-wheel drive vehicles with operatives to perform checks and maintenance of plant and equipment.
- 5.2.2 There could be an occasional ad-hoc visit by an HGV for operations such as equipment replacement, although the likeliness of these deliveries may be reduced through the provision of on-Site Operations and Maintenance containers for spares and supplies needed more regularly. The permanent Site accesses will be designed to accommodate HGVs allowing them to enter and exit in forward gear.



- 5.2.3 The Proposed Development will include at least two EV charging points, within Work No. 2, in order to support the transition to EV for operational and maintenance fleets.
- 5.2.4 Further information on the traffic requirements during the operation of the Proposed Development is available in the Outline Operational Management Plan (ES Appendix 3.1) [REF: 6.3].



6 Traffic Impact Analysis

6.1.1 This section considers the impact on the road network arising from the Proposed Development across its construction, operational, and decommissioning phases.

6.2 Safety

6.2.1 The road safety data for years 2019-2023 has been obtained and analysed. As noted in section 4.5, there is no notable safety concern relating to the study area. This includes Lillyhall Roundabout, Branthwaite Road, Branthwaite Edge Road, and Gilgarran Road.

6.3 Construction and Decommissioning

- 6.3.1 Vehicle trips generated during peak construction phases are anticipated to be a daily average of approximately 20 HGV trips (40 movements) and eight LGV trips (16 movements). Construction traffic at other periods will be less during less heightened construction activities. Construction vehicle trips (HGVs and LGVs) will be spread across the day and managed through delivery scheduling. The Principal Contractor will seek to avoid the network peak hours wherever possible.
- 6.3.2 It is estimated that construction staff numbers may peak at up to 150 per day. The following core working hours will be utilised:
 - 08:00 to 18:00 Monday to Friday;
 - 08:00 to 13:00 on Saturdays; and
 - No work on Sundays or Public Holidays.
- 6.3.3 It should be noted that piling activities would not start before 08:30 on a weekday, and before 09:00 on Saturdays. No construction activities or deliveries will occur on Sundays or Public Holidays.
- 6.3.4 The Applicant wants to retain flexibility in construction working hours to take advantage of the longer daylight hours during summer months. It is anticipated that construction hours that are outside of the guidance set out above will be agreed with the Council.



- 6.3.5 The hour before and after the core working hours (08:00 18:00) will be utilised for start-up and close-down activities. This will enable mobilisation / demobilisation movements including staff travel to avoid road network peak periods.
- 6.3.6 The OCEMP (ES Appendix 5.1) [**REF: 6.3**] includes information on working practices and hours. The Council will approve the CEMP to be substantially in accordance with the OCEMP.
- 6.3.7 To help manage construction vehicle staff movements, an OCTMP (ES Appendix 5.2) has been produced which includes a FCWTP. A summary of the key points set out in the OCTMP is provided in section 8.
- 6.3.8 Based on the analysis of the ATC survey and WebTRIS data and assigning the forecast construction traffic, the impact from the construction phase on the LRN and SRN is expected to be negligible.
- 6.3.9 The decommissioning phase is anticipated to be similar to the construction phase, but in reverse. As such, similar impacts are anticipated subject to changes in technology and construction techniques. Noise impacts may potentially be less impactful in the decommissioning phase due to an uptake in the use of EVs.

6.4 Operation

6.4.1 As noted in section 5.2, once operational the Proposed Development will only require limited maintenance activities. This would equate to approximately 1-2 visits per week. On this basis, the vehicle movements associated with maintenance visits to the Site would have an imperceptible impact on the road network and would be considerably less than daily variation in traffic flows. Maintenance visits would still seek to be timed to avoid network peak hours where possible.

6.5 Active Travel and Public Transport Network

6.5.1 There are no walking or cycling facilities provided on the LRN adjacent to the Site and existing walking and cycling activity is not considered to



- require mitigation as a result. The closest bespoke facilities are at and around the Lillyhall Roundabout and the Joseph Noble Road junction.
- As indicated the percentage impact of vehicle movements associated with the Proposed Development's construction, operation, and decommissioning phases are forecast to have negligible impacts in the road network and are therefore concluded also not to have a material impact on walking or cycling activity in the area.
- Bus services are also not affected by the construction or operation of the Proposed Development.

6.6 Local Developments

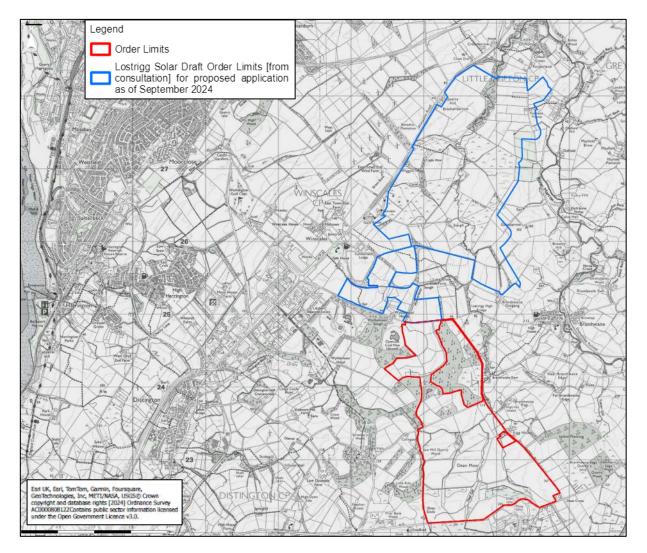
6.6.1 Local developments that have been identified and assessed for potential cumulative impact are as set out below.

Lostrigg Solar

6.6.2 A solar and BESS DCO application, at pre-application stage of development, is proposed to be submitted for a site located north of the Proposed Development. The current proposals for Lostrigg Solar comprises a site area of approximately 480ha, a portion of which is located north of Branthwaite Road, adjacent to the northern parcel of the Proposed Development. Figure 6.1 displays the proposed Lostrigg Solar site in relation to the Proposed Development.



Figure 6.1: Lostrigg Solar Site



- 6.6.3 It is possible that there may be some overlap between the construction programmes of the Proposed Development and Lostrigg Solar. As such, a cumulative assessment of the two developments was undertaken to measure the impact on the LRN, in particular at Lillyhall Roundabout. WebTRIS data was collected and analysed for the period January 2024 to July 2024 at A595 (between Lillyhall and Bridgefoot roundabouts) as an up-to-date baseline for assessment. The peak construction trip-generation estimates were utilised for both solar developments as a means of assessing a worst-case scenario.
- 6.6.4 The peak period cumulative assessment is summarised in Table 6.1. Note that this table only displays the peak AM and PM period (i.e., between 07:00 - 09:00 and 16:00 - 18:00).



Table 6.1: Cumulative Assessment – The Proposed Development and Lostrigg Solar

	07:00	08:00	09:00	16:00	17:00	18:00
Average Weekday Flow (two-way) – A595	1,153	1,390	927	1,544	1,231	742
Cumulative Trip- Generation (Dean Moor + Lostrigg)	115	10	10	10	10	115
Cumulative Impact (Worst-Case)	1,268	1,399	936	1,553	1,240	857
% Proportion of Average Weekday Flow	10%	1%	1%	1%	1%	15%

- 6.6.5 The daily peak period of construction traffic for the Proposed Development and Lostrigg Solar is anticipated to be during the mobilisation and demobilisation period between 07:00 to 08:00 and 18:00 to 19:00. This period is when all staff vehicles, including minibuses, are expected to arrive and depart from site. During the construction working hours, between 08:00 to 18:00, it is expected that the only vehicles accessing the Site would be construction vehicles i.e. HGVs and LGVs.
- As shown in Table 6.1, the worst-case cumulative impact for the mobilisation period is 115 movements, which comprises staff vehicles and staff minibuses. This calculation includes the round-trips made by staff minibuses within the mobilisation and demobilisation period, which is outlined in more detail in the FCWTP within the OCTMP (ES Appendix 5.2). This equates to 10% of the baseline flow along A595 in the same hour. The demobilisation period, which is also 115 movements, equates to 15% of the baseline flows along A595 in the same hour. During construction working hours, the worst-case cumulative impact is 10 movements (arrivals and departures) per hour, which accounts for 1% of the baseline flows along A595 in the same hour respectively.
- 6.6.7 The baseline network peak on A595 is between 08:00 to 09:00 (1,390 two-way flow) and 16:00 to 17:00 (1,544 two-way flow). The worst-case cumulative peak estimates of the Proposed Development and Lostrigg



Solar do not exceed these morning and afternoon peaks, nor do they coincide with the identified peak hour.

- The WebTRIS data also showed that daily peak hour two-way flow variation between January 2024 to July 2024 on A595 appears to be up to 31% in the AM peak 08:00 to 09:00 and 22% in the PM peak 4pm to 5pm. The worst-case cumulative peak estimate of the Proposed Development and Lostrigg Solar is therefore within the bounds of daily variation.
- In addition, it is considered reasonable to classify the A595 as UAP1¹² and therefore has a theoretical link capacity of 1,590 vehicles per hour. Based on the worst-case cumulative peak estimate of the Proposed Development and Lostrigg Solar, the reserve capacity on A595 can be calculated as 79% (07:00 to 08:00) and 54% (18:00 to 19:00). Both measurements are below 85% reserve capacity and as such do not raise concerns with regards to impact on the network.
- 6.6.10 The results of the worst-case cumulative impact assessment identifies that the impact on Lillyhall Roundabout and A595 is not anticipated to be significant. This was confirmed through engagement with the Lostrigg Solar project team, where it was agreed that the cumulative impact was not significant and can be managed through cooperation during the construction phase.
- 6.6.11 To carefully manage the cumulative impact of the Proposed Development and Lostrigg Solar, the OCTMP (ES Appendix 5.2) confirms the Principal Contractor will liaise with Lostrigg Solar and share programming information so that deliveries may be coordinated to minimise impacts on the LRN and SRN including A595 and Lillyhall Roundabout.

¹² Design Manual for Roads and Bridges, Volume 5: Assessment and Preparation of Road Schemes, Section 1: Preparation and Implementation, Part 3: TA 79/99 Amendment No 1, Traffic Capacity and Urban Roads



Lillyhall North Development

- 6.6.12 A proposed development east of Lillyhall Roundabout, referred to as 'Lillyhall North' (planning ref. FUL/2021/0009) comprises 33,779sqm of land for employment uses. A scoping report for Lillyhall North was issued in September 2020 which set the parameters for a transport assessment ('TA'), namely the trip generation, traffic assignment, and junctions to be assessed. The scoping report was presented with an older version of a masterplan for a 45,500sqm industrial estate.
- 6.6.13 Included in the TA for Lillyhall North was a Transport Modelling Report ('TMR') prepared by Cumbria County Council ('CCC') in January 2017 as part of the ABC Local Plan (see Appendix B). Within the TMR, the cumulative highway impacts of the proposed land and development allocations within the Local Plan were assessed. The Local Plan allocations included the proposed Lillyhall North development.
- 6.6.14 Page 50 of the TMR outlines the results of the SATURN model for the junctions within the assessment for the 2015 Base year and three future demand scenarios:
 - 2029 Base which includes committed developments and traffic growth;
 - 2029 Local Plan which includes the Local Plan development proposals; and
 - 2029 Alternative Local Plan which considers alternative development sites.
- 6.6.15 The results of the 2029 Base year scenario evidenced that Lillyhall Roundabout is under but approaching theoretical capacity (0.9 Ratio of Flow to Capacity ('RFC')) in the AM peak, with the PM peak being well under theoretical capacity (0.7 RFC). Based on these outputs (shown in Appendix B), the Lillyhall Roundabout was not identified as needing further assessment or any improvement works.
- 6.6.16 Traffic flows were extracted from CCC's West Cumbria SATURN model for Lillyhall Roundabout and Joseph Noble Road / Branthwaite Road priority junction.



6.6.17 Appendix A of the Lillyhall North TA outlines the scoping responses to the proposed development. On page 27, NH state that:

'The A595 / Blackwood Rd roundabout [Lillyhall Roundabout] and A595 / A596 roundabout were modelled with a maximum RFC value of 0.77 and 0.68 respectively, for a 2029 scenario which included the build out of all Local Plan sites. As such, neither junction was identified as needing further assessment or improvement.'

6.6.18 Based on the evidence within the CCC TMR, the Lillyhall North TA, and the low levels of construction and operational trips associated with the worst-case cumulative peak estimate of the Proposed Development and Lostrigg it is considered highly unlikely that the Lillyhall Roundabout will be materially impacted.

Cumulative Assessment Position

- 6.6.19 Following responses from NH during statutory consultation, separate meetings were held with NH and the development team for Lostrigg Solar regarding the cumulative assessment of construction vehicle movements impact. The meeting with NH was undertaken on 20 September 2024 and the meeting with Lostrigg Solar was undertaken on 1 October 2024.

 Meeting minutes for both are shown in Appendix E.
- The key concern regarding cumulative effects from NH's perspective related to Lillyhall Roundabout on the A595, located to the north-west of the Site and along the proposed vehicle routeing for the Proposed Development. NH requested that further assessment of the Lillyhall Roundabout was undertaken in the form of traffic data collection and junction modelling.
- 6.6.21 The Applicant's position is that the effects on the Lillyhall Roundabout as demonstrated by the evidence provided in the section above will not be significant and therefore no further assessment is required.

Summary

6.6.22 This TS appraises the forecast effects of the Proposed Development and concludes that there are no significant effects on the LRN and SRN during the construction, operation or decommissioning of the Proposed Development. Appropriate and proportionate assessments of effects have



been applied through the TS and the necessary mitigation is proposed in accordance with NPS EN-1 paragraphs 4.2.10 to 4.2.12 and the mitigation strategy as indicated with section 5.14 of NPS EN-1. NH has raised with the Applicant, through the engagement process, that it would wish to see an assessment of cumulative effects on the A595 Lillyhall Roundabout to take account of the effects of the construction phase of the Proposed Development and Lostrigg Solar.

- The Applicant has provided evidence to NH to demonstrate that the currently envisaged reasonable worst case cumulation of the two developments would not represent a significant effect on the Lillyhall Roundabout. During construction of the Proposed Development the Applicant will continue to engage with the Lostrigg Solar applicant on the scheduling of vehicle movements and, through the implementation of the CTMP for the Proposed Development, will manage the profile of vehicle movements such that they do not induce a significant effect on the SRN.
- 6.6.24 As demonstrated by the robust appraisal of the forecast traffic for the construction and operational periods of the project, this approach is considered proportionate and appropriate reflecting the principles of the NPS EN-1 paragraphs 3.2.6 and 3.3.58 to 3.3.4 and 4.2.4 which acknowledge the urgency to deliver the Critical National Priority energy generating infrastructure proposed. The Applicant is cognisant of the position at paragraph 5.14.21 of NPS EN-1 where the absence of residual Significant Impacts is appropriate for the Secretary of State to grant permission.
- As demonstrated above the impact of the Proposed Development on the LRN and SRN, active travel, and bus services is considered negligible. This is complemented by the Council and NH's agreement of traffic and access to be scoped out of the ES (see Appendix C and D). Any impacts resulting from the construction and decommissioning of the Proposed Development, including any cumulative effects from local developments, will be mitigated where possible through a series of measures which are detailed in the OCTMP (ES Appendix 5.2).



Cumulative Assessment Position Update October 2025

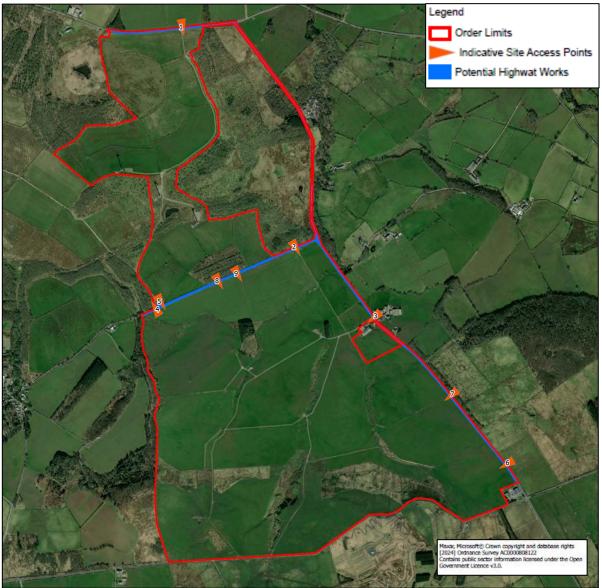
6.6.26 Further data collection and analysis of network user data has been undertaken to assess the performance of Lillyhall Roundabout and the adjoining A595 during the construction and operational phases. This has included considering link flow trend information, turning movement, and queue length data at Lillyhall Roundabout and undertaking a cumulative impact assessment. The findings from this exercise are summarised within Appendix F. It is agreed with NH that the Proposed Development will not materially affect the performance of Lillyhall Roundabout and the adjoining A595 during the construction and operational phases.



7 Access Strategy

- 7.1.1 This section provides an overview of the approach to access to the Site for the Proposed Development in the construction, operational, and decommissioning phases.
- 7.1.2 Nine indicative Site access points from the LRN have been identified, as shown in Figure 7.1. All indicative access points are existing accesses of varying formality. It is not expected that all indicative access points would be required, or at least that all would be utilised for both construction and operations, however nine have been chosen to ensure flexibility.

Figure 7.1: Site Access Map





7.1.3 The proposed Site accesses are:

- Access 1 located on the southern side of Branthwaite Road into Area A and utilised as an access for the construction and operation of the Potato Pot Wind Farm. Existing internal tracks associated with the wind farms lead south providing access into Area A and providing connectivity into the north of Area B;
- Access 2 located along Gilgarran Road and making use of an existing field access into the eastern area of Area C;
- Access 3 is the existing access into the farmyard to the central eastern edge of Area C via Branthwaite Edge Road
- Access 4 located further west along Gilgarran Road making use of an existing field access into the western area of Area C;
- Access 5 located opposite Access 4, providing access from Gilgarran Road to the north into Area B;
- Access 6 & 7 located further south along Branthwaite Edge Road, providing access to the southeastern area of Area C; and
- Accesses 8 & 9 located midway along Gilgarran Road between Accesses 2 and 5, making use of existing field accesses into the centre of Area C and providing access into the Grid Connection infrastructure.
- 7.1.4 Accesses 1 and 3 are certain to be used for both construction and operation. Both are established accesses with appropriate dimensions to allow safe entry and exit and internal manoeuvring for the largest anticipated construction and operational vehicles (Access 3 made need some minor improvements subject to the final layout). Both accesses provide sufficient adjacent space to establish primary compounds and subsequently provide good internal access routes into their respective land parcels. Access 6 is unlikely to be needed for construction due to its location on the southeast periphery of the Site. However, it may be needed for operational access subject to final design of the Site.
- 7.1.5 A bound or paved surface will be installed between 5m and 20m into the Site. The apron (bell mouth) is anticipated to be formed of concrete. Vegetation will be removed or trimmed where necessary to enhance visibility and maintain safety. Vehicle swept path and visibility splay drawings for each Site access can found in the accompanying OCTMP (ES Appendix 5.2). Visibility splay requirements have been adjusted to account for the observed local highway conditions including vehicle speed



and flow. Site accesses and visibility splays are also shown in Work No. 5 [REF: 2.3].

Internal Access

7.1.6 Existing farm tracks will be used for internal access within the Site where possible. Where required, new access tracks will be formed, in-ground with permeable membrane/aggregate and rolled ground that will compact topsoil around 150mm, up to 300mm as a worst case. Access track width will increase at bends and at the entrance points and will have a maximum internal width of 6m.

Temporary Traffic Management

- 7.1.7 Temporary Traffic Management ('TM') can include measures such as temporary speed management measures under a Temporary Traffic Regulation Order or advisory speed limits as part of temporary TM signage scheme, the use of temporary traffic controls or traffic lights for lane closures, or other such measures to protect the integrity of the public highway and the safety of road users.
- 7.1.8 The Applicant has had constructive engagement with the LHA relating to site access points and temporary speed management measures. It has been agreed in principle that temporary speed limits might be introduced during the construction phase on roads within the vicinity of the Proposed Development. It is proposed to introduce a temporary speed limit reduction to 30mph on Gilgarran Road within the Order Limits as shown on the Traffic Regulation Measure Plan [REF 2.5].
- 7.1.9 It is also understood that minimal TM is likely to be required for the Proposed Development as a whole, no major roadworks under S278 will be needed to accommodate the nature of construction traffic (size of vehicles and volume of traffic) before works can commence.
- 7.1.10 Targeted TM measures will be required for the cable crossing in/under
 Gilgarran Road from Area B to Area C, which is likely to entail short term
 road closure due to the width of that road, as shown on the Traffic
 Regulation Measure Plan. Further temporary TM may be required in



- association with upgrade works to existing access points depending on the final access selection and detailed design.
- 7.1.11 The Applicant proposes to introduce a section of "Road Narrows" signage and additional "Slow" road markings on the Branthwaite Edge Road at the Site of the former railway overbridge structure. This measure is to reduce the risk of construction vehicles coming into conflict with other traffic.
- 7.1.12 Whilst this location was not identified to be a safety concern, the increase in the number of HGVs along that route would raise the likelihood of the risk and as such it is considered that introducing such measures for the construction would reduce the chance of conflict and raise awareness of the narrower section of the route.
- 7.1.13 The measures outlined above at the site of the former railway overbridge structure will be removed after the construction phase. Initial designs for a section of single alternate-way workings on this road section were proposed and shared with the LHA. It was understood through this consultation that a "priority system" would not be necessary and additional road signage and road markings would be sufficient (see Appendix C for reference).
- 7.1.14 The proposal is shown in Figure 7.2.



AFRALIMAGERY PROPOSED ROAD NABROWING

A 12

GRIGHWASE
GRAD MARRIAGO CONTROL CO

Figure 7.2: Temporary Traffic Management Concept Drawing



8 Construction Traffic Management Plan

- 8.1.1 To help manage construction vehicle and staff movements, an OCTMP (ES Appendix 5.2) including a FCWTP, has been prepared. A summary of the headlines of the OCTMP is provided below.
- 8.1.2 The construction of the Proposed Development, which includes the construction programme for the solar PV arrays and associated infrastructure will be approximately 18 months and will consist of (but is not limited to) the following principal activities:
 - Site creation, enabling works and security fencing / gates;
 - Laying down and installation of temporary compounds and construction of access tracks:
 - Delivery of solar PV arrays, and associated equipment;
 - Installation of foundations and piling / installation of mounting frames, solar panels and other solar infrastructure;
 - Cable trenching, ducting and backfilling, installation of inverters, transformers and substations;
 - Laying of underground cable to the proposed substation;
 - Testing and commissioning of the generating station equipment and grid connection equipment;
 - Landscaping and biodiversity enhancements subject to sufficient site demobilisation and adherence to planting seasons to allow effective landscaping and biodiversity enhancements to be achieved; and
 - Demobilisation of the construction worksite, including removal of the temporary construction compound.
- 8.1.3 It is considered reasonable that the construction phase could last for longer than the 18 months assessed within this ES, in the event Site conditions (e.g. waterlogging over an extended period) restricts construction progress. A longer construction phase will reduce the intensity of construction activities on-Site, therefore reducing the likelihood of negative environmental outcomes on considerations such as soil resources and traffic.
- 8.1.4 The OCTMP (ES Appendix 5.2) provides a framework for management of construction vehicles associated with the Proposed Development. A CTMP is secured by DCO Requirement and will be produced once a Principal Contractor has been appointed. The OCTMP (ES Appendix 5.2)



has been produced utilising best practice and guidance including the Transport for London ('TfL'), Construction Logistics Planning Guidance 2019 and includes the following sections:

- Context, considerations and challenges providing an overview of the Site, nature of the Proposed Development and the worksite and associated temporary parking, public transport and walking / cycling areas for construction workers;
- Construction programme and methodology providing information on the indicative construction programme, stages and methods of construction;
- Vehicle routeing and access providing details on strategic and local vehicle routes for construction vehicle movements and site access / egress arrangements;
- Strategies to reduce impacts outlining the planned measures that will be used and indicating how construction vehicles will be managed to / from the Site;
- Estimated vehicle movements providing a construction vehicle trip generation profile for the duration of the construction programme; and
- Implementing, monitoring, and updating identifying how the implementation of the CTMP will be monitored and managed.



9 Conclusion

- 9.1.1 This TS has been prepared for the Applicant to support the DCO for the Proposed Development.
- 9.1.2 The Proposed Development is well placed to take advantage of the surrounding transport network, including good connections to A595 and wider trunk road network.
- 9.1.3 The OCTMP (ES Appendix 5.2) and associated FCWTP, which have been produced to be read alongside this TS, demonstrate that sufficient measures can be put in place to minimise and manage the environmental and traffic impacts from the construction phase of the Proposed Development.
- 9.1.4 The vehicle trip generation associated with the Proposed Development has been shown not to be significant in terms of traffic flow, and as such it is considered that the Proposed Development can be accommodated without detriment to the highway network at the construction, operational, and decommissioning phases.
- 9.1.5 As agreed with NH, the TS has been updated to include further data collection and analysis of network user data to assess the performance of Lillyhall Roundabout and the adjoining A595 during the construction and operational phases. This does not affect the conclusions, or recommendations for mitigation within the TS.



Appendix A Crashmap Incident Reports, Lillyhall Roundabout (2019 – 2023)



Crash Date: Monday, February 19, 2018 Time of Crash: 15:50:00 Crash Reference: 2018030275263

Highest Injury Severity: Slight Road Number: A595 Casualties: 1

Highway Authority: Cumbria Vehicles: 3

Local Authority: Allerdale OS Grid Reference: 302281 525457

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 50

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Roundabout

Junction Control: Not Applicable



For more information about the data please visit: www.crashmap.co.uk/home/faq





Crash Date: Monday, February 19, 2018 Time of Crash: 15:50:00 Crash Reference: 2018030275263

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object On Carriageway	Hit Object - Off Carriageway
4	Car (excluding private hire)	9	Female	46 - 55	Vehicle is slowing down or stopping	Front	Unknown	None	None
2	Car (excluding private hire)	1	Female	21 - 25	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None
3	Car (excluding private hire)	5	Female	46 - 55	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq





Crash Date: Thursday, December 6, 2018 Time of Crash: 07:45:00 Crash Reference: 2018030803481

Highest Injury Severity: Serious Road Number: A595 Casualties: 1

Highway Authority: Cumbria Vehicles: 4

Local Authority: Allerdale OS Grid Reference: 302364 5254

Weather Description: Raining without high winds

Road Surface Description: Wet or Damp

Speed Limit: 60

Light Conditions: Darkness: street lights present and lit

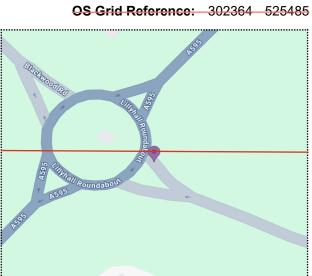
Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Roundabout

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq





Crash Date: Thursday, December 6, 2018 Time of Crash: 07:45:00 Crash Reference: 2018030803481

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
4	Car (excluding private hire)	2	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting-to/from work	None	None
2	Car (excluding private hire)	0	Male	26 – 35	Vehicle is waiting to proceed normally but is held up	Back	Commuting-to/from work	None	None
3	Car (excluding private hire)	11	Male	56-65	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None
4	Car (excluding private hire)	2	Male	36 - 45	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq





Crash Date: Friday, February 22, 2019 Time of Crash: 17:02:00 **Crash Reference**: 2019030826763

Highest Injury Severity: Slight **Road Number:** A595

Highway Authority: Cumbria Vehicles: 1

Local Authority: Allerdale **OS Grid Reference**: 302358 525519

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Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 60

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

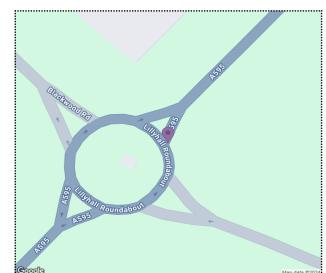
Junction Detail: Roundabout

Junction Pedestrian Crossing: Central refuge - no other controls

Road Type: Roundabout

Junction Control: Give way or uncontrolled

Casualties: 1



For more information about the data please visit: www.crashmap.co.uk/home/faq





Crash Date: Friday, February 22, 2019 Time of Crash: 17:02:00 Crash Reference: 2019030826763

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age		Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	•	Hit Object - Off Carriageway
1	Car (excluding private hire)	2	Male	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	Road sign/Traffic signal

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	Over 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq





Crash Date: Wednesday, February 9, 2022 Time of Crash: 06:40:00 Crash Reference: 2022031150823

Highest Injury Severity: Serious Road Number: A595 Casualties: 1

Highway Authority: Cumbria Vehicles: 2

Local Authority: Allerdale OS Grid Reference: 302349 52554

Weather Description: Fine without high winds

Road Surface Description: Wet or Damp

Speed Limit: 50

Light Conditions: Darkness: street lights present and lit

Carriageway Hazards: None

Report Generated:

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Roundabout

Junction Control: Not Applicable



For more information about the data please visit: www.crashmap.co.uk/home/faq





Crash Date: Wednesday, February 9, 2022 Time of Crash: 06:40:00 Crash Reference: 2022031150823

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Male	46 - 55	Vehicle is in the act of turning left	Front	Unknown	None	None
2	Motorcycle over 500cc	4	Male	36 - 45	Vehicle is in the act of turning left	Nearside	Commuting to/from work	None	None

Casualties

	Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
Ī	2	2	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq





Appendix B Allerdale Local Plan Transport Modelling Report





January 2017



Executive Summary

- i. The Allerdale Local Plan transport modelling report summarises the transport modelling study undertaken to assess the cumulative impact of the local plan proposals in Allerdale. This report summarises the methodology and results of the modelling study and forms part of the evidence base for the Allerdale Local Plan.
- ii. The study used the West Cumbria transport model to assess the local plan proposals. The West Cumbria transport model is a traffic model of the Allerdale and Copeland districts and the surrounding areas.
- iii. The study considers a future year of 2029 in line with the plan period. Traffic growth was applied to the base traffic demand to take account of forecast changes in traffic demand in line with guidance from the Department of Transport.
- iv. The model was amended to include changes to the highway network, which include proposed site accesses for the development sites. The traffic model in Wigton has been extended and coded to represents important junctions.
- v. The traffic generation and distribution of future developments was also estimated and included within the model.
- vi. The results of the base and forecast scenarios were then analysed to assess the impact of the local plan proposals. The model outputs include traffic flows, queues, delays and the ratio of flow to capacity, which is a measure of congestion.
- vii. The results show that congestion and journey times are forecast to increase on key routes from 2014 to 2029 as a result of the local plan proposals.

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1 Introduction

1.1 Introduction

- 1.1.1 Cumbria County Council has undertaken a transport modelling study to help support the development of Allerdale Borough Council's Local Plan. The plan is the Allerdale Borough Council's strategy for growth from 2011 to 2029. The borough council has a statutory duty to prepare a local plan, which will be used to guide development and inform planning decisions once adopted.
- 1.1.2 The purpose of the modelling study is to assess the cumulative transport impact of the current local plan proposals and inform the site allocations process.
- 1.1.3 The study identifies locations on the highway network which are forecast to suffer increased delays as a result of the proposals. This report summarises the methodology and results of the modelling study.
- 1.1.4 The results of this study could also be used in further work to help identify potential transport improvements in the Allerdale district and help inform Allerdale Borough Council's Infrastructure Delivery Plan, which forms part of the evidence base for the local plan.

1.2 Contents

- 1.2.1 The report includes the following information:
 - The methodology of the transport study
 - The assumptions used for forecasting future travel demand
 - A summary of the key results
 - Conclusions and recommendations



2 Methodology

2.1 Overview

- 2.1.1 The transport modelling study has been undertaken using Cumbria County Council's West Cumbria transport model.
- 2.1.2 The methodology used was based on information available in the Department for Transport's Transport Analysis Guidance (TAG) and the Planning Practical Guidance document *Transport evidence bases in plan making*.

2.2 West Cumbria transport model

- 2.2.1 The West Cumbria transport model has been used to assess the impact of the local plan development proposals on the highway network. The model is a SATURN traffic model covering the morning and evening weekday peak periods. The model was originally constructed with a base year of 2010 and was updated in 2015 to enable it to be used to assess the impact of nationally significant infrastructure projects in West Cumbria.
- 2.2.2 Further information on the West Cumbria transport model can be found in the following reports:
 - Local Model Validation Report, Capita Symonds, February 2010;
 - Local Model Validation Report, WSP|PB, August 2014; and
 - Local Model Validation Report, WSPIPB, April 2016.

2.3 Model Coverage

- 2.3.1 The West Cumbria transport model is a traffic model of the Allerdale and Copeland districts, and the surrounding areas. It includes the towns of Workington, Maryport, Cockermouth, Whitehaven, Egremont and Millom in the detailed modelled area. The towns of Wigton and Keswick are included in the simplified 'buffer' area of the model.
- 2.3.2 The model in the area of Wigton has been extended on the request of Allerdale Borough Council. Important nodes and links in the Wigton have been added to the model. Previously, Wigton was represented in the model as a single zone. The single zone in the model is divided into four zones, based on the Lower Super Output Area (LSOA), and trips are allocated on the basis on population levels in each LSOA. The total number of trips are retained the same. However, the traffic movements in the Wigton area are still only broadly captured, and the results of this study may not capture all issues related to congestion in Wigton.

2.4 Peak Periods

2.4.1 The model covers the extended morning and evening weekday period periods of 5–9am and 2–6pm in eight one-hour periods. This study just considers the 8–9am and 4–5pm peak morning and evening periods.



2.5 Vehicle and User Classes

- 2.5.1 The model considers car, light goods vehicle (van) and heavy goods vehicle trips. The car trips are segmented into the following four trip purposes:
 - i. Commute
 - ii. Business
 - iii. Education
 - iv. Other

2.6 Forecasting

- 2.6.1 The study considered a future year of 2029 in line with the plan period. The future year scenarios contained various assumptions relating to potential changes to the highway network and traffic demand.
- 2.6.2 The future year scenarios considered in this study are shown below. More detail on each scenario is provided in Section 3.
 - i. 2029 Base
 - ii 2029 Local Plan
 - iii. 2029 Alternative Local Plan
- 2.6.3 Traffic growth was applied to the base model to account for forecast changes in traffic demand. The growth was calculated based on best practice guidance and future housing targets.
- 2.6.4 Committed changes to the highway network were included the model. These generally took the form of site accesses for specific sites.
- 2.6.5 The traffic demand related to specific development sites were added to the model. This involved estimating the traffic demand of each development, and distributing these trips across the model.
- 2.6.6 The model outputs were used to assess the impact of these scenarios. The model outputs include traffic flows, forecast junction capacity, queues and delays.
- 2.6.7 The outputs from the model are to be used to inform a further study which identifies potential transport improvements in Allerdale. The improvements study identifies potential measures and costs and assesses their effectiveness.



3 Development scenarios

3.1 Introduction

- 3.1.1 A number of future year demand scenarios were considered as part of the study. The future year demand scenarios are summarised below:
 - 1. 2029 Base: includes committed developments and traffic growth
 - 2. 2029 Local Plan: includes the Local Plan development proposals
 - 3. 2029 Alternative Local Plan: as Scenario 2, but considers alternative development sites in Workington
- 3.1.2 Scenario 1, 2029 Base, is the reference case scenario. It includes developments which have planning permission and live applications with the potential to gain permission soon. Other developments that are likely to gain planning permission and be constructed by 2029 would be included where information is available. This is not meant to be prejudicial to the planning process and is based on guidance on uncertainty as defined by Table A2 in TAG Unit M4 forecasting and uncertainty.
- 3.1.3 Scenario 2, 2029 Local Plan, is the local plan scenario. As well as the development in Scenario 1, it includes all local plan proposals for housing, employment and retail.
- 3.1.4 Scenario 3, 2029 Alternative Local Plan, is similar to Scenario 2 but considers alternative housing sites for Workington.

3.2 Traffic Generation

- 3.2.1 For developments with associated transport assessments, the traffic demand for that development was taken from the relevant transport assessment. The traffic demand for all other developments in these scenarios was estimated using the industry standard TRICS database. TRICS is a database of traffic and person surveys from different development sites throughout the UK. TRICS is used to estimate the trip generation of a proposed development by selecting surveys from similar sites in the database based on use class, size and location. The output of TRICS includes a trip rate which estimates the traffic or person trip generation per unit of the proposed development.
- 3.2.2 A separate TRICS analysis was undertaken for each development type included in the future year scenarios. More details on the development assumptions and trip generation in each scenario is provided in the following sections. The trip rates and overall trip generation are provided in the Appendix A.

3.3 Scenario 1: 2029 Base

3.3.1 Scenario 1 consists of the following assumptions:



- Developments which have been completed between October 2014 and April 2016
- Developments which have been granted planning permission
- Developments where planning application has been outlined as of April 2016 which have not yet been determined but are likely to receive planning permission.
- 3.3.2 Scenario 1 includes a mix of development types, and includes residential, employment, leisure and retail.
- 3.3.3 A summary of the trip generation of developments in Scenario 1 is provided in Table 3.1. A detailed list of all the developments in this scenario and their trip generation is given in Appendix A.

Table 3.1: Scenario 1: 2029 Base trip generations

, ,	Vehicle trips			
Development type	Morning peak		Evening peak	
	In	Out	In	Out
Residential	341	887	784	445
Employment	192	39	29	127
Other	67	48	232	222
Total	600	974	1,045	794

3.3.4 The site access for each development was taken from the relevant planning application. Most of the sites are coded as priority junction unless otherwise specified in the planning application. Details of the site access location are provided in Appendix A.

3.4 Scenario 2: 2029 Local Plan

- 3.4.1 Scenario 2 considers specific development sites identified in the local plan up to 2029.
- 3.4.2 A summary of the trip generation of developments in Scenario 2 is provided in Table 3.2. A detailed list of all the developments in this scenario and their trip generation is given in Appendix A.



Table 3.2: Scenario 2: 2029 Local Plan trip generation

	Vehicle trips			
Development type	Morning peak		Evening peak	
	In	Out	In	Out
Residential	274	614	469	283
Employment	1,006	552	243	826
Other	104	19	482	457
Total	1,384	1,185	1,194	1,566

3.4.3 The site access for each development was assumed based on the location of the site and the surrounding highway network. This assumption was made purely for the purposes of this study and is not a preference of the council or prejudicial to future planning applications.

3.5 Scenario 3: 2029 Alternative Local Plan

- 3.5.1 Scenario 3 considers specific development sites identified in the local plan up to 2029, apart from alternative housing development in Workington. The alternative sites wholly replace to the Workington residential sites identified in Scenario 2.
- 3.5.2 A summary of the trip generation of developments in Scenario 3 is provided in Table 3.3. A detailed list of all the developments in this scenario and their trip generation is given in Appendix A.

Table 3.3: Scenario 3: 2029 Alternative Local Plan trip generation

	Vehicle trips			
Development type	Morning peak		Evening peak	
	In	Out	ln	Out
Residential	262	588	450	272
Employment	1,006	552	243	826
Other	104	19	482	457
Total	1,372	1,159	1,175	1,555

3.5.3 The site access for each development was assumed based on the location of the site and the surrounding highway network. This assumption was made purely for the purposes of this study and is not a preference of the council or prejudicial to future planning applications.

3.6 Trip distribution

3.6.1 The trips generated by each new development were distributed across the model using a synthetic gravity model. A gravity model distributes trips based on an assumed relationship between the length of a trip and the number of trips made. Traffic is therefore distributed based on the total forecast traffic generation and the cost of travel between origins and destinations in the model.



- 3.6.2 The cost of travel varies depending on trip purpose, so a separate model was used for each trip purpose. The trips were disaggregated by purpose using data from NTEM.
- 3.6.3 The gravity model used for trip distribution in this study was of the form

$$T_{ij} = \alpha O_i D_j f(c_{ij}) \tag{1}$$

where T_{ij} is the number of trips between origin i and destination j, α is a proportionality factor, O_i is the total number of trips starting at origin i, D_j is the total number of trips ending at destination j and $f(c_{ij})$ is a generalised function of travel costs known as the deterrence function.

3.6.4 The deterrence function used was of the form

$$f(c_{ij}) = c_{ij}^n e^{\beta c_{ij}} \tag{2}$$

where c_{ij} is the cost of travel between origin i and destination j and n, β are parameters to be defined.

- 3.6.5 Finally, the furness procedure was applied to the future year matrix to ensure the trip totals for each development are correct.
- 3.6.6 It should be noted that the assumptions regarding the highway network and traffic demand in smaller settlements included in the model are simplistic. The network only includes key routes and traffic demand is aggregated into broad locations. This means that the costs used within the gravity model are often inaccurate for new trips that could potentially stay within the rural settlements. The result of this is that trips generated by new developments in rural locations are all external to that settlement. This represents a pessimistic assessment of trip generation on the wider highway network that is likely to be an overestimate.

3.7 Summary of development scenarios

3.7.1 The forecast traffic demand from development sites is shown in Table 3.4.

Table 3.4: Forecast development sites traffic demand

Time period	2015 Base	2029 Base	2029 Local Plan	2029 Alt Local Plan
Morning peak	0	1,503	2,485	2,572
Evening peak	0	1,733	2,637	2,705



4 Traffic growth

4.1 Introduction

- 4.1.1 Traffic growth is the change over time of the number of cars and goods vehicles on the highway network. When forecasting the performance of the highway network in the future, it is necessary to allow for changes in traffic demand.
- 4.1.2 Traffic growth can be split into two broad areas:
 - 1. **New trips:** Changes in population, employment and car ownership directly affect how many vehicles travel on the highway network.
 - 2. **Frequency of trips:** Changes in GDP, income and travel costs affect how frequently people travel

4.2 Forecast traffic demand

- 4.2.1 Growth in traffic demand in the future year scenarios was considered in line with the fixed demand approach defined in TAG Unit M4 forecasting and uncertainty. A fixed demand approach ignores effects such as induced or suppressed traffic due to changes in travel costs, and changes in travel choice such as peak spreading. A fixed demand approach was used so the impact of the proposed development can be clearly assessed between scenarios without the impact of other variables.
- 4.2.2 Uncertainty in relation to the growth factors has not been considered as part of the study. It is considered that this is not necessary as the key outputs of the study are the differing impacts between scenarios.
- 4.2.3 The National Trip End Model (NTEM) dataset represents the Department for Transport's standard assumptions about growth in travel demand. Access to the dataset is provided through the TEMPro software.
- 4.2.4 TEMPro version 7.0 was used to calculate growth factors for cars based on the future year, trip purpose, time period and the origin and destination of trips. The assumptions within NTEM were adjusted using the alternative assumptions facility within TEMPro.
- 4.2.5 The Allerdale Local Plan has an annual average housing target of 304 dwellings per year from 2014 to 2029, totalling 4,560 dwellings over the whole plan period. This was used as the baseline for future housing numbers. The housing numbers from the specific developments in each scenario were then subtracted from this baseline, and the housing assumptions within TEMPro were adjusted to match this target.



- 4.2.6 This ensures that the impact of new housing is not double-counted by including the developments in the model directly as well as applying a growth factor. The growth factors still account for other forecast changes that may affect traffic growth, such as demographic changes and car ownership.
- 4.2.7 As a fixed demand approach was used, fuel and income factors were calculated using TAG Databook Table M4.2.1 *Forecast fuel price and income adjustment factors*. These factors are based on relationships between car travel, household income and fuel costs.
- 4.2.8 Growth factors for light goods vehicles and heavy goods vehicles were estimated from the National Transport Model, adjusted using local NTEM factors.
- 4.2.9 The forecast traffic demand totals for each scenario is shown in Table 4.1. The totals shown exclude the additional traffic generation from specific development sites. The traffic generation for specific sites is provided in Section 3.

Table 4.1: Forecast traffic demand excluding specific development sites

Time period	2015 Base	2029 Base	2029 Local Plan	2029 Alt Local Plan
Morning peak	36,201	41,149	40,980	40,944
Evening peak	33,061	37,661	37,454	37,383

- 4.2.10 The growth factors used in the forecasting are provided in Appendix BError! eference source not found.
- 4.2.11 The forecast traffic demand totals for each scenario are shown in Table 4.2. The totals shown include the traffic generated from specific development sites.

Table 4.2: Forecast traffic demand including specific development sites

Time period	2015 Base	2029 Base	2029 Local Plan	2029 Alt Local Plan
Morning peak	36,201	42,651	44,968	45,054
Evening peak	33,061	39,394	41,825	41,893



5 Results

5.1 Introduction

- 5.1.1 The forecast scenarios were created by amending the network to include new accesses, applying traffic growth and including additional development traffic to the validated base model.
- 5.1.2 The results of the forecast scenarios were then analysed. The model outputs include traffic flows, queues, delays, and the Ratio of Flow to Capacity (RFC) for junctions and links in the model.
- 5.1.3 The RFC of a movement at a junction is a measure of the congestion of that movement. A movement with a capacity of 1,000 vehicles per hour and a traffic demand of 900 vehicles per hour has an RFC of 0.9.
- 5.1.4 The maximum ideal junction performance is when all movements have an RFC of around 0.85–0.9. A junction is defined as operating over capacity if it has a movement with an RFC greater than one. Over capacity junctions experience an increased sensitivity to variations in traffic flow which manifest in unreliable journey times and an increase in queuing.
- 5.1.5 The RFC results for key junctions in the model are included as Table C1 and detailed traffic flows, delays, average queue and RFC information is provided in the Appendix C.
- 5.1.6 The RFC of a junction can be an abstract concept as it is not easy to relate to when travelling along a road. To counter this, the impact of development can also be assessed by using journey times. Seven routes along key corridors have been selected for journey time analysis, with separate journey times calculated for each direction of travel. These routes are presented overleaf.

5.2 Scenario 1: 2029 Base results

5.2.1 A summary of overall junction performance across the network is provided in Table 5.1. This gives the total number of junctions in the model approaching capacity, with an RFC greater than 0.85 but less than one, and those over capacity, with an RFC greater than one.

Table 5.1: Scenario 1 2029 Base: junction performance results

RFC criteria	Morning peak	Evening peak
No. junctions with 0.85 < RFC < 1.0	12	6
No. junctions with RFC > 1.0	14	15

5.2.2 The results shown that there are a number of junctions forecast to be operating over capacity in the future. This is as a result of additional traffic demand from new developments and other traffic growth factors.



- 5.2.3 The majority of junctions highlighted in Table 5.1 are in Workington, due to the concentration of committed development in Workington.
- 5.2.4 In other areas across both peak periods, two junctions were highlighted in the Maryport area, with these junctions being located on the A596. In the Cockermouth area, eight junctions were highlighted, with these being in the town centre or on the A66. Finally, three junctions were identified in the Wigton area, which are on the A595. These junctions are all in the town centre or form key junctions onto primary or strategic routes in Allerdale.
- 5.2.5 More details on the junctions and their RFCs are provided in Appendix C.

5.3 Scenario 2: 2029 Local Plan results

- 5.3.1 Scenario 2 consists of specific development sites identified in the local plan, in addition to the development included in Scenario 1.
- 5.3.2 A summary of overall junction performance across the network is provided in Table 5.2. This gives the total number of junctions in the model approaching capacity, with an RFC greater than 0.85 but less than one, and those over capacity, with an RFC greater than one.

Table 5.2: Scenario 2 2029 Local Plan: junction performance results

RFC criteria	Morning peak	Evening peak
No. junctions with 0.85 < RFC < 1.0	11	10
No. junctions with RFC > 1.0	24	26

- 5.3.3 The results show small changes in the number of junctions approaching capacity, and a further increase in the number of junctions operating over capacity.
- 5.3.4 Again, the majority of junctions highlighted in Table 5.2 are in Workington, due to the concentration of local plan development in Workington. There was an increase of 20 identified junctions in Workington across both peak periods.
- 5.3.5 In other areas across both peak periods, there was an increase of one highlighted junction in the Maryport area, three junctions in the Cockermouth area, and no junctions in the Wigton area. There was also a general worsening of junction performance across all areas.
- 5.3.6 More details on the junctions and their RFCs are provided in Appendix C.

5.4 Scenario 3: 2029 Alternative Local Plan results

5.4.1 Scenario 3 consists of specific development sites identified in the local plan, with alternative residential sites in Workington, in addition to the development included in Scenario 1.



5.4.2 A summary of overall junction performance across the network is provided in Table 5.2. This gives the total number of junctions in the model approaching capacity, with an RFC greater than 0.85 but less than one, and those over capacity, with an RFC greater than one.

Table 5.3: Scenario 3 2029 Alternative Local Plan: junction performance results

RFC criteria	Morning peak	Evening peak
No. junctions with 0.85 < RFC < 1.0	13	12
No. junctions with RFC > 1.0	23	25

- 5.4.3 The results show small changes in both the number of junctions approaching capacity and the number of junctions operating over capacity.
- 5.4.4 Again, the majority of junctions highlighted in Table 5.1 are in Workington, due to the concentration of local plan development in Workington. There was an increase of 2 identified junctions in Workington across both peak periods.
- 5.4.5 Due to the only difference between Scenarios 2 and 3 being residential allocations in Workington, there was only minimal changes in junction performance across the rest of Allerdale.
- 5.4.6 More details on the junctions and their RFCs are provided in Appendix C.



6 Summary

6.1.1 A summary of the junction performance results for all scenarios is presented below in Table 6.1 and Table 6.2. The summary shows how the number of over capacity junctions is expected to increase in each scenario.

Table 6.1: Summary of approaching capacity junctions (0.85 < RFC < 1.00)

Scenario	Morning peak	Evening peak
Scenario 1: 2029 Base	12	6
Scenario 2: 2029 Local Plan	11	10
Scenario 3: 2029 Alternative Local Plan	13	12

Table 6.2: Summary of overcapacity junctions (RFC > 1.00)

Scenario	Morning peak	Evening peak
Scenario 1: 2029 Base	14	15
Scenario 2: 2029 Local Plan	24	26
Scenario 3: 2029 Alternative Local Plan	23	25

- 6.1.2 The summary tables show that the number of over capacity junctions is forecast to increase in the future as a result of additional local plan development.
- 6.1.3 The impact of the development can also be considered by analysing the average speed of vehicles across the whole of the detailed modelled area. Table 6.3 shows the average network speed in kilometres per hour for all forecast scenarios.

Table 6.3: Average speed (kph)

Scenario	Morning peak	Evening peak
Scenario 1: 2029 Base	44.7	46.0
Scenario 2: 2029 Local Plan	41.5	42.2
Scenario 3: 2029 Alternative Local Plan	41.4	42.1

- 6.1.4 The results for the forecast scenarios show that the average speed is expected to decrease in the future with the addition of committed and local plan development without mitigation. There is little difference between the Scenario 2 and Scenario 3, with slightly lower average speeds in Scenario 3.
- 6.1.5 It should also be reiterated that these results are average results for the whole peak hour and represent what is forecast to typically occur. Small changes in traffic flow can result in large variations in queuing and delay throughout the peak hour, and certain traffic effects are not included in the transport model.



7 Conclusion

7.1 Summary

- 7.1.1 The results of the forecast scenarios have been analysed to assess the impact of the local plan proposals. This included assessing traffic congestion in Allerdale by considering the number of junctions forecast to operate over capacity and the journey times along key routes within Allerdale Borough Council.
- 7.1.2 The results forecast that the Allerdale Local Plan proposals would lead to a general increase in congestion across the district compared to the base scenario, based on the maximum RFC of junctions. Average speeds are also forecast to decrease across the network.
- 7.1.3 The majority of both committed development and local plan development is located in Workington, and this means the majority of traffic impact is in Workington. Key junctions which are forecast to suffer from increased congestion are provided in Appendix C.
- 7.1.4 The main impact of the local plan allocations in Maryport is on junctions on the A596, and in particular the A596/A594 junction in the town centre.
- 7.1.5 Due to the extent of committed residential development in Cockermouth, the local plan sites are not forecast to have a significant impact. Key junctions highlighted include those on the A595 and the A66 trunk road.
- 7.1.6 The allocations in Wigton have highlighted junctions on the A595. In addition, no locations have been identified as suffering from congestion in Aspatria. However, the network coverage in these areas is more limited, and the full traffic impacts may not be captured in these areas.
- 7.1.7 There is little difference between the Scenario 2 and Scenario 3. Whilst Scenario 3 results in an increase in two highlighted junctions compared to Scenario 2, it actually results in a small decrease in overcapacity junctions. The major differences are due to the local of developments; in Scenario 3, residential development is concentrated to the south of the A596, leading to increases in RFC for junctions on the A596.
- 7.1.8 The outputs from the model have been used to identify junctions in Allerdale which are forecast to experience increased queuing and delay with the local plan proposals. However, it should be highlighted that this list is not exhaustive, particularly in some of the smaller settlements which are not covered in detail in the model.



7.2 Next steps

- 7.2.1 The results of this study are to be used to inform the site selection process for the Allerdale Local Plan. Once the site allocations process for the Allerdale Local Plan is concluded, it is recommended that this modelling study is updated to reflect any changes to the proposed development sites.
- 7.2.2 The study could also help identify locations on the transport network where potential improvements may be required to mitigate the transport impact of the local plan. The outputs of the study should be assessed in conjunction with other known pinch-points on the transport network to identify where improvements would be required.
- 7.2.3 The mitigation to support the local plan should include measures to increase the attractiveness and mode share of walking, cycling and public transport, as well as highway improvements where appropriate.



Appendix A

Development details and trip generation

Allerdale Committed Developments: Residential Trip Generation

-				No. of	AM	AM	PM	PM
Zone	Ref	Site Name	Town	units	Arrive	Depart	Arrive	Depart
161		Corus Rail Steet Works, Lakes Road,	Workington	340	49	143	137	74
150		Land off Ashfield Road	Workington	290	35	113	109	63
151		Land off Curwen Road, Workington	Workington	94	15	41	38	22
152		Land at Main Road, High Harrington	Workington	152	12	36	34	18
153		Land off Moor Road, Stainburn,	Workington	63	24	66	60	35
312		Land off Lowca Lane	Seaton	312	8	22	20	12
154		Former Senhouse Terrace, Station	Workington	14	2	6	6	3
155		Former snooker hall, Duke Street,	Workington	155	2	5	5	3
156		51a Stainburn Road, Stainburn,	Workington	9	1	4	4	2
553		Land adjacent Station Hill	Wigton	79	13	36	36	18
554		Land adjoining King Street	Wigton	74	14	38	38	19
555		Land at Lowmoor Road	Wigton	50	8	23	23	11
556		Grange Bank, Cross Lane	Wigton	10	2	5	5	2
557		Brookside Works, Wigton	Wigton	10	2	5	5	2
578		Syke Road, Wigton	Wigton	50	8	19	15	10
313		Land off Netherhall Road	Maryport	152	24	59	46	30
314		Land off Ewanrigg Brow	Maryport	120	19	46	36	24
315		Land off Ellenborough Place	Maryport	20	3	8	6	4
417		Land adjacent to Fitz Park, Low Road,	Cockermouth	217	38	82	62	36
418		Land off Strawberry How Road	Cockermouth	320	56	120	91	52
419		Land at Low Road	Cockermouth	16	3	6	5	3
420		Land at Brigham Road	Cockermouth	15	3	6	4	2
			TOTAL	2,562	341	887	784	445

Allerdale Committed Developments: Employment

Trip Generation

				Site Area	AM	AM	PM	PM
Zone	Ref	Site Name	Town	(ha)	Arrive	Depart	Arrive	Depart
157		Land at Dunmail Park	Workington	4.8	147	18	20	89
558		Land at Syke Road Business Park	Wigton	2.1	14	4	2	13
579		Land at Innovia Films Station Road	Wigton	5.7	30	17	7	25
		TOTAL		12.6	192	39	29	127

Allerdale Committed Developments: Other

Trip Generation

				Floor	AM	АМ	PM	PM
Zone	Ref	Site Name	Town	area (sqm)	Arrive	Depart	Arrive	Depart
160	2/2014/0271	Workington Leisure Centre Leisure	Workington	4,523	22	22	58	45
158	2/2016/0188	Land at Dunmail Park Leisure	Workington	3,000	15	14	38	30
159	2/2016/0188	Land at Dunmail Park Retail	Workington	5,486	19	10	85	98
316	2/2014/0786	Land off Curzon Street Retail	Maryport	316	7	1	32	30
421	2/2015/0705	Land off Station Road Retail	Cockermouth	1,581	4	1	19	18
		TOTAL		14906	67	48	232	222

Allerdale Local Plan 2014–2029: Residential Trip Generation

				No. of	AM	AM	PM	PM
Zone	Ref	Site Name	Town	units	Arrive	Depart	Arrive	Depart
175	1/WOR/002/R	Land to east of Whitestiles	Workington	80	14	30	23	13
176	1/WOR/051/R	Land off Moor Road, Stainburn	Workington	30	5	11	9	5
177	1/WOR/053/R	Stainburn House Farm & adjoining land	Workington	120	21	45	34	20
178	1/WOR/056/R	Land at Main Road	Workington	178	21	45	34	20
179	3/WOR/084/R	Southfield School site (excludes pitch)	Workington	100	18	38	28	16
180	1/WOR/061/R	Land off Scaw Road	Workington	180	11	23	17	10
181	1/WOR/62/0R	Land off Scaw Road	Workington	58	10	22	16	10
182	1/WOR/064/R	Land opposite Yearl Rise	Workington	182	21	45	34	20
575	1/WIG/016/R	Land south of Lowmoor Road	Wigton	200	31	77	60	39
576	1/WIG/012M13/M	Land adjoining auction mart and school	Wigton	50	8	19	15	10
577	1/WIG/009/M	Land off West Road	Wigton	120	19	46	36	24
317	1/MAR/013/R	Land at Maryport Marina	Maryport	30	5	11	9	5
318	1/MAR/010/R	Land adjacent Elizabeth Dock	Maryport	50	9	19	14	8
319	1/MAR/008/R	Land adjacent Ritson Wharf	Maryport	30	5	11	9	5
320	1/MAR/017A/R	Land adjacent Whitecroft	Maryport	300	53	113	85	49
321	1/ASP/004/R	Land off Station Road	Aspatria	60	9	23	18	12
322	1/ASP/006A/R	Land off Noble Croft	Aspatria	90	14	35	27	18
			TOTAL	1,858	274	614	469	283

Allerdale Local Plan 2014–2029: Employment Trip Generation

				Site	AM	АМ	PM	PM
Zone	Ref	Site Name	Town	Area (ha)	Arrive	Depart	Arrive	Depart
190	1/WOR/047EM049M#E/E	Land at Lillyhall North	Workington	19.5	280	154	68	230
191	1/WOR/046EM048M#E/E	Land at Lillyhall West	Workington	20.7	297	163	72	244
192	1/WOR/032M034A/E	Land at Port of Workington	Workington	23.0	331	182	80	271
323	1/MAR/009A/E	Land at Glasson Industrial Est	Maryport	3.5	50	28	12	41
422	3/COC/025/E	Land at Low Road	Cockermouth	1.0	14	8	3	12
422	3/COC/026/E	Land at Laithwaite Park	Cockermouth	0.3	4	2	1	4
324	3/ASP/014/E	Land at Aspatria Business Park	Aspatria	2.0	29	16	7	24
,		TOTAL		70.0	1,006	552	243	826

Allerdale Local Plan 2014–2029: Retail

Trip Generation

				Site	AM	AM	PM	PM
Zone	Ref	Site Name	Town	Area (ha)	Arrive	Depart	Arrive	Depart
183	3/WOR/086/S	Land at Central Road Car Park	Workington	0.9	5	1	22	20
184	1/WOR/030/M#S	Land at Solway House	Workington	2.3	12	2	55	52
185	1/WOR/023/M	Land at the Cloffocks	Workington	6.7	35	6	161	152
186	1/WOR/024/M	Land at Borough Park	Workington	2.5	13	2	60	57
187	1/WOR/027/M	Derwent Park Sports Stadium	Workington	4.1	21	4	98	93
188	1/WOR/028/M	Land North of Derwent Park	Workington	2.3	12	2	55	52
189	1/WOR/029/M	Land at The Green	Workington	1.3	7	1	31	30
		TOTAL		20.1	104	19	482	457

Allerdale Local Plan 2014–2029: Alternative Residential for Workington Trip Generation

				No. of	AM	AM	PM	PM
Zone	Ref	Site Name	Town	units	Arrive	Depart	Arrive	Depart
193	1/WOR/011/R	Land off Ellerback Lane	Workington	400	70	150	114	66
194	1/WOR/014M031/M	Land off Moss Bay Road	Workington	70	12	26	20	11
195	1/WOR/073/M	Moorclose Sports Centre	Workington	50	9	19	14	8
179	3/WOR/084/R	Southfield School site (excludes pitch)	Workington	179	18	38	28	16
			TOTAL	699	109	233	176	102



Appendix B

Traffic growth factors

		Base year =		1		2029	2029	2029	2029	2029	2029	2029	2029
		Future year =	2029			AM	AM	AM	AM	AM	AM	AM	AM
	fic gro						Business		Other			Education	
		3: 2029 Alternative Local Plan	0 1	INTERA	Incres.	Origin	Origin	Origin	Origin		Destination		
No.			Sector	NTEM Allerdale 008	NTM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM
2		Ladies Walk Udale Street	1	Allerdale 008	Urban All Urban All	1.07613 1.07613			1.07152 1.07152	1.02590 1.02590			
3		Ramsay Brow		Allerdale 008	Urban All	1.07613			1.07152	1.02590			
4		Guard Street	1	Allerdale 008	Urban All	1.07613			1.07152	1.02590		0.98052	
5		Harrington Road	1	Allerdale 008	Urban All	1.07613			1.07152	1.02590		0.98052	
6		Multi-storey car park	1	Allerdale 008	Urban All	1.07613			1.07152	1.02590		0.98052	
7		Vulcans Lane	1	Allerdale 008	Urban All	1.07613		1.02214	1.07152	1.02590		0.98052	
8		Park Lane	1	Allerdale 009	Urban All	1.08991	1.07738	1.00000	1.03911	1.02605	1.04511	0.98936	1.03799
9		Bus Station	1	Allerdale 009	Urban All	1.08991	1.07738		1.03911	1.02605		0.98936	
10		Allerdale BC Offices	1	Allerdale 008	Urban All	1.07613			1.07152	1.02590		0.98052	
11		Senhouse Street	1	Allerdale 009	Urban All	1.08991	1.07738		1.03911	1.02605		0.98936	
12		Church Street	1	Allerdale 009	Urban All	1.08991	1.07738		1.03911	1.02605		0.98936	
13		Tesco	1	Allerdale 008	Urban All	1.07613			1.07152	1.02590		0.98052	
14 15		Northside Industrial Northside Station		Allerdale 008	Urban All	1.07613 1.07613			1.07152 1.07152	1.02590 1.02590		0.98052 0.98052	
16		Dunmail Park		Allerdale 008 Allerdale 008	Urban All Urban All	1.07613			1.07152	1.02590		0.98052	
17		Northside Residential		Allerdale 008	Urban All	1.07613			1.07152	1.02590		0.98052	
18		Workington Station	1	Allerdale 009	Urban All	1.08991	1.07738		1.03911	1.02605		0.98936	
19		Haverlock Road	1	Allerdale 008	Urban All	1.07613			1.07152	1.02590		0.98052	
20		Curwen Road/Marina		Allerdale 008	Urban All	1.07613			1.07152	1.02590		0.98052	
21		Morrisons	1	Allerdale 009	Urban All	1.08991	1.07738		1.03911	1.02605		0.98936	
22	122	Lakes Road	1	Allerdale 009	Urban All	1.08991	1.07738	1.00000	1.03911	1.02605	1.04511	0.98936	1.03799
23	123	Solway Road (North)	1	Allerdale 009	Urban All	1.08991	1.07738	1.00000	1.03911	1.02605	1.04511	0.98936	1.03799
24		Harrington Rd/Annie Pit Lane	1	Allerdale 010	Urban All	0.90391	0.93458		0.90513	1.03459		1.00450	
25		Newlands Lane	1	Allerdale 010	Urban All	0.90391	0.93458		0.90513	1.03459		1.00450	
26		High Street/Ashfield Road	1	Allerdale 010	Urban All	0.90391	0.93458		0.90513	1.03459		1.00450	
27		Solway Road (South)	1	Allerdale 009	Urban All	1.08991	1.07738		1.03911	1.02605		0.98936	
28		Netto Store	1	Allerdale 009	Urban All	1.08991	1.07738		1.03911	1.02605		0.98936	
29 30		Mossbay	1	Allerdale 009	Urban All Urban All	1.08991 0.90391	1.07738		1.03911 0.90513	1.02605		0.98936	
31		Westfield Moorclose (West)	1	Allerdale 010 Allerdale 010	Urban All	0.90391	0.93458 0.93458					1.00450 1.00450	
32		Moorclose (West)		Allerdale 010	Urban All	0.90391			0.90513				
33		Moorclose (Last)		Allerdale 010	Urban All	0.90391			0.90513				
34		Salterbeck		Allerdale 009	Urban All	1.08991			1.03911	1.02605		0.98936	
35		High Harrington		Allerdale 011	Rural All	0.93001			0.96600				
36	136	Lillyhall East		Allerdale 011	Rural All	0.93001	0.97159	0.93091	0.96600	1.01970	1.03448	0.99023	1.02057
37	137	College	1	Allerdale 011	Rural All	0.93001	0.97159	0.93091	0.96600	1.01970	1.03448	0.99023	1.02057
38		Lillyhall West	1	Allerdale 011	Rural All	0.93001			0.96600				
39		Harrington Station		Allerdale 011	Rural All	0.93001			0.96600				
40		Grayson Green	1	Allerdale 011	Rural All	0.93001			0.96600				
41		Stainburn School	1	Allerdale 011	Rural All	0.93001	0.97159		0.96600				
42		Stainburn	1	Allerdale 011	Rural All	0.93001			0.96600				
43		Great Clifton		Allerdale 011	Rural All	0.93001			0.96600				
44 45		Lillyhall Industrial Estate Lowca		Allerdale 011 Copeland 001	Rural All Rural All	0.93001 1.07781			0.96600 1.07278				
46		Distington		Copeland 001	Rural All	1.07781			1.07278				
47		Parton & Station		Copeland 001	Rural All	1.07781			1.07278				
48		Moresby Parks		Copeland 001	Rural All	1.07781			1.07278				
49		Bransty		Copeland 002	Urban All	1.11240			1.10714		1.10849		
50		Bleachgreen		Copeland 003	Urban All	1.03905			1.06593				
51		Harras		Copeland 003	Urban All	1.03905			1.06593				
52		Park Drive		Copeland 002	Urban All	1.11240			1.10714	1.08271	1.10849		
53		Tesco Supermarket		Copeland 002	Urban All	1.11240			1.10714		1.10849		
54	210	Whitehaven Station	2	Copeland 002	Urban All	1.11240	1.11565	1.05263	1.10714	1.08271	1.10849	1.02667	1.10246

		Base year =	2015	1		2029	2029	2029	2029	2029	2029	2029	2029
		Future year =				AM							
Traff	fic gro	owth		_		Commute	Business	Education	Other	Commute	Business	Education	Other
		3: 2029 Alternative Local Plan				Origin	Origin	Origin	Origin				
		Name	Sector	NTEM	NTM	NTEM							
55		Duke Street Bus Terminal		Copeland 002	Urban All	1.11240	1.11565	1.05263	1.10714	1.08271	1.10849		1.10246
56		Strand Street		Copeland 002	Urban All	1.11240	1.11565	1.05263	1.10714	1.08271	1.10849		1.10246
57		West Strand Car Park		Copeland 002	Urban All	1.11240	1.11565	1.05263	1.10714	1.08271	1.10849		1.10246
58		Catherine Street Car Park		Copeland 002	Urban All	1.11240		1.05263	1.10714	1.08271	1.10849		1.10246
59		Morrisons		Copeland 002	Urban All	1.11240		1.05263	1.10714	1.08271	1.10849		1.10246
60		Retail Park		Copeland 002	Urban All	1.11240		1.05263	1.10714	1.08271	1.10849		1.10246
61 62		Kells Woodhouse Residential		Copeland 005 Copeland 005	Urban All Urban All	1.15956 1.15956		1.05063 1.05063	1.09732 1.09732	1.08163 1.08163	1.09375 1.09375		1.09748 1.09748
63		Woodhouse Development		Copeland 005	Urban All	1.15956		1.05063	1.09732	1.08163	1.09375		1.09748
64		Corkickle Station		Copeland 003	Urban All	1.11240		1.05263	1.10714	1.08271	1.10849		1.10246
65		Corkickle Residential		Copeland 002	Urban All	1.11240		1.05263	1.10714	1.08271	1.10849		1.10246
66		Thornton Road		Copeland 003	Urban All	1.03905	1.05628		1.06593	1.07401	1.10050		1.08525
67		Hensingham School		Copeland 003	Urban All	1.03905	1.05628		1.06593	1.07401	1.10050		1.08525
68		Hensingham East		Copeland 003	Urban All	1.03905	1.05628		1.06593	1.07401	1.10050		1.08525
69		Rosebank		Copeland 003	Urban All	1.03905	1.05628	1.00000	1.06593	1.07401	1.10050		1.08525
70	226	West Cumberland Hospital		Copeland 003	Urban All	1.03905	1.05628	1.00000	1.06593	1.07401	1.10050	1.01751	1.08525
71	227	Mirehouse East	2	Copeland 005	Urban All	1.15956	1.16667	1.05063	1.09732	1.08163	1.09375	1.02878	1.09748
72	228	Mirehouse Central	2	Copeland 005	Urban All	1.15956	1.16667	1.05063	1.09732	1.08163	1.09375	1.02878	1.09748
73	229	Mirehouse West	2	Copeland 005	Urban All	1.15956	1.16667	1.05063	1.09732	1.08163	1.09375	1.02878	1.09748
74		Westlakes Science Park	2	Copeland 006	Rural All	1.06769	1.09497	1.02315	1.09108	1.06865	1.08667	1.01145	1.09426
75		Cleator Moor	2	Copeland 004	Urban All	1.07737	1.10480	1.02574	1.07355	1.07055	1.08654	1.02256	1.08315
76		Frizington		Copeland 004	Rural All	1.07737	1.10480		1.07355	1.07055	1.08654	1.02256	1.08315
77		Ennerdale Bridge		Copeland 004	Rural All	1.07737	1.10480		1.07355	1.07055	1.08654	1.02256	1.08315
78		Market Place		Copeland 002	Urban All	1.11240	1.11565	1.05263	1.10714	1.08271	1.10849	1.02667	1.10246
79		Duke Street		Copeland 002	Urban All	1.11240		1.05263	1.10714	1.08271	1.10849		1.10246
80		East Strand		Copeland 002	Urban All	1.11240	1.11565		1.10714	1.08271	1.10849		1.10246
81		Roper Street		Copeland 002	Urban All	1.11240			1.10714	1.08271	1.10849		1.10246
82 83		Whitehaven Multi-Storey Car Park Maryport Central		Copeland 002 Allerdale 004	Urban All Urban All	1.11240 0.88702	1.11565 0.92737	1.05263 0.87805	1.10714 0.93640	1.08271 1.00962	1.10849 1.02804	1.02667 0.97484	1.10246 1.00915
84		Maryport Station		Allerdale 004 Allerdale 004	Urban All	0.88702	0.92737	0.87805	0.93640			0.97484	
85		Netherton		Allerdale 004 Allerdale 005	Urban All						1.10667		
86		Ellenborough		Allerdale 005	Urban All	1.19355		1.08824	1.13043	1.08333	1.10667	1.05155	1.09957
87		Maryport South		Allerdale 004	Urban All	0.88702		0.87805	0.93640	1.00962	1.02804	0.97484	1.00915
88		Maryport School		Allerdale 004	Urban All	0.88702		0.87805	0.93640		1.02804	0.97484	1.00915
89		Allerby		Allerdale 004	Rural All	0.88702	0.92737	0.87805	0.93640		1.02804	0.97484	1.00915
90		Dearham	3	Allerdale 004	Rural All	0.88702	0.92737	0.87805	0.93640		1.02804	0.97484	1.00915
91	309	Broughton Moor	3	Allerdale 005	Rural All	1.19355	1.20952	1.08824	1.13043	1.08333	1.10667	1.05155	1.09957
92	310	Flimby	3	Allerdale 005	Rural All	1.19355	1.20952	1.08824	1.13043	1.08333	1.10667	1.05155	1.09957
93		Seaton		Allerdale 008	Urban All	1.07613	1.07456	1.02214	1.07152	1.02590	1.04636		1.05144
94		Cockermouth Central		Allerdale 006	Urban All	1.01212	1.04327	0.98253	1.07009	1.04938	1.06915		1.07267
95		Cockermouth SW		Allerdale 007	Urban All	0.97603			1.03743	1.04017	1.05000		1.06965
96		Cockermouth N		Allerdale 006	Urban All	1.01212		0.98253	1.07009	1.04938	1.06915		1.07267
97		Cockermouth School		Allerdale 007	Urban All	0.97603			1.03743		1.05000		1.06965
98		Cockermouth SE		Allerdale 007	Urban All	0.97603			1.03743	1.04017	1.05000		1.06965
99		Eaglesfield & Branthwaite		Allerdale 006	Rural All	1.01212		0.98253	1.07009				1.07267
100		Great Broughton & Brigham		Allerdale 006	Rural All	1.01212		0.98253	1.07009				1.07267 1.07267
101 102		Papcastle Dovenby		Allerdale 006 Allerdale 006	Rural All Rural All	1.01212 1.01212		0.98253 0.98253	1.07009 1.07009	1.04938 1.04938			1.07267
102		Bothel		Allerdale 006 Allerdale 002	Rural All	1.01212	1.04327		1.22243	1.04938	1.04861	1.06623	1.07267
103		B5292 Lorton & Whinlatter		Allerdale 002	Rural All	0.97603			1.03743	1.03440	1.05000		1.06965
104		Keswick		Allerdale 007	Urban All	1.01581	1.04678		1.11834	1.06383	1.08621	1.01097	1.00903
106		B5289 Borrowdale		Allerdale 012	Rural All	1.01581	1.04678		1.11834	1.06383	1.08621	1.01099	1.09894
107		Cockermouth South		Allerdale 007	Urban All	0.97603			1.03743	1.04017	1.050021		1.06965
108		Castlegate Drive		Allerdale 007	Urban All	0.97603			1.03743		1.05000		1.06965
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		D	1		2222	0000	0000	2222		2222		
		Base year = 2015			2029 AM	2029 AM	2029 AM	2029 AM	2029 AM	2029 AM	2029 AM	2029 AM
Traffi	L ic growth	Future year = 2029	J		Commute			Other	Commute		Education	
	ario 3: 2029 Alternative Local Plan				Origin	Origin	Origin	Origin	Destination		Destination	
	Zone Name	Sector	NTEM	NTM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM
109	416 Cockermouth Central Car Park		Allerdale 006	Urban All	1.01212	1.04327	0.98253	1.07009	1.04938	1.06915		1.07267
110	501 Aspatria		Allerdale 003	Rural All	1.14943	1.15464		1.19403	1.03412	1.04511	1.03774	1.13889
111	502 Wigton		Allerdale 001	Urban All	0.91678			0.98667	1.05820	1.07792	1.00940	
112	503 Dalston		Carlisle	Urban All	1.09140	1.10497	1.04238	1.11262	1.07277	1.09185	1.02311	1.09918
113	504 Carlisle	5	Carlisle	Urban All	1.09140	1.10497	1.04238	1.11262	1.07277	1.09185	1.02311	1.09918
114	505 Silloth	5	Allerdale 003	Rural All	1.14943	1.15464	1.09735	1.19403	1.03412	1.04511	1.03774	1.13889
115	550 Wigton	5	Allerdale 001	Urban All	0.91678			0.98667	1.05820	1.07792	1.00940	1.06041
116	551 Wigton		Allerdale 001	Urban All	0.91678			0.98667	1.05820	1.07792	1.00940	
117	552 Wigton		Allerdale 001	Urban All	0.91678			0.98667	1.05820	1.07792	1.00940	
118	600 Egremont North West		Copeland 006	Urban All	1.06769		1.02315	1.09108	1.06865	1.08667	1.01145	
119	601 St Bees		Copeland 007	Rural All	1.04583			1.08333	1.07057	1.08920	1.01445	
120	602 Egremont North East		Copeland 006	Urban All	1.06769	1.09497	1.02315	1.09108	1.06865	1.08667	1.01145	
121	603 Egremont Central		Copeland 006	Urban All	1.06769	1.09497	1.02315	1.09108	1.06865	1.08667	1.01145	
122	604 Nethertown Station		Copeland 007	Rural All	1.04583	1.07214		1.08333	1.07057	1.08920	1.01445	
123	605 Thornhill		Copeland 007	Rural All	1.04583	1.07214		1.08333	1.07057	1.08920	1.01445	
124	606 Beckermet		Copeland 007	Rural All	1.04583	1.07214		1.08333	1.07057	1.08920	1.01445	
125 126	607 Sellafield Station		Copeland 007	Rural All Rural All	1.04583 1.04583	1.07214 1.07214		1.08333	1.07057 1.07057	1.08920 1.08920	1.01445 1.01445	
127	608 Sellafield North 609 Sellafield South		Copeland 007 Copeland 007	Rural All	1.04583	1.07214		1.08333	1.07057	1.08920	1.01445	
128	610 Seascale		Copeland 007	Rural All	1.04583	1.07214		1.08333	1.07057	1.08920	1.01445	
129	611 Gosforth		Copeland 007	Rural All	1.04583	1.07214		1.08333	1.07057	1.08920	1.01445	
130	612 Sellafield Car Park		Copeland 007	Rural All	1.04583	1.07214		1.08333	1.07057	1.08920	1.01445	
131	710 Windermere & Ambleside		South Lakeland	Urban All	1.03924	1.06632		1.09379	1.07057	1.09051	1.00555	
132	720 Kendal	7	South Lakeland	Urban All	1.03924	1.06632		1.09379	1.07256	1.09051	1.00555	
133	730 Penrith	7	Eden	Urban All	1.03477	1.05680		1.10169	1.04485	1.06133		
134	810 Barrow-in-Furness	. 8	Barrow-in-Furness	Urban All	1.06343			1.07459		1.11328		
135	820 Dalton-in-Furness		Barrow-in-Furness	Urban All	1.06343			1.07459	1.09248	1.11328		
136	830 Ulverston		South Lakeland	Urban All	1.03924	1.06632		1.09379	1.07256	1.09051	1.00555	
137	840 Broughton-in-Furness		South Lakeland	Rural All	1.03924	1.06632		1.09379	1.07256	1.09051	1.00555	
138	851 Millom North	8	Copeland 008	Urban All	1.11982	1.14286	1.03077	1.06525	1.05762	1.07407	1.01639	1.08418
139	852 Millom East	8	Copeland 008	Urban All	1.11982	1.14286	1.03077	1.06525	1.05762	1.07407	1.01639	1.08418
140	853 Millom South	8	Copeland 008	Urban All	1.11982	1.14286	1.03077	1.06525	1.05762	1.07407	1.01639	1.08418
141	854 Haverigg	8	Copeland 008	Rural All	1.11982	1.14286	1.03077	1.06525	1.05762	1.07407	1.01639	1.08418
142	860 Bootle	8	Copeland 008	Rural All	1.11982	1.14286	1.03077	1.06525		1.07407	1.01639	1.08418
143	870 The Green		Copeland 008	Rural All	1.11982	1.14286	1.03077	1.06525	1.05762	1.07407	1.01639	1.08418
144	910 Dumfies & Galloway		Cumbria	Rural Moto								
145	920 Scottish Borders		Cumbria	Rural Moto	_							igwdown
146	930 Tyne & Wear		Cumbria	Rural Trun								igwdown
147	940 A66 County Durham		Cumbria	Rural Trun								igwdown
148	950 A65 Yorkshire & Lincolnshire		Cumbria	Rural Prince								
149	960 M6 N West, Midlands, South	9	Cumbria	Rural Moto	orway							

	Bassassas	2015	7			2222	0000	2222	2222			2222	2000	2222
	Base year =				2029 PM	2029 PM	2029 PM	2029 PM	2029 PM	2029 PM	2029 PM	2029 PM	2029 AM	2029 PM
Traff	Future year = ic growth	2029	1					Other	Commute			Other	AIVI	PIVI
	nario 3: 2029 Alternative Local Plan				Origin	Origin	Origin	Origin				Destination		
	Zone Name	Sector	NTEM	NTM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM	NTM	NTM
1	101 Ladies Walk	1	Allerdale 008	Urban All	1.02077	1.04240	0.98925	1.04160	1.06660	1.07240	1.01786	1.04431	1.14462	1.13436
2	102 Udale Street	1	Allerdale 008	Urban All	1.02077	1.04240		1.04160	1.06660	1.07240	1.01786	1.04431	1.14462	1.13436
3	103 Ramsay Brow	1	Allerdale 008	Urban All	1.02077	1.04240		1.04160	1.06660	1.07240		1.04431	1.14462	1.13436
4	104 Guard Street	1	Allerdale 008	Urban All	1.02077	1.04240	0.98925	1.04160	1.06660	1.07240		1.04431	1.14462	1.13436
5	105 Harrington Road	1	Allerdale 008	Urban All	1.02077	1.04240	0.98925	1.04160	1.06660	1.07240	1.01786	1.04431	1.14462	1.13436
6	106 Multi-storey car park	1	Allerdale 008	Urban All	1.02077	1.04240	0.98925	1.04160	1.06660	1.07240	1.01786	1.04431	1.14462	1.13436
7	107 Vulcans Lane	1	Allerdale 008	Urban All	1.02077	1.04240	0.98925	1.04160	1.06660	1.07240	1.01786	1.04431	1.14462	1.13436
8	108 Park Lane	1	Allerdale 009	Urban All	1.02126	1.04032	0.98361	1.02630	1.07837	1.06587	1.00000	1.02562	1.16444	1.15047
9	109 Bus Station	1	Allerdale 009	Urban All	1.02126	1.04032	0.98361	1.02630	1.07837	1.06587	1.00000	1.02562	1.16444	1.15047
10	110 Allerdale BC Offices	1	Allerdale 008	Urban All	1.02077	1.04240	0.98925	1.04160	1.06660	1.07240		1.04431	1.14462	1.13436
11	111 Senhouse Street	1	Allerdale 009	Urban All	1.02126	1.04032	0.98361	1.02630	1.07837	1.06587	1.00000	1.02562	1.16444	1.15047
12	112 Church Street	1	Allerdale 009	Urban All	1.02126	1.04032	0.98361	1.02630	1.07837	1.06587	1.00000	1.02562	1.16444	1.15047
13	113 Tesco		Allerdale 008	Urban All	1.02077	1.04240	0.98925	1.04160	1.06660	1.07240	1.01786	1.04431	1.14462	1.13436
14	114 Northside Industrial	1	Allerdale 008	Urban All	1.02077	1.04240	0.98925	1.04160	1.06660	1.07240		1.04431	1.14462	1.13436
15	115 Northside Station	1	Allerdale 008	Urban All	1.02077	1.04240	0.98925	1.04160	1.06660	1.07240		1.04431	1.14462	1.13436
16	116 Dunmail Park	1	Allerdale 008	Urban All	1.02077	1.04240	0.98925	1.04160	1.06660	1.07240		1.04431	1.14462	1.13436
17	117 Northside Residential	1	Allerdale 008	Urban All	1.02077	1.04240	0.98925	1.04160	1.06660	1.07240		1.04431	1.14462	1.13436
18	118 Workington Station	1	Allerdale 009	Urban All	1.02126	1.04032	0.98361	1.02630	1.07837	1.06587	1.00000	1.02562	1.16444	1.15047
19	119 Haverlock Road	1	Allerdale 008	Urban All	1.02077	1.04240		1.04160	1.06660	1.07240		1.04431	1.14462	1.13436
20	120 Curwen Road/Marina		Allerdale 008	Urban All	1.02077	1.04240	0.98925	1.04160	1.06660	1.07240		1.04431	1.14462	1.13436
21	121 Morrisons		Allerdale 009	Urban All	1.02126	1.04032	0.98361	1.02630	1.07837	1.06587	1.00000	1.02562	1.16444	1.15047
22	122 Lakes Road	1	Allerdale 009	Urban All	1.02126	1.04032	0.98361	1.02630	1.07837	1.06587	1.00000	1.02562	1.16444	1.15047
23	123 Solway Road (North)	1	Allerdale 009	Urban All	1.02126	1.04032	0.98361	1.02630	1.07837	1.06587	1.00000	1.02562	1.16444	1.15047
24	124 Harrington Rd/Annie Pit Lane 125 Newlands Lane		Allerdale 010	Urban All	0.98625	1.03333	0.98889	0.94729	0.88717	0.93617	0.89524	0.92186	1.12297	1.10982
25 26	126 High Street/Ashfield Road		Allerdale 010 Allerdale 010	Urban All Urban All	0.98625 0.98625	1.03333	0.98889 0.98889	0.94729 0.94729	0.88717 0.88717	0.93617 0.93617	0.89524 0.89524	0.92186 0.92186	1.12297 1.12297	1.10982 1.10982
27	127 Solway Road (South)		Allerdale 010	Urban All	1.02126	1.03333	0.98361	1.02630	1.07837	1.06587	1.00000	1.02562	1.16444	1.15047
28	128 Netto Store	'	Allerdale 009	Urban All	1.02126	1.04032	0.98361	1.02630	1.07837	1.06587	1.00000	1.02562	1.16444	1.15047
29	129 Mossbay		Allerdale 009	Urban All	1.02126	1.04032	0.98361	1.02630	1.07837	1.06587	1.00000	1.02562	1.16444	1.15047
30	130 Westfield	1	Allerdale 010	Urban All	0.98625	1.03333	0.98889	0.94729	0.88717	0.93617	0.89524	0.92186	1.12297	1.10982
31	131 Moorclose (West)		Allerdale 010	Urban All	0.98625	1.03333								1.10982
32	132 Moorclose (East)	1	Allerdale 010	Urban All	0.98625	1.03333				0.93617	0.89524	0.92186		1.10982
33	133 Moorclose School	1	Allerdale 010	Urban All	0.98625	1.03333			0.88717	0.93617	0.89524	0.92186	1.12297	1.10982
34	134 Salterbeck		Allerdale 009	Urban All	1.02126	1.04032		1.02630	1.07837	1.06587	1.00000	1.02562	1.16444	1.15047
35	135 High Harrington		Allerdale 011	Rural All	1.00865	1.03030			0.91989	0.96835		0.95735	1.10735	1.09929
36	136 Lillyhall East		Allerdale 011	Rural All	1.00865	1.03030			0.91989			0.95735	1.10735	1.09929
37	137 College	1	Allerdale 011	Rural All	1.00865	1.03030			0.91989	0.96835		0.95735	1.10735	1.09929
38	138 Lillyhall West	1	Allerdale 011	Rural All	1.00865	1.03030	0.98054	0.98184	0.91989	0.96835	0.94706	0.95735	1.10735	1.09929
39	139 Harrington Station	1	Allerdale 011	Rural All	1.00865	1.03030	0.98054	0.98184	0.91989	0.96835	0.94706	0.95735	1.10735	1.09929
40	140 Grayson Green	1	Allerdale 011	Rural All	1.00865	1.03030	0.98054	0.98184	0.91989	0.96835	0.94706	0.95735	1.10735	1.09929
41	141 Stainburn School	1	Allerdale 011	Rural All	1.00865	1.03030	0.98054	0.98184	0.91989	0.96835	0.94706	0.95735	1.10735	1.09929
42	142 Stainburn	1	Allerdale 011	Rural All	1.00865	1.03030	0.98054	0.98184	0.91989	0.96835	0.94706	0.95735	1.10735	1.09929
43	143 Great Clifton	1	Allerdale 011	Rural All	1.00865	1.03030		0.98184	0.91989	0.96835	0.94706	0.95735	1.10735	1.09929
44	144 Lillyhall Industrial Estate	1	Allerdale 011	Rural All	1.00865	1.03030			0.91989	0.96835		0.95735	1.10735	1.09929
45	201 Lowca		Copeland 001	Rural All	1.04962	1.09091	1.02500		1.07102	1.08696		1.06572	1.16618	1.15833
46	202 Distington		Copeland 001	Rural All	1.04962	1.09091	1.02500		1.07102	1.08696		1.06572	1.16618	1.15833
47	203 Parton & Station		Copeland 001	Rural All	1.04962	1.09091	1.02500		1.07102			1.06572	1.16618	1.15833
48	204 Moresby Parks		Copeland 001	Rural All	1.04962	1.09091	1.02500		1.07102	1.08696		1.06572	1.16618	1.15833
49	205 Bransty		Copeland 002	Urban All	1.07770	1.10050			1.10018			1.07526	1.17942	1.16385
50	206 Bleachgreen		Copeland 003	Urban All	1.05921	1.08466			1.02875	1.06311	1.00000	1.05380	1.13393	1.12910
51	207 Harras		Copeland 003	Urban All	1.05921	1.08466			1.02875	1.06311	1.00000	1.05380	1.13393	1.12910
52	208 Park Drive		Copeland 002	Urban All	1.07770	1.10050			1.10018			1.07526	1.17942	1.16385
53	209 Tesco Supermarket		Copeland 002	Urban All	1.07770	1.10050			1.10018			1.07526	1.17942	1.16385
54	210 Whitehaven Station	2	Copeland 002	Urban All	1.07770	1.10050	1.05000	1.08488	1.10018	1.10949	1.04444	1.07526	1.17942	1.16385

	Base year =	2015]		2029	2029	2029	2029	2029	2029	2029	2029	2029	2029
	Future year =	2029]		PM	PM	AM	PM						
	ic growth				Commute			Other			Education	Other		
	nario 3: 2029 Alternative Local Plan		T		Origin	Origin	Origin	Origin			Destination			
		Sector	NTEM	NTM	NTEM	NTEM	NTM	NTM						
55	211 Duke Street Bus Terminal		Copeland 002	Urban All	1.07770		1.05000	1.08488				1.07526	1.17942	1.16385
56	212 Strand Street		Copeland 002	Urban All	1.07770		1.05000	1.08488				1.07526	1.17942	1.16385
57	213 West Strand Car Park		Copeland 002	Urban All	1.07770			1.08488				1.07526	1.17942	1.16385
58	214 Catherine Street Car Park		Copeland 002	Urban All	1.07770		1.05000	1.08488			1.04444	1.07526	1.17942	1.16385
59	215 Morrisons		Copeland 002	Urban All	1.07770			1.08488			1.04444	1.07526	1.17942	1.16385
60	216 Retail Park	2	Copeland 002	Urban All	1.07770		1.05000	1.08488			1.04444	1.07526	1.17942	1.16385
61	217 Kells	2	Copeland 005	Urban All	1.07808		1.03333	1.09233	1.14951	1.15741	1.03797	1.08861	1.19038	1.18286
62	218 Woodhouse Residential	2	Copeland 005	Urban All	1.07808		1.03333	1.09233	1.14951	1.15741	1.03797	1.08861	1.19038	1.18286
63	219 Woodhouse Development	2	Copeland 005	Urban All	1.07808		1.03333	1.09233	1.14951	1.15741	1.03797	1.08861	1.19038	1.18286
64	220 Corkickle Station	2	Copeland 002	Urban All	1.07770		1.05000	1.08488				1.07526	1.17942	1.16385
65	221 Corkickle Residential	2	Copeland 002	Urban All	1.07770		1.05000	1.08488				1.07526	1.17942	1.16385
66	222 Thornton Road		Copeland 003	Urban All	1.05921	1.08466	1.01415		1.02875		1.00000	1.05380	1.13393	1.12910
67	223 Hensingham School		Copeland 003	Urban All	1.05921	1.08466					1.00000	1.05380	1.13393	1.12910
68	224 Hensingham East	2	Copeland 003	Urban All	1.05921	1.08466	1.01415				1.00000	1.05380	1.13393	1.12910
69	225 Rosebank		Copeland 003	Urban All	1.05921	1.08466	1.01415				1.00000	1.05380	1.13393	1.12910
70	226 West Cumberland Hospital	2	Copeland 003	Urban All	1.05921	1.08466	1.01415	1.06422	1.02875	1.06311	1.00000	1.05380	1.13393	1.12910
/1	227 Mirehouse East		Copeland 005	Urban All	1.07808		1.03333			1.15741	1.03797	1.08861	1.19038	1.18286
72	228 Mirehouse Central		Copeland 005	Urban All	1.07808		1.03333	1.09233		1.15741	1.03797	1.08861	1.19038	1.18286
/3	229 Mirehouse West		Copeland 005	Urban All	1.07808		1.03333	1.09233		1.15741	1.03797	1.08861	1.19038	1.18286
74	230 Westlakes Science Park		Copeland 006	Rural All	1.06107		1.00787	1.07276		1.09677	1.00893	1.06955	1.16498	1.15915
75	231 Cleator Moor		Copeland 004	Urban All	1.05731		1.01299	1.06075			1.01538	1.05643	1.15209	1.14124
76	232 Frizington		Copeland 004	Rural All	1.05731		1.01299	1.06075			1.01538	1.05643	1.16841	1.15741
7/	233 Ennerdale Bridge	- 2	Copeland 004	Rural All	1.05731		1.01299	1.06075			1.01538	1.05643	1.16841	1.15741
78	234 Market Place	- 2	Copeland 002	Urban All	1.07770		1.05000	1.08488			1.04444	1.07526	1.17942	1.16385
79	235 Duke Street	- 2	Copeland 002	Urban All	1.07770		1.05000	1.08488			1.04444	1.07526	1.17942	1.16385
80	236 East Strand	- 2	Copeland 002	Urban All	1.07770		1.05000	1.08488			1.04444	1.07526	1.17942	1.16385
81	237 Roper Street	- 2	Copeland 002	Urban All	1.07770		1.05000	1.08488			1.04444	1.07526	1.17942	1.16385
82	238 Whitehaven Multi-Storey Car Park	- 2	Copeland 002	Urban All	1.07770		1.05000	1.08488				1.07526	1.17942	1.16385
83	301 Maryport Central		Allerdale 004	Urban All	0.98965		0.95105			0.92949	0.88971	0.93315	1.15568	1.15289
84	302 Maryport Station		Allerdale 004	Urban All	0.98965		0.95105			0.92949	0.88971	0.93315	1.15568	1.15289
85	303 Netherton		Allerdale 005	Urban All	1.07813							1.10510		
86	304 Ellenborough		Allerdale 005	Urban All	1.07813							1.10510		1.19301
87	305 Maryport South		Allerdale 004	Urban All	0.98965					0.92949		0.93315	1.15568	1.15289
88	306 Maryport School		Allerdale 004	Urban All	0.98965					0.92949		0.93315		1.15289
89	307 Allerby		Allerdale 004	Rural All	0.98965					0.92949		0.93315		1.16923
90	308 Dearham		Allerdale 004	Rural All	0.98965					0.92949		0.93315		1.16923
91	309 Broughton Moor		Allerdale 005	Rural All	1.07813							1.10510		1.20992
92	310 Flimby		Allerdale 005	Rural All	1.07813							1.10510	1.21891	1.20992
93	311 Seaton		Allerdale 008	Urban All	1.02077							1.04431	1.14462	1.13436
94	401 Cockermouth Central		Allerdale 006	Urban All	1.03976							1.04726	1.14451	1.13963
95	402 Cockermouth SW		Allerdale 007	Urban All	1.02574				0.97048		0.96241	1.02297	1.13678	1.13726
96	403 Cockermouth N		Allerdale 006	Urban All	1.03976				1.00448			1.04726		1.13963
97	404 Cockermouth School		Allerdale 007	Urban All	1.02574				0.97048		0.96241	1.02297	1.13678	1.13726
98	405 Cockermouth SE		Allerdale 007	Urban All	1.02574				0.97048		0.96241	1.02297	1.13678	1.13726
99	406 Eaglesfield & Branthwaite		Allerdale 006	Rural All	1.03976		1.00943		1.00448		0.98214	1.04726	1.16073	1.15577
100	407 Great Broughton & Brigham		Allerdale 006	Rural All	1.03976						0.98214	1.04726		1.15577
101	408 Papcastle		Allerdale 006	Rural All	1.03976							1.04726		1.15577
102	409 Dovenby		Allerdale 006	Rural All	1.03976							1.04726		1.15577
103	410 Bothel		Allerdale 002	Rural All	1.03431								1.14858	1.15354
104	411 B5292 Lorton & Whinlatter		Allerdale 007	Rural All	1.02574				0.97048		0.96241	1.02297	1.15289	1.15338
105	412 Keswick		Allerdale 012	Urban All	1.05615		1.02703					1.07893		1.13173
106	413 B5289 Borrowdale		Allerdale 012	Rural All	1.05615							1.07893		1.14777
	414 Cockermouth South		Allerdale 007	Urban All	1.02574				0.97048		0.96241	1.02297		1.13726
108	415 Castlegate Drive	4	Allerdale 007	Urban All	1.02574	1.04274	0.99286	1.02827	0.97048	1.00621	0.96241	1.02297	1.13678	1.13726

Base year =	2015	1		2029	2029	2029	2029	2029	2029	2029	2029	2029	2029
Future year =				PM	PM	PM	PM	PM	PM	PM	PM	AM	PM
Traffic growth		=		Commute	Business	Education	Other	Commute	Business	Education	Other		
Scenario 3: 2029 Alternative Local Plan				Origin	Origin	Origin	Origin	Destination	Destination	Destination	Destination		
No. Zone Name	Sector	NTEM	NTM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM	NTM	NTM
109 416 Cockermouth Central Car Park		Allerdale 006	Urban All	1.03976	1.05682	1.00943	1.05047	1.00448		0.98214	1.04726	1.14451	1.13963
110 501 Aspatria		Allerdale 003	Rural All	1.03214	1.06557	1.03704	1.12609	1.14459		1.08929	1.15864	1.18105	1.18263
111 502 Wigton		Allerdale 001	Urban All	1.04348	1.06280	0.99355	1.00150	0.90512	0.97357	0.91391	0.96954	1.11046	1.10069
112 503 Dalston		Carlisle	Urban All	1.06660	1.08795	1.02437	1.08355	1.08535		1.03882	1.08702	1.16535	1.16009
113 504 Carlisle		Carlisle	Urban All	1.06660	1.08795	1.02437	1.08355	1.08535		1.03882	1.08702	1.16535	1.16009
114 505 Silloth		Allerdale 003	Rural All	1.03214	1.06557	1.03704	1.12609	1.14459	1.13714	1.08929	1.15864	1.18105	1.18263
115 550 Wigton		Allerdale 001	Urban All	1.04348	1.06280	0.99355	1.00150	0.90512	0.97357	0.91391	0.96954	1.11046	1.10069
116 551 Wigton		Allerdale 001	Urban All	1.04348	1.06280	0.99355	1.00150	0.90512	0.97357	0.91391	0.96954	1.11046	1.10069
117 552 Wigton		Allerdale 001	Urban All	1.04348	1.06280	0.99355	1.00150	0.90512	0.97357	0.91391	0.96954	1.11046	1.10069
118 600 Egremont North West		Copeland 006	Urban All	1.06107	1.08667	1.00787	1.07276	1.06064	1.09677	1.00893	1.06955	1.14870	1.14296
119 601 St Bees		Copeland 007	Rural All	1.06525	1.08410	1.01579	1.06728	1.03535	1.07366	1.00658	1.07079	1.15801	1.15452
120 602 Egremont North East		Copeland 006	Urban All	1.06107	1.08667	1.00787	1.07276	1.06064	1.09677	1.00893	1.06955	1.14870	1.14296
121 603 Egremont Central		Copeland 006	Urban All	1.06107	1.08667	1.00787	1.07276		1.09677	1.00893	1.06955	1.14870	1.14296
122 604 Nethertown Station		Copeland 007	Rural All	1.06525	1.08410	1.01579	1.06728	1.03535	1.07366	1.00658	1.07079	1.15801	1.15452
123 605 Thornhill		Copeland 007	Rural All	1.06525	1.08410	1.01579	1.06728	1.03535	1.07366	1.00658	1.07079	1.15801	1.15452
124 606 Beckermet		Copeland 007	Rural All	1.06525	1.08410	1.01579	1.06728	1.03535	1.07366	1.00658	1.07079	1.15801	1.15452
125 607 Sellafield Station		Copeland 007	Rural All	1.06525	1.08410	1.01579	1.06728	1.03535	1.07366	1.00658	1.07079	1.15801	1.15452
126 608 Sellafield North		Copeland 007	Rural All	1.06525	1.08410	1.01579	1.06728	1.03535	1.07366	1.00658	1.07079	1.15801	1.15452
127 609 Sellafield South		Copeland 007	Rural All	1.06525	1.08410	1.01579	1.06728	1.03535		1.00658	1.07079	1.15801	1.15452
128 610 Seascale		Copeland 007	Rural All	1.06525	1.08410	1.01579	1.06728	1.03535	1.07366	1.00658	1.07079	1.15801	1.15452
129 611 Gosforth		Copeland 007	Rural All	1.06525	1.08410	1.01579	1.06728	1.03535	1.07366	1.00658	1.07079	1.15801	1.15452
130 612 Sellafield Car Park		Copeland 007	Rural All	1.06525	1.08410	1.01579	1.06728	1.03535	1.07366	1.00658	1.07079	1.15801	1.15452
131 710 Windermere & Ambleside		South Lakeland	Urban All	1.06299	1.08330	1.01097	1.07454	1.03110		1.00366	1.07547	1.14424	1.14134
132 720 Kendal		South Lakeland	Urban All	1.06299	1.08330	1.01097	1.07454	1.03110	1.06487	1.00366	1.07547	1.14424	1.14134
133 730 Penrith		Eden	Urban All	1.03821	1.05841	1.00515	1.07089	1.02825	1.05163	1.00126	1.07665	1.13146	1.13189
134 810 Barrow-in-Furness		Barrow-in-Furness	Urban All	1.08064	1.10395	1.02778	1.07064	1.05146	1.08594	1.00960	1.06277	1.15692	1.14596
135 820 Dalton-in-Furness		Barrow-in-Furness	Urban All	1.08064	1.10395	1.02778	1.07064	1.05146		1.00960	1.06277	1.15692	1.14596
136 830 Ulverston		South Lakeland	Urban All	1.06299	1.08330	1.01097	1.07454	1.03110	1.06487	1.00366	1.07547	1.14424	1.14134
137 840 Broughton-in-Furness		South Lakeland	Rural All	1.06299	1.08330	1.01097	1.07454	1.03110		1.00366	1.07547	1.16046	1.15752
138 851 Millom North		Copeland 008	Urban All	1.05313	1.08209	1.02419	1.06853			1.03759	1.06372	1.16014	1.15230
139 852 Millom East		Copeland 008	Urban All	1.05313									
140 853 Millom South		Copeland 008	Urban All	1.05313						1.03759		1.16014	1.15230
141 854 Haverigg		Copeland 008	Rural All	1.05313						1.03759	1.06372	1.17658	1.16863
142 860 Bootle		Copeland 008	Rural All	1.05313						1.03759		1.17658	1.16863
143 870 The Green		Copeland 008	Rural All	1.05313	1.08209	1.02419	1.06853	1.11250	1.12921	1.03759	1.06372	1.17658	1.16863
144 910 Dumfies & Galloway		Cumbria	Rural Moto									1.18385	1.17871
145 920 Scottish Borders		Cumbria	Rural Moto									1.18385	1.17871
146 930 Tyne & Wear		Cumbria	Rural Trun			 						1.17762	1.17250
147 940 A66 County Durham		Cumbria	Rural Trun									1.17762	1.17250
148 950 A65 Yorkshire & Lincolnshire		Cumbria	Rural Princ									1.14792	1.14293
149 960 M6 N West, Midlands, South	[Cumbria	Rural Moto	1								1.18385	1.17871

		Base year =	2015	7		2029	2029	2029	2029	2029	2029	2029	2029
		Future year =	2029			AM	AM	AM	AM	AM	AM	AM	AM
Traf	ffic gro	owth		_		Commute	Business	Education	Other	Commute	Business	Education	Other
Sce	nario 1	1: 2029 Base				Origin	Origin	Origin	Origin	Destination	Destination	Destination	Destination
No.	Zone	Name	Sector	NTEM	NTM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM
1	101	Ladies Walk	1	Allerdale 008	Urban All	1.06003	1.06579	1.00738	1.06112	1.02534	1.04636	0.97403	1.04969
2		Udale Street	1	Allerdale 008	Urban All	1.06003			1.06112	1.02534	1.04636	0.97403	1.04969
3		Ramsay Brow	1	Allerdale 008	Urban All	1.06003			1.06112	1.02534	1.04636	0.97403	1.04969
4		Guard Street	1	Allerdale 008	Urban All	1.06003			1.06112	1.02534	1.04636	0.97403	1.04969
5		Harrington Road	1	Allerdale 008	Urban All	1.06003			1.06112	1.02534	1.04636	0.97403	1.04969
6		Multi-storey car park	1	Allerdale 008	Urban All	1.06003			1.06112	1.02534	1.04636	0.97403	1.04969
7		Vulcans Lane	1	Allerdale 008	Urban All	1.06003			1.06112	1.02534	1.04636	0.97403	1.04969
8		Park Lane	1	Allerdale 009	Urban All	1.10417			1.06518	1.08289	1.10902	1.03191	1.08820
9		Bus Station	1	Allerdale 009	Urban All	1.10417			1.06518	1.08289		1.03191	1.08820
10		Allerdale BC Offices		Allerdale 008	Urban All	1.06003			1.06112	1.02534	1.04636	0.97403	1.04969
11		Senhouse Street		Allerdale 009	Urban All	1.10417	1.10714		1.06518	1.08289		1.03191	1.08820
12		Church Street		Allerdale 009	Urban All	1.10417	1.10714		1.06518	1.08289		1.03191	1.08820
13		Tesco Northside Industrial		Allerdale 008	Urban All	1.06003			1.06112	1.02534	1.04636	0.97403	1.04969
14				Allerdale 008	Urban All	1.06003 1.06003			1.06112 1.06112	1.02534 1.02534	1.04636 1.04636	0.97403 0.97403	1.04969
15		Northside Station Dunmail Park		Allerdale 008	Urban All Urban All	1.06003			1.06112	1.02534	1.04636	0.97403	1.04969
16		Northside Residential		Allerdale 008 Allerdale 008	Urban All	1.06003			1.06112	1.02534	1.04636	0.97403	1.04969 1.04969
18		Workington Station		Allerdale 009	Urban All	1.10417	1.10714		1.06518	1.02534	1.10902	1.03191	1.04909
19		Haverlock Road		Allerdale 009	Urban All	1.06003	1.06579		1.06318	1.00209	1.04636	0.97403	1.04969
20		Curwen Road/Marina		Allerdale 008	Urban All	1.06003			1.06112	1.02534	1.04636	0.97403	1.04969
21	_	Morrisons		Allerdale 000	Urban All	1.10417	1.10714	1.00730	1.06518	1.08289	1.10902	1.03191	1.04909
22		Lakes Road		Allerdale 009	Urban All	1.10417	1.10714		1.06518	1.08289	1.10902	1.03191	1.08820
23		Solway Road (North)		Allerdale 009	Urban All	1.10417	1.10714		1.06518	1.08289	1.10902	1.03191	1.08820
24		Harrington Rd/Annie Pit Lane		Allerdale 010	Urban All	1.06287	1.08411	0.99057	1.05385	1.05975		1.03153	1.06620
25		Newlands Lane		Allerdale 010	Urban All	1.06287	1.08411	0.99057	1.05385	1.05975		1.03153	1.06620
26		High Street/Ashfield Road		Allerdale 010	Urban All	1.06287		0.99057	1.05385	1.05975		1.03153	1.06620
27		Solway Road (South)	1	Allerdale 009	Urban All	1.10417	1.10714		1.06518	1.08289		1.03191	1.08820
28		Netto Store		Allerdale 009	Urban All	1.10417	1.10714		1.06518	1.08289		1.03191	1.08820
29		Mossbay	1	Allerdale 009	Urban All	1.10417			1.06518	1.08289		1.03191	1.08820
30		Westfield	1	Allerdale 010	Urban All	1.06287			1.05385			1.03153	
31	131	Moorclose (West)	1	Allerdale 010	Urban All	1.06287	1.08411			1.05975	1.07547		
32		Moorclose (East)	1	Allerdale 010	Urban All	1.06287	1.08411	0.99057	1.05385	1.05975	1.07547	1.03153	1.06620
33	133	Moorclose School	1	Allerdale 010	Urban All	1.06287	1.08411	0.99057	1.05385	1.05975	1.07547	1.03153	1.06620
34	134	Salterbeck	1	Allerdale 009	Urban All	1.10417	1.10714	1.01531	1.06518	1.08289	1.10902	1.03191	1.08820
35		High Harrington	1	Allerdale 011	Rural All	1.01342	1.03977	0.98909	1.04400		1.06322	1.01629	1.07455
36		Lillyhall East	1	Allerdale 011	Rural All	1.01342		0.98909	1.04400			1.01629	1.07455
37	-	College	1	Allerdale 011	Rural All	1.01342		0.98909	1.04400			1.01629	1.07455
38		Lillyhall West	1	Allerdale 011	Rural All	1.01342			1.04400			1.01629	1.07455
39		Harrington Station	1	Allerdale 011	Rural All	1.01342		0.98909	1.04400			1.01629	
40		Grayson Green	1	Allerdale 011	Rural All	1.01342		0.98909	1.04400	1.04745		1.01629	1.07455
41		Stainburn School	1	Allerdale 011	Rural All	1.01342		0.98909	1.04400			1.01629	
42		Stainburn		Allerdale 011	Rural All	1.01342			1.04400			1.01629	
43		Great Clifton		Allerdale 011	Rural All	1.01342			1.04400			1.01629	
44		Lillyhall Industrial Estate		Allerdale 011	Rural All	1.01342			1.04400			1.01629	
45		Lowca		Copeland 001	Rural All	1.07781			1.07278				
46		Distington		Copeland 001	Rural All	1.07781			1.07278				
47		Parton & Station		Copeland 001	Rural All	1.07781			1.07278 1.07278				1.07937
48		Moresby Parks		Copeland 001	Rural All	1.07781							1.07937
49 50		Bransty Bleachgreen		Copeland 002 Copeland 003	Urban All Urban All	1.11240 1.03905			1.10714 1.06593	1.08271 1.07401	1.10849 1.10050	1.02667	1.10246 1.08525
51		Harras		Copeland 003	Urban All	1.03905			1.06593	1.07401	1.10050	1.01751	1.08525
52		Park Drive		Copeland 003	Urban All	1.03905			1.10714	1.07401	1.10050		1.10246
53		Tesco Supermarket		Copeland 002	Urban All	1.11240			1.10714	1.08271	1.10849		1.10246
54		Whitehaven Station		Copeland 002	Urban All	1.11240			1.10714	1.08271	1.10849		1.10246
	1 210	vviiitoriaveri otatiofi		Tooheiaila 005	Tolivali All	1.11240	1.11000	1.00203	1.10/14	1.00271	1.10049	1.02007	1.10240

		Base y	year = 2015			2029	2029	2029	2029	2029	2029	2029	2029
		Future y	year = 2029			AM	AM	AM	AM	AM	AM	AM	AM
Traff	_					Commute	Business	Education	Other	Commute		Education	
		1: 2029 Base		I	I	Origin	Origin	Origin	Origin				Destination
		Name		NTEM	NTM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM
55		Duke Street Bus Terminal		Copeland 002	Urban All	1.11240	1.11565	1.05263	1.10714	1.08271	1.10849		1.10246
56		Strand Street		Copeland 002	Urban All	1.11240	1.11565	1.05263	1.10714	1.08271	1.10849		1.10246
57		West Strand Car Park		Copeland 002	Urban All	1.11240			1.10714	1.08271	1.10849		1.10246
58		Catherine Street Car Park		Copeland 002	Urban All	1.11240			1.10714	1.08271	1.10849		1.10246
59		Morrisons		Copeland 002	Urban All	1.11240	1.11565		1.10714	1.08271	1.10849		1.10246
60		Retail Park		Copeland 002	Urban All	1.11240	1.11565	1.05263	1.10714	1.08271	1.10849		1.10246
61		Kells		Copeland 005	Urban All	1.15956	1.16667	1.05063	1.09732	1.08163	1.09375		
62		Woodhouse Residential		Copeland 005	Urban All	1.15956	1.16667	1.05063	1.09732	1.08163	1.09375		
63 64		Woodhouse Development Corkickle Station		Copeland 005	Urban All	1.15956	1.16667 1.11565	1.05063	1.09732 1.10714	1.08163 1.08271	1.09375		
		Corkickle Station Corkickle Residential		Copeland 002	Urban All	1.11240 1.11240	1.11565	1.05263 1.05263	1.10714	1.08271	1.10849 1.10849		1.10246
65 66		Thornton Road		Copeland 002 Copeland 003	Urban All Urban All	1.11240	1.05628	1.00203	1.06593	1.00271	1.10049		1.10246 1.08525
67		Hensingham School		Copeland 003	Urban All	1.03905	1.05628	1.00000	1.06593	1.07401	1.10050		1.08525
68		Hensingham East		Copeland 003	Urban All	1.03905	1.05628	1.00000	1.06593	1.07401	1.10050		1.08525
69		Rosebank		Copeland 003	Urban All	1.03905	1.05628	1.00000	1.06593	1.07401	1.10050		1.08525
70		West Cumberland Hospital		Copeland 003	Urban All	1.03905	1.05628	1.00000	1.06593	1.07401	1.10050		1.08525
71		Mirehouse East		Copeland 005	Urban All	1.15956	1.16667	1.05063	1.00333	1.08163	1.09375		
72		Mirehouse Central		Copeland 005	Urban All	1.15956	1.16667	1.05063	1.09732	1.08163	1.09375		
73		Mirehouse West		Copeland 005	Urban All	1.15956	1.16667	1.05063	1.09732	1.08163	1.09375		
74		Westlakes Science Park		Copeland 006	Rural All	1.06769	1.09497	1.02315	1.09108	1.06865	1.08667	1.01145	
75		Cleator Moor		Copeland 004	Urban All	1.07737	1.10480	1.02574	1.07355			1.02256	
76		Frizington		Copeland 004	Rural All	1.07737	1.10480	1.02574	1.07355	1.07055	1.08654	1.02256	
77		Ennerdale Bridge		Copeland 004	Rural All	1.07737	1.10480	1.02574	1.07355	1.07055	1.08654	1.02256	
78		Market Place		Copeland 002	Urban All	1.11240	1.11565	1.05263	1.10714	1.08271	1.10849		1.10246
79		Duke Street		Copeland 002	Urban All	1.11240	1.11565	1.05263	1.10714	1.08271	1.10849		1.10246
80		East Strand		Copeland 002	Urban All	1.11240	1.11565	1.05263	1.10714	1.08271	1.10849		1.10246
81		Roper Street		Copeland 002	Urban All	1.11240	1.11565	1.05263	1.10714	1.08271	1.10849		1.10246
82		Whitehaven Multi-Storey Car Park		Copeland 002	Urban All	1.11240	1.11565	1.05263	1.10714	1.08271	1.10849		1.10246
83		Maryport Central		Allerdale 004	Urban All	1.03457	1.06145	0.99187	1.07244	1.02404	1.03738		1.06407
84		Maryport Station		Allerdale 004	Urban All	1.03457	1.06145	0.99187	1.07244	1.02404	1.03738		1.06407
85		Netherton	3	Allerdale 005	Urban All	1.13930	1.16190	1.03676	1.08116	1.07857	1.09333	1.03093	1.07359
86	304	Ellenborough	3	Allerdale 005	Urban All	1.13930	1.16190	1.03676	1.08116	1.07857	1.09333	1.03093	1.07359
87	305	Maryport South	3	Allerdale 004	Urban All	1.03457	1.06145	0.99187	1.07244	1.02404	1.03738	0.99371	1.06407
88	306	Maryport School	3	Allerdale 004	Urban All	1.03457	1.06145	0.99187	1.07244	1.02404	1.03738	0.99371	1.06407
89	307	Allerby	3	Allerdale 004	Rural All	1.03457	1.06145	0.99187	1.07244	1.02404	1.03738	0.99371	1.06407
90	308	Dearham	3	Allerdale 004	Rural All	1.03457	1.06145	0.99187	1.07244	1.02404	1.03738	0.99371	1.06407
91	309	Broughton Moor	3	Allerdale 005	Rural All	1.13930	1.16190	1.03676	1.08116		1.09333	1.03093	1.07359
92	310	Flimby	3	Allerdale 005	Rural All	1.13930		1.03676	1.08116	1.07857	1.09333	1.03093	1.07359
93		Seaton	3	Allerdale 008	Urban All	1.06003			1.06112	1.02534	1.04636	0.97403	1.04969
94		Cockermouth Central		Allerdale 006	Urban All	0.98465			1.04206			1.00000	
95		Cockermouth SW		Allerdale 007	Urban All	0.97089			1.03565				
96		Cockermouth N		Allerdale 006	Urban All	0.98465			1.04206		1.05851	1.00000	
97		Cockermouth School		Allerdale 007	Urban All	0.97089			1.03565	1.03878	1.05000		1.06965
98		Cockermouth SE		Allerdale 007	Urban All	0.97089			1.03565				1.06965
99		Eaglesfield & Branthwaite		Allerdale 006	Rural All	0.98465		0.95633	1.04206			1.00000	
100		Great Broughton & Brigham		Allerdale 006	Rural All	0.98465		0.95633	1.04206	1.03968		1.00000	1.06250
101		Papcastle		Allerdale 006	Rural All	0.98465		0.95633	1.04206	1.03968		1.00000	1.06250
102		Dovenby		Allerdale 006	Rural All	0.98465			1.04206			1.00000	
103	410	Bothel	4	Allerdale 002	Rural All	1.04478	1.06349	1.01402	1.11776	1.02728	1.04861	1.03311	1.09697

	Base year = 2015	1		2029	2029	2029	2029	2029	2029	2029	2029
	Future year = 2029			AM	AM	AM	AM	AM	AM	AM	AM
Traffic growth	i didic your 2020	J				Education	Other	Commute		Education	Other
Scenario 1: 2029 Base				Origin	Origin	Origin	Origin		Destination		
No. Zone Name	Sector	NTEM	NTM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM
104 411 B5292 Lorton & Whinlatter		Allerdale 007	Rural All	0.97089	1.00546		1.03565	1.03878	1.05000	1.00651	1.06965
105 412 Keswick	4	Allerdale 012	Urban All	0.99407	1.02339		1.10207	1.06282	1.08621	1.00000	1.09468
106 413 B5289 Borrowdale	4	Allerdale 012	Rural All	0.99407	1.02339	0.98246	1.10207	1.06282	1.08621	1.00000	1.09468
107 414 Cockermouth South	4	Allerdale 007	Urban All	0.97089	1.00546	0.95142	1.03565	1.03878	1.05000	1.00651	1.06965
108 415 Castlegate Drive	4	Allerdale 007	Urban All	0.97089	1.00546	0.95142	1.03565	1.03878	1.05000	1.00651	1.06965
109 416 Cockermouth Central Car Park	4	Allerdale 006	Urban All	0.98465	1.01442	0.95633	1.04206	1.03968	1.05851	1.00000	1.06250
110 501 Aspatria	5	Allerdale 003	Rural All	1.09524	1.10825	1.04867	1.13993	1.04987	1.06767	1.03774	1.11111
111 502 Wigton	5	Allerdale 001	Urban All	1.01248	1.03320	0.97603	1.07067	1.02343	1.03896	0.99060	1.05882
112 503 Dalston	5	Carlisle	Urban All	1.09140	1.10497	1.04238	1.11262	1.07277	1.09185	1.02311	1.09918
113 504 Carlisle	5	Carlisle	Urban All	1.09140	1.10497	1.04238	1.11262	1.07277	1.09185	1.02311	1.09918
114 505 Silloth	5	Allerdale 003	Rural All	1.09524	1.10825	1.04867	1.13993	1.04987	1.06767	1.03774	1.11111
115 550 Wigton	5	Allerdale 001	Urban All	1.01248	1.03320	0.97603	1.07067	1.02343	1.03896	0.99060	1.05882
116 551 Wigton	5	Allerdale 001	Urban All	1.01248	1.03320	0.97603	1.07067	1.02343	1.03896	0.99060	1.05882
117 552 Wigton	5	Allerdale 001	Urban All	1.01248	1.03320	0.97603	1.07067	1.02343	1.03896	0.99060	1.05882
118 600 Egremont North West	6	Copeland 006	Urban All	1.06769	1.09497	1.02315	1.09108	1.06865	1.08667	1.01145	1.09426
119 601 St Bees	6	Copeland 007	Rural All	1.04583	1.07214		1.08333	1.07057	1.08920	1.01445	1.09735
120 602 Egremont North East	6	Copeland 006	Urban All	1.06769	1.09497	1.02315	1.09108	1.06865	1.08667	1.01145	1.09426
121 603 Egremont Central	6	Copeland 006	Urban All	1.06769	1.09497	1.02315	1.09108	1.06865	1.08667	1.01145	1.09426
122 604 Nethertown Station	6	Copeland 007	Rural All	1.04583	1.07214	1.00656	1.08333	1.07057	1.08920	1.01445	1.09735
123 605 Thornhill	6	Copeland 007	Rural All	1.04583	1.07214	1.00656	1.08333	1.07057	1.08920	1.01445	1.09735
124 606 Beckermet	6	Copeland 007	Rural All	1.04583	1.07214	1.00656	1.08333	1.07057	1.08920	1.01445	1.09735
125 607 Sellafield Station	6	Copeland 007	Rural All	1.04583	1.07214	1.00656	1.08333	1.07057	1.08920	1.01445	1.09735
126 608 Sellafield North	6	Copeland 007	Rural All	1.04583	1.07214	1.00656	1.08333	1.07057	1.08920	1.01445	1.09735
127 609 Sellafield South	6	Copeland 007	Rural All	1.04583	1.07214	1.00656	1.08333	1.07057	1.08920	1.01445	1.09735
128 610 Seascale	6	Copeland 007	Rural All	1.04583	1.07214	1.00656	1.08333	1.07057	1.08920	1.01445	1.09735
129 611 Gosforth	6	Copeland 007	Rural All	1.04583	1.07214	1.00656	1.08333	1.07057	1.08920	1.01445	1.09735
130 612 Sellafield Car Park		Copeland 007	Rural All	1.04583	1.07214	1.00656	1.08333	1.07057	1.08920	1.01445	1.09735
131 710 Windermere & Ambleside	7	South Lakeland	Urban All	1.03924	1.06632		1.09379	1.07256	1.09051	1.00555	1.09669
132 720 Kendal		South Lakeland	Urban All	1.03924	1.06632		1.09379	1.07256	1.09051	1.00555	1.09669
133 730 Penrith		Eden	Urban All	1.03477	1.05680		1.10169		1.06133		1.09406
134 810 Barrow-in-Furness	8	Barrow-in-Furness	Urban All	1.06343			1.07459	1.09248	1.11328	1.02162	1.09794
135 820 Dalton-in-Furness	8	Barrow-in-Furness	Urban All	1.06343			1.07459			1.02162	
136 830 Ulverston		South Lakeland	Urban All	1.03924			1.09379			1.00555	
137 840 Broughton-in-Furness		South Lakeland	Rural All	1.03924			1.09379			1.00555	
138 851 Millom North		Copeland 008	Urban All	1.11982	1.14286		1.06525		1.07407	1.01639	
139 852 Millom East		Copeland 008	Urban All	1.11982			1.06525			1.01639	
140 853 Millom South		Copeland 008	Urban All	1.11982			1.06525		1.07407	1.01639	
141 854 Haverigg		Copeland 008	Rural All	1.11982	1.14286		1.06525	1.05762	1.07407	1.01639	1.08418
142 860 Bootle		Copeland 008	Rural All	1.11982	1.14286		1.06525		1.07407	1.01639	
143 870 The Green		Copeland 008	Rural All	1.11982	1.14286	1.03077	1.06525	1.05762	1.07407	1.01639	1.08418
144 910 Dumfies & Galloway		Cumbria	Rural Moto								
145 920 Scottish Borders		Cumbria	Rural Moto								
146 930 Tyne & Wear		Cumbria	Rural Trun								
147 940 A66 County Durham		Cumbria	Rural Trun								
148 950 A65 Yorkshire & Lincolnshire		Cumbria	Rural Prince								
149 960 M6 N West, Midlands, South	9	Cumbria	Rural Moto	orway							

		Base year =	2015	1		2029	2029	2029	2029	2029	2029	2029	2029	2029	2029
		Future year =	2029			PM	PM	PM	PM	PM	PM	PM	PM	AM	PM
	fic gro						Business		Other	Commute			Other		
		: 2029 Base				Origin	Origin	Origin	Origin					LGV	HGV
No.			Sector	NTEM	NTM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM	NTM	NTM
1		Ladies Walk	1	Allerdale 008	Urban All	1.01929	1.04240		1.03692	1.04871	1.05882	1.00000	1.03611	1.16444	1.15375
2		Udale Street	1	Allerdale 008	Urban All	1.01929	1.04240			1.04871	1.05882	1.00000	1.03611	1.16444	1.15375
3		Ramsay Brow	1	Allerdale 008	Urban All	1.01929	1.04240			1.04871	1.05882	1.00000	1.03611	1.16444	1.15375
4		Guard Street	1	Allerdale 008	Urban All	1.01929	1.04240		1.03692	1.04871	1.05882	1.00000	1.03611	1.16444	1.15375
5		Harrington Road	1	Allerdale 008	Urban All	1.01929	1.04240			1.04871	1.05882	1.00000	1.03611	1.16444	1.15375
6		Multi-storey car park	1	Allerdale 008	Urban All	1.01929	1.04240		1.03692	1.04871	1.05882	1.00000	1.03611	1.16444	1.15375
7		Vulcans Lane	1	Allerdale 008	Urban All	1.01929	1.04240	0.98925	1.03692	1.04871	1.05882	1.00000	1.03611	1.16444	1.15375
8		Park Lane	1	Allerdale 009	Urban All	1.07522	1.10081	1.03279		1.08999			1.05765	1.16444	1.15047
9		Bus Station	1	Allerdale 009	Urban All	1.07522	1.10081	1.03279		1.08999			1.05765	1.16444	1.15047
10		Allerdale BC Offices	1	Allerdale 008	Urban All	1.01929	1.04240			1.04871	1.05882	1.00000	1.03611	1.16444	1.15375
11		Senhouse Street	1	Allerdale 009	Urban All	1.07522	1.10081	1.03279		1.08999			1.05765	1.16444	1.15047
12		Church Street	1	Allerdale 009	Urban All	1.07522	1.10081	1.03279		1.08999			1.05765	1.16444	1.15047
13		Tesco	1	Allerdale 008	Urban All	1.01929	1.04240	0.98925		1.04871	1.05882	1.00000	1.03611	1.16444	1.15375
14		Northside Industrial	1	Allerdale 008	Urban All	1.01929	1.04240	0.98925		1.04871	1.05882	1.00000	1.03611	1.16444	1.15375
15		Northside Station	1	Allerdale 008	Urban All	1.01929	1.04240	0.98925		1.04871	1.05882	1.00000	1.03611	1.16444	1.15375
16		Dunmail Park	1	Allerdale 008	Urban All	1.01929	1.04240	0.98925	1.03692	1.04871	1.05882	1.00000	1.03611	1.16444	1.15375
17		Northside Residential	1	Allerdale 008	Urban All	1.01929	1.04240			1.04871	1.05882	1.00000	1.03611	1.16444	1.15375
18		Workington Station	1	Allerdale 009	Urban All	1.07522	1.10081	1.03279		1.08999			1.05765	1.16444	1.15047
19		Haverlock Road	1	Allerdale 008	Urban All	1.01929	1.04240			1.04871	1.05882	1.00000	1.03611	1.16444	1.15375
20		Curwen Road/Marina	1	Allerdale 008	Urban All	1.01929	1.04240		1.03692		1.05882	1.00000	1.03611	1.16444	1.15375
21		Morrisons	1	Allerdale 009	Urban All	1.07522	1.10081	1.03279		1.08999			1.05765	1.16444	1.15047
22		Lakes Road	1	Allerdale 009	Urban All	1.07522	1.10081	1.03279		1.08999			1.05765	1.16444	1.15047
23		Solway Road (North)	1	Allerdale 009	Urban All	1.07522	1.10081	1.03279		1.08999			1.05765	1.16444	1.15047
24	124	Harrington Rd/Annie Pit Lane	1	Allerdale 010	Urban All	1.03780	1.08333	1.01111	1.04843	1.05100	1.07447	1.00000	1.04396	1.13484	1.12378
25	125	Newlands Lane	1	Allerdale 010	Urban All	1.03780	1.08333	1.01111	1.04843	1.05100	1.07447	1.00000	1.04396	1.13484	1.12378
26		High Street/Ashfield Road	1	Allerdale 010	Urban All	1.03780	1.08333	1.01111	1.04843			1.00000	1.04396	1.13484	1.12378
27	127	Solway Road (South)	1	Allerdale 009	Urban All	1.07522	1.10081	1.03279	1.06762	1.08999	1.10180	1.02632	1.05765	1.16444	1.15047
28	128	Netto Store	1	Allerdale 009	Urban All	1.07522	1.10081	1.03279	1.06762	1.08999	1.10180	1.02632	1.05765	1.16444	1.15047
29	129	Mossbay	1	Allerdale 009	Urban All	1.07522	1.10081	1.03279	1.06762	1.08999	1.10180	1.02632	1.05765	1.16444	1.15047
30	130	Westfield	1	Allerdale 010	Urban All	1.03780	1.08333	1.01111	1.04843	1.05100	1.07447	1.00000	1.04396	1.13484	1.12378
31	131	Moorclose (West)	1	Allerdale 010	Urban All	1.03780	1.08333	1.01111	1.04843	1.05100	1.07447	1.00000	1.04396	1.13484	1.12378
32	132	Moorclose (East)	1	Allerdale 010	Urban All	1.03780	1.08333	1.01111	1.04843	1.05100	1.07447	1.00000	1.04396	1.13484	1.12378
33	133	Moorclose School	1	Allerdale 010	Urban All	1.03780	1.08333	1.01111	1.04843	1.05100	1.07447	1.00000	1.04396	1.13484	1.12378
34	134	Salterbeck	1	Allerdale 009	Urban All	1.07522	1.10081	1.03279	1.06762	1.08999	1.10180	1.02632	1.05765	1.16444	1.15047
35	135	High Harrington	1	Allerdale 011	Rural All	1.03708	1.06061	1.01167	1.03953	1.00691	1.03797	1.00000	1.03318	1.12516	1.11988
36	136	Lillyhall East	1	Allerdale 011	Rural All	1.03708	1.06061	1.01167	1.03953	1.00691	1.03797	1.00000	1.03318	1.12516	1.11988
37	137	College	1	Allerdale 011	Rural All	1.03708	1.06061	1.01167	1.03953	1.00691	1.03797	1.00000	1.03318	1.12516	1.11988
38	138	Lillyhall West	1	Allerdale 011	Rural All	1.03708	1.06061	1.01167	1.03953	1.00691	1.03797	1.00000	1.03318	1.12516	1.11988
39	139	Harrington Station	1	Allerdale 011	Rural All	1.03708	1.06061	1.01167	1.03953	1.00691		1.00000	1.03318	1.12516	1.11988
40		Grayson Green	1	Allerdale 011	Rural All	1.03708		1.01167	1.03953			1.00000	1.03318		1.11988
41		Stainburn School	1	Allerdale 011	Rural All	1.03708	1.06061	1.01167	1.03953		1.03797	1.00000	1.03318	1.12516	1.11988
42	142	Stainburn	1	Allerdale 011	Rural All	1.03708	1.06061	1.01167	1.03953			1.00000	1.03318		1.11988
43	143	Great Clifton	1	Allerdale 011	Rural All	1.03708	1.06061	1.01167	1.03953			1.00000	1.03318	1.12516	1.11988
44		Lillyhall Industrial Estate	1	Allerdale 011	Rural All	1.03708	1.06061	1.01167	1.03953			1.00000	1.03318	1.12516	1.11988
45	201	Lowca	2	Copeland 001	Rural All	1.04962	1.09091	1.02500	1.06737	1.07102			1.06572	1.16618	1.15833
46	202	Distington		Copeland 001	Rural All	1.04962	1.09091	1.02500	1.06737	1.07102			1.06572	1.16618	1.15833
47	203	Parton & Station		Copeland 001	Rural All	1.04962	1.09091	1.02500					1.06572	1.16618	1.15833
48		Moresby Parks		Copeland 001	Rural All	1.04962	1.09091	1.02500					1.06572	1.16618	1.15833
49		Bransty		Copeland 002	Urban All	1.07770	1.10050						1.07526	1.17942	1.16385
50		Bleachgreen		Copeland 003	Urban All	1.05921	1.08466					1.00000	1.05380		1.12910
51		Harras		Copeland 003	Urban All	1.05921	1.08466					1.00000	1.05380		1.12910
52		Park Drive		Copeland 002	Urban All	1.07770							1.07526		1.16385
53		Tesco Supermarket		Copeland 002	Urban All	1.07770							1.07526		1.16385
54		Whitehaven Station		Copeland 002	Urban All	1.07770							1.07526		1.16385
	210	taliaron otation		100000000000	13.24/11										

Base year =]		2029	2029	2029	2029	2029	2029	2029	2029	2029	2029
Future year =	2029]		PM	PM	PM	PM	PM	PM	PM	PM	AM	PM
Traffic growth					Business		Other	Commute		Education	Other		
Scenario 1: 2029 Base		_	_	Origin	Origin	Origin			Destination			LGV	HGV
No. Zone Name	Sector	NTEM	NTM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM	NTM	NTM
55 211 Duke Street Bus Terminal		Copeland 002	Urban All	1.07770	1.10050		1.08488	1.10018	1.10949		1.07526	1.17942	1.16385
56 212 Strand Street		Copeland 002	Urban All	1.07770	1.10050		1.08488	1.10018	1.10949	1.04444	1.07526	1.17942	1.16385
57 213 West Strand Car Park		Copeland 002	Urban All	1.07770	1.10050		1.08488	1.10018	1.10949	1.04444	1.07526	1.17942	1.16385
58 214 Catherine Street Car Park		Copeland 002	Urban All	1.07770	1.10050		1.08488	1.10018	1.10949	1.04444	1.07526	1.17942	1.16385
59 215 Morrisons		Copeland 002	Urban All	1.07770	1.10050		1.08488	1.10018	1.10949	1.04444	1.07526	1.17942	1.16385
60 216 Retail Park		Copeland 002	Urban All	1.07770	1.10050		1.08488	1.10018	1.10949	1.04444	1.07526	1.17942	1.16385
61 217 Kells		Copeland 005	Urban All	1.07808	1.09091	1.03333	1.09233	1.14951	1.15741	1.03797	1.08861	1.19038	1.18286
62 218 Woodhouse Residential		Copeland 005	Urban All	1.07808	1.09091	1.03333	1.09233	1.14951	1.15741	1.03797	1.08861	1.19038	1.18286
63 219 Woodhouse Development		Copeland 005	Urban All	1.07808	1.09091	1.03333	1.09233	1.14951	1.15741	1.03797	1.08861	1.19038	1.18286
64 220 Corkickle Station		Copeland 002	Urban All	1.07770	1.10050		1.08488	1.10018	1.10949	1.04444	1.07526	1.17942	1.16385
65 221 Corkickle Residential		Copeland 002	Urban All	1.07770	1.10050		1.08488	1.10018	1.10949		1.07526	1.17942	1.16385
66 222 Thornton Road		Copeland 003	Urban All	1.05921	1.08466		1.06422	1.02875	1.06311	1.00000	1.05380	1.13393	1.12910
67 223 Hensingham School		Copeland 003	Urban All	1.05921	1.08466			1.02875	1.06311	1.00000	1.05380	1.13393	1.12910
68 224 Hensingham East		Copeland 003	Urban All	1.05921	1.08466		1.06422	1.02875	1.06311	1.00000	1.05380	1.13393	1.12910
69 225 Rosebank		Copeland 003	Urban All	1.05921	1.08466		1.06422	1.02875	1.06311	1.00000	1.05380	1.13393	1.12910
70 226 West Cumberland Hospital		Copeland 003	Urban All	1.05921	1.08466		1.06422	1.02875	1.06311	1.00000	1.05380	1.13393	1.12910
71 227 Mirehouse East		Copeland 005	Urban All	1.07808	1.09091	1.03333	1.09233	1.14951	1.15741	1.03797	1.08861	1.19038	1.18286
72 228 Mirehouse Central		Copeland 005	Urban All	1.07808	1.09091	1.03333	1.09233	1.14951	1.15741	1.03797	1.08861	1.19038	1.18286
73 229 Mirehouse West		Copeland 005	Urban All	1.07808	1.09091	1.03333	1.09233	1.14951	1.15741	1.03797	1.08861	1.19038	1.18286
74 230 Westlakes Science Park		Copeland 006	Rural All	1.06107	1.08667	1.00787	1.07276	1.06064	1.09677	1.00893	1.06955	1.16498	1.15915
75 231 Cleator Moor		Copeland 004	Urban All	1.05731	1.08411	1.01299	1.06075	1.07112	1.09645		1.05643	1.15209	1.14124
76 232 Frizington		Copeland 004	Rural All	1.05731	1.08411	1.01299	1.06075	1.07112	1.09645	1.01538	1.05643	1.16841	1.15741
77 233 Ennerdale Bridge		Copeland 004	Rural All	1.05731	1.08411	1.01299	1.06075	1.07112	1.09645	1.01538	1.05643	1.16841	1.15741
78 234 Market Place		Copeland 002	Urban All	1.07770	1.10050		1.08488	1.10018	1.10949	1.04444	1.07526	1.17942	1.16385
79 235 Duke Street		Copeland 002	Urban All	1.07770	1.10050		1.08488	1.10018	1.10949	1.04444	1.07526	1.17942	1.16385
80 236 East Strand		Copeland 002	Urban All	1.07770	1.10050		1.08488	1.10018	1.10949		1.07526	1.17942	1.16385
81 237 Roper Street		Copeland 002	Urban All	1.07770	1.10050		1.08488	1.10018	1.10949	1.04444	1.07526	1.17942	1.16385
82 238 Whitehaven Multi-Storey Car Park		Copeland 002	Urban All	1.07770	1.10050		1.08488	1.10018	1.10949	1.04444	1.07526	1.17942	1.16385
83 301 Maryport Central		Allerdale 004	Urban All	1.01449	1.04762		1.04067	1.03034	1.05769	0.98529	1.04802	1.15568	1.15289
84 302 Maryport Station		Allerdale 004	Urban All	1.01449	1.04762		1.04067	1.03034	1.05769	0.98529	1.04802	1.15568	1.15289
85 303 Netherton		Allerdale 005	Urban All	1.07188	1.10145		1.07339	1.13060	1.15625			1.20188	1.19301
86 304 Ellenborough		Allerdale 005	Urban All	1.07188	1.10145							1.20188	
87 305 Maryport South		Allerdale 004	Urban All	1.01449	1.04762			1.03034	1.05769			1.15568	1.15289
88 306 Maryport School		Allerdale 004	Urban All	1.01449	1.04762			1.03034	1.05769			1.15568	1.15289
89 307 Allerby		Allerdale 004	Rural All	1.01449	1.04762			1.03034	1.05769			1.17206	1.16923
90 308 Dearham		Allerdale 004	Rural All	1.01449	1.04762			1.03034	1.05769			1.17206	1.16923
91 309 Broughton Moor		Allerdale 005	Rural All	1.07188	1.10145			1.13060	1.15625			1.21891	1.20992
92 310 Flimby		Allerdale 005	Rural All	1.07188	1.10145		1.07339	1.13060	1.15625			1.21891	1.20992
93 311 Seaton		Allerdale 008	Urban All	1.01929	1.04240			1.04871	1.05882			1.16444	1.15375
94 401 Cockermouth Central		Allerdale 006	Urban All	1.03012	1.04545			0.97646	1.01587	0.95536		1.14451	1.13963
95 402 Cockermouth SW		Allerdale 007	Urban All	1.02574	1.04274			0.96458	1.00621	0.96241	1.01722	1.13678	1.13726
96 403 Cockermouth N		Allerdale 006	Urban All	1.03012	1.04545			0.97646	1.01587	0.95536		1.14451	1.13963
97 404 Cockermouth School		Allerdale 007	Urban All	1.02574	1.04274			0.96458	1.00621	0.96241	1.01722	1.13678	1.13726
98 405 Cockermouth SE		Allerdale 007	Urban All	1.02574	1.04274			0.96458		0.96241	1.01722	1.13678	1.13726
99 406 Eaglesfield & Branthwaite		Allerdale 006	Rural All	1.03012	1.04545			0.97646		0.95536		1.16073	1.15577
100 407 Great Broughton & Brigham		Allerdale 006	Rural All	1.03012	1.04545			0.97646		0.95536		1.16073	1.15577
101 408 Papcastle		Allerdale 006	Rural All	1.03012	1.04545			0.97646		0.95536		1.16073	1.15577
102 409 Dovenby		Allerdale 006	Rural All	1.03012	1.04545			0.97646		0.95536		1.16073	1.15577
103 410 Bothel	4	Allerdale 002	Rural All	1.02124	1.03759	1.00000	1.08152	1.04043	1.05263	1.01905	1.09358	1.14858	1.15354

	Base year =	2015	1		2029	2029	2029	2029	2029	2029	2029	2029	2029	2029
	Future year =				PM	PM	PM	PM	PM	PM	PM	PM	AM	PM
Traffic gi		2020	1			Business		Other	Commute		Education	Other	AW	
_	1: 2029 Base				Origin	Origin	Origin	Origin			Destination		LGV	HGV
No. Zon		Sector	NTEM	NTM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM	NTM	NTM
	1 B5292 Lorton & Whinlatter		Allerdale 007	Rural All	1.02574	1.04274	0.99286	1.02723	0.96458	1.00621	0.96241	1.01722	1.15289	1.15338
	2 Keswick	4	Allerdale 012	Urban All	1.05348	1.07407	1.01351	1.07366	0.98336	1.03125	0.97333	1.06899	1.13109	1.13173
	3 B5289 Borrowdale	4	Allerdale 012	Rural All	1.05348	1.07407	1.01351	1.07366	0.98336	1.03125	0.97333	1.06899	1.14711	1.14777
	4 Cockermouth South	4	Allerdale 007	Urban All	1.02574	1.04274	0.99286	1.02723	0.96458	1.00621	0.96241	1.01722	1.13678	1.13726
108 41	5 Castlegate Drive	4	Allerdale 007	Urban All	1.02574	1.04274	0.99286	1.02723	0.96458	1.00621	0.96241	1.01722	1.13678	1.13726
109 41	6 Cockermouth Central Car Park	4	Allerdale 006	Urban All	1.03012	1.04545	1.00000	1.03261	0.97646	1.01587	0.95536	1.02668	1.14451	1.13963
110 50	1 Aspatria	5	Allerdale 003	Rural All	1.04464	1.06557	1.03704	1.09613	1.08940	1.10286	1.04464	1.11269	1.18105	1.18263
111 50	2 Wigton	5	Allerdale 001	Urban All	1.01553	1.03865	0.98710	1.03366	1.00664	1.03524	0.98013	1.03715	1.13377	1.12652
112 50	3 Dalston		Carlisle	Urban All	1.06660	1.08795	1.02437	1.08355	1.08535	1.09862	1.03882	1.08702	1.16535	1.16009
	4 Carlisle		Carlisle	Urban All	1.06660	1.08795	1.02437	1.08355	1.08535	1.09862	1.03882	1.08702	1.16535	1.16009
	5 Silloth		Allerdale 003	Rural All	1.04464	1.06557	1.03704	1.09613	1.08940	1.10286	1.04464	1.11269	1.18105	1.18263
	0 Wigton		Allerdale 001	Urban All	1.01553	1.03865	0.98710	1.03366	1.00664	1.03524	0.98013	1.03715	1.13377	1.12652
	1 Wigton		Allerdale 001	Urban All	1.01553	1.03865	0.98710	1.03366	1.00664	1.03524	0.98013	1.03715	1.13377	1.12652
	2 Wigton		Allerdale 001	Urban All	1.01553	1.03865	0.98710	1.03366	1.00664	1.03524	0.98013	1.03715	1.13377	1.12652
	0 Egremont North West		Copeland 006	Urban All	1.06107	1.08667	1.00787	1.07276	1.06064	1.09677	1.00893	1.06955	1.14870	1.14296
	1 St Bees		Copeland 007	Rural All	1.06525	1.08410	1.01579	1.06728	1.03535	1.07366	1.00658	1.07079	1.15801	1.15452
	2 Egremont North East		Copeland 006	Urban All	1.06107	1.08667	1.00787	1.07276	1.06064	1.09677	1.00893	1.06955	1.14870	1.14296
	3 Egremont Central		Copeland 006	Urban All	1.06107	1.08667	1.00787	1.07276	1.06064	1.09677	1.00893	1.06955	1.14870	1.14296
	4 Nethertown Station		Copeland 007	Rural All	1.06525	1.08410	1.01579	1.06728	1.03535	1.07366	1.00658	1.07079	1.15801	1.15452
	5 Thornhill		Copeland 007	Rural All	1.06525	1.08410		1.06728	1.03535	1.07366	1.00658	1.07079	1.15801	1.15452
	6 Beckermet		Copeland 007	Rural All	1.06525	1.08410	1.01579	1.06728	1.03535	1.07366	1.00658	1.07079	1.15801	1.15452
	7 Sellafield Station		Copeland 007	Rural All	1.06525	1.08410	1.01579	1.06728	1.03535	1.07366	1.00658	1.07079	1.15801	1.15452
	8 Sellafield North		Copeland 007	Rural All	1.06525	1.08410	1.01579	1.06728	1.03535	1.07366	1.00658	1.07079	1.15801	1.15452
	9 Sellafield South		Copeland 007	Rural All	1.06525	1.08410		1.06728	1.03535	1.07366	1.00658	1.07079	1.15801	1.15452
	0 Seascale		Copeland 007	Rural All	1.06525	1.08410		1.06728	1.03535	1.07366	1.00658	1.07079	1.15801	1.15452
	1 Gosforth		Copeland 007	Rural All	1.06525	1.08410		1.06728	1.03535	1.07366	1.00658	1.07079	1.15801	1.15452
	2 Sellafield Car Park		Copeland 007	Rural All	1.06525	1.08410		1.06728	1.03535	1.07366	1.00658	1.07079	1.15801	1.15452
	0 Windermere & Ambleside		South Lakeland	Urban All	1.06299	1.08330		1.07454	1.03110	1.06487	1.00366	1.07547	1.14424	1.14134
	0 Kendal		South Lakeland	Urban All	1.06299	1.08330	1.01097	1.07454	1.03110	1.06487	1.00366	1.07547	1.14424	1.14134
	0 Penrith		Eden	Urban All	1.03821	1.05841	1.00515	1.07089	1.02825	1.05163	1.00126	1.07665	1.13146	1.13189
	0 Barrow-in-Furness		Barrow-in-Furness	Urban All										
	0 Dalton-in-Furness		Barrow-in-Furness	Urban All	1.08064	1.10395			1.05146			1.06277	1.15692	1.14596
	0 Ulverston		South Lakeland	Urban All	1.06299	1.08330		1.07454	1.03110		1.00366	1.07547	1.14424	1.14134
	0 Broughton-in-Furness		South Lakeland	Rural All	1.06299	1.08330		1.07454	1.03110		1.00366	1.07547	1.16046	1.15752
	1 Millom North		Copeland 008	Urban All	1.05313	1.08209					1.03759	1.06372	1.16014	1.15230
	2 Millom East 3 Millom South		Copeland 008	Urban All	1.05313	1.08209			1.11250		1.03759	1.06372	1.16014	1.15230
			Copeland 008 Copeland 008	Urban All Rural All	1.05313 1.05313	1.08209 1.08209		1.06853	1.11250		1.03759 1.03759	1.06372	1.16014 1.17658	1.15230
	4 Haverigg							1.06853	1.11250			1.06372		1.16863
	0 Bootle 0 The Green		Copeland 008 Copeland 008	Rural All Rural All	1.05313 1.05313	1.08209 1.08209			1.11250 1.11250		1.03759 1.03759	1.06372 1.06372	1.17658 1.17658	1.16863 1.16863
	0 Dumfies & Galloway		Copeland 008 Cumbria	Rural Moto		1.00209	1.02419	1.00003	1.11200	1.12921	1.03/39	1.003/2	1.17658	1.17871
	0 Scottish Borders		Cumbria	Rural Moto									1.18385	1.17871
	0 Tyne & Wear		Cumbria	Rural Trun									1.17762	1.17250
	0 A66 County Durham		Cumbria	Rural Trun									1.17762	1.17250
	0 A65 Yorkshire & Lincolnshire		Cumbria	Rural Princ									1.17702	1.17230
	0 M6 N West, Midlands, South		Cumbria	Rural Moto									1.14792	1.17871
149 90	opivio in mesi, minialius, soulii	<u> </u>	Touribria	I vui ai iviolo	1								1.10303	1.170/1

		Base year =	2015	7		2029	2029	2029	2029	2029	2029	2029	2029
		Future year =	2029			AM	AM	AM	AM	AM	AM	AM	AM
Traf	ffic gro	owth		_		Commute	Business	Education	Other	Commute	Business	Education	Other
Sce	nario 2	2: 2029 Local Plan				Origin	Origin	Origin	Origin	Destination		Destination	Destination
No.			Sector	NTEM	NTM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM
1		Ladies Walk	1	Allerdale 008	Urban All	1.02123		0.97048	1.03381	1.02369		0.96104	1.04359
2		Udale Street	1	Allerdale 008	Urban All	1.02123		0.97048	1.03381	1.02369		0.96104	1.04359
3		Ramsay Brow	1	Allerdale 008	Urban All	1.02123		0.97048	1.03381	1.02369		0.96104	1.04359
4		Guard Street		Allerdale 008	Urban All	1.02123			1.03381	1.02369		0.96104	1.04359
5	-	Harrington Road		Allerdale 008	Urban All	1.02123			1.03381	1.02369		0.96104	1.04359
6		Multi-storey car park	1	Allerdale 008	Urban All	1.02123			1.03381	1.02369		0.96104	1.04359
		Vulcans Lane		Allerdale 008	Urban All	1.02123		0.97048	1.03381	1.02369		0.96104	1.04359
8		Park Lane		Allerdale 009	Urban All	1.09101			1.03911	1.02664	1.04511	0.98936	1.03799
9		Bus Station		Allerdale 009	Urban All	1.09101			1.03911	1.02664	1.04511	0.98936	1.03799
10		Allerdale BC Offices		Allerdale 008	Urban All	1.02123			1.03381	1.02369		0.96104	1.04359
11		Senhouse Street Church Street		Allerdale 009	Urban All Urban All	1.09101 1.09101	1.07738 1.07738		1.03911 1.03911	1.02664 1.02664	1.04511 1.04511	0.98936 0.98936	1.03799 1.03799
13		Tesco		Allerdale 009 Allerdale 008	Urban All	1.02123			1.03381	1.02369		0.96930	1.03799
14		Northside Industrial		Allerdale 008	Urban All	1.02123			1.03381	1.02369		0.96104	1.04359
15		Northside Station		Allerdale 008	Urban All	1.02123		0.97048	1.03381	1.02369		0.96104	1.04359
16		Dunmail Park		Allerdale 008	Urban All	1.02123		0.97048	1.03381	1.02369		0.96104	1.04359
17		Northside Residential	,	Allerdale 008	Urban All	1.02123		0.97048	1.03381	1.02369		0.96104	1.04359
18		Workington Station	,	Allerdale 009	Urban All	1.09101	1.07738		1.03911	1.02664	1.04511	0.98936	1.03799
19		Haverlock Road	,	Allerdale 008	Urban All	1.02123	1.03947	0.97048	1.03381	1.02369		0.96104	1.04359
20		Curwen Road/Marina	,	Allerdale 008	Urban All	1.02123		0.97048	1.03381	1.02369		0.96104	1.04359
21	-	Morrisons	,	Allerdale 009	Urban All	1.09101	1.07738		1.03911	1.02664	1.04511	0.98936	1.03799
22		Lakes Road	,	Allerdale 009	Urban All	1.09101	1.07738		1.03911	1.02664	1.04511	0.98936	1.03799
23		Solway Road (North)	,	Allerdale 009	Urban All	1.09101	1.07738		1.03911	1.02664	1.04511	0.98936	1.03799
24		Harrington Rd/Annie Pit Lane	,	Allerdale 010	Urban All	1.04389			1.03590			1.02703	1.06272
25	-	Newlands Lane	,	Allerdale 010	Urban All	1.04389			1.03590	1.05660		1.02703	1.06272
26		High Street/Ashfield Road	1	Allerdale 010	Urban All	1.04389			1.03590	1.05660		1.02703	1.06272
27	127	Solway Road (South)	1	Allerdale 009	Urban All	1.09101	1.07738	1.00000	1.03911	1.02664	1.04511	0.98936	1.03799
28	128	Netto Store	1	Allerdale 009	Urban All	1.09101	1.07738	1.00000	1.03911	1.02664	1.04511	0.98936	1.03799
29	129	Mossbay	· ·	Allerdale 009	Urban All	1.09101	1.07738	1.00000	1.03911	1.02664	1.04511	0.98936	1.03799
30		Westfield		Allerdale 010	Urban All	1.04389			1.03590			1.02703	
31	131	Moorclose (West)	1	Allerdale 010	Urban All	1.04389	1.06542		1.03590	1.05660	1.07547	1.02703	1.06272
32		Moorclose (East)		Allerdale 010	Urban All	1.04389			1.03590			1.02703	1.06272
33	-	Moorclose School		Allerdale 010	Urban All	1.04389			1.03590			1.02703	1.06272
34	-	Salterbeck		Allerdale 009	Urban All	1.09101			1.03911	1.02664		0.98936	1.03799
35		High Harrington		Allerdale 011	Rural All	0.97699			1.00800			0.99349	1.03856
36		Lillyhall East	1	Allerdale 011	Rural All	0.97699			1.00800			0.99349	1.03856
37		College		Allerdale 011	Rural All	0.97699			1.00800			0.99349	1.03856
38	-	Lillyhall West		Allerdale 011	Rural All	0.97699			1.00800			0.99349	1.03856
39	_	Harrington Station		Allerdale 011	Rural All	0.97699			1.00800			0.99349	1.03856
40		Grayson Green		Allerdale 011	Rural All	0.97699			1.00800			0.99349	1.03856
41		Stainburn School		Allerdale 011	Rural All	0.97699 0.97699			1.00800			0.99349	1.03856 1.03856
42		Stainburn Great Clifton	,	Allerdale 011 Allerdale 011	Rural All Rural All	0.97699			1.00800			0.99349 0.99349	1.03856
43		Lillyhall Industrial Estate		Allerdale 011	Rural All	0.97699			1.00800			0.99349	1.03856
45		Lowca		Copeland 001	Rural All	1.07781			1.00000				1.03636
46		Distington		Copeland 001	Rural All	1.07781			1.07278				1.07937
47		Parton & Station		Copeland 001	Rural All	1.07781			1.07278				1.07937
48		Moresby Parks		Copeland 001	Rural All	1.07781			1.07278				1.07937
49		Bransty		Copeland 002	Urban All	1.11240			1.10714	1.08271	1.10849		1.10246
50	-	Bleachgreen		Copeland 003	Urban All	1.03905			1.06593		1.10040	1.01751	1.08525
51		Harras		Copeland 003	Urban All	1.03905			1.06593		1.10050	1.01751	1.08525
52	-	Park Drive		Copeland 002	Urban All	1.11240			1.10714	1.08271	1.10849		1.10246
53	-	Tesco Supermarket		Copeland 002	Urban All	1.11240			1.10714	1.08271	1.10849		1.10246
54	-	Whitehaven Station		Copeland 002	Urban All	1.11240			1.10714		1.10849		1.10246
	*			•		•				•			

Treffic growth Schartory 2,2023 Local Plan Schartory 2,2024 Local S			Base year =	2015	7		2029	2029	2029	2029	2029	2029	2029	2029
No. 2.009 Local Plan Sector NTEM				2029			AM							
No. Zone Name		_												
56 212 Duke Street Bus Terminal 2 Copeland 002 Urban All 1.11240 1.11665 1.05283 1.10714 1.08271 1.10849 1.02667 1.102				04	INITERA	INITES.								
166 212 Shrand Street 2 Copeland 002														
17 23 West Strand Car Park														
September Competend (1902) Urban AII 1.1140 1.11568 1.05683 1.0714 1.08271 1.10848 1.05667 1.10246 1.02667 1.10246 1.02667 1.02668 1.02668 1.02667 1.02668 1.0														
69 15 Morrisons 2 Copeland 002 Urban All 1.11260 1.10565 1.05271 1.0846 1.06277 1.10346 1.06267 1.10246 1.02467 1.0246 1.02467 1.0246 1.02467 1.0246 1.02467 1.0246 1.02467 1.0246 1.02467 1.0246 1.02467 1.0246 1.02467 1.0246 1.02467 1.0246 1.02467 1.0246 1.02467 1.0246 1.02467 1.0246 1.02467 1.0246 1.02467 1.0246 1.02467 1.0246 1.02467	-				•									
60 121 Relai Park 2 Copeland 002 Urban Al 1.1126 1.11665 1.05263 1.0744 1.08271 1.0848 1.08278 1.09748 1.09748 1.0274 1.09748 1.														
Copeland ODS														
63 219 Woodhouse Development 2 Copeland 005 Ulban All 1,1596 1,15963 1,0972 1,09163 1,09375 1,09276 1,10246 1,02667 1,02667	61	217	Kells			Urban All	1.15956	1.16667	1.05063	1.09732	1.08163	1.09375	1.02878	1.09748
66 22 Controlte Residential 2 Copeland 002 Urban Al 1,1140 1,11566 1,05263 1,10714 1,08271 1,10848 1,02667 1,10246 1,02676 1,10246 1,02676 1,10246 1,02676 1,10246 1,02676 1	62	218	Woodhouse Residential	2	Copeland 005	Urban All	1.15956	1.16667	1.05063	1.09732	1.08163	1.09375	1.02878	1.09748
56 221 Carkickia Residential	63			2	Copeland 005									
Fig. 222 Thornton Road	\vdash				-									
Fig. 22 Hensingham Eschool 2 Copeland 003 Urban All 10,3905 10,5628 10,0000 10,6538 10,7401 11,0005 10,7511 10,8525 10,5000 10,5512 10,5000 10,5513 10,7401 11,0005 10,7511 10,8525 10,5000 10,5512 10,5000 10,5513 10,7401 11,0005 10,7511 10,8525 10,5000 10,5512 10,5000 10,5513 10,7401 11,0005 10,7511 10,8525 10,5000 10,5513 10,7401 11,0005 10,7511 10,8525 10,5000 10,5513 10,7401 11,0005 10,7511 10,8525 10,7212 10,7401 11,0005 10,7511 10,8525 10,7212 10,7401 11,0005 10,7511 10,8525 10,7212 10,7401 11,0005 10,7511 10,8525 10,7212 10,7401 11,0005 10,7511 10,8525 10,7212 10,7401 11,0005 10,7511 10,8525 10,7512 10,7401 11,0005 10,7511 10,8525 10,7512 10,7401 11,0005 10,7511 10,8525 10,7512 10,7401 11,0005 10,7511 10,8525 10,7512 10,7														
589 224 Hensinghame East	-				<u> </u>									
Sep 225 Rosebank 2 Copeland 003 Urban All 1,03905 1,05628 1,00000 1,06533 1,07401 1,10050 1,07151 1,08525 17 227 Mirehouse East 2 Copeland 003 Urban All 1,03905 1,05628 1,00000 1,06531 1,09375 1,02878 1,09748 1					•									
70 226 West Cumberland Hospital 2 Copeland 003 Urban All 1.1596 1.06667 1.006693 1.07740 1.10500 1.07871 1.08857 1.02787 1.02781 1.027	-		ů		•									
71 227 Mirehouse East					•									
172 228 Mirehouse Central 2 Copeland 005	70				•									
173 229 Mirehouse West 2 Copeland 005	72				<u> </u>									
74 230 Westlakes Science Park 2 Copeland 006 Rural All 1.00769 1.09497 1.02315 1.09408 1.09865 1.08665 1.08667 1.02456 1.02556	73													
To 1.0	-													
Fr 232 Frizington 2 Copeland 004 Rural Ali 1,07737 1,10480 1,02574 1,07355 1,07055 1,08654 1,02256 1,08315 72 234 Market Place 2 Copeland 002 Urban Ali 1,11240 1,11565 1,05263 1,10714 1,08271 1,10849 1,02667 1,10246 1,02351 1,0246 1,0246 1,02351 1,0246 1,02351 1,0246 1,02351 1,0246 1,02351 1,0246 1,02351 1,0246 1,02351 1,0246 1,02351 1,0246 1,02351 1,0246 1,02351 1,0246 1,02351 1,0246 1,02351 1,0246 1,02351 1,0246 1,02351 1,0246 1,0246 1,02351 1,0246 1,02351 1,0246 1,02351 1,0246 1,0														
177 233 Ennerdale Bridge														
79 235 Duke Street	77		<u> </u>					1.10480	1.02574	1.07355	1.07055	1.08654	1.02256	1.08315
80 236 East Strand	78	234	Market Place	2	Copeland 002	Urban All	1.11240	1.11565	1.05263	1.10714	1.08271	1.10849	1.02667	1.10246
81 237 Roper Street	79	235	Duke Street	2	Copeland 002	Urban All	1.11240	1.11565	1.05263	1.10714	1.08271	1.10849	1.02667	1.10246
882 238l Whitehaven Multi-Storey Car Park 2 Copeland 002 Urban All 1.11240 1.11565 1.05263 1.10714 1.08271 1.10646 7.10246 83 301 Maryport Central 3 Allerdale 004 Urban All 0.99325 1.02793 0.96748 1.03534 1.05128 1.06542 1.01572 1.07323 85 303 Netherton 3 Allerdale 005 Urban All 1.19390 1.16190 1.03676 1.08116 1.07857 1.09333 1.03031 1.07359 85 303 Netherton 3 Allerdale 005 Urban All 1.13390 1.16190 1.03676 1.08116 1.07857 1.09333 1.03039 1.07359 87 305 Maryport South 3 Allerdale 005 Urban All 1.13390 1.16190 1.03676 1.08116 1.07857 1.09333 1.03039 1.07323 88 306 Maryport School 3 Allerdale 004 Urban All 0.99325 1.02793 0.96748 1.03534 1.05128 1.06542 1.01572 1.07323 88 307 Ma	80			2		Urban All								
83 301 Maryport Central 3 Allerdale 004 Urban All 0.99325 1.02793 0.96748 1.03534 1.05128 1.06542 1.01572 1.07323 84 302 Maryport Station 3 Allerdale 005 Urban All 0.99325 1.02793 0.96748 1.03534 1.05128 1.06542 1.01572 1.07323 85 303 Netherton 3 Allerdale 005 Urban All 1.13930 1.16190 1.03676 1.08116 1.07657 1.09333 1.03093 1.07359 86 304 Ellenborough 3 Allerdale 005 Urban All 1.13930 1.16190 1.03676 1.08116 1.07657 1.09333 1.03093 1.07359 87 305 Maryport South 3 Allerdale 004 Urban All 0.99325 1.02793 0.96748 1.03534 1.05128 1.06542 1.01572 1.07323 88 306 Maryport South 0.99325 1.02793 0.96748 1.03534 1.05128 1.06542 1.01572 1.07323 89 307 Allerby 3 Allerdale 004 Urban All 0.99325 1.02793 0.96748 1.03534 1.05128 1.06542 1.01572 1.07323 90 308 Dearham 3 Allerdale 004 Rural All 0.99325 1.02793 0.96748 1.03534 1.05128 1.06542 1.01572 1.07323 91 309 Broughton Moor 3 Allerdale 004 Rural All 0.99325 1.02793 0.96748 1.03534 1.05128 1.06542 1.01572 1.07323 91 309 Broughton Moor 3 Allerdale 005 Rural All 1.13930 1.16190 1.03676 1.08116 1.07857 1.09333 1.03093 1.07359 92 310 Filmby 3 Allerdale 005 Rural All 1.13930 1.16190 1.03676 1.08116 1.07857 1.09333 1.03093 1.07359 93 311 Seaton 3 Allerdale 005 Rural All 1.13930 1.16190 1.03676 1.08116 1.07857 1.09333 1.03093 1.07359 94 401 Cockermouth Central 4 Allerdale 006 Urban All 1.01223 1.03947 0.97048 1.03381 1.02369 1.04636 0.96104 1.04559 95 402 Cockermouth School 4 Allerdale 007 Urban All 0.98627 1.01923 0.96070 1.04673 1.04762 1.06383 1.01047 1.06686 97 404 Cockermouth School 4 Allerdale 006 Urban All 0.98627 1.01923 0.96070 1.04673 1.04762 1.06383 1.01047 1.06686 100 407 Great Broughton & Allerdale 006 Rural All 0.98627 1.01923 0.96070 1.04673 1.04762 1.06383 1.01047 1.06686 102 409 Dovenby 4 Allerdale 006 Rural All 0.98627 1.01923 0.96070 1.04673 1.04762 1.06383 1.01047 1.06686 103 410 Bother 4 Allerdale 007 Urban All 0.97089 1.00546 0.95142 1.03565 1.03878 1.05000 1.00661 1.06666 104 418 B5292 Lorton & Winhinter 4 Allerdale 002 Ru			<u> </u>											
84 302 Maryport Station 3 Allerdale 004 Urban All 0.99325 1.02793 0.96748 1.05128 1.06642 1.01722 1.07323 85 303 Netherton 3 Allerdale 005 Urban All 1.13930 1.16190 1.03676 1.08116 1.07857 1.09333 1.07359 86 304 Ellenborough 3 Allerdale 005 Urban All 1.13930 1.16190 1.03676 1.08116 1.07857 1.09333 1.03093 1.07359 87 305 Maryport South 3 Allerdale 004 Urban All 0.99325 1.02793 0.96748 1.03534 1.05128 1.06542 1.01572 1.07323 88 306 Maryport School 3 Allerdale 004 Rural All 0.99325 1.02793 0.96748 1.03534 1.05128 1.06542 1.01572 1.07323 89 307 Allerby 3 Allerdale 004 Rural All 0.99325 1.02793 0.96748 1.03534 1.05128 1.06542 1.01572 1.07323 99 30 30 Boarham 3 Allerdale 004 Rural All 1.099325 1.02793 0.96748 1.0353														
86 303 Netherton 3 Allerdale 005 Urban All 1.13930 1.16190 1.03676 1.08116 1.07857 1.03033 1.03093 1.07359 86 304 Ellenborogh 3 Allerdale 004 Urban All 0.19932 1.02793 0.96748 1.03534 1.05128 1.06242 1.01572 1.07359 87 305 Maryport School 3 Allerdale 004 Urban All 0.99325 1.02793 0.96748 1.03534 1.05128 1.06542 1.01572 1.07323 89 307 Allerby 3 Allerdale 004 Rural All 0.99325 1.02793 0.96748 1.03534 1.05128 1.06542 1.01572 1.07323 90 308 Dearham 3 Allerdale 004 Rural All 0.99325 1.02793 0.96748 1.03534 1.05128 1.06542 1.01572 1.07323 91 309 Broughton Moor 3 Allerdale 005 Rural All 1.13930 1.16190 1.03676 1.08116 1.07857 1.09333 1.03093 1.07359 92 310 Flimby <td>-</td> <td></td> <td>2.</td> <td></td>	-		2.											
86 304 Ellenborough 3 Allerdale 005 Urban All 1.13930 1.03676 1.0816 1.07857 1.09333 1.03093 1.07359 87 305 Maryport South 3 Allerdale 004 Urban All 0.99325 1.02793 0.96748 1.03534 1.05128 1.06542 1.01572 1.07323 89 307 Allerby 3 Allerdale 004 Rural All 0.99325 1.02793 0.96748 1.03534 1.05128 1.06542 1.01572 1.07323 90 308 Dearham 3 Allerdale 004 Rural All 0.99325 1.02793 0.96748 1.03534 1.05128 1.06542 1.01572 1.07323 91 309 Broughton Moor 3 Allerdale 004 Rural All 1.13930 1.16190 1.03676 1.08116 1.07857 1.09333 1.03093 1.07329 91 310 Filmby 3 Allerdale 005 Rural All 1.13930 1.16190 1.03676 1.08116 1.07857 1.09333 1.03093 1.07359 93 311 Seaton 3 Allerdale 005														
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	Dece week = 2045	1		0000	0000	0000	0000	0000	0000	0000	0000
	Base year = 2015 Future year = 2029			2029 AM	2029 AM	2029 AM	2029 AM	2029 AM	2029 AM	2029 AM	2029 AM
Traffic growth	Future year = 2029]					Other	Commute		Education	Other
Scenario 2: 2029 Local Plan				Origin	Origin	Origin	Origin	Destination			
No. Zone Name	Sector	NTEM	NTM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM	NTEM
109 416 Cockermouth Central Car Park		Allerdale 006	Urban All	0.98627	1.01923	0.96070	1.04673	1.04762	1.06383	1.01047	1.06686
110 501 Aspatria		Allerdale 003	Rural All	1.05829	1.07732	1.01770	1.10261	1.04724	1.06015		1.09028
111 502 Wigton		Allerdale 001	Urban All	0.98682	1.02075		1.05333	1.06198	1.08225	1.02194	1.08426
112 503 Dalston		Carlisle	Urban All	1.09140	1.10497	1.04238	1.11262	1.07277	1.09185	1.02311	1.09918
113 504 Carlisle	5	Carlisle	Urban All	1.09140	1.10497	1.04238	1.11262	1.07277	1.09185	1.02311	1.09918
114 505 Silloth	5	Allerdale 003	Rural All	1.05829	1.07732	1.01770	1.10261	1.04724	1.06015	1.02516	1.09028
115 550 Wigton	5	Allerdale 001	Urban All	0.98682	1.02075	0.96233	1.05333	1.06198	1.08225	1.02194	1.08426
116 551 Wigton		Allerdale 001	Urban All	0.98682	1.02075		1.05333	1.06198	1.08225	1.02194	1.08426
117 552 Wigton		Allerdale 001	Urban All	0.98682	1.02075		1.05333	1.06198	1.08225		1.08426
118 600 Egremont North West		Copeland 006	Urban All	1.06769		1.02315	1.09108	1.06865	1.08667	1.01145	1.09426
119 601 St Bees		Copeland 007	Rural All	1.04583			1.08333	1.07057	1.08920	1.01445	1.09735
120 602 Egremont North East		Copeland 006	Urban All	1.06769	1.09497	1.02315	1.09108	1.06865	1.08667	1.01145	
121 603 Egremont Central		Copeland 006	Urban All	1.06769	1.09497	1.02315	1.09108	1.06865	1.08667	1.01145	1.09426
122 604 Nethertown Station		Copeland 007	Rural All	1.04583	1.07214		1.08333	1.07057	1.08920	1.01445	1.09735
123 605 Thornhill		Copeland 007	Rural All	1.04583	1.07214		1.08333	1.07057	1.08920	1.01445	1.09735
124 606 Beckermet		Copeland 007	Rural All	1.04583	1.07214		1.08333	1.07057	1.08920	1.01445	1.09735
125 607 Sellafield Station		Copeland 007	Rural All	1.04583	1.07214		1.08333	1.07057	1.08920	1.01445	1.09735
126 608 Sellafield North		Copeland 007	Rural All	1.04583	1.07214		1.08333	1.07057	1.08920	1.01445	1.09735
127 609 Sellafield South 128 610 Seascale		Copeland 007	Rural All	1.04583 1.04583	1.07214 1.07214		1.08333	1.07057 1.07057	1.08920 1.08920	1.01445 1.01445	1.09735 1.09735
128 610 Seascale 129 611 Gosforth		Copeland 007	Rural All Rural All	1.04583	1.07214		1.08333	1.07057	1.08920	1.01445	1.09735
130 612 Sellafield Car Park		Copeland 007 Copeland 007	Rural All	1.04583	1.07214		1.08333	1.07057	1.08920	1.01445	1.09735
131 710 Windermere & Ambleside		South Lakeland	Urban All	1.04363	1.06632		1.00333	1.07057	1.00920	1.00555	1.09733
132 720 Kendal	7	South Lakeland	Urban All	1.03924	1.06632		1.09379	1.07256	1.09051	1.00555	1.09669
133 730 Penrith	7	Eden	Urban All	1.03327	1.05680		1.10169	1.04485	1.06133		1.09406
134 810 Barrow-in-Furness	, ,	Barrow-in-Furness	Urban All	1.06343			1.07459		1.11328		1.09794
135 820 Dalton-in-Furness		Barrow-in-Furness	Urban All	1.06343			1.07459	1.09248	1.11328		1.09794
136 830 Ulverston		South Lakeland	Urban All	1.03924	1.06632		1.09379	1.07256	1.09051	1.00555	1.09669
137 840 Broughton-in-Furness		South Lakeland	Rural All	1.03924	1.06632		1.09379	1.07256	1.09051	1.00555	
138 851 Millom North		Copeland 008	Urban All	1.11982	1.14286		1.06525	1.05762	1.07407	1.01639	
139 852 Millom East		Copeland 008	Urban All				1.06525				
140 853 Millom South		Copeland 008	Urban All	1.11982			1.06525		1.07407	1.01639	
141 854 Haverigg	8	Copeland 008	Rural All	1.11982	1.14286	1.03077	1.06525	1.05762	1.07407	1.01639	1.08418
142 860 Bootle	8	Copeland 008	Rural All	1.11982	1.14286	1.03077	1.06525	1.05762	1.07407	1.01639	1.08418
143 870 The Green	8	Copeland 008	Rural All	1.11982	1.14286	1.03077	1.06525	1.05762	1.07407	1.01639	1.08418
144 910 Dumfies & Galloway	g	Cumbria	Rural Moto	rway							
145 920 Scottish Borders	g	Cumbria	Rural Moto	orway							
146 930 Tyne & Wear		Cumbria	Rural Trun								
147 940 A66 County Durham		Cumbria	Rural Trun								
148 950 A65 Yorkshire & Lincolnshire		Cumbria	Rural Prince								
149 960 M6 N West, Midlands, South	9	Cumbria	Rural Moto	orway							

		Base year =]		2029	2029	2029	2029	2029	2029	2029	2029	2029	2029
		Future year =	2029			PM	AM	PM							
	ic grow					Commute			Other			Education	Other		
		2029 Local Plan	• •	laireas	I	Origin	Origin	Origin	Origin			Destination			
No.	Zone N		Sector	NTEM	NTM	NTEM	NTM	NTM							
		adies Walk		Allerdale 008	Urban All	1.01484	1.03887	0.97849	1.02288	1.00795	1.03620		1.01696	1.14462	1.13436
2		Jdale Street		Allerdale 008	Urban All	1.01484	1.03887	0.97849		1.00795	1.03620		1.01696	1.14462	1.13436
3		Ramsay Brow		Allerdale 008	Urban All	1.01484	1.03887	0.97849			1.03620		1.01696	1.14462	1.13436
4		Guard Street		Allerdale 008	Urban All	1.01484	1.03887	0.97849			1.03620		1.01696	1.14462	1.13436
5		Harrington Road	1	Allerdale 008	Urban All	1.01484	1.03887	0.97849			1.03620		1.01696	1.14462	1.13436
0		Multi-storey car park	1	Allerdale 008	Urban All	1.01484	1.03887	0.97849			1.03620		1.01696	1.14462	1.13436
<u> </u>		/ulcans Lane	1	Allerdale 008	Urban All	1.01484	1.03887	0.97849			1.03620		1.01696	1.14462	1.13436
9		Park Lane	1	Allerdale 009	Urban All	1.02208	1.04435	0.98361	1.02705	1.07983	1.06587	1.00000	1.02562	1.16444	1.15047
40		Bus Station	1	Allerdale 009	Urban All	1.02208	1.04435	0.98361	1.02705		1.06587	1.00000	1.02562	1.16444	1.15047
10		Allerdale BC Offices	1	Allerdale 008	Urban All	1.01484 1.02208	1.03887	0.97849			1.03620		1.01696	1.14462	1.13436
11		Senhouse Street Church Street	1	Allerdale 009 Allerdale 009	Urban All	1.02208	1.04435 1.04435	0.98361 0.98361	1.02705 1.02705	1.07983 1.07983	1.06587 1.06587	1.00000 1.00000	1.02562 1.02562	1.16444 1.16444	1.15047 1.15047
12	112 C		1	Allerdale 008	Urban All	1.02206	1.03887	0.96361			1.03620		1.02562	1.14462	1.13436
13		lorthside Industrial	1	Allerdale 008	Urban All Urban All	1.01484	1.03887	0.97849		1.00795	1.03620		1.01696	1.14462	1.13436
14		Northside Industrial	1	Allerdale 008	Urban All	1.01484	1.03887	0.97849			1.03620		1.01696	1.14462	1.13436
15 16		Northside Station Dunmail Park	1	Allerdale 008	Urban All	1.01484	1.03887	0.97849		1.00795	1.03620		1.01696	1.14462	1.13436
17		Northside Residential	1	Allerdale 008	Urban All	1.01484	1.03887	0.97849			1.03620		1.01696	1.14462	1.13436
18		Vorkington Station		Allerdale 009	Urban All	1.02208	1.03007	0.98361	1.02200		1.03620	1.00000	1.01696	1.16444	1.15047
19		Haverlock Road		Allerdale 008	Urban All	1.02206	1.03887	0.96361	1.02705	1.07963	1.03620		1.02562	1.14462	1.13436
20		Curwen Road/Marina		Allerdale 008	Urban All	1.01484	1.03887	0.97849			1.03620		1.01696	1.14462	1.13436
21		Morrisons		Allerdale 009	Urban All	1.02208	1.03007	0.98361	1.02200		1.03620	1.00000	1.01696	1.16444	1.15047
22		akes Road		Allerdale 009	Urban All	1.02208	1.04435	0.98361	1.02705	1.07983	1.06587	1.00000	1.02562	1.16444	1.15047
23		Solway Road (North)	1	Allerdale 009	Urban All	1.02208	1.04435	0.98361	1.02705	1.07983	1.06587	1.00000	1.02562	1.16444	1.15047
24		Harrington Rd/Annie Pit Lane	1	Allerdale 010	Urban All	1.02206	1.06667	1.01111	1.02703	1.07963	1.06383	0.99048	1.02302	1.12297	1.10982
25		lewlands Lane	1	Allerdale 010	Urban All	1.03436	1.06667	1.01111	1.03561	1.03246	1.06383	0.99048	1.02808	1.12297	1.10982
26		High Street/Ashfield Road	<u></u>	Allerdale 010	Urban All	1.03436	1.06667	1.01111	1.03561	1.03246	1.06383		1.02808	1.12297	1.10982
27		Solway Road (South)	<u>'</u> 1	Allerdale 009	Urban All	1.02208	1.04435	0.98361	1.02705	1.07983	1.06587	1.00000	1.02562	1.16444	1.15047
28		Netto Store	1	Allerdale 009	Urban All	1.02208	1.04435	0.98361	1.02705		1.06587	1.00000	1.02562	1.16444	1.15047
29		Mossbay	1	Allerdale 009	Urban All	1.02208	1.04435	0.98361	1.02705		1.06587	1.00000	1.02562	1.16444	1.15047
30		Vestfield	1	Allerdale 010	Urban All	1.03436	1.06667	1.01111	1.03561	1.03246	1.06383	0.99048	1.02808	1.12297	1.10982
31		Moorclose (West)	1	Allerdale 010	Urban All	1.03436									1.10982
32		Moorclose (East)		Allerdale 010	Urban All	1.03436		1.01111	1.03561	1.03246	1.06383				1.10982
33		Moorclose School		Allerdale 010	Urban All	1.03436		1.01111	1.03561	1.03246	1.06383		1.02808	1.12297	1.10982
34		Salterbeck		Allerdale 009	Urban All	1.02208			1.02705		1.06587		1.02562		1.15047
35		ligh Harrington		Allerdale 011	Rural All	1.01236					1.00633		0.99882	1.10735	1.09929
36		illyhall East		Allerdale 011	Rural All	1.01236					1.00633		0.99882	1.10735	1.09929
37		College		Allerdale 011	Rural All	1.01236					1.00633		0.99882	1.10735	1.09929
38		illyhall West		Allerdale 011	Rural All	1.01236					1.00633		0.99882	1.10735	1.09929
39		Harrington Station		Allerdale 011	Rural All	1.01236					1.00633		0.99882	1.10735	1.09929
40		Grayson Green		Allerdale 011	Rural All	1.01236					1.00633		0.99882	1.10735	1.09929
41		Stainburn School		Allerdale 011	Rural All	1.01236					1.00633		0.99882	1.10735	1.09929
42		Stainburn		Allerdale 011	Rural All	1.01236					1.00633		0.99882	1.10735	1.09929
43		Great Clifton		Allerdale 011	Rural All	1.01236					1.00633		0.99882	1.10735	1.09929
44		illyhall Industrial Estate		Allerdale 011	Rural All	1.01236					1.00633		0.99882	1.10735	1.09929
45	201 L	,		Copeland 001	Rural All	1.04962	1.09091	1.02500		1.07102	1.08696		1.06572	1.16618	1.15833
46		Distington		Copeland 001	Rural All	1.04962		1.02500		1.07102	1.08696		1.06572	1.16618	1.15833
47		Parton & Station		Copeland 001	Rural All	1.04962		1.02500		1.07102	1.08696		1.06572	1.16618	1.15833
48		Moresby Parks		Copeland 001	Rural All	1.04962		1.02500		1.07102	1.08696		1.06572	1.16618	1.15833
49		Bransty		Copeland 002	Urban All	1.07770	1.10050						1.07526	1.17942	1.16385
50		Bleachgreen		Copeland 003	Urban All	1.05921	1.08466				1.06311	1.00000	1.05380		1.12910
51	207 H			Copeland 003	Urban All	1.05921	1.08466				1.06311	1.00000	1.05380		1.12910
52		Park Drive		Copeland 002	Urban All	1.07770							1.07526		1.16385
53		esco Supermarket		Copeland 002	Urban All	1.07770							1.07526		1.16385
54		Vhitehaven Station		Copeland 002	Urban All	1.07770							1.07526		1.16385
_ ~ ′				100000000000000000000000000000000000000	13.2411711						00 70				5000

	Base year = 2	2015	1		2029	2029	2029	2029	2029	2029	2029	2029	2029	2029
	Future year = 2				PM	AM	PM							
Traff	fic growth		_		Commute			Other	Commute	Business	Education	Other		
	nario 2: 2029 Local Plan				Origin	Origin	Origin	Origin		Destination		Destination		
No.	Zone Name	Sector	NTEM	NTM	NTEM	NTM	NTM							
55	211 Duke Street Bus Terminal	2	Copeland 002	Urban All	1.07770	1.10050	1.05000	1.08488	1.10018	1.10949	1.04444	1.07526	1.17942	1.16385
56	212 Strand Street	2	Copeland 002	Urban All	1.07770	1.10050	1.05000	1.08488	1.10018	1.10949	1.04444	1.07526	1.17942	1.16385
57	213 West Strand Car Park	2	Copeland 002	Urban All	1.07770	1.10050	1.05000	1.08488	1.10018	1.10949	1.04444	1.07526	1.17942	1.16385
58	214 Catherine Street Car Park	2	Copeland 002	Urban All	1.07770	1.10050	1.05000	1.08488	1.10018	1.10949	1.04444	1.07526	1.17942	1.16385
59	215 Morrisons		Copeland 002	Urban All	1.07770	1.10050	1.05000	1.08488	1.10018	1.10949	1.04444	1.07526	1.17942	1.16385
60	216 Retail Park		Copeland 002	Urban All	1.07770	1.10050	1.05000	1.08488	1.10018	1.10949	1.04444	1.07526	1.17942	1.16385
61	217 Kells	2	Copeland 005	Urban All	1.07808	1.09091	1.03333	1.09233	1.14951	1.15741	1.03797	1.08861	1.19038	1.18286
62	218 Woodhouse Residential		Copeland 005	Urban All	1.07808	1.09091	1.03333	1.09233	1.14951	1.15741	1.03797	1.08861	1.19038	1.18286
63	219 Woodhouse Development		Copeland 005	Urban All	1.07808	1.09091	1.03333	1.09233	1.14951	1.15741	1.03797	1.08861	1.19038	1.18286
64	220 Corkickle Station		Copeland 002	Urban All	1.07770	1.10050	1.05000	1.08488		1.10949	1.04444	1.07526	1.17942	1.16385
65	221 Corkickle Residential		Copeland 002	Urban All	1.07770	1.10050	1.05000	1.08488	1.10018	1.10949	1.04444	1.07526	1.17942	1.16385
66	222 Thornton Road		Copeland 003	Urban All	1.05921	1.08466	1.01415	1.06422	1.02875	1.06311	1.00000	1.05380	1.13393	1.12910
67	223 Hensingham School		Copeland 003	Urban All	1.05921	1.08466	1.01415	1.06422	1.02875	1.06311	1.00000	1.05380	1.13393	1.12910
68	224 Hensingham East		Copeland 003	Urban All	1.05921	1.08466	1.01415		1.02875	1.06311	1.00000	1.05380	1.13393	1.12910
69	225 Rosebank		Copeland 003	Urban All	1.05921	1.08466	1.01415	1.06422	1.02875	1.06311	1.00000	1.05380	1.13393	1.12910
70	226 West Cumberland Hospital		Copeland 003	Urban All	1.05921	1.08466	1.01415	1.06422	1.02875	1.06311	1.00000	1.05380	1.13393	1.12910
71	227 Mirehouse East		Copeland 005	Urban All	1.07808	1.09091	1.03333	1.09233	1.14951	1.15741	1.03797	1.08861	1.19038	1.18286
72	228 Mirehouse Central		Copeland 005	Urban All	1.07808	1.09091	1.03333	1.09233	1.14951	1.15741	1.03797	1.08861	1.19038	1.18286
73	229 Mirehouse West		Copeland 005	Urban All	1.07808	1.09091	1.03333	1.09233	1.14951	1.15741	1.03797	1.08861	1.19038	1.18286
74	230 Westlakes Science Park		Copeland 006	Rural All	1.06107	1.08667	1.00787	1.07276	1.06064	1.09677	1.00893	1.06955	1.16498	1.15915
75	231 Cleator Moor 232 Frizington		Copeland 004	Urban All	1.05731 1.05731	1.08411 1.08411	1.01299 1.01299	1.06075 1.06075	1.07112	1.09645 1.09645	1.01538	1.05643 1.05643	1.15209	1.14124 1.15741
76	233 Ennerdale Bridge		Copeland 004 Copeland 004	Rural All Rural All	1.05731	1.08411	1.01299	1.06075	1.07112 1.07112	1.09645	1.01538 1.01538	1.05643	1.16841 1.16841	1.15741
78	234 Market Place		Copeland 004 Copeland 002	Urban All	1.05731	1.10050	1.05000	1.08488	1.10018	1.10949	1.01536	1.05643	1.17942	1.16385
79	235 Duke Street		Copeland 002	Urban All	1.07770	1.10050	1.05000	1.08488		1.10949	1.04444	1.07526	1.17942	1.16385
80	236 East Strand		Copeland 002	Urban All	1.07770	1.10050	1.05000	1.08488	1.10018	1.10949	1.04444	1.07526	1.17942	1.16385
81	237 Roper Street		Copeland 002	Urban All	1.07770	1.10050	1.05000	1.08488		1.10949	1.04444	1.07526	1.17942	1.16385
82	238 Whitehaven Multi-Storey Car Park		Copeland 002	Urban All	1.07770	1.10050	1.05000	1.08488	1.10018	1.10949	1.04444	1.07526	1.17942	1.16385
83	301 Maryport Central		Allerdale 004	Urban All	1.03520	1.06667	1.00699	1.03337	0.98600	1.02564	0.97059	1.02260	1.15568	1.15289
84	302 Maryport Station		Allerdale 004	Urban All	1.03520	1.06667	1.00699		0.98600	1.02564	0.97059	1.02260	1.15568	1.15289
85			Allerdale 005	Urban All	1.07188									
86	304 Ellenborough		Allerdale 005	Urban All	1.07188	1.10145				1.15625	1.04545		1.20188	1.19301
87	305 Maryport South		Allerdale 004	Urban All	1.03520	1.06667	1.00699		0.98600	1.02564	0.97059	1.02260	1.15568	1.15289
88	306 Maryport School		Allerdale 004	Urban All	1.03520	1.06667	1.00699		0.98600		0.97059		1.15568	1.15289
89	307 Allerby		Allerdale 004	Rural All	1.03520	1.06667	1.00699	1.03337	0.98600	1.02564	0.97059		1.17206	1.16923
90	308 Dearham		Allerdale 004	Rural All	1.03520	1.06667	1.00699	1.03337	0.98600	1.02564	0.97059	1.02260	1.17206	1.16923
91	309 Broughton Moor	3	Allerdale 005	Rural All	1.07188	1.10145	1.06122	1.07339	1.13060	1.15625	1.04545	1.06529	1.21891	1.20992
92	310 Flimby	3	Allerdale 005	Rural All	1.07188	1.10145	1.06122	1.07339	1.13060	1.15625	1.04545	1.06529	1.21891	1.20992
93	311 Seaton		Allerdale 008	Urban All	1.01484	1.03887	0.97849	1.02288	1.00795	1.03620	0.96429	1.01696	1.14462	1.13436
94	401 Cockermouth Central	4	Allerdale 006	Urban All	1.03855	1.05114	1.00000	1.03727	0.97758	1.02116	0.95536	1.03125	1.14451	1.13963
95	402 Cockermouth SW		Allerdale 007	Urban All	1.02574	1.04274					0.96241	1.01722	1.13678	1.13726
96	403 Cockermouth N		Allerdale 006	Urban All	1.03855	1.05114			0.97758			1.03125	1.14451	1.13963
97	404 Cockermouth School		Allerdale 007	Urban All	1.02574	1.04274			0.96458		0.96241	1.01722	1.13678	1.13726
98	405 Cockermouth SE		Allerdale 007	Urban All	1.02574	1.04274			0.96458		0.96241	1.01722	1.13678	1.13726
99	406 Eaglesfield & Branthwaite		Allerdale 006	Rural All	1.03855	1.05114			0.97758				1.16073	1.15577
100	407 Great Broughton & Brigham		Allerdale 006	Rural All	1.03855	1.05114			0.97758				1.16073	1.15577
101	408 Papcastle		Allerdale 006	Rural All	1.03855	1.05114			0.97758				1.16073	1.15577
102	409 Dovenby		Allerdale 006	Rural All	1.03855	1.05114			0.97758				1.16073	1.15577
103	410 Bothel		Allerdale 002	Rural All	1.02124	1.03759					1.01905	1.09358	1.14858	1.15354
104	411 B5292 Lorton & Whinlatter		Allerdale 007	Rural All	1.02574	1.04274					0.96241	1.01722	1.15289	1.15338
105	412 Keswick		Allerdale 012	Urban All	1.05348	1.07407	1.01351	1.07366			0.97333	1.06899	1.13109	1.13173
106	413 B5289 Borrowdale		Allerdale 012	Rural All	1.05348	1.07407	1.01351	1.07366		1.03125	0.97333	1.06899	1.14711	1.14777
107	414 Cockermouth South		Allerdale 007	Urban All	1.02574	1.04274					0.96241	1.01722	1.13678	1.13726
108	415 Castlegate Drive	4	Allerdale 007	Urban All	1.02574	1.04274	0.99286	1.02723	0.96458	1.00621	0.96241	1.01722	1.13678	1.13726

	Base year =	2015	7		2029	2029	2029	2029	2029	2029	2029	2029	2029	2029
	Future year =				PM	AM	PM							
Traffi	c growth		_		Commute			Other	Commute			Other	AW	
	ario 2: 2029 Local Plan				Origin	Origin	Origin	Origin			Destination			
	Zone Name	Sector	NTEM	NTM	NTEM	NTM	NTM							
109	416 Cockermouth Central Car Park		Allerdale 006	Urban All	1.03855	1.05114	1.00000	1.03727	0.97758	1.02116		1.03125	1.14451	1.13963
110	501 Aspatria		Allerdale 003	Rural All	1.03929	1.05738	1.02469	1.06866	1.05298	1.07429		1.07987	1.18105	1.18263
111	502 Wigton		Allerdale 001	Urban All	1.05072	1.06763	1.01290	1.03964	0.97818	1.02203	0.96689	1.02600	1.11046	1.10069
112	503 Dalston		Carlisle	Urban All	1.06660	1.08795	1.02437	1.08355	1.08535	1.09862	1.03882	1.08702	1.16535	1.16009
113	504 Carlisle	Ę	Carlisle	Urban All	1.06660	1.08795	1.02437	1.08355	1.08535	1.09862	1.03882	1.08702	1.16535	1.16009
114	505 Silloth		Allerdale 003	Rural All	1.03929	1.05738	1.02469	1.06866	1.05298	1.07429	1.01786	1.07987	1.18105	1.18263
115	550 Wigton		Allerdale 001	Urban All	1.05072	1.06763	1.01290	1.03964	0.97818	1.02203	0.96689	1.02600	1.11046	1.10069
116	551 Wigton		Allerdale 001	Urban All	1.05072	1.06763	1.01290	1.03964	0.97818	1.02203	0.96689	1.02600	1.11046	1.10069
117	552 Wigton		Allerdale 001	Urban All	1.05072	1.06763	1.01290	1.03964	0.97818	1.02203	0.96689	1.02600	1.11046	1.10069
118	600 Egremont North West		Copeland 006	Urban All	1.06107	1.08667	1.00787	1.07276	1.06064	1.09677	1.00893	1.06955	1.14870	1.14296
119	601 St Bees		Copeland 007	Rural All	1.06525	1.08410	1.01579	1.06728	1.03535	1.07366	1.00658	1.07079	1.15801	1.15452
120	602 Egremont North East		Copeland 006	Urban All	1.06107	1.08667	1.00787	1.07276	1.06064	1.09677	1.00893	1.06955	1.14870	1.14296
121	603 Egremont Central		Copeland 006	Urban All	1.06107	1.08667	1.00787	1.07276	1.06064	1.09677	1.00893	1.06955	1.14870	1.14296
122	604 Nethertown Station		Copeland 007	Rural All	1.06525	1.08410		1.06728	1.03535	1.07366		1.07079	1.15801	1.15452
123	605 Thornhill		Copeland 007	Rural All	1.06525	1.08410		1.06728	1.03535	1.07366		1.07079	1.15801	1.15452
124	606 Beckermet		Copeland 007	Rural All	1.06525	1.08410		1.06728	1.03535	1.07366		1.07079	1.15801	1.15452
125	607 Sellafield Station		Copeland 007	Rural All	1.06525	1.08410		1.06728	1.03535	1.07366		1.07079	1.15801	1.15452
126	608 Sellafield North		Copeland 007	Rural All	1.06525	1.08410	1.01579	1.06728	1.03535	1.07366	1.00658	1.07079	1.15801	1.15452
127	609 Sellafield South		Copeland 007	Rural All	1.06525	1.08410	1.01579	1.06728	1.03535	1.07366	1.00658	1.07079	1.15801	1.15452
128	610 Seascale		Copeland 007	Rural All	1.06525	1.08410	1.01579	1.06728	1.03535	1.07366	1.00658	1.07079	1.15801	1.15452
129	611 Gosforth		Copeland 007	Rural All	1.06525	1.08410	1.01579	1.06728	1.03535	1.07366	1.00658	1.07079	1.15801	1.15452
130	612 Sellafield Car Park		Copeland 007	Rural All	1.06525	1.08410		1.06728	1.03535	1.07366	1.00658	1.07079	1.15801	1.15452
131	710 Windermere & Ambleside	<u>'</u>	South Lakeland	Urban All	1.06299 1.06299	1.08330	1.01097	1.07454	1.03110	1.06487 1.06487	1.00366	1.07547	1.14424	1.14134
132 133	720 Kendal 730 Penrith		South Lakeland Eden	Urban All Urban All	1.03821	1.08330 1.05841	1.01097 1.00515	1.07454 1.07089	1.03110 1.02825	1.05163	1.00366 1.00126	1.07547 1.07665	1.14424 1.13146	1.14134 1.13189
134	810 Barrow-in-Furness		Barrow-in-Furness	Urban All	1.08064	1.10395	1.00515	1.07069	1.02625	1.08594	1.00120	1.06277	1.15140	1.13169
135	820 Dalton-in-Furness		Barrow-in-Furness	Urban All	1.08064	1.10395	1.02778	1.07064	1.05146	1.08594	1.00960	1.06277	1.15692	1.14596
136	830 Ulverston		South Lakeland	Urban All	1.06299	1.08330	1.02776	1.07454	1.03140	1.06487	1.00366	1.07547	1.14424	1.14134
137	840 Broughton-in-Furness		South Lakeland	Rural All	1.06299	1.08330	1.01097	1.07454	1.03110	1.06487	1.00366	1.07547	1.16046	1.15752
138	851 Millom North		Copeland 008	Urban All	1.05313	1.08209			1.11250	1.12921	1.03759	1.06372	1.16014	1.15230
	852 Millom East		Copeland 008	Urban All										
	853 Millom South		Copeland 008	Urban All	1.05313	1.08209					1.03759		1.16014	1.15230
	854 Haverigg		Copeland 008	Rural All	1.05313	1.08209					1.03759		1.17658	1.16863
	860 Bootle		Copeland 008	Rural All	1.05313	1.08209					1.03759	1.06372	1.17658	1.16863
143	870 The Green		Copeland 008	Rural All	1.05313	1.08209					1.03759	1.06372	1.17658	1.16863
144	910 Dumfies & Galloway		Cumbria	Rural Moto					111120		1120.00		1.18385	1.17871
145	920 Scottish Borders		Cumbria	Rural Moto									1.18385	1.17871
146	930 Tyne & Wear		Cumbria	Rural Trun									1.17762	1.17250
147	940 A66 County Durham		Cumbria	Rural Trun									1.17762	1.17250
148	950 A65 Yorkshire & Lincolnshire		Cumbria	Rural Prince									1.14792	1.14293
	960 M6 N West, Midlands, South		Cumbria	Rural Moto									1.18385	



Appendix C

Traffic modelling outputs

Allerdale Local Plan modelling results

Junc	unction Ratio of Flow to Capacity			Ratio of Flow to Capacity (RFC)						
		Scenario:	2015	Base	2029	Base				
Ref	Node	Junction	AM	PM	AM	PM				
1		Washington St/Ramsay Brow	0.89	0.83	1.02	1.10				
2	1020	Washington St/Oxford St	0.83	0.80	0.91	0.91				
3	1040	Oxford St/Vulcan's Ln	0.50	0.61	0.51	0.84				
4	1091	A597 Gyratory/Station Rd	0.47	0.63	0.58	0.84				
5	1110	A597/William St/Black Path Roundabout	0.52	0.60	0.78	0.77				
6	1120	A596/Northside Rd Roundabout	0.65	0.80	1.02	1.02				
7	1130	A597/Hillcrest	0.41	0.54	0.57	1.05				
8	1150	Derwent St/William St	0.12	0.39	0.22	0.46				
9	1270	A597/B5296 Junction	0.36	0.44	0.54	0.71				
10	1280	A597/ASDA Supermarket	0.51	0.58	0.68	0.79				
11	1420	B5296/Harington Rd Signalised Junction	0.54	0.87	0.71	0.99				
12	1470	Gray St/Harington Rd Junction	0.26	0.37	0.39	0.63				
13	1480	Harington Rd/ A596 High St Roundabout	0.78	0.85	1.00	1.00				
14	1490	A596 High St/King St	0.47	0.51	0.55	0.65				
15	1630	A596 High St/Park End Rd	0.63	0.68	0.99	1.00				
16	1635	A596 High St	0.68	0.69	0.72	0.75				
17	1640	A596/Newlands Ln	0.89	0.97	0.99	1.03				
18	1650	A596 High St/Ashfield Dr	0.44	0.66	0.89	1.03				
19	1664	A596/Branthwaite Rd	0.74	0.64	0.95	0.84				
20	1665	A596/Scaw Rd	0.23	0.53	0.28	1.03				
21	1675	Jubilee Rd	0.07	0.13	0.08	0.15				
22	1690	A596/Jubilee Junction	0.21	0.36	0.26	0.43				
23	1710	Stainburn Rd/Park End Rd	1.03	1.00	1.11	1.12				
24	1715	Stainburn Rd/Park End Rd	0.75	0.58	0.88	0.72				
25	1730	A595/A66 Roundabout	0.94	0.64	1.01	0.76				
26	1740	A596/Ladies Walk	0.43	0.42	0.52	0.52				
27	1750	A596 Northside/Calva Brow	0.78	0.84	1.01	1.11				
28	1760	A595/Blackwood Rd	0.74	0.59	0.90	0.70				
29	1762	Blackwood Rd/Joseph Noble Rd	0.52	0.31	0.68	0.30				
30	1770	A595/Joseph Noble Rd	0.61	0.36	0.71	0.41				
31	1780	A595/A596 Roundabout	0.88	0.80	0.99	1.00				
32	1790	A595/A597 Roundabout	0.84	1.03	1.02	1.10				
33	1810	Eller Bank/Church Rd	0.32	0.68	0.46	1.02				
34	1830	A597/Scaw Rd Roundabout	0.59	0.77	0.87	1.00				
35	1860	Main Rd/Moor Rd	0.53	0.62	0.68	0.91				
36	1950	Seaton Rd/Lowca Ln	1.03	0.53	1.17	0.78				
37		A596/Lowca Ln	0.33	0.31	0.72	0.41				
38	3015	A596/Netherhall School	0.70	0.26	0.89	0.33				
39	3020	A596/Wood st	0.65	0.52	0.94	0.67				
40	3450	Seaton Rd/Church Rd W	0.43	0.46	0.55	0.67				
41	4010	Low Rd/Gote Rd	0.58	0.50	0.81	0.65				
42	4020	Crown St/Sullart St	0.85	0.60	1.03	0.73				
43	4320	A5086/Papcastle Rd	0.23	0.21	0.32	0.25				
44	4410	A5086/A595 Roundabout	0.70	0.57	0.95	0.74				
45	4420	A595/Low Rd/A66 Roundabout	0.92	1.07	1.05	1.09				
46	4430	A66/Brigham Rd	0.26	0.45	0.31	0.88				
47	4470	A66/Great Broughton	0.92	0.71	1.01	0.84				
48	4580	A594/ B5301	1.92	1.04	2.51	1.46				
49	8030	B5304/Red Dial Cottages	1.09	0.67	1.25	1.09				
50		Syke Rd/ A595 Roman Rd	0.50	0.46	1.10	0.62				
		approaching capacity (0.85 < RFC < 1.00):	6	3	12	6				
		Overcapacity junctions (RFC > 1.00):	4	4	14	15				
		2. or outputting jurious in the Proof.	-7	-7	17	.0				

Allerdale Local Plan modelling results

		io of Flow to Capacity	Ratio of Flow to Capacity (RFC)					
		Scenario:	2029 Lo	cal Plan	2029 Alt L	ocal Plan		
Ref	Node	Junction	AM	PM	AM	PM		
1	1010	Washington St/Ramsay Brow	1.09	1.17	1.08	1.17		
2	1020	Washington St/Oxford St	0.92	1.03	0.95	0.94		
3	1040	Oxford St/Vulcan's Ln	0.62	0.93	0.65	0.92		
4	1091	A597 Gyratory/Station Rd	0.61	0.91	0.61	0.92		
5	1110	A597/William St/Black Path Roundabout	0.83	1.10	0.84	1.09		
6	1120	A596/Northside Rd Roundabout	1.23	1.10	1.22	1.11		
7	1130	A597/Hillcrest	0.58	1.06	0.58	1.07		
8	1150	Derwent St/William St	0.32	1.01	0.33	1.01		
9	1270	A597/B5296 Junction	0.74	0.91	0.76	0.90		
10	1280	A597/ASDA Supermarket	0.77	0.89	0.77	0.89		
11	1420	B5296/Harington Rd Signalised Junction	1.00	0.94	0.89	0.96		
12	1470	Gray St/Harington Rd Junction	0.88	0.91	0.90	0.91		
13	1480	Harington Rd/ A596 High St Roundabout	1.01	1.04	1.02	1.03		
14	1490	A596 High St/King St	0.54	1.05	0.55	1.05		
15	1630	A596 High St/Park End Rd	1.08	1.09	1.08	1.10		
16	1635	A596 High St	0.85	0.77	0.85	0.80		
17	1640	A596/Newlands Ln	1.02	1.09	1.03	1.09		
18	1650	A596 High St/Ashfield Dr	1.06	1.20	1.08	2.00		
19	1664	A596/Branthwaite Rd	1.33	1.17	1.04	1.18		
20	1665	A596/Scaw Rd	0.90	1.06	0.91	1.06		
21	1675	Jubilee Rd	0.48	1.00	0.49	0.24		
22	1690	A596/Jubilee Junction	0.95	1.12	0.99	1.12		
23	1710	Stainburn Rd/Park End Rd	1.08	1.13	1.08	1.13		
24	1715	Stainburn Rd/Park End Rd	0.87	0.77	0.86	0.77		
25	1730	A595/A66 Roundabout	1.01	0.86	1.01	0.85		
26	1740	A596/Ladies Walk	0.98	0.49	0.96	1.02		
27	1750	A596 Northside/Calva Brow	1.16	1.10	1.14	1.10		
28	1760	A595/Blackwood Rd	1.02	0.72	1.01	0.72		
29	1762	Blackwood Rd/Joseph Noble Rd	0.92	0.57	0.93	0.58		
30	1770	A595/Joseph Noble Rd	0.83	0.41	0.80	1.02		
31	1780	A595/A596 Roundabout	1.05	1.14	1.05	1.14		
32	1790	A595/A597 Roundabout	1.10	1.13	1.10	1.14		
33	1810	Eller Bank/Church Rd	0.50	1.15	0.50	1.15		
34	1830	A597/Scaw Rd Roundabout	0.94	1.02	0.96	1.02		
35	1860	Main Rd/Moor Rd	0.79	1.02	0.74	0.97		
36	1950	Seaton Rd/Lowca Ln	1.08	1.03	1.08	1.04		
37	1990	A596/Lowca Ln	0.94	0.48	0.90	0.48		
38	3015	A596/Netherhall School	1.01	0.38	1.01	0.38		
39	3020	A596/Wood st	1.02	0.80	1.01	0.80		
40	3450	Seaton Rd/Church Rd W	0.63	0.90	0.63	0.91		
41	4010	Low Rd/Gote Rd	0.95	0.72	0.95	0.72		
42	4020	Crown St/Sullart St	1.03	0.78	1.03	0.78		
43	4320	A5086/Papcastle Rd	0.98	0.28	0.99	0.28		
44	4410	A5086/A595 Roundabout	1.05	0.92	1.04	0.91		
45	4420	A595/Low Rd/A66 Roundabout	1.03	1.08	1.03	1.08		
46	4430	A66/Brigham Rd	0.32	0.79	0.32	0.78		
47	4470	A66/Great Broughton	1.12	0.98	1.12	0.98		
48	4580	A594/ B5301	2.49	1.50	2.49	1.50		
49	8030	B5304/Red Dial Cottages	1.31	1.11	1.31	1.11		
50	8626	Syke Rd/ A595 Roman Rd	1.18	0.84	1.17	0.83		
		approaching capacity (0.85 < RFC < 1.00):	11	10	13	12		
- Vui	.500113	Overcapacity junctions (RFC > 1.00):	24	26	23	25		
		Sycroapacity junctions (RFC > 1.00).	24	20	ZJ	ZJ		



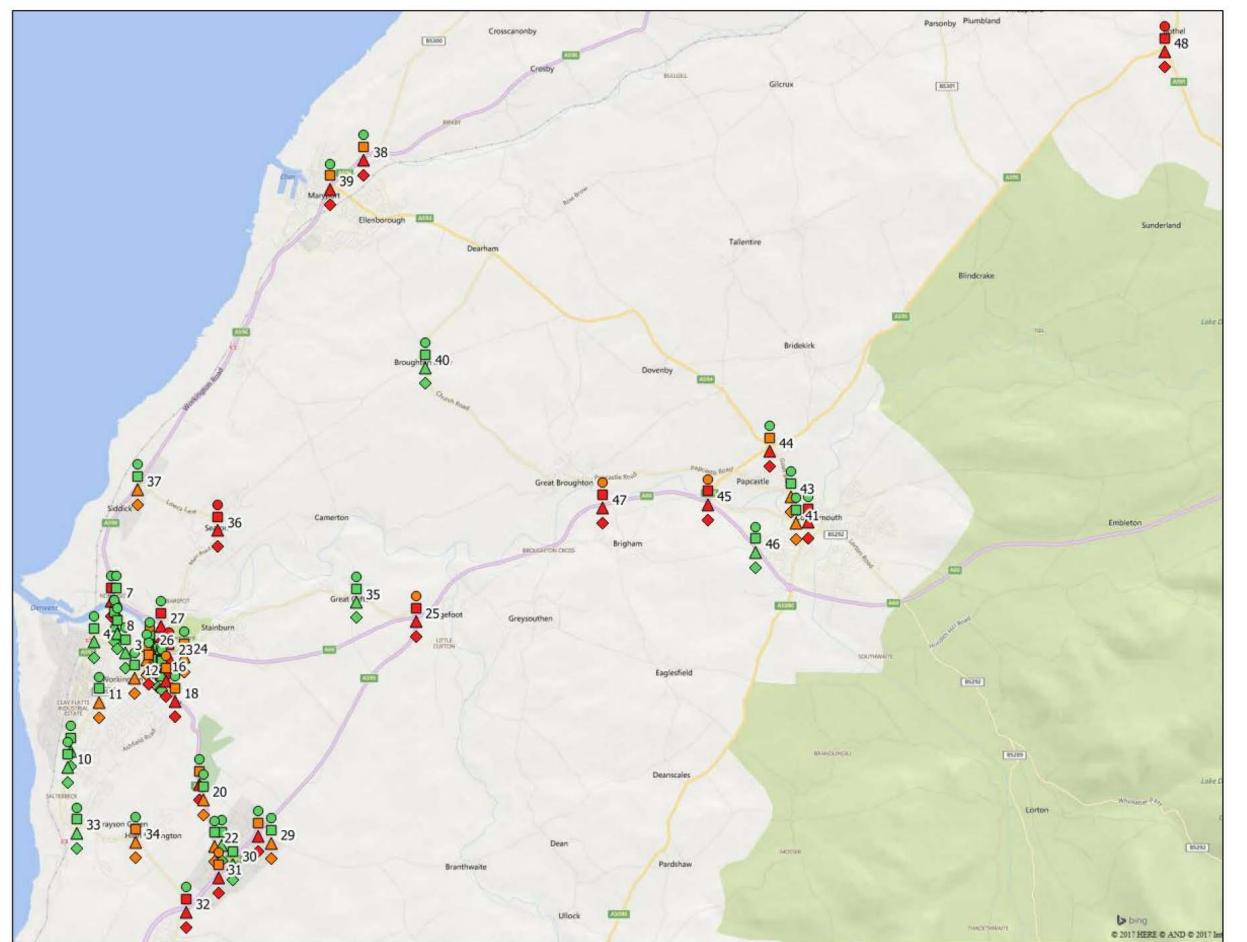
Allerdale Local Plan Junction List

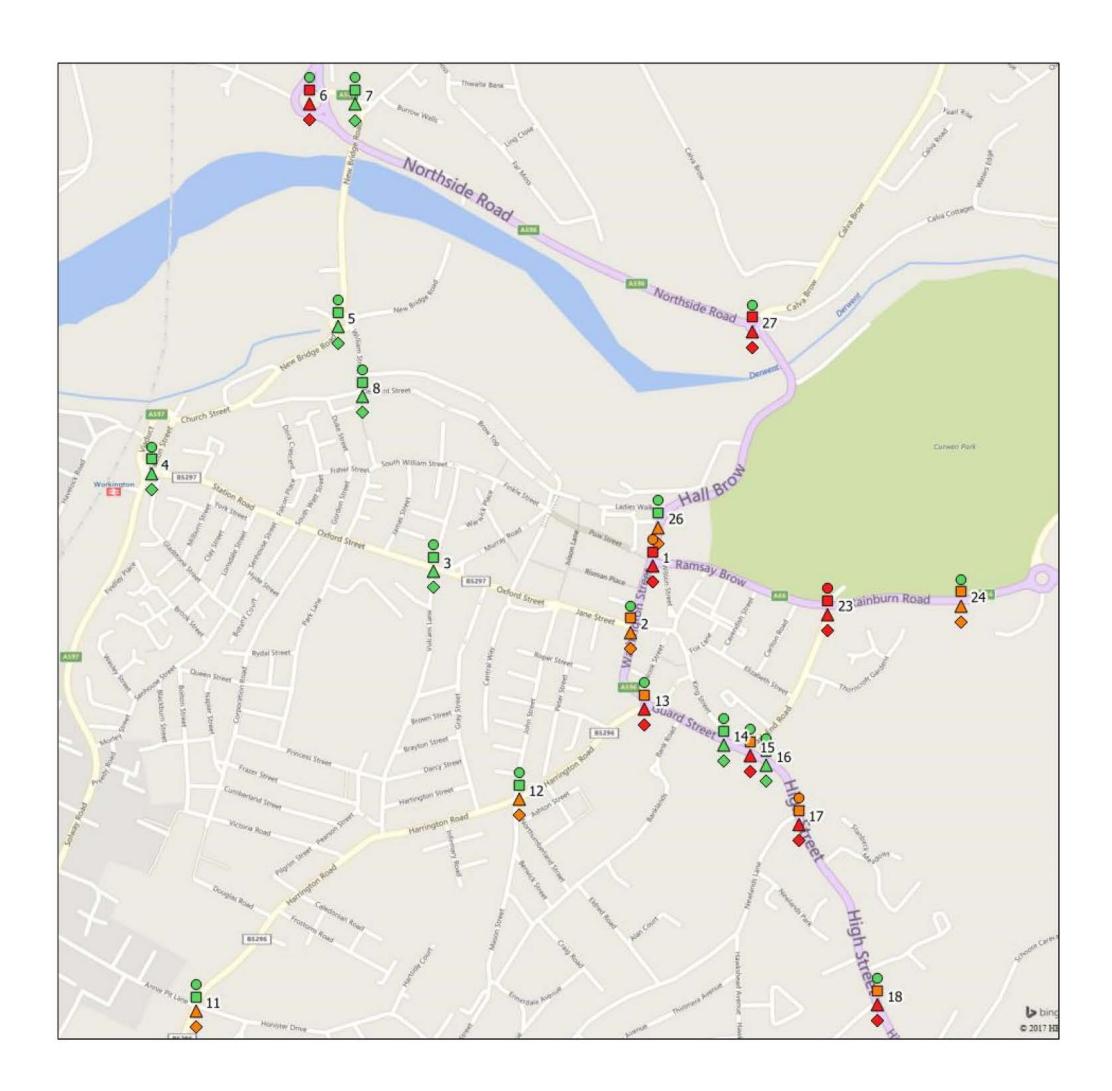
Ref	Junction
1	Washington St/Ramsay Brow
2	Washington St/Oxford St
3	Oxford St/Vulcan's Ln
4	A597 Gyratory/Station Rd
5	A597/William St/Black Path Roundabout
6	A596/Northside Rd Roundabout
7	A597/Hillcrest
8	Derwent St/William St
9	A597/B5296 Junction
10	A597/ASDA Supermarket
11	B5296/Harington Rd Signalised Junction
12	Gray St/Harington Rd Junction
13	Harington Rd/ A596 High St Roundabout
14	A596 High St/King St
15	A596 High St/Park End Rd
16	A596 High St
17	A596/Newlands Ln
18	A596 High St/Ashfield Dr
19	A596/Branthwaite Rd
20	A596/Scaw Rd
21	Jubilee Rd
22	A596/Jubilee Junction
23	Stainburn Rd/Park End Rd
24	Stainburn Rd/Park End Rd
25	A595/A66 Roundabout
26	A596/Ladies Walk
27	A596 Northside/Calva Brow
28	A595/Blackwood Rd
29	Blackwood Rd/Joseph Noble Rd
30	A595/Joseph Noble Rd
31	A595/A596 Roundabout
32	A595/A597 Roundabout
33	Eller Bank/Church Rd
34	A597/Scaw Rd Roundabout
35	Main Rd/Moor Rd
36	Seaton Rd/Lowca Ln
37	A596/Lowca Ln
38	A596/Netherhall School
39	A596/Wood st
40	Seaton Rd/Church Rd W
41	Low Rd/Gote Rd
42	Crown St/Sullart St
43	A5086/Papcastle Rd
44	A5086/A595 Roundabout
45	A595/Low Rd/A66 Roundabout
46	A66/Brigham Rd
47	A66/Great Broughton
48	A594/ B5301
49	B5304/Red Dial Cottages
50	Syke Rd/ A595 Roman Rd

CAPITA

Allerdale
Local Plan
Junction Plan
Morning









Allerdale Local Plan Junction Plan Morning

	Legend	
	RFC < 0.85	0
2015 Base	0.85 < RFC < 1.00	0
	RFC > 1.00	•
	RFC < 0.85	
2029 Base	0.85 < RFC < 1.00	
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2029 Local Plan	0.85 < RFC < 1.00	Δ
	RFC > 1.00	
2029	RFC < 0.85	\Q
Alternative	0.85 < RFC < 1.00	\Q
Local Plan	RFC > 1.00	*

Ref	Junction
1	Washington St/Ramsay Brow
2	Washington St/Oxford St
3	Oxford St/Vulcan's Ln
4	A597 Gyratory/Station Rd
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8	Derwent St/William St
9	A597/B5296 Junction
10	A597/ASDA Supermarket
11	B5296/Harington Rd Signalised Junction
12	Gray St/Harington Rd Junction
13	Harington Rd/ A596 High St Roundabout
14	A596 High St/King St
15	A596 High St/Park End Rd
16	A596 High St
17	A596/Newlands Ln
18	A596 High St/Ashfield Dr
19	A596/Branthwaite Rd
20	A596/Scaw Rd
21	Jubilee Rd
22	A596/Jubilee Junction
23	Stainburn Rd/Park End Rd
24	Stainburn Rd/Park End Rd
25	A595/A66 Roundabout
26	A596/Ladies Walk
27	A596 Northside/Calva Brow

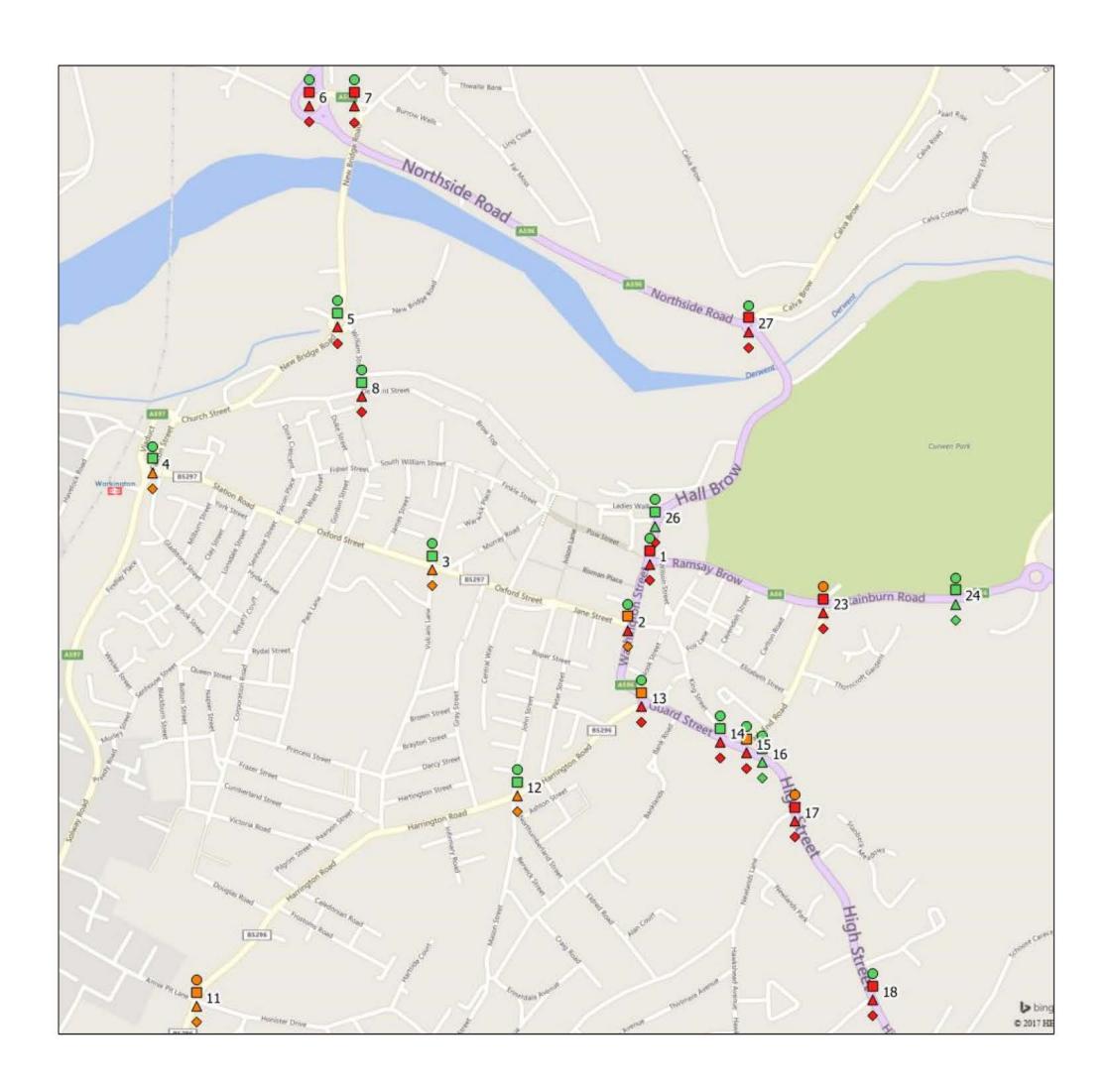
CAPITA



Allerdale
Local Plan
Junction Plan
Evening

	Legend	
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2015 Base	0.85 < RFC < 1.00	0
	RFC > 1.00	0
	RFC < 0.85	
2029 Base	0.85 < RFC < 1.00	
	RFC > 1.00	
18111	RFC < 0.85	Δ
2029 Local Plan	0.85 < RFC < 1.00	
	RFC > 1.00	
2029	RFC < 0.85	\Q
Alternative	0.85 < RFC < 1.00	\Q
Local Plan	RFC > 1.00	*

Crosscanonby Example Crosscanonby Crosscanonby	Parsonby Plumbland 48 HILLORI Gilcrux
	MILLORE Gillerus (MISSET)
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Ellenborough Dearham	Tallentine Blindcrake
	Lake Del
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	44 Anterior No.
37 Great Broughton	45 Papcastle 43
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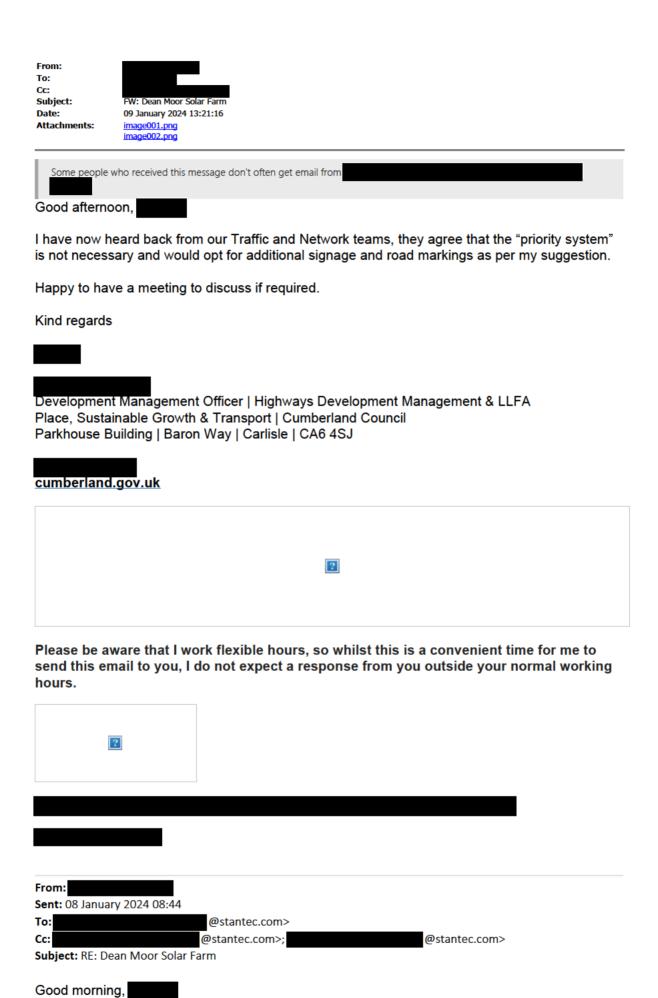
Allerdale Local Plan Junction Plan Evening

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	RFC > 1.00	0
	RFC < 0.85	
2029 Base	0.85 < RFC < 1.00	
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	RFC < 0.85	Δ
2029 Local Plan	0.85 < RFC < 1.00	Δ
	RFC > 1.00	
2029	RFC < 0.85	\Q
Alternative	0.85 < RFC < 1.00	\Q
Local Plan	RFC > 1.00	\Q

Ref	Junction		
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14	A596 High St/King St		
15	A596 High St/Park End Rd		
16	A596 High St		
17	A596/Newlands Ln		
18	A596 High St/Ashfield Dr		
19	A596/Branthwaite Rd		
20	A596/Scaw Rd		
21	Jubilee Rd		
22	A596/Jubilee Junction		
23	Stainburn Rd/Park End Rd		
24	Stainburn Rd/Park End Rd		
25	A595/A66 Roundabout		
26	A596/Ladies Walk		
27	A596 Northside/Calva Brow		



Appendix C Correspondence with Cumberland Council and National Highways



Thank you for getting in touch, I will consult with our network & traffic team for their comments on your proposal.

My initial thoughts are that we would be in favour of just installing some "Road Narrows" signs and additional "Slow" markings on than approach to the bridge rather than a full on priority system, we have implemented these elsewhere and have generally noted increased speeds on the approaches as drivers tend to try and get there first to win priority so increasing conflict and also given the rural location there is a high chance the system may be ignored.

I will be in touch hopefully before the end of this week to confirm.

Regards

Development Management Officer | Highways Development Management & LLFA Place, Sustainable Growth & Transport | Cumberland Council Parkhouse Building | Baron Way | Carlisle | CA6 4SJ

cumberland.gov.uk

?

Please be aware that I work flexible hours, so whilst this is a convenient time for me to send this email to you, I do not expect a response from you outside your normal working hours.

?

Visit the Flood Hub, a website to help increase flood resilience across the North West

From: <u>@stantec.com</u>>

Sent: 21 December 2023 09:43

Cc: <u>@stantec.com</u>>;

Subject: Dean Moor Solar Farm

Hi

I hope you are doing well.

We have previously discussed the former railway bridge on Branthwaite Edge Road as part of the Dean Moor Solar Farm proposals. Stantec is looking for feedback on a proposed temporary construction priority working on this former railway bridge as it has been identified in our project preparations as a potential point of vehicle conflict during the construction phase. This is due to the possibility of vehicle-to-vehicle conflicts where the width of the road is too narrow should two HGVs or an HGV and a car/van be travelling over the bridge at the same time.

The proposed drawing shows the placement of priority markings and signing, as well as details on the forward visibility between the proposed give-way and on-coming vehicles. I have attached an advance copy of the draft proposal for you, which I would like to have your feedback on. Please would you advise me on your availability for a short virtual meeting early in the new year, so that we can outline the proposal and get your thoughts.

Kind regards,

Assistant Transport Planner
@stantec.com
Stantec
7 Soho Square
London W1D 3QB
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Attention: Ce courriel provient de l'extérieur de Stantec. Veuillez prendre des précautions supplémentaires.

Atención: Este correo electrónico proviene de fuera de Stantec. Por favor, tome precauciones adicionales.

From:

12 June 2023 15:17

@Cumberland.gov.uk>

Sent:

To:

Cc:

Subject:

RE: Dean Moor Solar Farm - Transport Scoping Meeting

Attachments: Dean Moor Solar Farm Accident Record.docx

Follow Up Flag: Follow up Flag Status: Completed

Good afternoon,

Please see the attached accident data.

Happy to agree the minutes.

The road names as follows will be acceptable, best to keep them as shown on maps I guess.

- C2054 103 Branthwaite Road
- C2954 102 Branthwaite Edge Road
- U2186 101 Gilgarran Road
- C4006 110 Dean Cross Road

I can confirm that we are happy for transport to be scoped out of any EIA.

Kind regards

Development Management Officer | Highways Development Management & LLFA Place, Sustainable Growth & Transport | Cumberland Council Parkhouse Building | Baron Way | Carlisle | CA6 4SJ





Please be aware that I work flexible hours, so whilst this is a convenient time for me to send this email to you, I do not expect a response from you outside your normal working hours.



Visit the Flood Hub, a website to help increase flood resilience across the North West

From: @cumbria.gov.uk>
Sent: 07 June 2023 09:43
To: @cumbria.gov.uk>
Subject: FW: Dean Moor Solar Farm - Transport Scoping Meeting

Morning ,

Are you okay to deal with this one to confirm the minutes of the meeting and respond as necessary? I can pull off the accident data if you don't have it on HIAMS, but would be useful if you can access it as well.

Regards

Lead Officer | Highways Development Management & LLFA Place, Sustainable Growth and Transport | Cumberland Council Parkhouse Building | Carlisle | CA6 4SJ

m. www.cumberland.gov.uk



From: <a href="mailto:search: 20 miles and mailto:search: 20 miles and mailto:search:

Sent: 05 June 2023 15:39

To: < @cumbria.gov.uk>
Cc: < @stantec.com>

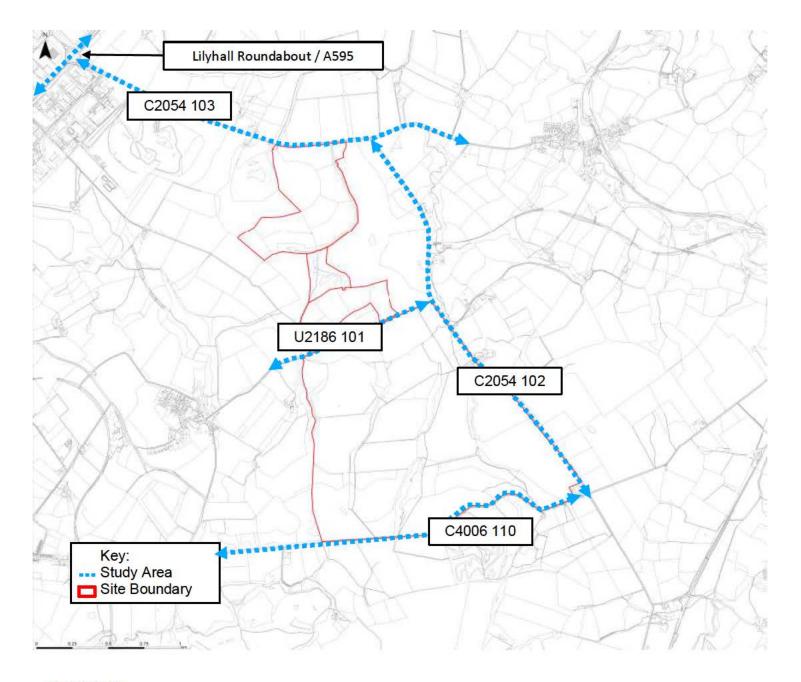
Subject: RE: Dean Moor Solar Farm - Transport Scoping Meeting

Hi ,

Please find attached the draft minutes from our recent transport scoping meeting. Your feedback and comments would be appreciated. If possible, please could we have comments back by the end of Wednesday 14th June – please let me know if this causes a problem for you.

In addition to our previous requests for accident data and highway extents information (see email below) we're also keen to confirm a schedule of local road names to help us all know which bit of the local road network we're referring to! Below are some naming suggestions that correlate to the map below and we would appreciate your feedback on the appropriate name.

- C2054 103 Branthwaite Road
- C2954 102 Branthwaite Edge Road or Asby Road?
- U2186 101 Gilgarran Road
- C4006 110 Pica Road or Dean Cross Road?



Best regards,



The Stills, 1st Floor, 80 Turnmill Street London EC1M 5QU

Direct:

Mobile: @stantec.com





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From:

Sent: Thursday, June 1, 2023 3:04 PM

To: < @Cumberland.gov.uk>

@stantec.com>

Subject: RE: Dean Moor Solar Farm - Transport Scoping Meeting

We're just awaiting internal sign off for our meeting minutes before we send them to you for comment. In the meantime, I believe you were happy to supply us with accident information covering the road network in study area (slide 5) for the last five years? We also need to obtain highway extents information for the same area – are you also able to provide this?

Thanks for your help.

Best regards,



Associate

The Stills, 1st Floor, 80 Turnmill Street London EC1M 5QU

Direct: Mobile:

@stantec.com





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From: @Cumberland.gov.uk>
Sent: Thursday, May 11, 2023 4:15 PM

To: @stantec.com>
Cc: @stantec.com>; @stantec.com>
Subject: RE: Dean Moor Solar Farm - Transport Scoping Meeting

Hi

I can do anytime between 9am and 4.30pm Wed, Thur or Fri next week.

Regards

Lead Officer | Highways Development Management & LLFA Place, Sustainable Growth and Transport | Cumberland Council Parkhouse Building | Carlisle | CA6 4SJ

m. www.cumberland.gov.uk



Dear ,

Stantec is providing technical advice to a client proposing a solar farm development at land near Gilgarran and Branthwaite. The proposed development would generate 150MWe of sustainable electricity to the national grid and could include an element of Battery Energy Storage.

The emerging proposals are to be the subject of a Development Consent Order process and will be supported by the various pieces of technical evidence, including Transport Planning advice and an access strategy. My colleagues have recently met with Land Use Planning colleagues at Cumberland Council and so we would like to meet with you to outline

the proposals for the Transport Planning evidence and to discuss the basis for the access strategy to the development for construction and decommissioning and the operational phases of the development.

Prior to the meeting we will send over a transport scoping document for you to review.

Would you be able to meet (via Microsoft Teams) in the latter half of next week?

Kind regards,

Graduate Transport Planner

@stantec.com

Stantec First Floor 80 Turnmill Street London EC1M 5LG





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From:	@highwaysengland.co.uk>
Sent:	22 November 2024 10:52
To:	
Cc:	

FW: Dean Moor Solar Farm - PEIR Consultation Comments Response

Subject:

Hi

Thank you for sending through your comments below.

National Highways acknowledges your view that the quantum of forecast movements is not significant, however National Highways do not consider you have provided sufficient and proportionate evidence to support Stantec's position with regards to the impact of the Dean Moor construction traffic and of the cumulative impacts taking into account the Lostrigg application on the Strategic Road Network.

It has been National Highway's request since initial pre-application scoping stage that further work be undertaken relating to the impacts of construction traffic at the Lilyhall roundabout. It was agreed that this would be investigated in the original discussions with Ryan, when it was noted that the Lilyhall roundabout suffers with congestion during peak hours.

NH considers that the original baseline information presented is out of date and needs to be updated to reflect the current position to allow you to evidence the assumptions made. The baseline data used was from a development application some 7 years old and it is unclear whether the mitigation work that was to be included as part of that development has been put in place ie the new signing and and any mitigation work completed at the roundabout. It would be useful to understand if this has been incorporated and resulted in any changes to operation with these improvements now in place.

We consider it would be of your benefit to carry out the counts at Lilyhall in order to establish and evidence the current baseline operation, as the WebTRIS data only provides detail of links flows. Further information is also requested relating to forecast construction vehicle and staff trips, in the form of hourly turning movements at the Lilyhall Roundabout.

We would be keen to see the Access strategy for the Lostrigg development which we understand is due to be delivered in the new year. However, to justify these assumptions in the mean time we would ask for further detail to be provided in the form of either a Transport Assessment or Technical note, clearly setting out the information relating to the baseline operation and the anticipated construction trips through Lilyhall for both developments.

This will enable National Highways to undertake a review and reach a decision on whether modelling or mitigation may be required.

Kind Regards

Network Development & Planning Team OD EDI Lead National Highways | Piccadilly Gate | Store Street | Manchester | M1 2WD Tel: Web: GTN:

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Web:			

From:		@stantec.com>			
Sent: 14 Nove	mber 2024 16:12				
To:		@wsp.com>;		@highwaysengland.co	<u>o.uk</u> >
Cc:		@stantec.com>;		@stantec.com>;	
	@stantec.com>;		@stantec.com>;		@stantec.com>
Subject: DE: D	oan Moor Solar Es	rm DEID Consultation Co	ommonts Bosnon		

Subject: RE: Dean Moor Solar Farm - PEIR Consultation Comments Response

FINALIST

Hi

Thank you for following this up and for providing the quotations to undertake the survey of Lillyhall Roundabout.

We acknowledge your opinion on the impacts on the SRN, however, I trust you will also understand that we are coming to a different conclusion and have shared our view with you on the quantum of forecast movements. We have discussed this topic with our client and we continue to consider that, on the basis of the forecast traffic generated by the proposals, it is disproportionate to undertake modelling of the effects on the Lillyhall Roundabout which are judged to be not-significant both under the scenario of the Dean Moor proposals and the cumulative proposals with Lostrigg. As such we do not propose to commission the data collection currently, however we will keep the situation under review through engagement with the Lostrigg team, and to review its Access Strategy when it is published in early 2025 as part of its Statutory Consultation.

We are very happy to continue engagement with you and National Highways and will provide any updates as the situation progresses. If you would like a further conversation then please let me know.

Kind regards,



7 Soho Square London W1D 3QB



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From:		@wsp.com>		
Sent: 1	13 November 2024 12:33			
To:	(@highwaysengland.co.uk>;	@stantec.com>	
Cc:		Ostantec.com>;	<pre>@stantec.com>;</pre>	
	<pre>@stantec.com>;</pre>	@stan	<u>@stantec.</u>	com>

Subject: RE: Dean Moor Solar Farm - PEIR Consultation Comments Response

Further to email below, please could we have an update on your intentions regarding the collection of traffic survey data? I am being chased up by one of the contractors who provided a quote, so it would be good to understand whether you intend to appoint any of the contractors, so that we can let the other parties know.

Kind Regards

Associate Director



WSP Global Inc. No 8 First Street Manchester M15 4RP

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WSP UK Limited, a limited company registered in England & Wales with registered number 01383511. Registered office: WSP House, 70 Chancery Lane, London, WC2A 1AF.

From: highwaysengland.co.uk>
Sent: 01 November 2024 11:51

To: stantec.com>; @wsp.com>
Cc: @stantec.com>; @stantec.com>;

@stantec.com>; @stantec.com>;

Subject: RE: Dean Moor Solar Farm - PEIR Consultation Comments Response

Good morning

In the spirit of working together in a collaborative approach to look at the cumulative effect on the A66 for the Dean Moor Solar Farm DCO.

I am able to provide details and contacts of the survey companies, our survey specification document and confirmation emails from each one with regards being able to complete the surveys in November(see attached email trial and also the costs provided previously), obviously this would have to be discussed with the survey company you may wish to go with and we would ask that we are informed and kept in the loop, as we would want to ensure the unsuccessful companies are notified in a timely and appropriate way.

We have already alerted the survey companies to the fact that they would be commissioned by another party, none of which have objected to this.

However I would advise were you to proceed to perhaps do this as soon as possible to get the surveys carried out in November.

I hope this information helps and please feel free to contact me if you wish to discuss anything mentioned in this email.

Kind Regards

Spatial Planner
Network Development & Planning Team
OD EDI Lead

National Highways | Piccadilly Gate | Store Street | Manchester | M1 2WD

Web:

GTN:

RTPI AWARDS FOR PLANNING EXCELLENCE

2 2023

FINALIST

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Web:

From:

Sent: 31 October 2024 16:36

To:

@highwaysengland.co.uk>;
@wsp.com>
Cc:
@stantec.com>;
@stantec.com>;
@stantec.com>;
Subject: RE: Dean Moor Solar Farm - PEIR Consultation Comments Response

Good afternoon

Thank you for providing your response and confirming agreement with the minutes and notes provided.

With regards to the further assessment of Lillyhall roundabout, we will take onboard your feedback, discuss with the wider project team and provide an update on next steps as soon as we can. Thank you also for collecting quotations for the traffic survey to be undertaken. Did the survey companies indicate their availability to undertake the data collection? Noting that should we wish to proceed we would need the surveys to take place in the next 2-3 weeks.

Kind regards,



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Subject: RE: Dean Moor Solar Farm - PEIR Consultation Comments Response

Some people who received this message don't often get email from lindsay.alder@highwaysengland.co.uk. Learn why this is important

Good afternoon

Thank you for your response in your email dated the 9th October 2024.

I can agree the minutes and note of the meeting as provided. It is good to see a collaborative approach between the two developers.

National Highways acknowledges the comments made with regards to Lostrigg Solar Farm and the transport element being scoped outside the Environmental statement for their DCO as agreed with yourselves as well. It may be worth pointing out that we are still awaiting full plans and detail for the Lostrigg development and the effects of any proposed route on the SRN.

It is disappointing that you have not fully considered to collect baseline survey data at the Lilyhall roundabout, and look at the potential impacts of construction traffic on the SRN.

However after taking into account the points raised, National Highways view is still that a technical assessment is required and that we still need to see the modelling as previously requested not just an estimate.

The cumulative effect is something that needs to be considered and it is felt that proportionate evidence with regards to the impact of the Dean Moor construction programme and of the cumulative impacts on the Strategic Road Network are still outstanding and that IDs 97 and 98 cannot at this stage can be marked as resolved.

It is good to know that there was the agreement that both developments should ensure continued cooperation during the construction phase to manage impacts on the network. National Highways would also like to be involved in this planning.

To move forward in a proactive approach NH/WSP have sourced some quotes to undertake traffic survey at Lilllyhall roundabout summarised in the table below.

We did also check with the LHA, who have confirmed that they do not have any available data for this location (their most recent survey data dates back to 2011).

It is recommended that this is carried out over a two day period.

		Video Survey	
		1 Day	2 Days
Intelligent Data	Plus VAT (+ £52 per camera)	£2,600 (with simultaneous NMU study)	£4,750 (w simultane study)
Streetwise	Plus VAT (+ £ 75 + VAT in CC licence costs)	£1,790	£2,990
	Plus VAT (+ £52 per	£1,950 (with	£3,100 (w

I can arrange contact details for these survey companies to be provided.

It may be an option to do this work along with the Lostrigg developer to save costs and we would encourage you to consider these options.

As previously mentioned NH have the right to cover any costs in any work undertaken in connection to DCO's and I will be writing out in the near future to explain this further. However it would be worth considering NH may have to charge for work if we need to carry anything out that we feel may be missing and invoice you for that work.

I also acknowledge that you are looking to provide comments with regard the other outstanding points (ID96, ID101, D102), and will be incorporating updates into your revised oCTMP and TS documents, such that these may also be marked as resolved.

I would be grateful if you could please feed back your intentions with regard to the detail requested.

Kind Regards



National Highways | Piccadilly Gate | Store Street | Manchester | M1 2WD



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Web:

From:
Sent: 23 October 2024 09:31

To:

@highwaysengland.co.uk>;
@wsp.com>
Cc:
@stantec.com>;
@stantec.com>;
@stantec.com>;
@stantec.com>;
@stantec.com>;

Subject: RE: Dean Moor Solar Farm - PEIR Consultation Comments Response

Good morning

I hope you are both well.

I am emailing to enquire if you have had an opportunity to review the below email and meeting minutes concerning the Dean Moor consultation comments?

Kind regards,

Assistant Transport Planner
@stantec.com

Stantec 80 Turnmill Street London EC1M 5QU



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@stantec.com>;

From:

Sent: 09 October 2024 10:10

@highwaysengland.co.uk; @wsp.com> Cc: @stantec.com>;

@stantec.com>;

@stantec.com>

@stantec.com>

Subject: Dean Moor Solar Farm - PIER Consultation Comments Response

Good morning

I hope you are both well.

Following on from our meeting on 20th September to discuss the outstanding comments of the oCTMP and TS for Dean Moor Solar DCO, Stantec met with the team at Lostrigg to discuss our respective assessments of the Lillyhall roundabout (undertaken on 1st October). Please find attached the minutes from our meeting with Lostrigg for you to review. I have also attached a copy of our meeting minutes from 20th September.

The project team at Lostrigg confirmed that transport was being scoped out of the Environmental Statement for their DCO submission, and that the estimated percentage impact on the network is negligible and does not require further investigation. Regarding the cumulative effect on Lillyhall roundabout, the Lostrigg team noted that not all of their vehicles will access the site via the Lillyhall roundabout, however it was agreed by both parties that a working assumption of all traffic passing through this junction would represent a reasonable worst-case scenario for the purpose of analysis. A key takeaway from this meeting was the agreement that both developments should ensure continued cooperation during the construction phase to manage impacts on the network.

Our engagement with the Lostrigg team has re-affirmed Stantec's initial opinion that the individual and cumulative construction and operational period impact on Lillyhall roundabout would be negligible and as such not requiring further investigation by way of technical assessment. In respect of the consultation comments from National Highways, we are confident that we have provided sufficient and proportionate evidence to support Stantec's position with regards to the impact of the Dean Moor construction programme and of the cumulative impacts on the Strategic Road Network such that outstanding comment IDs 97 and 98 could be marked as resolved. Would you be able to concur, that with that further review that National Highways agrees?

Regarding the remaining outstanding comments (ID96, ID101, D102), we are currently addressing these and incorporating updates into our revised oCTMP and TS documents, such that these may also be marked as resolved.

Please let me know if you have any questions.

Kind regards,

Assistant Transport Planner

@stantec.com

Stantec 80 Turnmill Street London EC1M 5QU



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nationalhighways.co.uk> From: 11 October 2023 09:31 Sent: To: RE: Old rail bridge on Branthwaite Edge Road Subject: Thanks @stantec.com> Sent: Wednesday, October 11, 2023 9:28 AM To: @nationalhighways.co.uk> Subject: RE: Old rail bridge on Branthwaite Edge Road that is the bridge and I think that resolves the issue. Many thanks for your help finding this out. Best The Stills, 1st Floor, 80 Turnmill Street London EC1M 5QU Stantec / in. 🖸 🧿 The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately. to learn more about how Stantec designs with community in mind. Better Together, Even If We're Apart. Read more about Stantec's COVID-19 response, including remote working and business continuity measures.

Sent: Wednesday, October 11, 2023 8:53 AM

To:

@stantec.com>

Subject: FW: Old rail bridge on Branthwaite Edge Road

Good morning

Can you confirm this is the bridge you mean see location and pictures below.

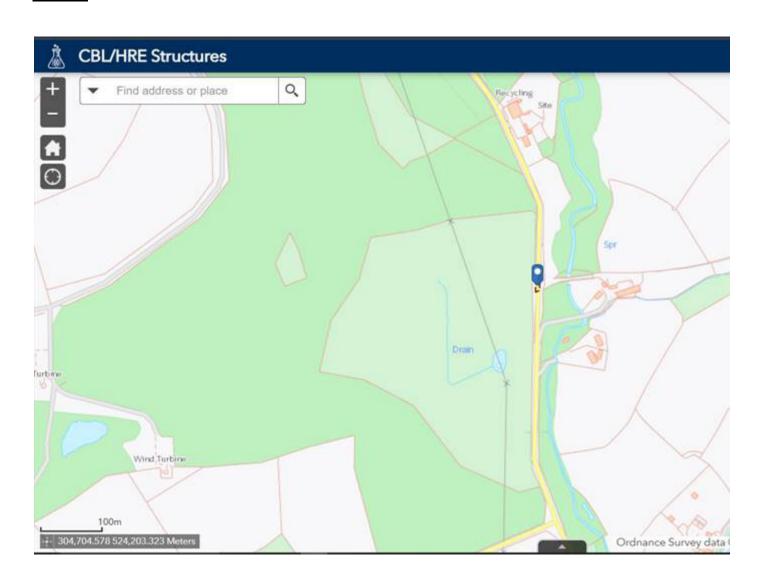
@nationalhighways.co.uk>

I have been advised that the bridge in question (GGN/10) was infilled in 2014; it was a joint project with the Highway Authority.

The bridge was an assessment failure and the structural infill, converting the bridge to an embankment, removed the need for a weight restriction.

I hope this information helps if there is anything else you may need just let me know. The information is held by DfT and has been provided by the team looking after this estate.

Kind Regards





From: @stantec.com>
Sent: Monday, October 9, 2023 5:01 PM To: @nationalhighways.co.uk>
Subject: RE: Dean Moor Solar Farm Transport Scoping
Hill Hill Hard Hill Hard Hard Hard Hard Hard Hard Hard Hard
Thank you for the response and confirming your agreement with the previous minutes. I do have a query that I could do with your help on. It's regarding an old rail bridge on Branthwaite Edge Road that was briefly discussed during the transport scoping meeting back in June. It was subsequently identified as being formerly part of the London and North Western and Furness Joint Railway and Cumberland Council confirmed it is not their asset and it is believed to be part of the Historic Railways Estate managed by National Highways. Historical Railways Estate - National Highways
Link to the bridge location:
It was noted as not having any weight restriction but we're wondering if there is any further information available on its weight/loading capacity or if a technical/structural assessment might have been carried out on the bridge. Is this information that you have access to or do you have a contract at HRE that might be able to help?
Best regards,
The Stills, 1st Floor, 80 Turnmill Street London EC1M 5QU
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he/Her/Hers Spatial Planner Network Development & Planning Team OD EDI Lead Equality Diversity and Inclusion NW Champion Please note new email address. Please update your address book to include this; @nationalhighways.co.uk
National Highways Piccadilly Gate Store Street Manchester M1 2WD
Tel: Web: Web:

GTN: 0300 470 5117



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info@nationalhighways.co.uk

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From:

< @highwaysengland.co.uk>

Sent:

14 June 2023 09:33

To:

RE: Dean Moor Solar Farm - Transport Scoping Meeting



Subject:

Yes, that's right, my mistake. Thanks for double checking!



Spatial Planning Team

National Highways | Piccadilly Gate | Store Street | Manchester | M1 2WD

Tel:

Web:

GTN:

From: < @stantec.com>

Sent: Wednesday, June 14, 2023 9:31 AM

To: @highwaysengland.co.uk>

Subject: RE: Dean Moor Solar Farm - Transport Scoping Meeting

Hi — thanks for the quick response, much appreciated.

Just wanted to check did you mean to say in the third sentence below that you're happy for transport to be excluded (rather than included) in the EIA so long as all the matters discussed are taken into account in the TA? Which we're happy to agree to.

Thanks



Sent: Wednesday, June 14, 2023 8:35 AM

To: @stantec.com Cc: @stantec.com @stantec.com

Subject: RE: Dean Moor Solar Farm - Transport Scoping Meeting



Thanks for sending that over, the notes look fine with me. The key thing for us is to make sure that assessment work of Lilyhall is carried out in the TA, which we can review with WSP to assess potential impacts. Happy with transport being included in the EIA as long as all the matters we discussed are taken into account when carrying out the TA work.

As a side to this, colleagues and I yesterday were discussing DCO applications in the NW, mainly around the Hynet Pipeline scheme which I mentioned to you on our call. It did however raise the point that we'll need to take a look at the wording of the DCO for this one (and all DCO applications) very carefully with our legal team who will provide us with advice. It's just an early heads up for you to inform your client of this, and early sight of the DCO would be helpful to avoid any delays in progress.

Kind regards

Spatial Planning Team
lational Highways Piccadilly Gate Store Street Manchester M1 2WD
el:
Veb:
GTN:

Hi hope you're good.

Please find attached the draft minutes from our recent transport scoping meeting. Your feedback and comments would be appreciated. If possible, please could we have comments back by the end of the week (16th June) – please let me know if this causes a problem for you.

As you'll see we're looking to agree to scope transport out of the EIA. Cumberland Council have now confirmed that they're happy to scope out transport (email attached), so hopefully you're happy to agree as well?

Best regards,



Associate

The Stills, 1st Floor, 80 Turnmill Street London EC1M 5QU Direct:

Mobile:

@stantec.com





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ee as well?





Thanks for sending across those slides which are helpful to give an idea of the transport elements to the proposal.

From a brief look, I don't see many issues other than with the Lilyhall roundabout junction during the construction phase, which we may look to request a more detailed assessment of. I'll run this past our consultants at WSP to get their thoughts.

Kind regards

Spatial Planning Team National Highways | Piccadilly Gate | Store Street | Manchester | M1 2WD Tel: Web: GTN:



Thanks again for the quick response and confirming your availability for Tuesday next week.

Please find attached some slides we have prepared on transport scoping for the Dean Moor Solar Farm project to help aid discussions during the meeting. As you'll see we are estimating 1-2 vehicle trips per week during the operational phase of the development and during the construction phase a peak of 40 two-way HGV movements and 16 two-way LGV movements. Based on the existing flows on the A595 and A66 over the course of an average weekday we believe this is likely to result in an imperceptible change on the network.

Hopefully this is helpful – if you need any further information prior to the meeting please let me know.

Kind regards,

Graduate Transport Planner

@stantec.com

Stantec

First Floor 80 Turnmill Street London EC1M 5LG





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From:

Sent: Wednesday, May 31, 2023 10:26 AM

To: @highwaysengland.co.uk>

Subject: RE: Dean Moor Solar Farm - Transport Scoping Meeting



10am next Tuesday sounds good! I have just sent an MS Teams invite, and will send over a scoping note to you by the end of today or early tomorrow.

Look forward to speaking with you next week.

Kind regards,

Graduate Transport Planner

@stantec.com

Stantec

First Floor 80 Turnmill Street London EC1M 5LG





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From: @highwaysengland.co.uk>

Sent: Wednesday, May 31, 2023 9:43 AM

To: < <u>@stantec.com</u>>
Cc: < <u>@stantec.com</u>>

Subject: RE: Dean Moor Solar Farm - Transport Scoping Meeting

Hi

Thanks for your email.

I'd be happy to meet to discuss these proposals, I have availability next Tuesday at 10am if that works?

It would be helpful if you could send across the scoping note as soon as possible, so I can gauge whether or not this is something we will need support with from our spatial planning consultants at

WSP. Once I have an idea of the potential impacts on the SRN that we will need to look at, I'll be able to invite them along to the call if needs be.

Kind regards

Spatial Planning Team
National Highways Piccadilly Gate Store Street Manchester M1 2WD
Tel:
Web:
GTN:

Dear ,

Stantec is providing technical advice to a client proposing a solar farm development at land near Gilgarran and Branthwaite. The proposed development would generate 150MWe of sustainable electricity to the national grid and could include an element of Battery Energy Storage.

The emerging proposals are to be the subject of a Development Consent Order process and will be supported by the various pieces of technical evidence, including transport planning advice and an access strategy. We have recently met with transport planning colleagues at Cumberland Council and so we would like to meet with you to outline the proposals for the transport planning evidence and to discuss the basis for the access strategy to the development for construction and decommissioning and the operational phases of the development.

Would you be able to meet (via Microsoft Teams) next week Tuesday-Thursday?

Prior to the meeting we will send over a transport scoping document for you to review.

Kind regards,

Graduate Transport Planner

@stantec.com

Stantec First Floor 80 Turnmill Street London EC1M 5LG





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Appendix D Consultation Meeting Minutes with Cumberland Council and National Highways



Meeting Title: Dean Moor Solar Farm – Transport Scoping Meeting

Required Invitees: (TH) Stantec (STN)

(FL) (STN)

(SG) Cumberland Council (CC)

(MR) (CC)

Date of Meeting: 18 May 2023

Location: Virtual meeting (Microsoft Teams)

Job Number: 332511471

Item	Subject	Actions
1.	Introduction: The purpose of the meeting was to discuss with Cumberland Council (CC) as the Local Highway Authority, the transport scoping of the Dean Moor Solar Farm (DMSF) project. Topics discussed included: Overview of the Project Site Location & Order Limits Baseline conditions Construction, operation, decommissioning Approach to the DCO & Transport Scoping Environmental Statement Transport Statement Construction Traffic Management Plan TH provided a copy of the project information slides, which are appended to the minutes. SG confirmed that CC had previously dealt with several solar farm projects (mostly in Allerdale), although they were not as large in scale as DMSF.	
2.	ATC Survey Results: TH presented the traffic count and speed data from the ATC surveys undertaken in the vicinity of the DMSF site. SG / MR agreed that these were as expected and did not identify any specific issues that would cause concern from CC's perspective. SG / MR commented that Branthwaite Edge road is used as a cut-through road for traffic travelling from Sellafield Nuclear Facility, particularly if there has been disruption on the A595. The roads along Branthwaite Edge / Branthwaite are good quality and have sufficient width for two vehicles to pass one another safely. It was noted that some sections of these roads have been resurfaced recently. SG added that traffic along these roads can travel at relatively high speed – this is reflected in the ATC survey results.	



Item	Subject	Actions
	TH outlined the proposed working hours and construction programme. SG confirmed that the hours and construction phase appear to be reasonable.	
3.	Accident Data:	
	Accident data on the local road network from Crash Map was reviewed during the discussions and no specific issues or areas of concern were raised by CC.	
	SG confirmed that CC would be able to provide accident data to cover the extent of the road network in the identified study area.	SG to provide accident data
4.	Operational and Decommissioning Phase:	
	Based on the anticipated vehicle and staff numbers for the operational phase of DMSF, SG commented that CC would likely not have any issues or comments to make. Similarly, the decommissioning phase of DMSF does not pose any issues for CC, particularly with the timescales involved.	
5.	Vehicle Routeing:	
	TH presented the anticipated designated construction vehicle routes at both a regional and local level.	
	Regarding operational issues with the A595, SG responded that there are no material impacts although the road gets busy at peak times. SG added that CC is unlikely to object to the vehicle routeing.	
	SG stated that the most concern is going to be on the minor roads, particularly the unnamed road which runs from Gilgarran to Branthwaite Edge (Road Section U2186 101, referred to as 'Gilgarran Road'). The Pica road to the south of the site has been used to access open cast mines previously, so this route could potentially be feasible for vehicle routeing if required.	
	Regarding the access point to the three wind turbines in the north part of the Site, CC is not aware of any issues with the access and there are no issues regarding visibility.	
6.	Branthwaite / Branthwaite Edge Road:	
	MR noted that there is a scrapyard business on the Branthwaite Edge road and CC refuse vehicle use the road regularly. MR added that the 'Gilgarran Road' which is signed as 'unsuitable for long vehicles' is only a recommendation.	
	Regarding the bridge on Branthwaite Edge road, MR responded that there are no weight restrictions on the bridge. There could potentially be an issue with articulated HGVs grounding on the crest of the bridge. MR added that the bridge could potentially be an old railway bridge.	



Item	Subject	Actions
	CC would require a dilapidation (pre-construction) survey along Branthwaite / Branthwaite Edge roads. The extent of the survey would need to be agreed in due course. Post meeting note: the bridge on Branthwaite Edge Road has been confirmed as an old railway bridge. Formerly part of the London and North Western and Furness Joint Railway	Dilapidation survey to be included as a requirement of the DCO
7.	Gilgarran Road:	
	TH commented that the outline CTMP for DMSF will propose a series of measures to ensure compounds have sufficient space, turnaround points, wheel wash facilities, radio coordination of vehicles. MR indicated that they do not recommend implementing vehicle passing bays as these could attract problems e.g. fly tipping and overnighting and would become a maintenance and management burden to the Council. They recommend that other measures such as vehicle scheduling, traffic marshals and vehicle release from site coordinated via radio. SG added that Gilgarran road is fairly straight so managing vehicles effectively is feasible, and people have good visibility of vehicles ahead.	Stantec to propose non- physical vehicle control mechanisms
	TH asked if (other than road width) are there any issues with the Gilgarran road. SG responded that the number of vehicles that use the road is very limited and the only likely issue for construction and decommissioning traffic resulting from DMSF is potential verge damage from cars meeting HGVs. As such, a dilapidation survey is crucial. It is unlikely residents in Gilgarran would use the Gilgarran road as it is not a preferred local route. SG added that if new accesses are created for DMSF, these will need to be surfaced (gravel etc), and in principle, this is not an issue.	Dilapidation survey to be included as a requirement of the DCO
8.	General Points:	
	SG anticipates that most members of the public will understand DMSF will have only short-term impacts, and therefore is not likely to result in complaints during construction, operation and decommissioning. Complaints are usually only received by CC in built-up residential areas, or where cars have to pass close by HGVs.	
	SG added that the DMSF proposals will need to be mindful of glare and impact on local road users, and solar photovoltaic panels will need to be positioned so as to not impact drivers. TH confirmed this is being addressed in the Glint and Glare Assessment in support of DMSF.	
	TH commented that in terms of a transport appraisal, he does not consider traffic modelling to be necessary in support of DMSF. The DCO application will focus on managing traffic during the construction and decommissioning phases and TH noted that there will be a preference not to include passing bays.	



Item	Subject	Actions
	SG/MR confirmed they were happy with the proposed approach.	
9.	Approach to the DCO & Transport Scoping: TH confirmed that it was proposed to scope transport out of the Environmental Statement, as likely significant transport effects are not anticipated as a result of DMSF. CC suggested this could be possible given the lack of transport impacts, but this would need to be confirmed by environmental colleagues. CC is happy with the outlined details of the transport scoping and does not believe that there will be significant feedback from stakeholders on the transport elements, as the impacts are expected to be minimal. STN and CC agree that traffic modelling will not be required for the transport scoping of DMSF. STN and CC agree that a dilapidation survey / pre-construction survey will be necessary as a requirement of the DCO.	CC to confirm it is happy for transport to be scoped out of the EIA. Dilapidation survey to be included as a requirement of the DCO



Meeting Title: Dean Moor Solar Farm – Transport Scoping Meeting – National Highways

Required Invitees: (TH) Stantec (STN)

(RB) National Highways (NH)

Date of Meeting: 09 June 2023

Location: Virtual meeting (Microsoft Teams)

Job Number: 332511471

Item	Subject	Actions
1.	Introduction: The purpose of the meeting was to discuss with National Highways (NH), the transport scoping of the Dean Moor Solar Farm (DMSF) project. Topics discussed included: Overview of the Project Site Location & Order Limits Baseline conditions Construction, operation, decommissioning Approach to the DCO & Transport Scoping Environmental Statement Transport Statement Construction Traffic Management Plan The provided a copy of the project information slides, which are appended to the minutes. RB commented that he would moving roles within NH in about a months time and a colleague would be taking over the Cumbria road network role. RB to provide details of the new contact in due course and provide handover information.	
2.	Baseline Conditions: TH presented the traffic count and speed data obtained from the National Highways WebTRIS database for the A595 north of Lillyhall roundabout and the A66 west of the Fitz roundabout. It was agreed that the flows and speeds were representative of the identified road network and did present any particular issues in terms of capacity etc. There are tidal flows on the A595 and the network peaks tend to occur in line with the shift working patterns at the Sellarfield nuclear plant further to the south. RB stated that the Lillyhall roundabout can get busy at peak times and requested that further analysis of the baseline conditions at the roundabout and the subsequent construction vehicle trips and site worker trips are appraised to understand any potential impact.	Stantec to undertaken appraisal work
3.	Accident Data:	



Item	Subject	Actions
	Accident data on the A595 and A66 from Crash Map was reviewed during the discussions and no specific issues or areas of concern were raised by RB.	
4.	Operational and Decommissioning Phase: Based on the anticipated vehicle and staff numbers for the operational phase of DMSF, RB commented that NH would likely not have any issues or comments to make. Similarly, the decommissioning phase of DMSF does not pose any issues for NH, particularly with the timescales involved.	
5.	Construction Phase: TH outlined the anticipated construction programme and likely HGV and LGV movements associated with the construction phase. The likely number of construction workers on-site per day both peak and average was also considered as was the use of minibuses to transport workers to site.	
	RB commented that the number of construction vehicles is not particularly high or concerning. However, further information on the likely use and capacity of the site worker minibuses would be needed to understand worker trips to site particularly in the AM peak. This should be confirmed as part of the Lillyhall roundabout appraisal work.	Stantec to confirm likely minibus numbers
6.	Vehicle Routeing: TH presented the anticipated designated construction vehicle routes at both a regional and local level.	
	RB commented that the routes identified were as expected and using the A595 and A66 would not likely cause any material impacts although the road gets busy at peak times.	
7.	Approach to the DCO & Transport Scoping: TH commented that in terms of transport appraisal, he does not consider traffic modelling to be necessary in support of DMSF. The DCO application will focus on managing traffic during the construction and decommissioning phases. RB confirmed he was happy with the proposed approach.	
	TH commented that the outline CTMP for DMSF will propose a series of measures including delivery scheduling, ensuring site compounds have sufficient space for vehicles to enter, turn and exit in forward gear, wheel wash facilities and traffic marshals with radios to coordinate and manage vehicle movements.	
	TH confirmed that it was proposed to scope transport out of the Environmental Statement, as likely significant transport effects are not anticipated as a result of DMSF. RB suggested this could be possible given the lack of transport impacts.	RB to confirm he is happy for transport to be scoped out of the EIA.



Appendix E Consultation Meeting Minutes with Lostrigg and National Highways Regarding Cumulative Assessment of Lillyhall Roundabout



Meeting Title: Dean Moor and Lostrigg – Assessment of Lillyhall Roundabout

Attendees: (BD) Arup

(NiH) Arup

(NQ) Arup

(ES) Arup

(JL) Stantec

(AN) Stantec

(FL) Stantec

Apologies: (AD) RWE

(MB) RWE

(GT) Pershing Consultants

(NS) Stantec

Date of Meeting: 01 October 2024

Location: Online, MS Teams

Job Number: 33313464100

Item	Subject	Actions
1.	Introductions	
	The purpose of the meeting was to discuss the cumulative impacts of Dean Moor (ibVogt) and Lostrigg (RWE) solar DCOs, and the respective approaches being adopted by each scheme promoter to analysis of impacts on the Lillyhall roundabout, which was raised by National Highways as a junction of concern following consultation with Dean Moor.	
2.	Discussion	
	It was confirmed by NiH that transport was being scoped out of the Environmental Statement for the Lostrigg solar DCO, and that the estimated percentage impact on the network was negligible and not requiring further investigation.	
	With regards to the trip-distribution of Lostrigg, NiH noted that whilst the final access strategy for the development hadn't been determined, not 100% of vehicles will be accessing the site via the Lillyhall roundabout. It is anticipated that some vehicles will access further north along A595 with most vehicles returning northbound or diverting briefly via Lillyhall roundabout to make a u-turn. This strategy was yet to be determined by Arup/RWE but it was agreed by both parties that a working assumption of all Lostrigg traffic also passing through the Lillyhall roundabout would represent a reasonable worst case scenario for the purpose of analysis.	



Item	Subject	Actions
	NQ confirmed that some tentative access points have been prepared for Lostrigg, although the submission of a full access strategy is a few months away from completion.	
	NiH and BD agreed that both developments should ensure there is cooperation between the two proposed developments during the construction phase to manage impacts on the network. This should help provide evidence to National Highways that both teams are actively seeking to mitigate potential negative effects on the Lillyhall roundabout, and will maintain effective communication streams during construction.	Stantec to share
	AN asked if Arup/RWE were intending to collect any traffic data. NiH confirmed that they were not intending to, as the existing WebTRIS data along A595 is up-to-date and a sufficient evidence base.	details of outcomes of engagement between Dean Moor and Lostrigg with National Highways
	JL noted that Dean Moor is aiming to prepare a Statement of Common Ground with National Highways, and would work with NH to resolve outstanding matters prior to submission and Examination, to reduce the demand on Examination time.	Tiigiiways
	BD added that Lostrigg is aiming to submit its outline Construction Traffic Management Plan in February, which is around the same time Dean Moor is aiming to submit its DCO application.	
	NiH and BD noted that the initial staff estimates within the scoping report are being finalised. It was agreed that in the interim, Dean Moor will continue to use the forecasts provided in the scoping report. It was concluded that the revised numbers are not expected to have a significant effect and the cumulative assessment would still be robust.	
	A broader conversation was held to discuss other general aspects associated with the analysis of traffic and travel impacts of each development. It was concluded that both developers were considering similar approaches that were proportionate to the forecast impacts and effects.	
	Stantec/Dean Moor will revert to National Highways on the shared Dean Moor/Lostrigg communications and approach to analysis and will share the feedback from that correspondence with Arup/RWE.	



Meeting Title: Dean Moor Solar Farm

Attendees: LA - National Highways

AF - WSP

TH - Stantec

FL- Stantec

Date of Meeting: 20 September 2024
Location: Online, MS Teams

Job Number: 33313464100

Item	Subject	Actions
1.	Introductions	
	The purpose of the meeting was to discuss with National Highways (NH) the outstanding comments from the review of the outline Construction Traffic Management Plan (oCTMP) and Transport Statement (TS) prepared as part of the Dean Moor Solar DCO Project. Topics discussed included:	
	 Overview of the Project Background information Overview of outstanding comments Next steps 	
	AF and LA confirmed that they were happy for recording and transcription to be switched on for the meeting, on the basis that the recording is deleted after one week.	
2.	Overview of the Project	
	TH provided a quick overview of the Project.	
3.	Background information	
	AF requested clarification on the submission timeframes for the Project. TH responded that there is a reasonably fast turnaround of around 5 weeks for draft submission for internal project team review. Dates for submission of the DCO are not yet published. Post-meeting update: the design freeze pack was circulated with the Project team on the same date as this meeting but the DCO submission is not yet published.	
	AF noted the significance of the nearby Lostrigg solar application, which was discussed in more detail later in the meeting.	
4.	Overview of outstanding comments • ID 96 – Accident data	



Item	Subject	Actions
	ID 97, 98 – Lillyhall roundabout operation (cumulative trip gen etc)	
	ID 101 – AlLs and laybys	
	ID 102 – CWTP worker travel	
	ID 96 – accident causation factors	
	TH noted that Stantec had previously engaged with NH on 09 June 2023, and that there were no notable issues raised regarding Lillyhall roundabout. Similarly, there were no issues raised within the EIA scoping report prepared by Lostrigg.	
	With regards to the Lillyhall North development, TH noted that as part of this application a Condition has been imposed for slow / roundabout ahead signing at Lillyhall Roundabout. AF / LA added that they are unsure about the current status of these mitigation measures and whether they have been approved. Post meeting note: it is noted that Google Street view indicates that 'slow' road markings and a 'roundabout ahead' sign were installed on the approach to the Lillyhall roundabout between August 2016 and August 2018.	
	A screenshot of Crashmap was presented, showing the accident records at Lillyhall roundabout over the past five years (January 2018 to December 2023). LA commented that NH require further detail on the reporting of the accidents at Lillyhall, which may involve investigating any similarities in causation factors or any issues which may arise from HGVs being introduced onto the network. TH / AF were in agreement that this outstanding issue can be moved forward if further detail on causation factors and analysis of accident records can be provided within the TS which would accompany the DCO submission.	LA to investigate if NH are able to share causation / accident information at Lillyhall roundabout to Stantec
	AF enquired about the confidence on vehicle routeing, noting that vehicles should not travel through Distington as it is a much busier and congested area. TH highlighted that the vehicle routeing was designed with the purpose to avoid Distington, and that A595 / A66 provides better connectivity onwards to the Strategic Road Network. TH added that there will be a requirement for hauliers to stick to the designated routes.	
	ID 97-98 – operation of Lillyhall and cumulative trip-gen	
	TH commented that the travel patterns and trip-generation for the proposed development were not considered to be causing a significant impact on the network. Stantec investigated the Lillyhall North TA and the SATURN growth model, which included local plan committed developments. The local plan model did not show any issues capacity-wise up to 2029.	
	LA / AF responded that they were not content with utilising the local plan model as an evidence base as it is not in-line with current observations. AF added that the study for Lillyhall North was pre-Covid and outdated, and that a recent	



Item	Subject	Actions
	review of Google traffic showed some delays around Lillyhall and Distington roundabouts in the peak period.	
	Regarding the review of Lostrigg's scoping report, LA / AF noted that they are responding to this report with further clarification on their provision of LGVs for construction (currently the report only identified LGVs for staff transport).	
	In order to resolve this outstanding issue, AF suggested that the ideal scenario would be for an up to date turning count survey to be undertaken, or further investigation of any recent traffic surveys undertaken by nearby developments. AF acknowledged and agreed that the Dean Moor trip-gen estimates are below IEMA thresholds and would likely have a negligible impact on a link level.	
	LA / AF suggested the potential option to engage with Lostrigg in undertaking a joint analysis of the impacts on Lillyhall roundabout.	Stantec to engage with Lostrigg on joint analysis.
	ID 101 – AlLs and laybys	
	TH highlighted that at the detailed CTMP stage, the use of AlLs would be reviewed again, and standard management procedures would be undertaken if AlLs were decided to be used, which would involve consultation with NH. LA acknowledged this, noting that clarification on any usage of AlLS would need to be notified and handled appropriately with NH as soon as possible.	
	With regards to the use of laybys, AF requested that more detail is provided within the TS and oCTMP on where laybys are located and roughly what their capacity is. LA / AF added that the layby along A595 may be too narrow for safe usage for HGVs. TH acknowledged this and agreed that this layby will not be included in the oCTMP / TS. Additional commentary can also be provided to clarify that laybys will not be classified as holding areas but would be identified as available stopping locations if drivers deemed it necessary in order to meet the assigned time periods for their visits.	Stantec to include detail of layby locations as part of TS submission.
	ID 102 – CWTP, parking, minibuses	
	TH commented that there will be 30 parking spaces provided at each compound and space for 10 minibuses. Parking arrangements will be reviewed to cater for peaks in staff demand and management measures such as a permit system could be included to avoid any inappropriate parking on the road network.	
	AF requested to include some indication of where minibuses are travelling from, noting that they will avoid travelling through Distington.	Stantec to include detail on potential staff routeing and parking arrangements.
5.	Next steps	
	A summary of the comment IDs is provided below, and their key actions for Stantec:	
	 ID96, ID97, ID98 –seek to engage with Lostrigg to provide further evidence for Lillyhall roundabout 	



Item	Subject	Actions
	■ ID101, ID102 – add some more information into the proposed submission TS, oCTMP and CWTP documents (map and text on layby facilities and use, potential staff routeing, parking and minibus information, causation factors at Lillyhall (once received from NH))	



Appendix F Appraisal of Traffic Surveys at Lillyhall Roundabout