# Appendix A

## Modelling results and junction sifting

CONFIDENTIAL

| | | | | | WCTM Outputs - Ratio of Flow to Capacity (RFC) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Scenario: | 2035 Base | | 2035 Local Plan | | 2035 High Growth | | | | | | |
| Ref | Node | Junction | HE or CCC | Junction Type (in SATURN) | AM | PM | AM | PM | AM | PM | Max RFC | >0.95 and Further Assessment Required | Issue in scenario with max RFC and review of modelling | Comments (includes those made in discussion with CCC on 9th March and Highways England on 12th March) | Further assessment required? | Modelling required? |
| 1 | 2545 | A595 / B5306 / Low Moresby | HE | 4-arm roundabout | 0.74 | 0.92 | 0.68 | 0.94 | 0.72 | 0.94 | 0.94 | N | A595 NB entering the junction. | Below RFC threshold. | No | No |
| 2 | 2560 | A595 / Moresby Hall | HE | Priority | 0.91 | 0.92 | 0.92 | 0.93 | 0.92 | 0.93 | 0.93 | N | A595 SB mainline. | Below RFC threshold. | No | No |
| 3 | 2565 | A595 / Rosehill | HE | Priority | 0.93 | 0.92 | 0.94 | 0.94 | 0.94 | 0.93 | 0.94 | N | A595 SB mainline. | Below RFC threshold. | No | No |
| 4 | 2580 | A595 / Parton Brow | HE | Priority | 0.79 | 0.92 | 0.81 | 0.96 | 0.94 | 0.96 | 0.96 | Y | A595 NB mainline.<br>Right turn from Parton Brow is 93%. | HE have a preferred option for right-turn pocket into Parton Brow. Few movements observed turning out of the junction. | No | No |
| 5 | 2590 | A595 / Bransty Road | HE | Priority | 0.9 | 0.77 | 1.01 | 0.83 | 1.02 | 0.87 | 1.02 | Y | Movements from Bransty Road. | Local highways knowledge suggest there isn't a significant issue in terms of queuing.<br>An improvement could encourage more rat-running which is not desirable. Potential to consider safety schemes in Bransty to discourage traffic rat running.<br>Improvement at Pelican garage will help to alleviate this issue. | No | No |
| 6 | 2610 | A595 / New Road | HE | Priority | 1.02 | 0.91 | 1.01 | 0.98 | 1.03 | 1.01 | 1.03 | Y | Right turn from A595 to New Road. | Local knowledge suggests there is some queuing on the A595 right-turn pocket.<br>Safety concerns identified.<br>Highways England have an identified improvement scheme for this junction. | Yes | Yes |
| 7 | 2620 | A595 / Aikbank Road | HE | Priority | 0.78 | 0.54 | 0.9 | 0.61 | 0.95 | 0.73 | 0.95 | Y | Right turn from Aikbank Rd.<br>Issue is likely to be a result of rat-running through a residential area. | Proposed signalisation of the A595 / New Road junction would create gaps in the traffic and address issues at Aikbank Road. | No | No |
| 8 | 2758 | Albert Terrace / Park View | CCC | Priority | 0.76 | 0.45 | 0.89 | 0.62 | 0.96 | 0.83 | 0.96 | Y | Eastbound on Park View.<br>Narrow underpass which is only passable by one vehicle at a time. | No viable scheme due to width constraints resulting from A595 overpass. | No | No |
| 9 | 2180 | A5094 / Wellington Row | CCC | Priority | 0.75 | 0.55 | 0.9 | 0.63 | 1 | 0.82 | 1 | Y | Movements from Wellington Row. It is likely that the issue is a result of rat-running in the model. | An improvement could encourage more rat-running which is not desirable.<br>There are improvements at the Bransty Row junction in close proximity. | No | No |
| 10 | 2090 | Lowther St / Strand St | CCC | Priority | 0.68 | 0.93 | 0.88 | 0.96 | 1 | 0.97 | 1 | Y | Right turn from Lowther St onto Strand St. | The signalised crossing on Strand Street provides gaps in traffic for vehicles from Lowther Street and should be retained.<br>Needs to be considered in context of possible Levelling-up fund proposals. | Yes | No |
| 11 | 2080 | Strand St / Market Pl / Swingpump Ln / E Strand | CCC | Priority | 0.74 | 1 | 0.94 | 1.01 | 0.94 | 1.34 | 1.34 | Y | All arms over 100%. The junction is not accurately represented in the model. | Highway capacity does not appear to be the priority for this junction.<br>Requires an understanding of the desire for the junction (i.e. place or function) is required in order to further assess it. | Yes | No |
| 12 | 2070 | Swingpump Ln / Quay St | CCC | Priority | 0.35 | 0.25 | 0.2 | 0.25 | 0.2 | 1.2 | 1.2 | Y | Turns from Quay St.<br>The issue is a result of blocking back from the Swingpump Lane / Strand St junction. | The issue is not with this junction and therefore it will not be taken forward for further assessment. | No | No |
| 13 | 2050 | Swingpump Ln / Queen St | CCC | Priority | 0.37 | 0.94 | 0.88 | 0.95 | 0.89 | 0.98 | 0.98 | Y | Right turn from Swingpump Lane onto Queen St.<br>Unrealistic flow turning right to travel through the Market Place. | Unrealistic flow - capacity improvements not desired in this pedestrian-friendly area. | No | No |
| 14 | 2052 | Queen St / Market Pl | CCC | Priority | 0.38 | 0.9 | 0.54 | 0.91 | 0.58 | 0.97 | 0.97 | Y | Turns from Queen St (east). | Unrealistic flow - capacity improvements not desired in this pedestrian-friendly area. | No | No |
| 15 | 2030 | Swingpump Lane / Irish St | CCC | 3-arm signalised junction | 0.74 | 0.85 | 0.91 | 0.85 | 0.91 | 0.92 | 0.92 | N | | Below RFC threshold. | No | No |
| 16 | 2250 | Preston St / Aldi & Home Bargains | CCC | Mini-roundabout | 0.54 | 1.01 | 0.79 | 1.01 | 0.82 | 1.01 | 1.01 | Y | Turns from Preston St (north). | No perceived issues with this junction currently.<br>Likely under estimation of capacity and average queue = 7 pcus which is not considered significant. | No | No |
| 17 | 2270 | Preston St / Coach Rd | CCC | Priority | 0.86 | 0.92 | 0.94 | 0.93 | 0.93 | 0.95 | 0.95 | Y | Right turn from Coach Road. | Poor visibility and safety concerns as opposed to capacity issue. The junction has been looked at previously. | Yes | No |
| 18 | 2460 | Meadow View / Ginns | CCC | Priority | 0.52 | 0.73 | 0.86 | 0.73 | 0.64 | 0.72 | 0.86 | N | | Below RFC threshold.<br>Meadow View is almost contra-flow due to car parking on the western side of the road. As such the issue is not with the junction.<br>Limited space for improvements. | No | No |
| 19 | 2220 | Flatt Walks / Morrisons | CCC | 3-arm signalised junction | 0.76 | 0.95 | 0.78 | 0.95 | 0.83 | 0.98 | 0.98 | Y | Flatts Walks NB. | RFCs drop below 95% when the signals are optimised in SATURN. | No | No |
| 20 | 2230 | Flatt Walks / Corkickle / Coach Rd | CCC | 3-arm signalised junction | 0.87 | 0.88 | 0.82 | 0.88 | 0.9 | 0.97 | 0.97 | Y | Right turn from Coach Road. | RFCs drop below 95% when the signals are optimised in SATURN. | No | No |
| 21 | 2650 | A595 / Springfield Avenue | HE | Priority | 0.55 | 0.62 | 0.87 | 0.68 | 0.92 | 0.77 | 0.92 | N | Left turn from Springfield Avenue. | Below RFC threshold. | No | No |
| 22 | 2660 | A595 / Inkerman Terrace | HE | 3-arm signalised junction | 1.01 | 1.01 | 1.03 | 1.02 | 1.06 | 1.08 | 1.08 | Y | Both movements from Inkerman Terrace are over 100% and so is the NB A595. The principal issue is that the right-turn on the A595 is called very often causing delay on the NB mainline. | To be taken forward for discussion with HE on suitable measures.<br>Need to consider link with Ribton Moorside junction. | Yes | Yes |
| 23 | 2670 | A595 / Ribton Moorside | HE | 3-arm signalised junction | 1.01 | 0.77 | 1.01 | 0.85 | 1.01 | 0.95 | 1.01 | Y | Right turn from Ribton Moorside (minor arm). | To be taken forward for discussion with HE on suitable measures.<br>Need to consider link with Inkerman Terrace junction. | Yes | Yes |
| 24 | 2860 | Main St / Richmond Hill Rd | CCC | Priority | 0.48 | 1 | 1 | 1.02 | 1.02 | 1.08 | 1.08 | Y | Both movements from Richmond Hill Road are over 100%.<br>Issue is likely to be a result of rat-running through a residential area. | An improvement could encourage more rat-running which is not desirable. | No | No |
| 25 | 2830 | Main St / Thornton Rd | CCC | Priority | 0.89 | 0.81 | 1.02 | 0.89 | 1.09 | 0.96 | 1.09 | Y | Both turns from Thornton Rd. The issue is likely to be a result of blocking back from the mini-roundabout to the north, although this is not observed in the PM. | An improvement could encourage more rat-running which is not desirable. | No | No |
| 26 | 2820 | Moresby Rd / Cleator Moor Rd | CCC | Mini-roundabout | 0.95 | 1.03 | 1.04 | 1.05 | 1.1 | 1.09 | 1.1 | Y | Main St and Cleator Moor Rd arms are over 100%. | This junction is known to experience issues, particularly around school start and finish times.<br>To be considered in more detailed modelling. | Yes | Yes |
| 27 | 2890 | Cleator Moor Rd / Overend Rd | CCC | Priority | 0.57 | 0.81 | 1.14 | 0.89 | 1.05 | 0.99 | 1.14 | Y | Movements from Cleator Moor Rd (east) and Overend Rd are over 100%. | To be considered in more detailed modelling. | Yes | Yes |
| 28 | 2865 | Overend Rd / Richmond Hill Rd | CCC | Priority | 0.55 | 0.62 | 0.94 | 0.31 | 0.96 | 0.82 | 0.96 | Y | Movements from Richmond Hill Road.<br>Issue is likely to be a result of rat- | An improvement could encourage more rat-running which is not desirable. | No | No |
| 29 | 2870 | Egremont Rd / Lincoln Rd | CCC | Priority | 0.57 | 0.53 | 0.85 | 0.91 | 0.98 | 1.04 | 1.04 | Y | Both movements out of Lincoln Road (minor arm).<br>Issue is likely to be a result of rat-running through a residential area. | An improvement could encourage more rat-running which is not desirable. | No | No |
| 30 | 2875 | Homewood Rd / Westmortland Rd | CCC | Priority | 0.23 | 0.34 | 0.28 | 0.33 | 0.26 | 0.95 | 0.95 | Y | WB on Homewood Rd. The issue is a result of blocking back from the Homewood roundabout not the junction itself. | The issue is not with this junction and therefore it will not be taken forward for further assessment. | No | No |
| 31 | 2680 2797 | Homewood roundabout | HE | 4-arm roundabout | 1.01 | 1.03 | 1.04 | 1.03 | 1.06 | 1.04 | 1.06 | Y | Homewood Rd and southern A595 arms. | To be taken forward for discussion with HE on suitable measures. | Yes | Yes |
| 32 | 2690 | A595 / Meadow Rd | HE | Priority | 0.69 | 1.06 | 1.01 | 1.07 | 0.92 | 1.1 | 1.1 | Y | Left turn from A595 into Meadow Rd and right turn from Meadow Rd.<br>Other issues are a result of blocking back from Homewood rdbt. | There is a safety issue due to poor visibility for vehicles turning right out of Meadow Road when there is traffic queueing on the A595.<br>Consider prohibiting right turns from Meadow Road. | Yes | No |
| 33 | 2720 | A595 / Mirehouse Rd | HE | 3-arm signalised junction | 0.74 | 0.96 | 1.03 | 1 | 1 | 0.98 | 1.03 | Y | AM - Movements from Mirehouse Rd.<br>PM - Right turn from A595 into Mirehouse Rd and NB A595 on the southern arm. | To be taken forward for discussion with HE on suitable measures. | Yes | Yes |
| 34 | 2410 | St Bees Rd / Mirehouse Rd | CCC | Priority | 0.43 | 0.59 | 1 | 0.7 | 0.88 | 0.76 | 1 | Y | Right turn from St Bees Road to Mirehouse Road. | Safety concerns - high number of collisions recorded at this junction. Particular issue with right-turn traffic.<br>Improvements identified for West Cumbria Mining which could be pursued regardless. | Yes | No |
| 35 | 5357 | A595 / Howbank rdbt | HE | 4-arm roundabout | 0.56 | 1.01 | 0.47 | 1.01 | 0.64 | 1.02 | 1.02 | Y | A595 southern arm entering the junction. | To be taken forward for discussion with HE on suitable measures. | Yes | Yes |
| 36 | 5201 | A595 / Vale View rdbt | HE | 4-arm roundabout | 0.5 | 1.04 | 0.47 | 1.03 | 0.55 | 1.03 | 1.04 | Y | A595 southern arm entering the junction. | To be taken forward for discussion with HE on suitable measures. | Yes | Yes |
| 37 | 5290 | Thornhill | HE | Priority | 0.54 | 0.88 | 0.51 | 0.88 | 0.6 | 0.87 | 0.88 | N | A595 NB mainline. Has this been wrongly identified in place of node 5208? | Below RFC threshold. | No | No |
| 38 | 5330 | A595 / B5345 | HE | Priority | 0.5 | 0.95 | 0.47 | 0.96 | 0.56 | 0.95 | 0.96 | Y | A595 NB mainline - both straight ahead and left-turn. Likely to be a result of vehicles slowing to turn left in order to avoid the A595 (rat run through St Bees). | RFC is highest on the unopposed movements. Limited opportunity for left off-slip on the NB side of the carriageway because space is constrained by the cemetry and right-turn ghost island. Limited engineering opportunity. | No | No |
| 39 | 6010 | A595 / Hardgates roundabout | HE | 5-arm roundabout | 0.5 | 0.96 | 0.51 | 0.97 | 0.57 | 0.96 | 0.97 | Y | Exit from rdbt onto A595 north. | There are no Local Plan sites in close proximity to this junction to which the impact could be attributed. | No | No |

| | | | | | WCTM Outputs - Ratio of Flow to Capacity (RFC) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Scenario: | 2035 Base | | 2035 Local Plan | | 2035 High Growth | | | | | | |
| Ref | Node | Junction | HE or CCC | Junction Type (in SATURN) | AM | PM | AM | PM | AM | PM | Max RFC | >0.95 and Further Assessment Required | Issue in scenario with max RFC and review of modelling | Comments (includes those made in discussion with CCC on 9th March and Highways England on 12th March) | Further assessment required? | Modelling required? |
| 40 | 6060 | A595 / Sellafield | HE | 3-arm signalised junction | 0.47 | 1.03 | 0.45 | 1.01 | 1 | 1.01 | 1.03 | Y | A595 eastern arm. | RFCs drop below 95% when the signals are optimised in SATURN. | No | No |
| 41 | 6070 | A595 / Calder Bridge | CCC | Priority | 0.34 | 1.03 | 0.32 | 1.06 | 0.75 | 1.11 | 1.11 | Y | A595 eastern arm. | Don't want to encourage more rat running along the fell road so improvement at this junction is not desired. Also unsure about the reliability of the data on the fell road. There are no Local Plan sites in close proximity to this junction to which the impact could be attributed. | No | No |
| 42 | 7236 | A595 / Duddon Bridge | CCC | Signalised junction | 0.94 | 1 | 0.99 | 1.03 | 0.99 | 1.04 | 1.04 | Y | A595 approach to the bridge. | Limited viable capacity improvements for the existing bridge. There are no Local Plan sites in close proximity to this junction to which the impact could be attributed. | No | No |
| 43 | 2730 | West Lakes Science Park | HE | 3-arm signalised junction | 0.97 | 1.27 | 1.48 | 1.94 | 1.21 | 1.84 | 1.94 | Y | AM - A595 southern arm. PM - WLSP arm. | | Yes | Yes |
| **The junctions below were not identified from CCC's highway modelling and therefore do not have RFCs recorded** | | | | | | | | | | | | | | | | |
| 44 | | Bookwell, Egremont | CCC | Priority | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | Not flagged in the modelling, but identified by CBC due to number of developments in close proximity. | Yes | No |
| 45 | | Castle Villas / Main St, Egremont | CCC | Priority | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | Not flagged in the modelling, but identified by CBC due to number of developments in close proximity. | Yes | No |
| 46 | | Cleator Mills / A5086, Cleator | CCC | Priority | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | Not flagged in the modelling, but identified by CBC due to developments in close proximity. | Yes | No |
| 47 | | A595 / Rosehill | HE | Priority | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | Safety concern raised by HE and CBC. | Yes | No |
| 48 | | A595 / Highlands | HE | Priority | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | Safety concern raised by HE and CBC. | Yes | No |
| 49 | | A595 / Scalegill | HE | Priority | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | Safety concern raised by HE and CBC. | Yes | No |
| 50 | | Abbey Vale / B5435 | CCC | Priority | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | Speeding concern raised in Local Plan consultation. | Yes | No |
| 51 | | Cross Hill / Finkle Street junction on to B5345 | CCC | Priority | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | Perceived congestion issues | Yes | No |
| 52 | | Outrigg / Main Street | CCC | Priority | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | Perceived congestion issues | Yes | No |
| 53 | | Scalebarrow / Abbey Road | CCC | Priority | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | Safety concern raised in Local Plan consultation. | Yes | No |

# Appendix B

## Member workshop summary note

CONFIDENTIAL

# Member Workshop Technical Note

| | | | |
|---|---|---|---|
| **PROJECT NUMBER** | 70073860 | **MEETING DATE** | 21 April 2021 |
| **PROJECT NAME** | Copeland Transport Improvement Study | **VENUE** | Online |
| **CLIENT** | Cumbia County Council, Copeland Borough Council | | |

## Introduction

A Stakeholder Workshop was held on 21st April 2021 with members of Cumbria County Council (CCC) and Copeland Borough Council (CBC) to present the emerging transport evidence base relating to the impacts of the Local Plan. An update was provided by Highways England on the concurrent Inkerman Terrance to Vale View roundabout. The presentation and agenda are provided within this Appendix, and a workshop style online forum was delivered to engage members in answering the following questions:

- What significant issues do you currently experience as a user of all types of transport (walking, cycling, public transport and driving) in your locality?
- What solutions do you think would help to address these issues?

The workshops were divided into three geographic areas (North Copeland, Mid Copeland, and South Copeland), and the presenters invited comments from members to inform the Copeland Transport Improvement Study (TIS).

## Identified Issues and Potential Solutions

The following issues were identified by members.

| ID | LOCATION | DETAIL / ISSUE | CATERORY |
|---|---|---|---|
| 1 | Moresby Park | Moresby Park is lacking access to cycle paths, safe walkways and has no public transport provision at all. | Pedestrian |
| 2 | Whitehaven | Top of Overend Road has a safety issue.<br>**Potential solution** – Signalise Cleator Moor Road / Overend Road junction. | Highways |
| 3 | Moresby | Rosehill is an ongoing congestion and issue. | Highways |
| 4 | Moresby | Walking from Moresby parks or Low Moresby to A595 for bus services is long and the route does not have a footway or lighting. This also prevents safe access to Rosehill theatre from the two main nearby areas of habitation. | Pedestrian |
| 5 | Moresby | Walking or cycling to Hensingham or via Scilly Banks to Whitehaven again no safe cycle path and largely no pavement. This also includes walking to St Benedict's school from the North end of Moresby Parks. | Pedestrian |
| 6 | Whitehaven | Delays and parking issues relating to school pick-up and drop-off in Red Lonning and Hillcrest areas, but also a wider issue across Whitehaven. | Highways |

| ID | LOCATION | DETAIL / ISSUE | CATERORY |
|---|---|---|---|
| 7 | Distington | The feeder lanes at the end of the Distington Bypass towards Whitehaven are too narrow - this has been brought up at Highways Working Group to Highways England on numerous occasions. | Highways |
| 8 | General | Limited cycleway access to employment sites. | Cycle |
| 9 | Harras Moor | There is a proposed development for Harras Moor, which will impact greatly on local environment.<br>There are three schools within close proximity (Harras Moor) which already have safety issues. | Highways |
| 10 | North / Central Copeland | There is a disused railway connecting Distington to Cleator Moor which could be converted to a foot/cycle path.<br>**Potential solution** – Convert the disused railway into a footpath / cycle path, or a light transport system. | Pedestrian |
| 11 | Howgate to Whitehaven | Safety issues at junctions along the A595 between Howgate roundabout and Pelican Garage. | Highways |
| 12 | Cleator Moor, Egremont, and Whitehaven | Lack of a bus connectivity to West Cumberland Hospital.<br>**Potential solution** – Reinstate the no. 32 bus that covered people attending the West Cumberland Hospital from Cleator Moor, Egremont, Richmond estate in Whitehaven. | Bus |
| 13 | Moresby Parks | There is no bus service for residents at Moresby Parks to access services (including hospital) or employment. | Bus |
| 14 | Lowca & Parton | Safety issues at the junctions along the A595 for access to Lowca and Parton.<br>**Potential solution** – Signalise junctions. | Highways |
| 15 | Red Lonning | Increased traffic within the Red Lonning area due to trips to/from St Bennedict's School.<br>**Potential solution –** Small scale traffic management improvements (currently being pursued by CCC). | Highways |
| 16 | Whitehaven | Safety issues at Pelican Garage and Victoria Road junctions on the A595.<br>**Potential solution** – Signalise junctions. | Highways |
| 17 | Sneckyeat | Safety issues at the Homewood Road / Sneckyeat Road junction. | Highways |
| 18 | Whitehaven | Delays at the Meadow Road / Egremont Road junction (turning right from Meadow Road onto the A595 towards Egremont). | Highways |

| ID | LOCATION | DETAIL / ISSUE | CATERORY |
|---|---|---|---|
| 19 | Whitehaven | **Potential solution** – Introduce traffic lights at the junction of Highlands on the A595. | Highways |
| 20 | Whitehaven | Safety concerns when turning out of Rutland Avenue onto the A595. | Highways |
| 21 | Whitehaven | Pedestrian crossing at Pelican Garage is dangerous.<br>**Potential solution** – Controlled crossing point. | Pedestrian |
| 22 | West Lakes Science Park | Safety issues at the West Lakes Science Park signalised junction because of vehicles on the A595 running red traffic lights. | Highways |
| 23 | Moor Row | Safety concern at A595 / Scalegill Road junction. | Highways |
| 24 | Whitehaven | Traffic lights on the A595 at Mirehouse Road seem out of step with other lights. | Highways |
| 25 | Whitehaven | Air Quality issues were identified in previous studies at Inkerman Terrace. | Highways |
| 26 | Whitehaven | Long standing issues on Meadow View with regards to traffic and parking.<br>It is not possible to introduce traffic lights because parking is not permitted within such a long stretch of signal control, as joining vehicles could have safety implications. Double yellow lines were rejected following objections at formal advertisement stage.<br>**Potential solution** – Lower the wall on the eastern side of Meadow View to improve visibility. | Highways |
| 27 | Whitehaven | **Potential solution** – Streetscape scheme in the town should be reconsidered. | Pedestrian |
| 28 | Hensingham | Concern about additional traffic on Hensingham Main Street generated by the Harras Moor site. | Highways |
| 29 | Moresby Park | Lack of bus service to Moresby Parks. | Bus |
| 30 | Keekle | On-street parking on the B5295 narrows the available width and it is not possible to safely overtake slow moving cyclists when travelling uphill (east to west). | Highways |
| 31 | Cleator Moor | Cleator Moor suffers from lack of cycleway links to employment sites at West Lakes Science Park, West Cumberland Hospital and Moresby. | Cycle |
| 32 | Cleator Moor | No public transport from Cleator Moor to Egremont. | Bus |

| ID | LOCATION | DETAIL / ISSUE | CATERORY |
|---|---|---|---|
| 33 | Cleator Moor | Safety concerns for pedestrians crossing Leconfield Street at the junction with Bowthorn Road.<br><br>**Solution** – A scheme for a pedestrian refuge near Bowthorn Road to assist pedestrians crossing is currently in development by CCC Highways. | Pedestrian |
| 34 | Cleator Moor | Concern that proposed development at Leconfield Industrial Estate will generate additional traffic on the A5086. | Highways |
| 35 | Frizington | Concerns from residents with regards to speeding and access to Parkside Road off the A5086. | Highways |
| 36 | Arlecdon | Speeding and parking issues within Arlecdon. | Highways |
| 37 | Arlecdon | The site identified for development in Arlecdon is problematic due to the access onto the A5086 as a result of the issues with speeding and parking. | Highways |
| 38 | Arlecdon | Arlecdon is served by 2 buses a day Mon - Fri at 8am and 6pm. | Bus |
| 39 | Kirkland & Ennerdale Bridge | Rat running along Cold Fell Road around Sellafield Ltd start/finish times which causes safety issues through Kirkland and Ennerdale Bridge. | Highways |
| 40 | A5086 | The A5086 is unsuitable for the number of HGVs which use the route as a shortcut from the A66.<br><br>**Potential solution** – Stop HGVs travelling from Cockermouth to Cleator Moor using the A5086. | Highways |
| 41 | A5086 | Irresponsible parking along the A5086 and sections of Cold Fell Road. | Highways |
| 42 | St Bees | Parking issues on Main Street within St Bees. Significant number of people parking in St Bees to car share for onward travel.<br><br>**Potential solution** – introduce permitted parking within St Bees village. | Highways |
| 43 | Thornhill | The Thornhill cycleway is in need of maintenance. | Cycle |
| 44 | Sellafield | Lack of safe footways on the roads immediately around the Sellafield site, for example from Sellafield rail station to North gate or Calder Bridge to North Gate Road or main Blackbeck road. | Pedestrian |
| 45 | General | Severe traffic congestion in the PM peak (between 4pm and 6pm) associated with Sellafield Ltd. and school/college traffic. | Highways |
| 46 | Moor Row | Major safety concerns at the A595 / Scalegill Road junction near to Moor Row. | Highways |

| ID | LOCATION | DETAIL / ISSUE | CATERORY |
|---|---|---|---|
| 47 | Silecroft | Poor visibility at the A595 / A5093 junction north of Silecroft which creates a safety issue. | Highways |
| 48 | Silecroft | Dangerous parking in the laybys and on verges near to the A595 / A5093 junction. | Highways |
| 49 | South Copeland | There are no bus services in South Copeland and therefore no option for integration with rail services. | Bus |
| 50 | Duddon Bridge | Lack of resilience if Duddon Bridge is closed, with the diversion route being over 100 miles.<br>**Potential solution** – Construct a new crossing at Duddon Bridge. | Highways |
| 51 | General | There is a need for greater attention on the rural areas of the borough rather than focus on the urban centres. | General |
| 52 | South Copeland | Lack of resilience on the highway network in South Copeland. For example, if there is an accident on the A595 between Calder Bridge and Gosforth or if Muncaster Bridge is closed, then there is a lack of suitable alternative routes. | Highways |
| 53 | Bootle | Main Street in Bootle is too narrow for two vehicles to pass each other.<br>**Potential solution** – A bypass of Bootle. | Highways |
| 54 | General | It is important to consider the impact of the Copeland Local Plan on the transport infrastructure within the National Park and ensure a collaborative and coherent approach to managing issues across the borough. | General |

## Workshop Attendees

| | |
|---|---|
| **Cumbria County Council officers** | Charlotte Carlin, Leanne Beverley, Mark Brierley, Gillian Elliott, Matthew J Reeves, Michael D Robinson, Martyn R Taylor and Paul Landreth |
| **Cumbria County Council members** | Cllr Michael Hawkins, Cllr Frank Morgan, Cllr Keith Haigh Hitchen and Cllr Arthur Lamb |
| **Copeland Borough Council officers** | Chris Hoban, Ellie Church and Eric Barker |
| **Copeland Borough Council members** | Cllr Jackie Bowman, Cllr Allan Forster, Cllr Brian O'Kane, Cllr Felicity Wilson, Cllr Graham Minshaw, Cllr Gwynneth Everett, Cllr Joan Hully, Cllr Linda Jones-Bulman and Cllr Russel Studholme |
| **Highways England** | Jonathan Reede |
| **WSP** | Vinny Holden, Michael Dodds and Jack Down |

# Copeland Transport Improvements Study

## Members Workshop

Cumbria County Council

Copeland Borough Council

21/04/21

# Agenda

| Timings | Programme |
|---|---|
| 14:00 | **Welcome and Introduction to the Copeland Transport Improvements Study**<br>*Charlotte Carlin / Chris Hoban* |
| 14:05 | **A595 Inkerman Terrace to Vale View Study Update**<br>*Jonathan Reade* |
| 14:15 | **Overview of the Transport Baseline Evidence**<br>*WSP* |
| 14:25 | **Session 1: North Copeland issues and potential options**<br>*Virtual workshop for members to provide feedback and make comments* |
| 15:05 | **Comfort break** |
| 15:10 | **Session 2: Mid-Copeland issues and potential options**<br>*Virtual workshop for members to provide feedback and make comments* |
| 15:35 | **Session 3: South Copeland issues and potential options**<br>*Virtual workshop for members to provide feedback and make comments* |
| 15:55 | **Next steps** |
| 16:00 | **Workshop close** |

# Introduction to the study

# Study objectives

- Develop transport improvements for Whitehaven, Cleator Moor, Egremont, Millom and surrounding areas to support the Local Plan.
- Improvements should be feasible, proportionate, realistic, deliverable and not prohibitively expensive or create excessive maintenance requirements.
- Where possible improvements should be sustainable and promote health and access for all.
- Improvements should be linked to site allocations to enable site specific Infrastructure Delivery Plans to be developed.

# A595 Inkerman Terrace to Vale View Study

# Overview of the Transport Baseline Evidence

# Evidence base

- Existing transport infrastructure
- Census Journey to Work data
- Highway modelling
- Forecast travel patterns
- Collision data
- Local geography (e.g. topography)
- Planned or potential transport improvements

# Baseline Situation

We reviewed the data to establish the transport baseline including:

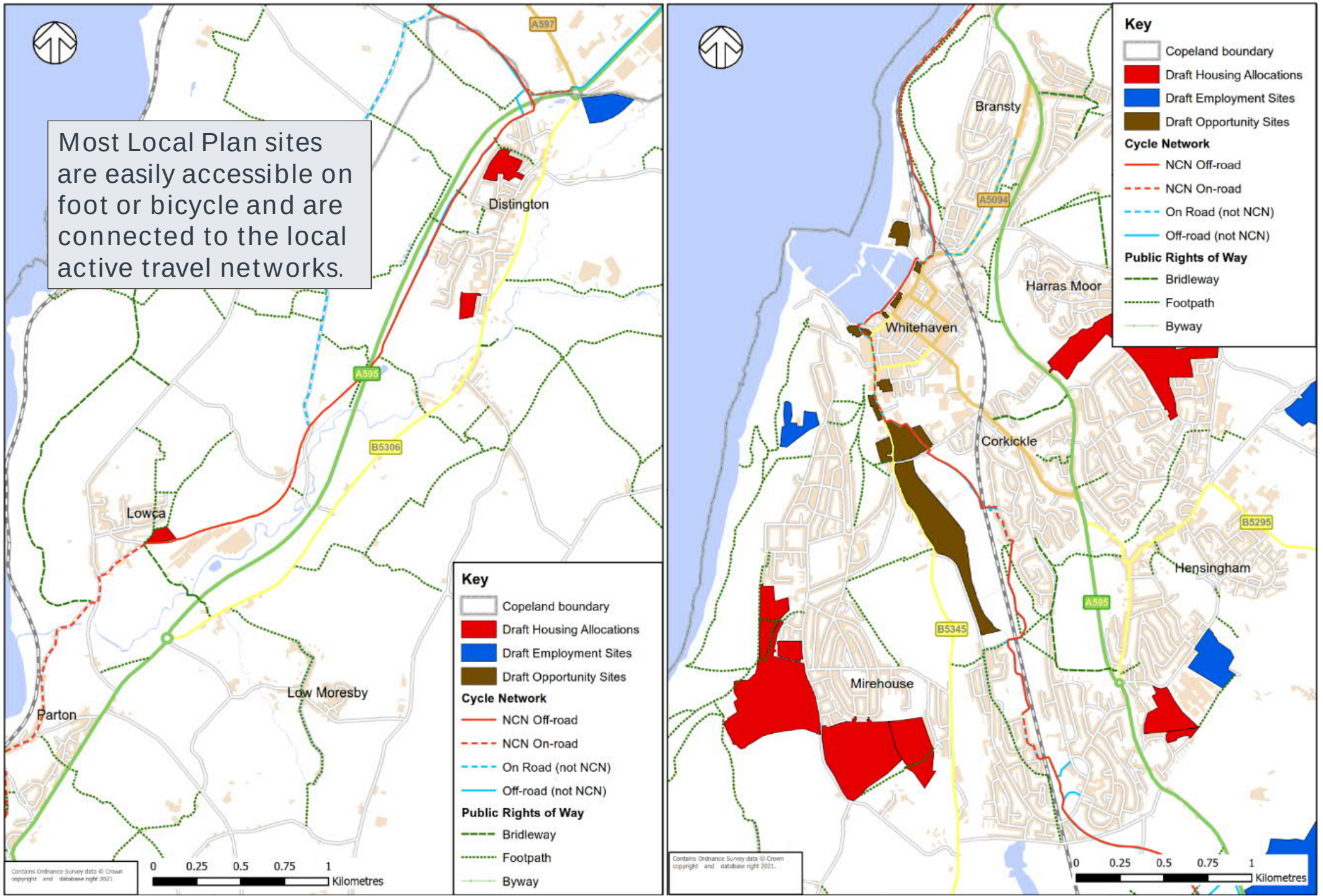
- Highway constraints on the A595 and local highway network.
- Existing pedestrian and cycling networks and constraints.
- Public transport provision and onward dispersal as well as constraints.

# Next steps

- Review the feedback and comments provided to inform the longlist of improvement options.
- Assess the options against objective-based and standard transport criteria.
- Agree the shortlist of options with the project team.
- Develop outline designs and cost estimates for shortlisted schemes.

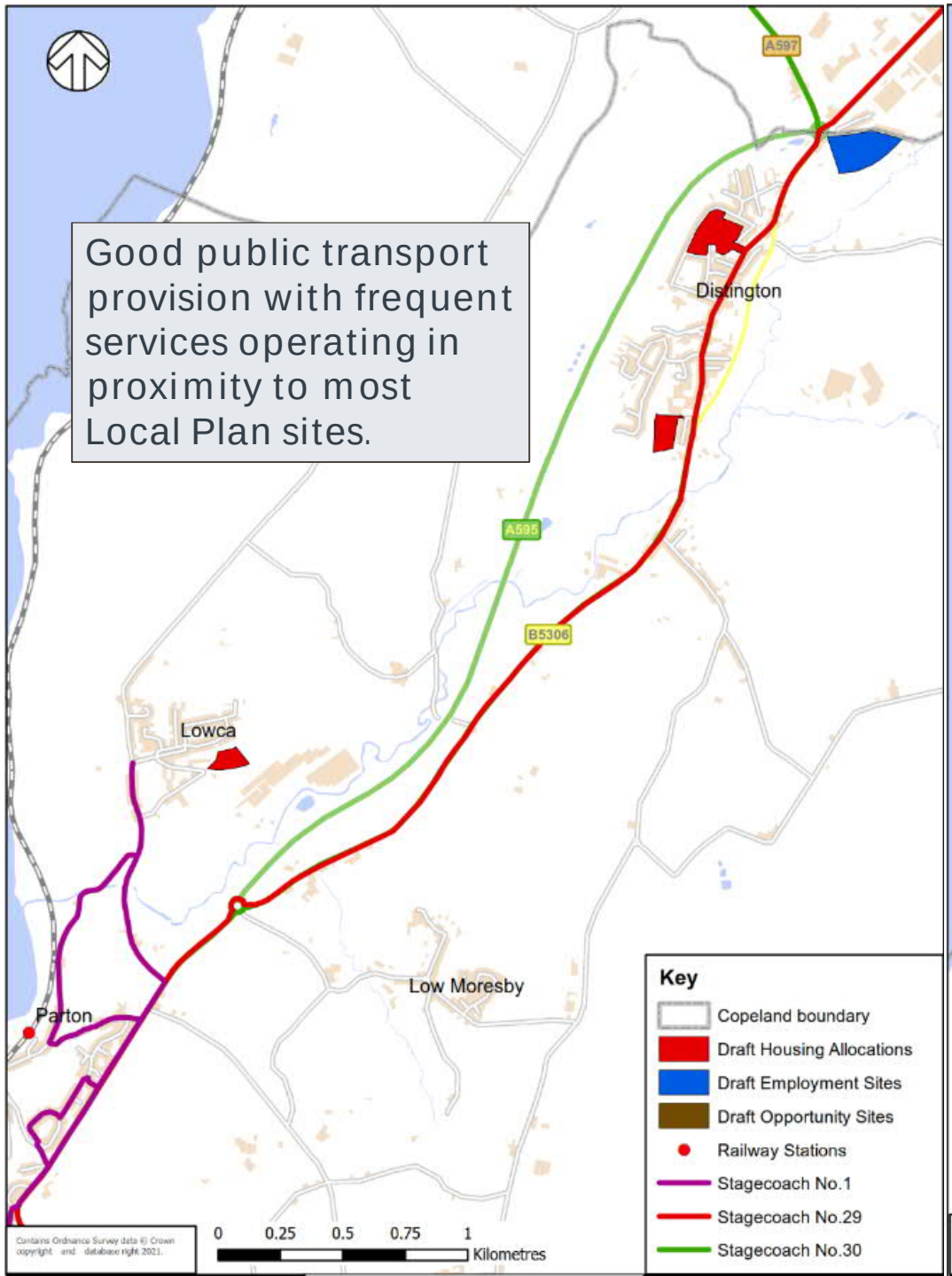
# North Copeland

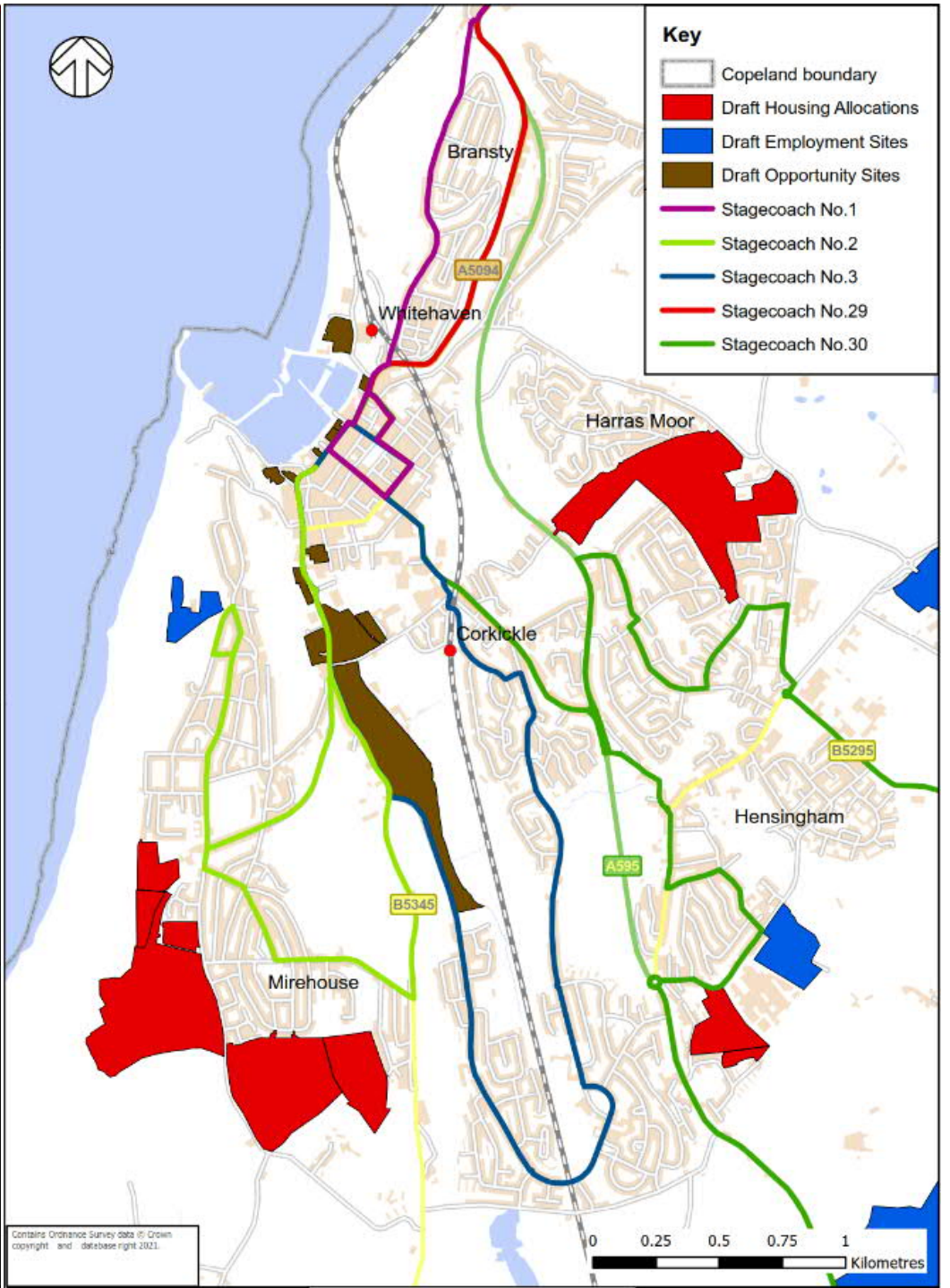
# Walking & Cycling Networks



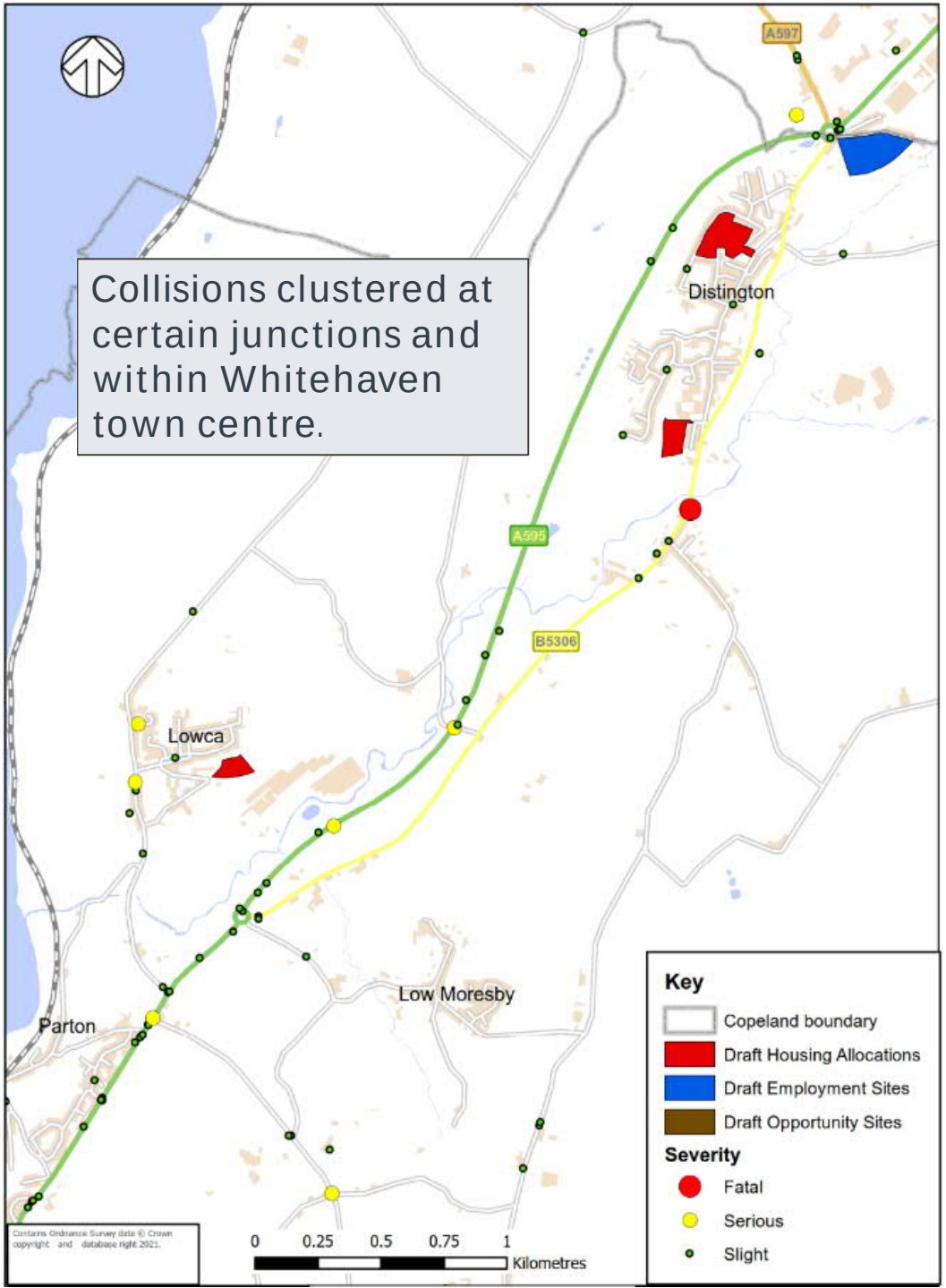
# Public Transport

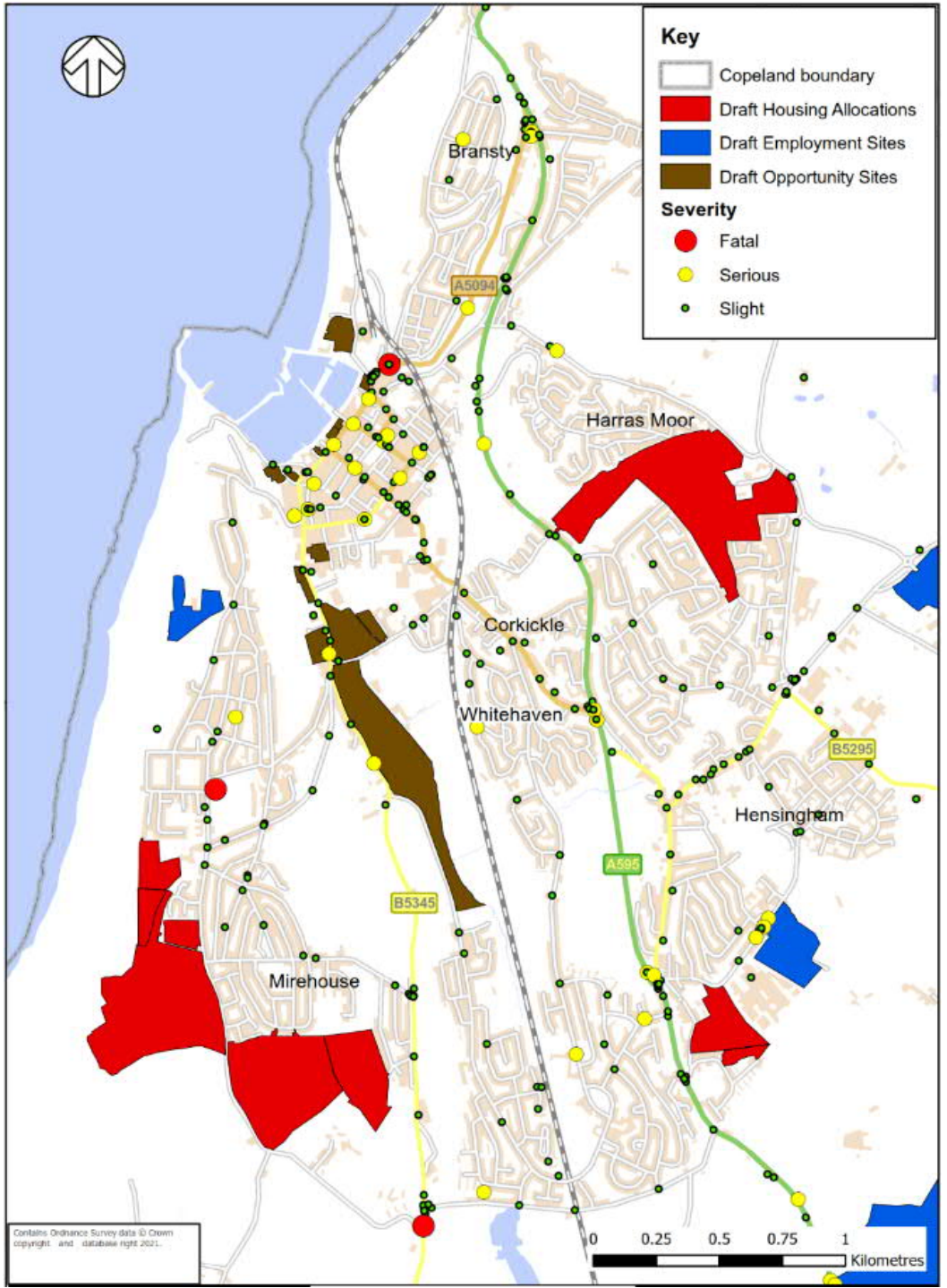
Good public transport provision with frequent services operating in proximity to most Local Plan sites.



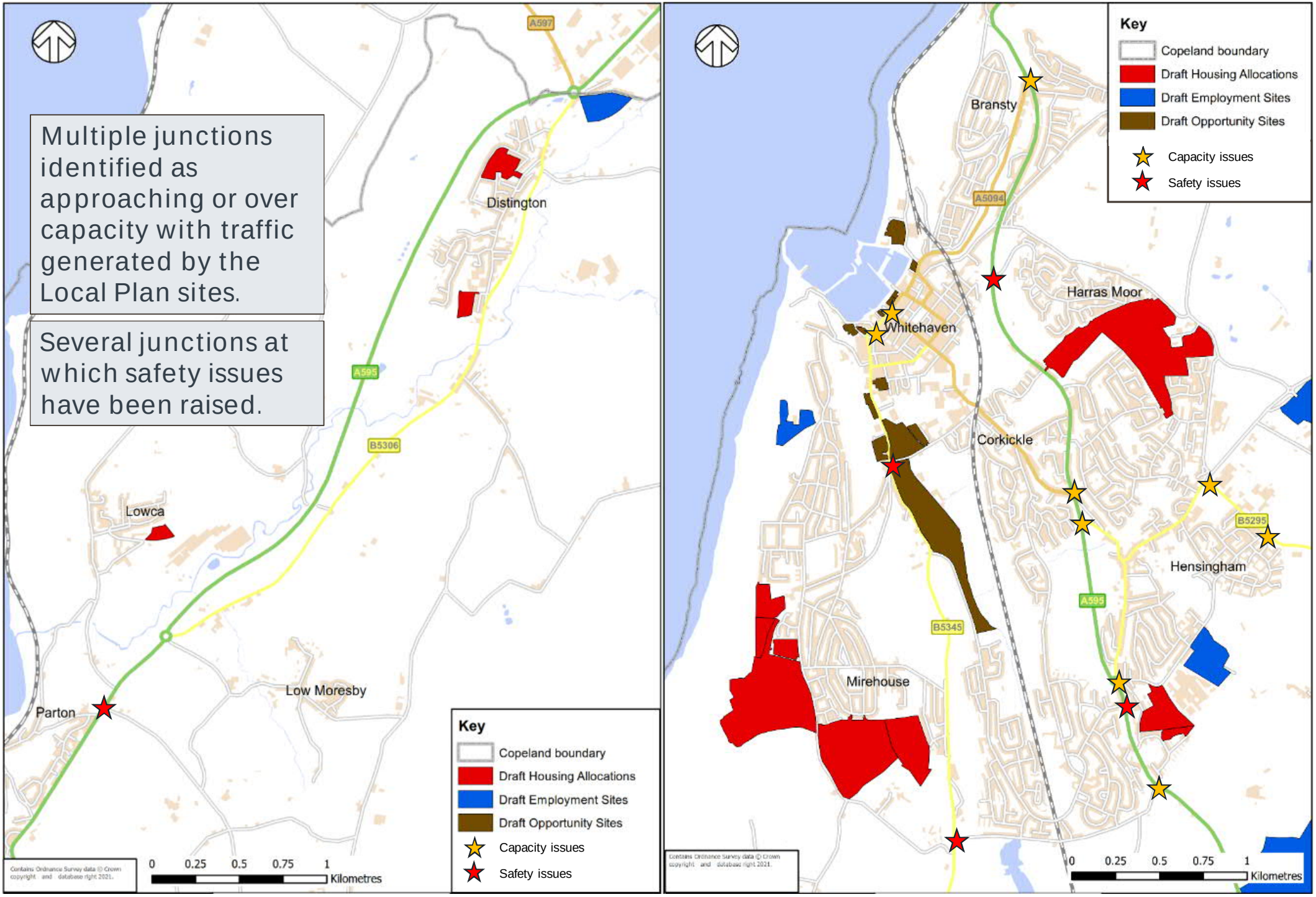



# Road traffic collisions



# Highways


Multiple junctions identified as approaching or over capacity with traffic generated by the Local Plan sites.
Several junctions at which safety issues have been raised.
A597
Distington
A595
B5306
Lowca
Parton
Low Moresby
Key
Copeland boundary
Draft Housing Allocations
Draft Employment Sites
Draft Opportunity Sites
Capacity issues
Safety issues
0 0.25 0.5 0.75 1
Kilometres
Bransty
A5094
Harras Moor
Whitehaven
Corkickle
B5295
Hensingham
A595
B5345
Mirehouse

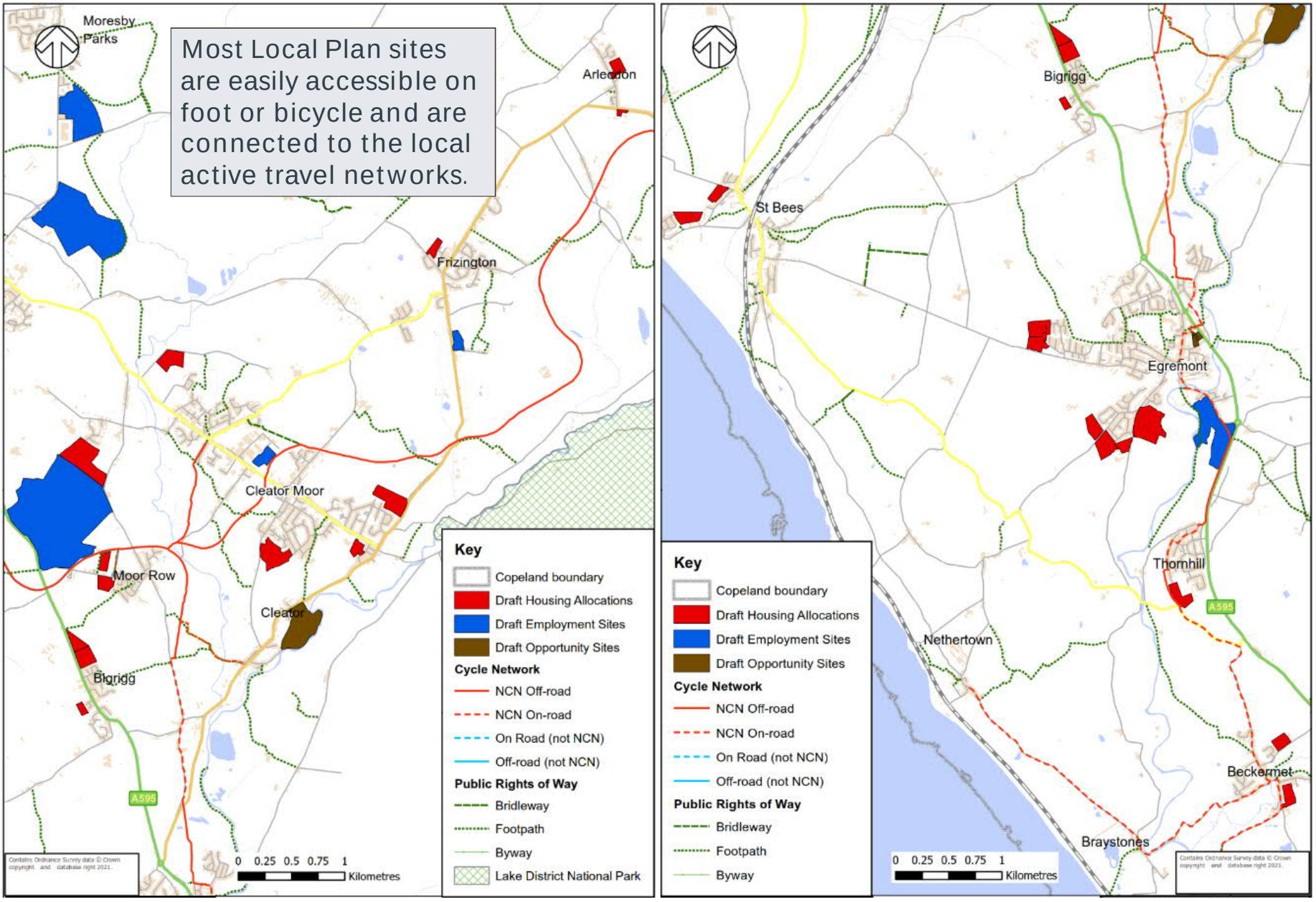
# Workshop session 1

- What significant issues do you currently experience as a user of all types of transport (walking, cycling, public transport and driving) in your locality?

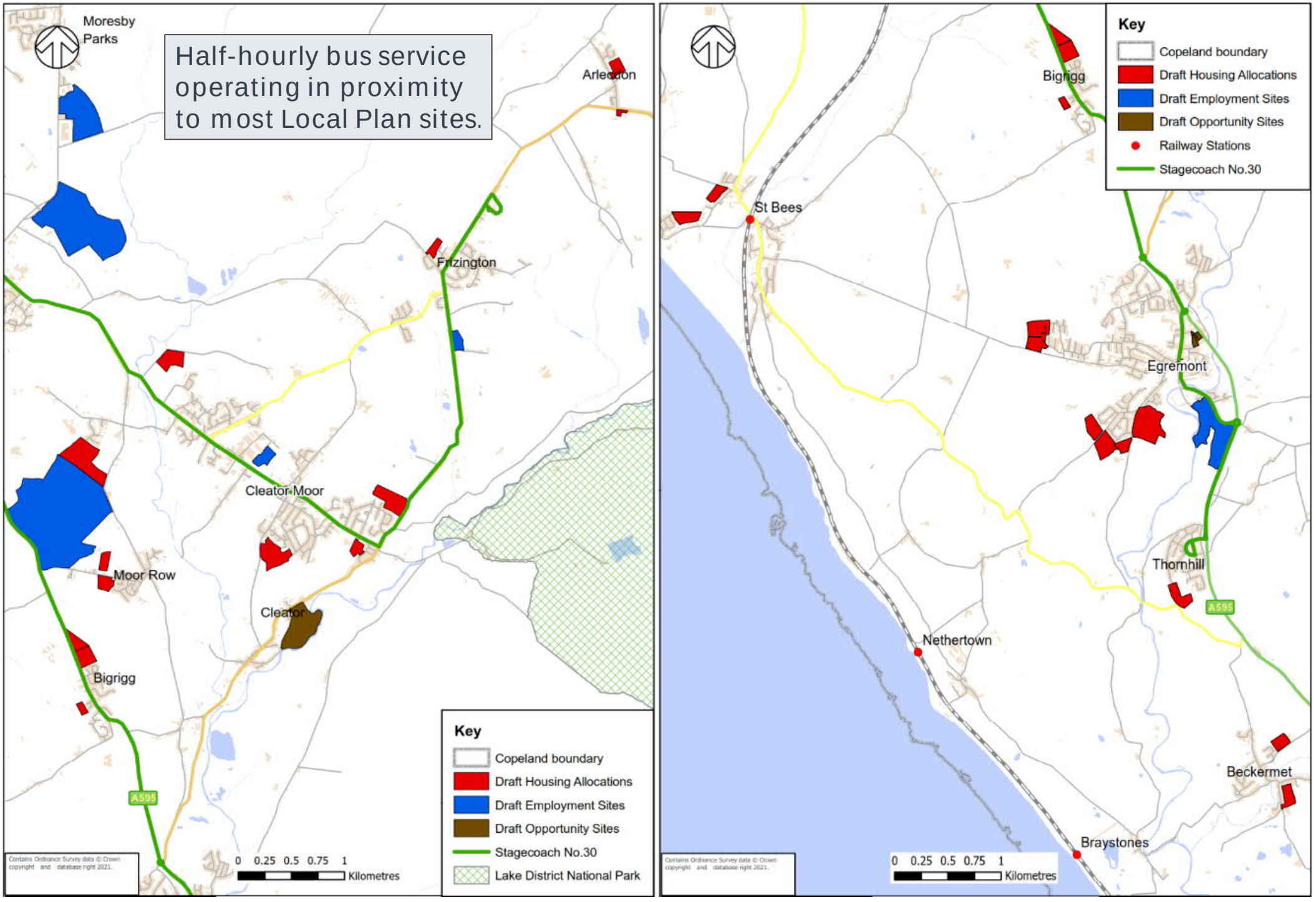
- What solutions do you think would help to address these issues?

# Mid Copeland

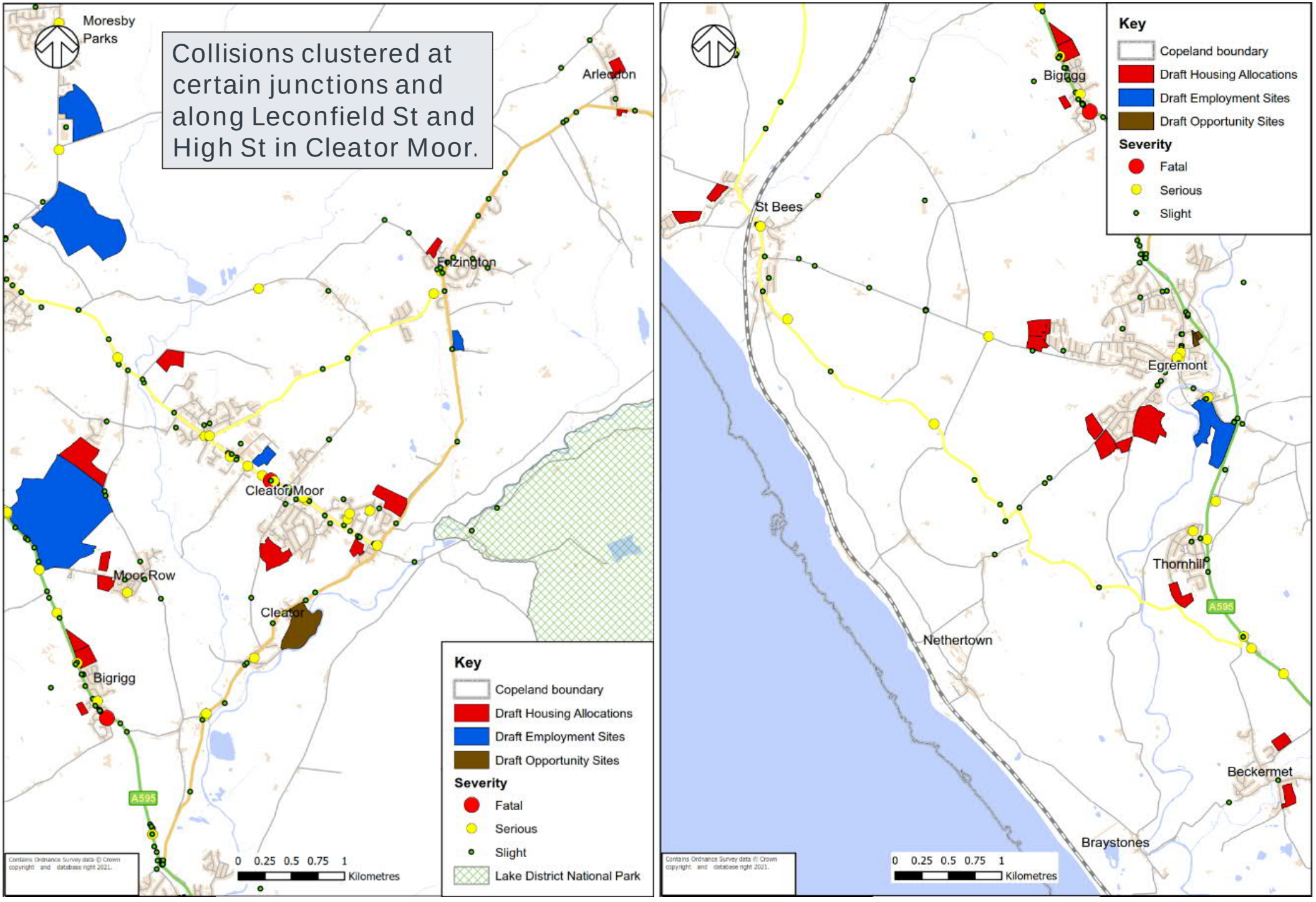
# Walking & Cycling Networks



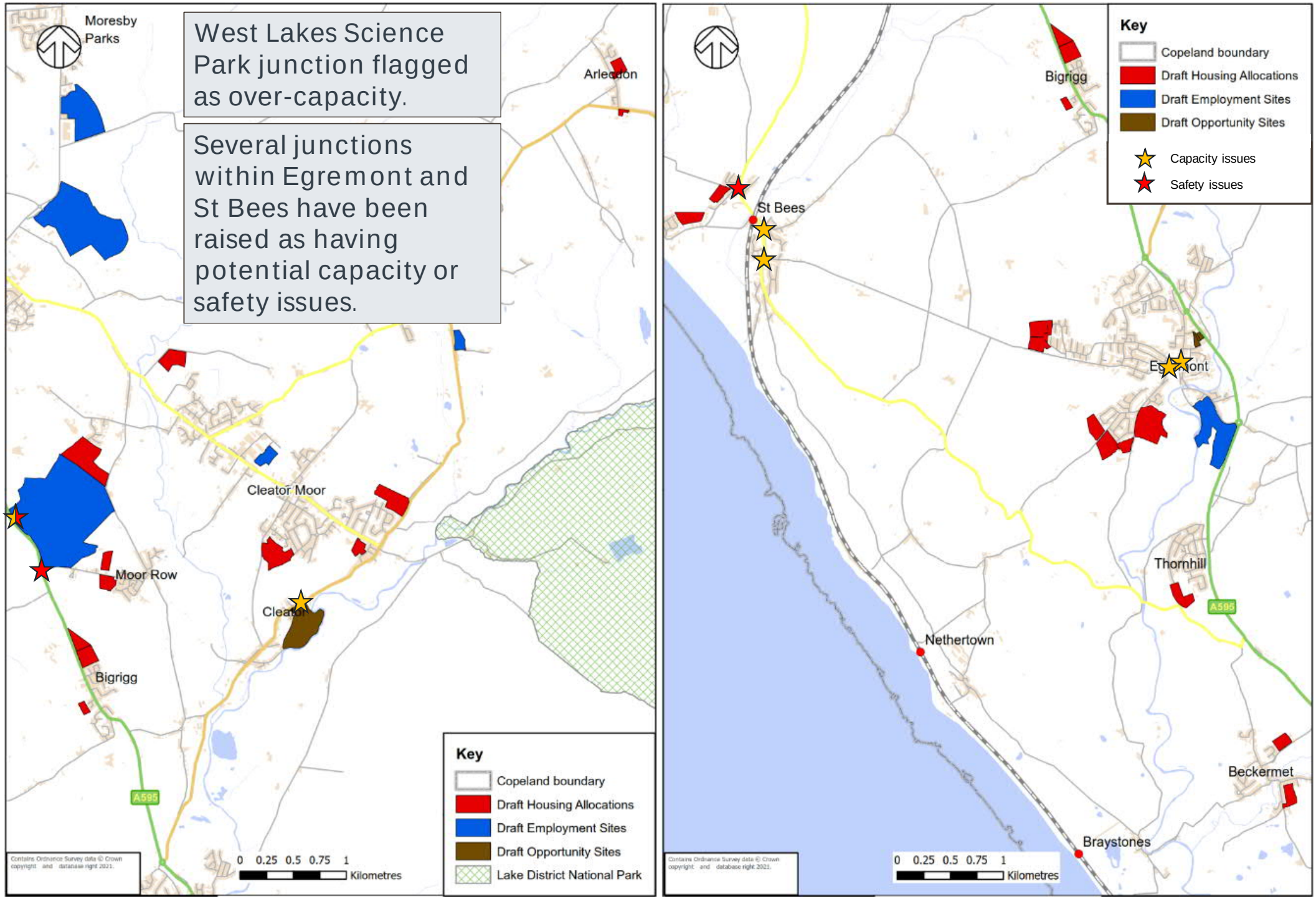
# Public Transport



# Road traffic collisions



# Highways


West Lakes Science Park junction flagged as over-capacity.
Several junctions within Egremont and St Bees have been raised as having potential capacity or safety issues.
Moresby Parks
Arlecdon
Cleator Moor
Moor Row
Cleator
Bigrigg
A595
0 0.25 0.5 0.75 1
Kilometres
Key
Copeland boundary
Draft Housing Allocations
Draft Employment Sites
Draft Opportunity Sites
Lake District National Park
Bigrigg
St Bees
Egremont
Thornhill
A595
Nethertown
Beckermet
Braystones
Capacity issues
Safety issues

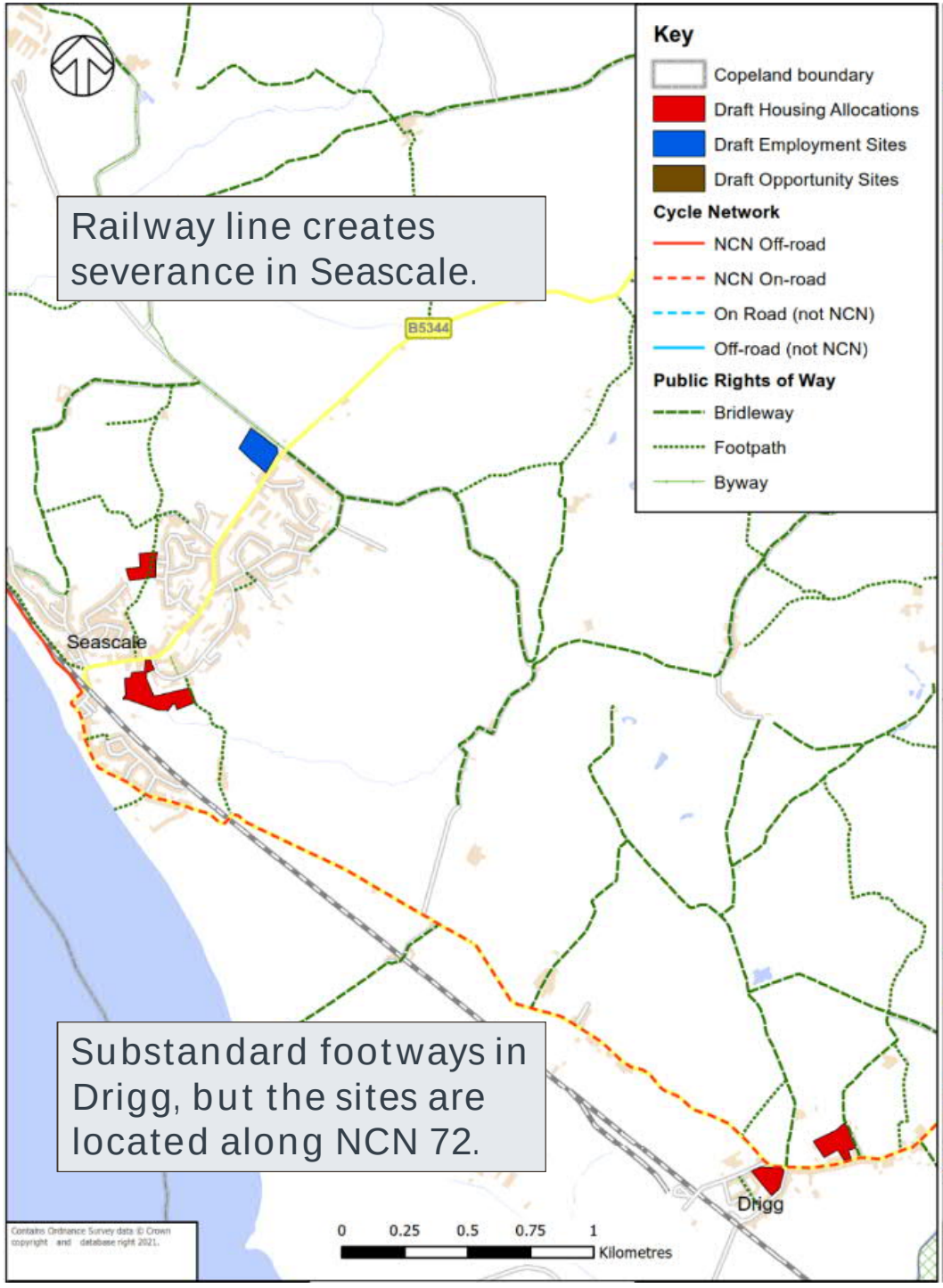
# Workshop session 2

- What significant issues do you currently experience as a user of all types of transport (walking, cycling, public transport and driving) in your locality?

- What solutions do you think would help to address these issues?

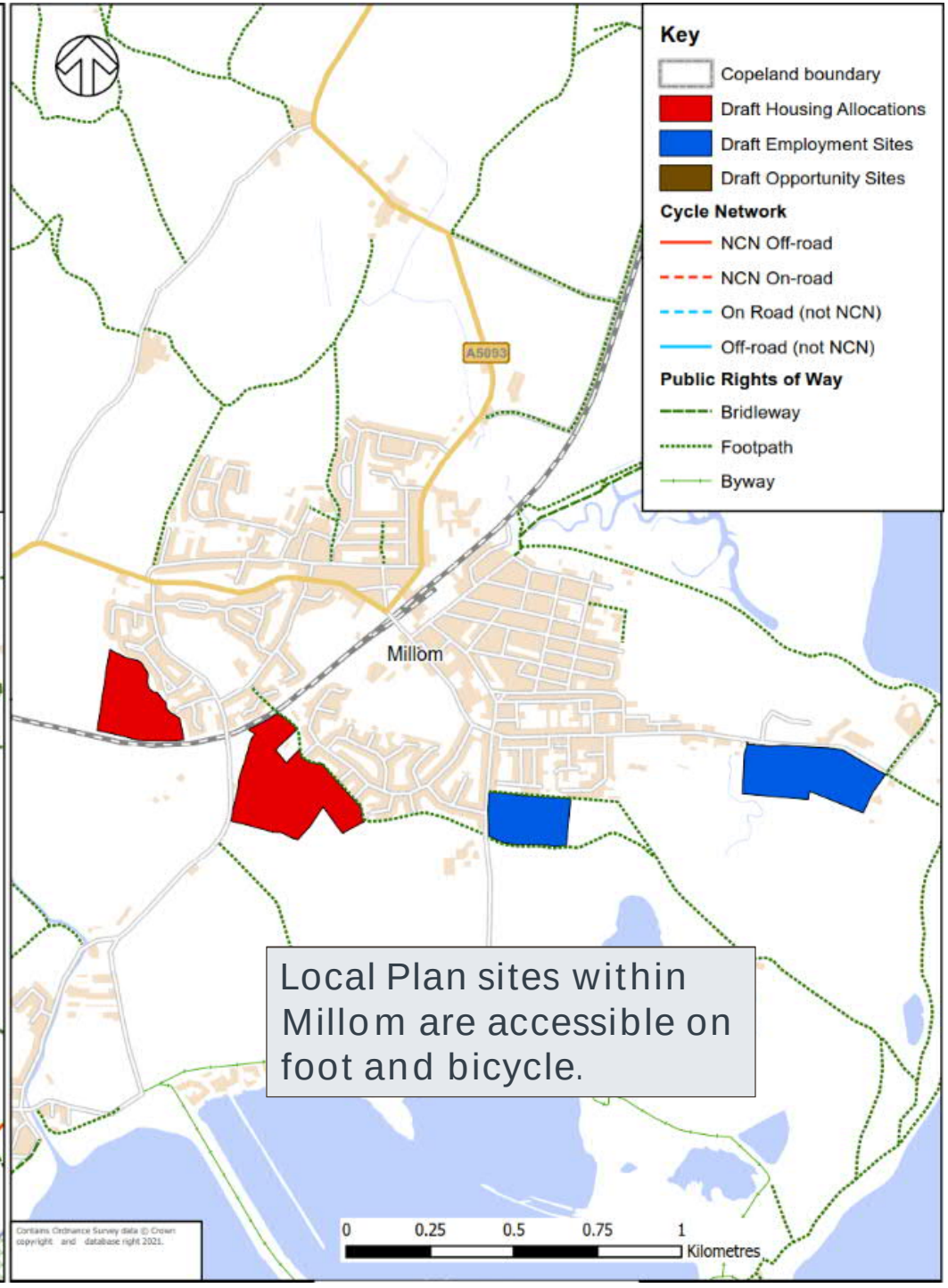
# South Copeland

# Walking & Cycling Networks



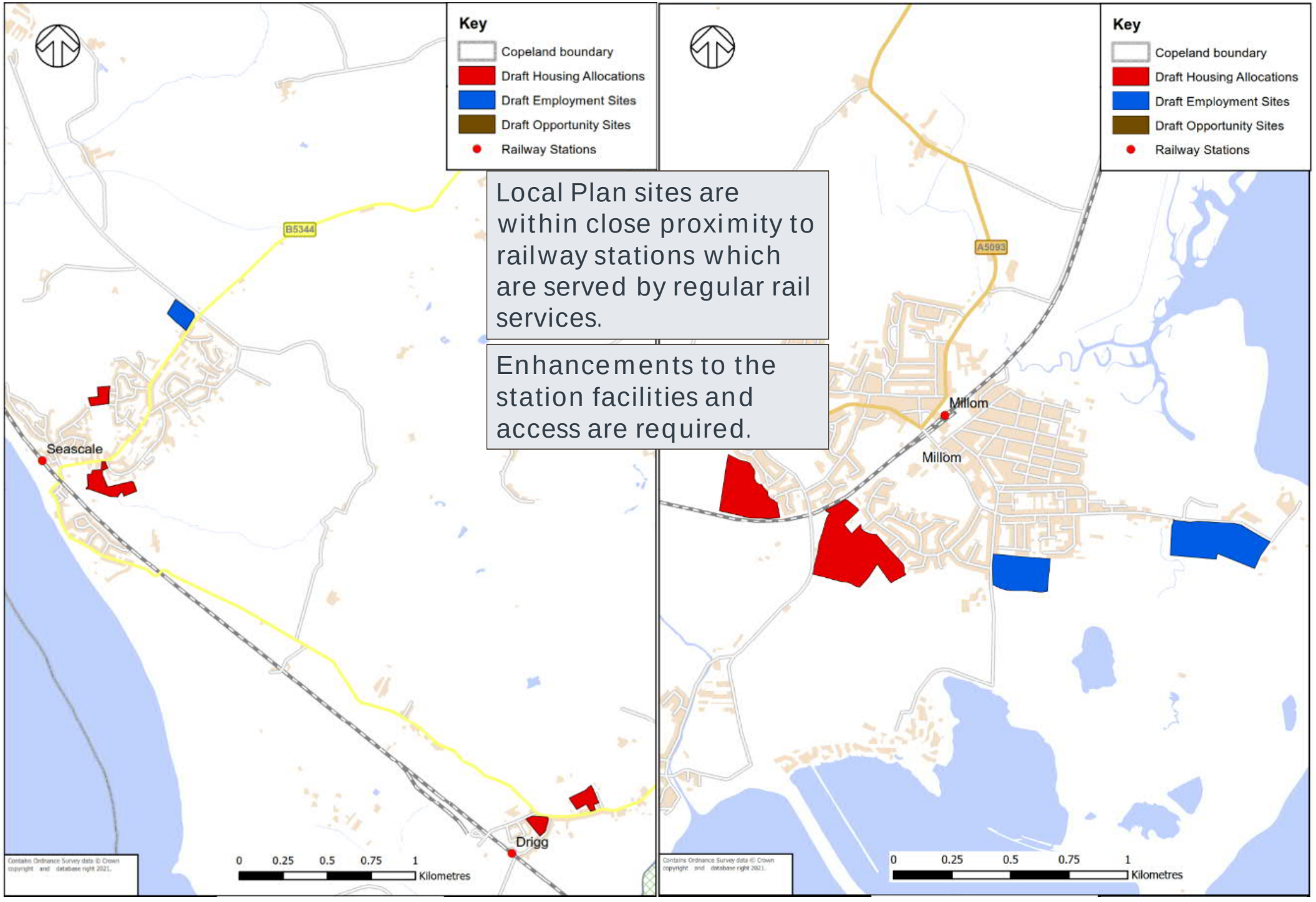

Railway line creates severance in Seascale.

Substandard footways in Drigg, but the sites are located along NCN 72.




Local Plan sites within Millom are accessible on foot and bicycle.

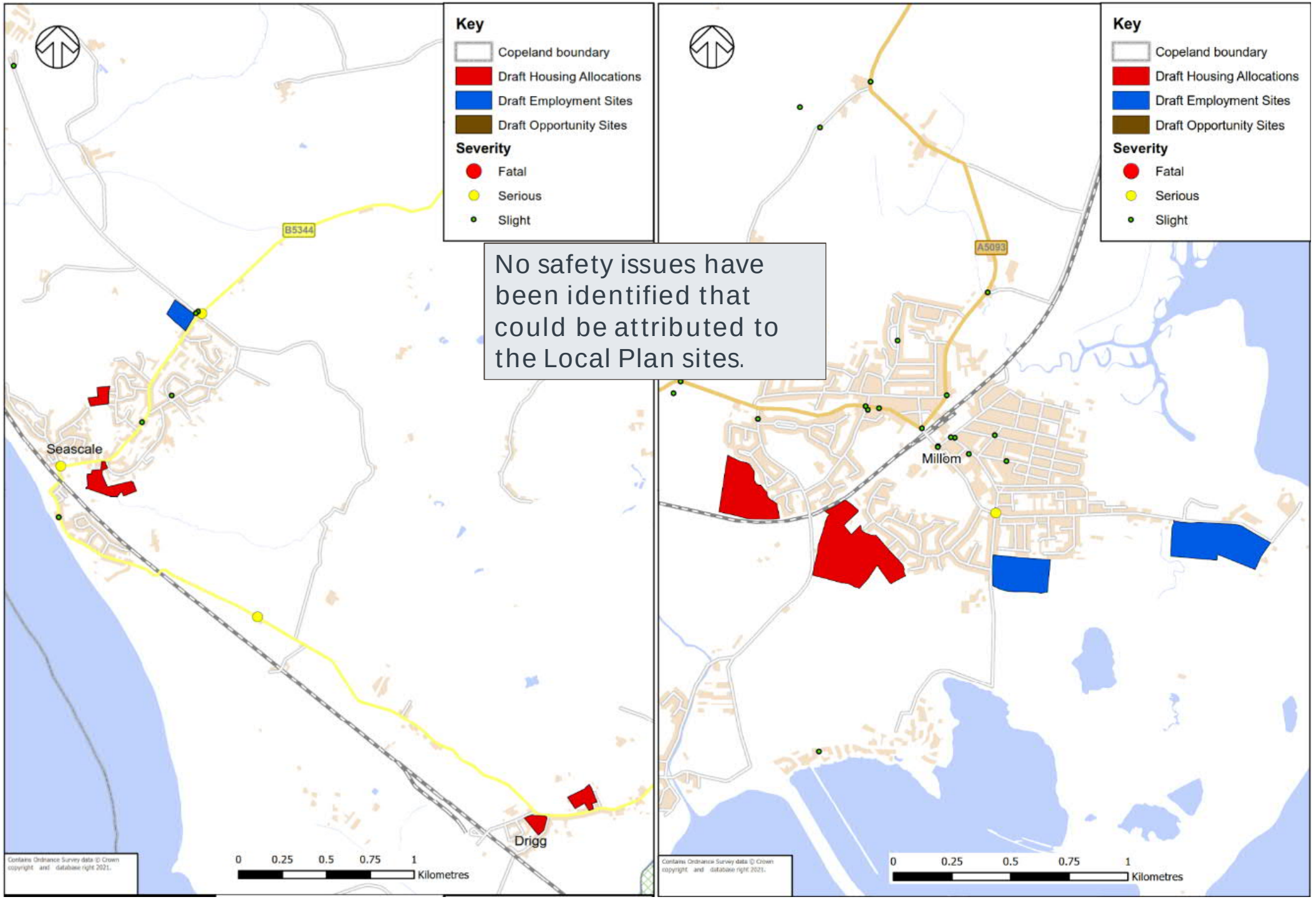
# Public Transport




Local Plan sites are within close proximity to railway stations which are served by regular rail services.

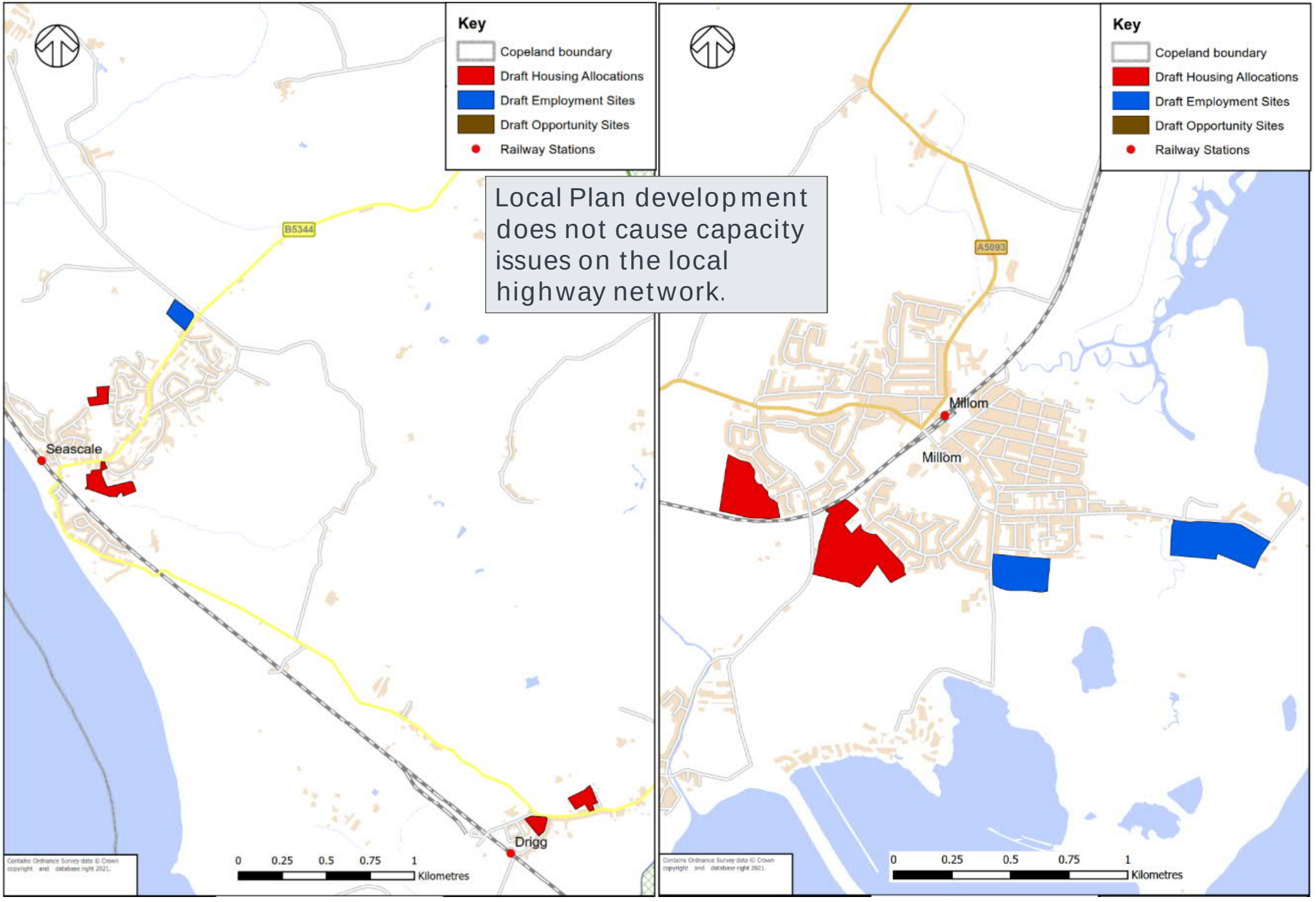
Enhancements to the station facilities and access are required.

# Road traffic collisions




No safety issues have been identified that could be attributed to the Local Plan sites.

# Highways


Key
Copeland boundary
Draft Housing Allocations
Draft Employment Sites
Draft Opportunity Sites
Railway Stations
Local Plan development does not cause capacity issues on the local highway network.
B5344
Seascale
Drigg
A5093
Millom
Millom
0 0.25 0.5 0.75 1
Kilometres

# Workshop session 3

- What significant issues do you currently experience as a user of all types of transport (walking, cycling, public transport and driving) in your locality?

- What solutions do you think would help to address these issues?

# Next steps

# Next steps

- Review the feedback and comments provided to inform the longlist of improvement options.
- Assess the options against objective-based and standard transport criteria.
- Agree the shortlist of options with the project team.
- Develop outline designs and cost estimates for shortlisted schemes.

Vincent Holden
Associate Director
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Transport Planner
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# Appendix C

## Member update summary note

CONFIDENTIAL

# Copeland Transport Improvements Study

| | | | |
|---|---|---|---|
| **PROJECT NUMBER** | 70072394 | **MEETING DATE** | 09 June 2021 |
| **PROJECT NAME** | Copeland Transport Improvement Study | **VENUE** | Online |
| **CLIENT** | Cumbia County Council and Copeland Borough Council | | |
| **MEETING SUBJECT** | Members Update | | |

**Introduction**

An update on the Copeland Transport Improvements Study was provided to members of Cumbria County Council (CCC) and Copeland Borough Council (CBC) at a virtual meeting on 9th June 2021, at which an example of the shortlisted schemes were presented. The presentation and agenda are provided as an Appendix.

WSP presented a progress update of the work undertaken to date with the following structure:

- Baseline
- Option identification, including inputs from stakeholders and members
- Option sifting
- Option development
    - Active travel
    - Public transport
    - Highways
    - Travel Demand Management
- Next steps

WSP welcomed comments and questions throughout the presentation from all attendees, including comments in the chat function of Microsoft Teams. The following comments were received in relation to the content of the presentation and are presented by geographical location. This feedback will be used to inform the final study report.

**Comments**

| ID | Location | Comment | Category | Response |
|---|---|---|---|---|
| 1 | Millom | Suggestion to liaise with the South Copeland Partnership local cycling group working in Millom to establish project synergies. | Active travel | Stakeholders will be engaged as part of the LCWIP. |
| 2 | Millom | Engagement with prisoners at HMP Haverigg to establish potential demand for a bus service to the prison. | Public transport | Addressed in the public transport pro-forma. |
| 3 | Seascale | First mile / last mile options to provide access to Seascale railway station, such as the Muncaster micro bus. | Public transport | Addressed in the public transport pro-forma. |
| 4 | Seascale | Residents in Seascale and other settlements on the coast have limited public transport access to other areas in Copeland that aren't served by railway stations. | Public transport | Addressed in the public transport pro-forma. |
| 5 | Egremont | Suggestion to liaise with the consultants leading on the Borderlands Project in Egremont. | General | WSP are in contact with the consultant. |

| ID | Location | Comment | Category | Response |
|---|---|---|---|---|
| 6 | St Bees | Complete the cycle-way from Mirehouse to St Bees beach. | Active travel | Out of scope of the study, potential consideration for LCWIP. |
| 7 | Beckermet | Consideration of the potential for demand responsive service to the south of Beckermet. | Public transport | Addressed in the public transport pro-forma. |
| 8 | Cleator Moor | The A5086 is a rat running route, and the development of the Leconfield Industrial Estate will exacerbate these issues. | Highways | Rat running routes have been considered in the study. |
| 9 | Cleator | New bus service to connect Cleator to the hospital and Egremont. | Public transport | Addressed in the public transport pro-forma. |
| 10 | Arlecdon | Arlecdon suffers from a lack of bus services and poor pedestrian routes to the nearest bus stop providing regular services (in Frizington). There is also a lack of street lighting along the footways. | Public transport | Addressed in the public transport pro-forma. |
| 11 | Arlecdon & Rowrah | Traffic calming through villages along the A5086. | Highways | Out of scope as needs to be linked to the Local Plan. |
| 12 | Whitehaven | Secure motorcycle parking in Whitehaven. | Highways | Considered in the Whitehaven Parking Study. |
| 13 | Whitehaven | Speeding issues within Whitehaven town centre, particularly on Duke Street. | Highways | Out of study scope. |
| 14 | Whitehaven | Consideration of electric scooter users in the proposals and what can be done to make clear to users where they are permitted to travel. | Active travel | Refer to legalisation on electric scooter usage. |
| 15 | Whitehaven | Potential alternative routes for traffic to avoid the A595 through Whitehaven. | Highways | The study aims to improve capacity on the A595 to reduce rat running on parallel routes. |
| 16 | Moresby Parks | Bus services to Moresby Parks are much needed and it's positive to see that these are being considered. | Public transport | Addressed in the public transport pro-forma. |
| 17 | Parton | Difficult and dangerous for pedestrians to cross the A595 at Parton to access the bus stops. | Active travel | Proposed junction improvement at Pelican Garage includes pedestrian crossing. |

| ID | Location | Comment | Category | Response |
|---|---|---|---|---|
| 18 | Parton | Whitehaven Bypass would address issues at Lowca and Parton. | Highways | Out of study scope. Highways England to review in RIS 3. |
| 19 | Parton | Potential to re-route Rosehill to join the A595 at the roundabout junction at the southern end of the Distington bypass. | Highways | Out of study scope. Highways England to review in RIS 3. |
| 20 | Low Moresby | Gallows Lonning & Low Moresby should not be recommended as an alternative route to Rosehill because there is no footway and so pedestrians are required to walk on the carriageway, posing a safety issue. | Highways | Addressed in the highways pro-forma. |
| 21 | General | Travel Plans should be mandatory within the planning process. | Travel Demand Management | This will be addressed in the Local Plan. |
| 22 | General | Trains can't always cater for users with mobility issues. | Public transport | Out of study scope. |
| 23 | General | Engagement with local communities in Millom and Haverigg to identify the potential demand for different public transport options. | Public transport | Consultation should be undertaken as schemes are taken forward for further development. |
| 24 | General | Consideration of motorcycle parking arrangements, as this provides a more sustainable form of transport, whilst taking up less space than parking. | Active travel | Considered in the Whitehaven Parking Study. |
| 25 | General | Consideration given to travel plans other than the Sellafield Travel Plan, noting that this has not yet been signed off. | Active travel | Sellafield Travel Plan presented as a local example. |
| 26 | General | Bus and taxi prices act as a barrier to usage. | Public transport | Out of study scope. |
| 27 | General | Consideration given to further community engagement, in order to obtain buy in of the proposals. | General | Consultation should be undertaken as schemes are taken forward for further development. |

**Attendees**

| | |
|---|---|
| **CUMBRIA COUNTY COUNCIL OFFICERS** | Charlotte Carlin (CC), Pieter GF Barnard (PB), Claudia Pinna (CP), Michael Robinson (MR), Martyn Taylor (MT), Dan Chalmers (DC), and Gillian C Elliott (GE). |
| **CUMBRIA COUNTY COUNCIL MEMBERS** | Cllr Keith Haigh Hitchen (KH), Cllr Paul Turner (PT), and Cllr Frank Morgan (FM). |
| **COPELAND BOROUGH COUNCIL OFFICERS** | Leanne Parr (LP) |
| **COPELAND BOROUGH COUNCIL MEMBERS** | Cllr Andy Pratt (AP), Cllr David Banks (DB), Cllr David Moore (DM), Cllr Eileen Weir (EW), Cllr Ged McGrath (GM), Cllr Graham Minshaw (GMi), Cllr Gwynneth Everett (GEv), Cllr James Date (JD), Cllr Jeffrey Hailes (JH), Cllr Joan Hully (JHu), Cllr Linda Jones-Bulman (LJB), Cllr Peter Tyson (PTy), and Cllr Steven Morgan (SM). |
| **HIGHWAYS ENGLAND** | Ryan Billinge. |
| **WSP** | On behalf of CCC: Vinny Holden (VH), Michael Dodds (MD), and Jack Down (JDo).<br>On behalf of Highways England: James Rathmell (JR). |

# Copeland Transport Improvements Study

## Members Update

Cumbria County Council

Copeland Borough Council

09/06/21

# Agenda

| Timings | Programme |
|---|---|
| **14:00** | **Welcome and Introductions**<br>*Charlotte Carlin* |
| **14:05** | **Study scope and objectives**<br>*Leanne Parr* |
| **14:10** | **Progress update**<br>*WSP* |
| **14:20** | **Overview of Member comments**<br>*WSP* |
| **14:30** | **Emerging options**<br>*WSP*<br>• Active Travel<br>• Public Transport<br>• Highways<br>• Travel Demand Management |
| **15:40** | **Next steps for the Transport Improvements Study**<br>*WSP & Charlotte Carlin* |
| **15:45** | **Next steps for the Local Plan**<br>*Leanne Parr* |
| **15:50** | **Meeting close** |

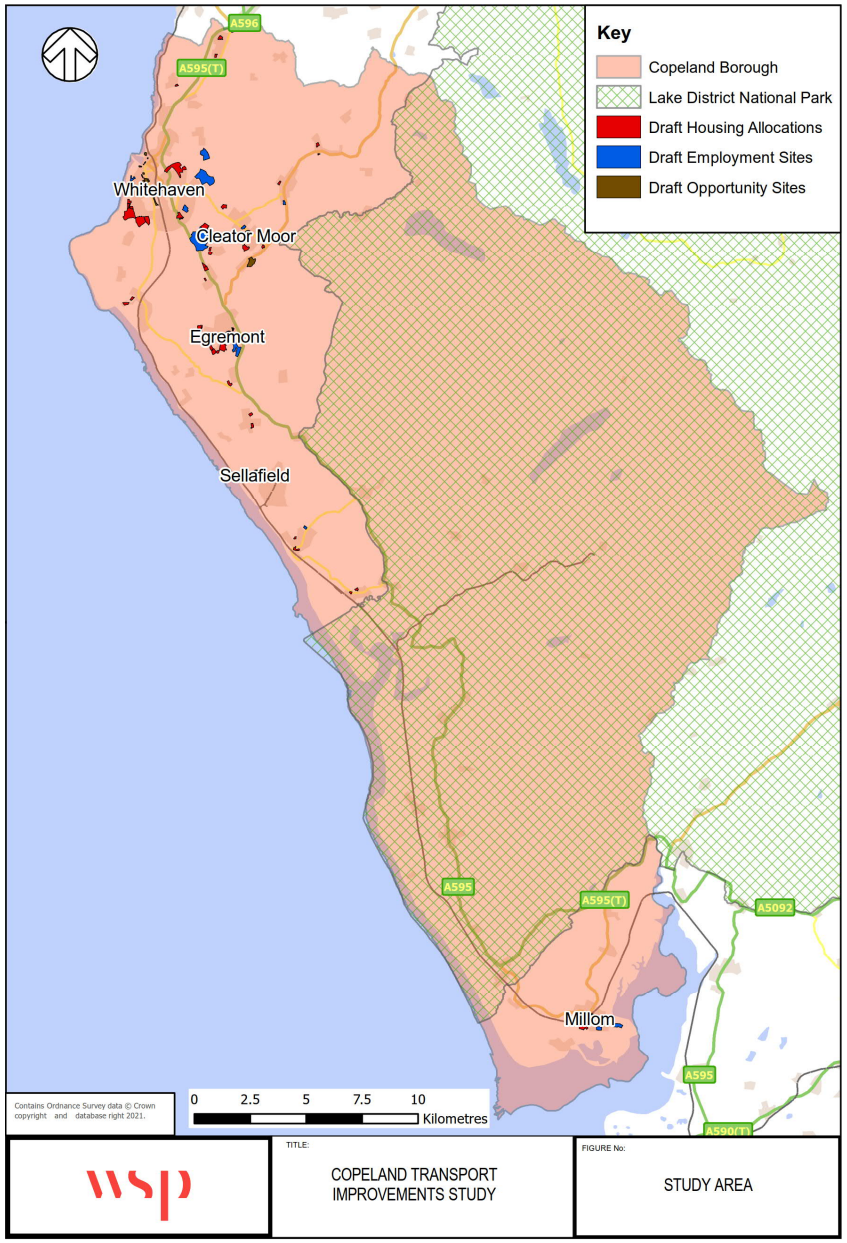
# Study scope and objectives

# Study scope

The Copeland Local Plan "...sets out the Council's preferred policies and sites for allocation for the areas of Copeland that lie outside the Lake District National Park."

Development within the National Park boundary is addressed in the Lake District National Park Local Plan Review.

The purpose of the Transport Improvements Study is to mitigate the impact of the Local Plan sites.

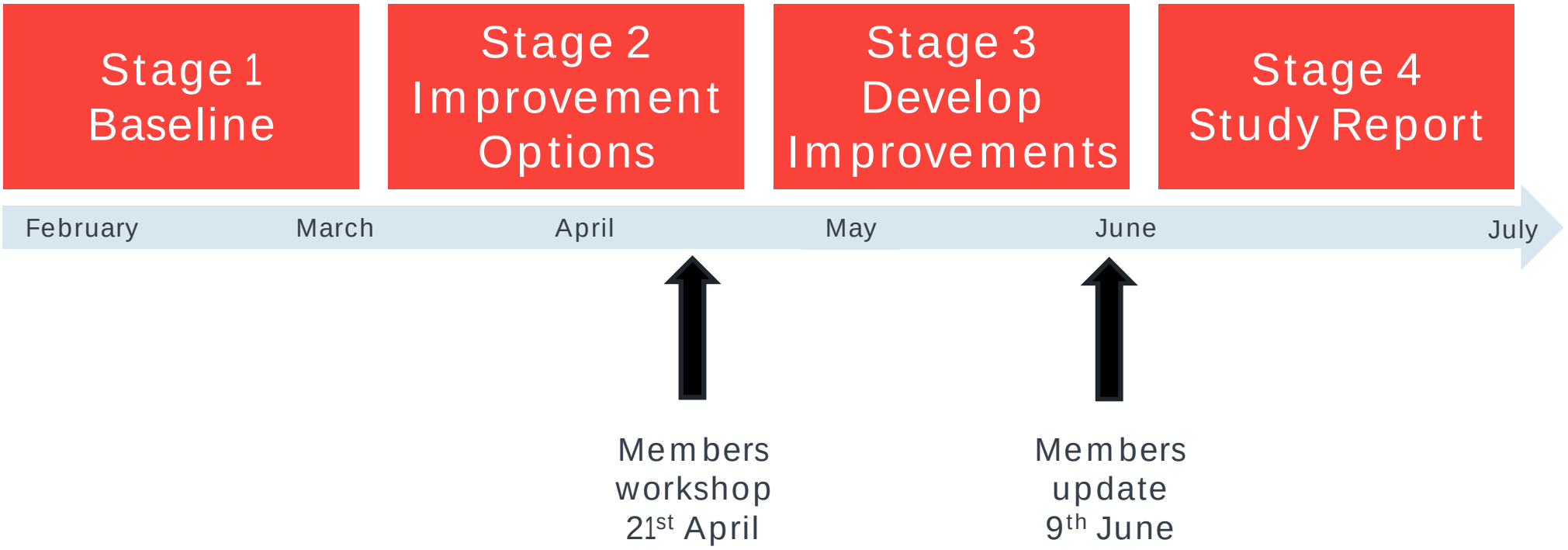


# Study objectives

- Develop transport improvements for Whitehaven, Cleator Moor, Egremont, Millom and surrounding areas to support the Local Plan.
- Improvements should be feasible, proportionate, realistic, deliverable and not prohibitively expensive or create excessive maintenance requirements.
- Where possible improvements should be sustainable and promote health and access for all.
- Improvements should be linked to site allocations to enable site specific Infrastructure Delivery Plans to be developed.

# Progress update

# Progress update



# Progress update

- Workshop with CCC and CBC members held on 21st April to get input to the baseline and longlist of options.
- Reviewed the feedback and comments provided to inform the longlist of improvement options.
- Assessed the options against objective-based and standard transport criteria.
- Agreed the shortlist of options with the project team.
- Developing outline designs and cost estimates for shortlisted schemes.

# Shortlisting schemes

**Step 1** – Identify a Long List of Transport Improvements

**Step 2** – Develop an Assessment Framework

**Step 3** - Assess the Long List of Improvement Options

**Step 4** - Sift schemes using threshold scores

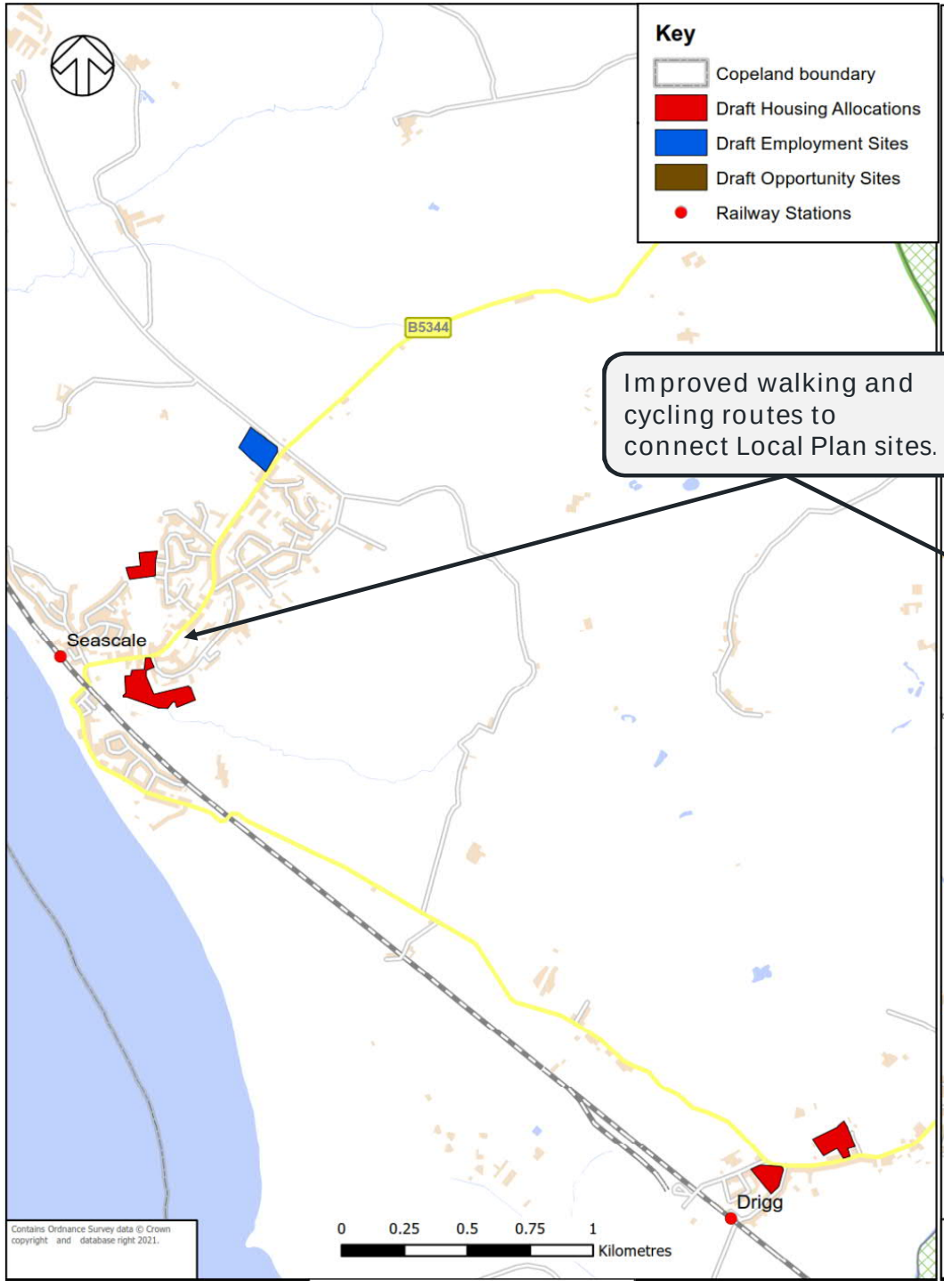
# Shortlisting schemes

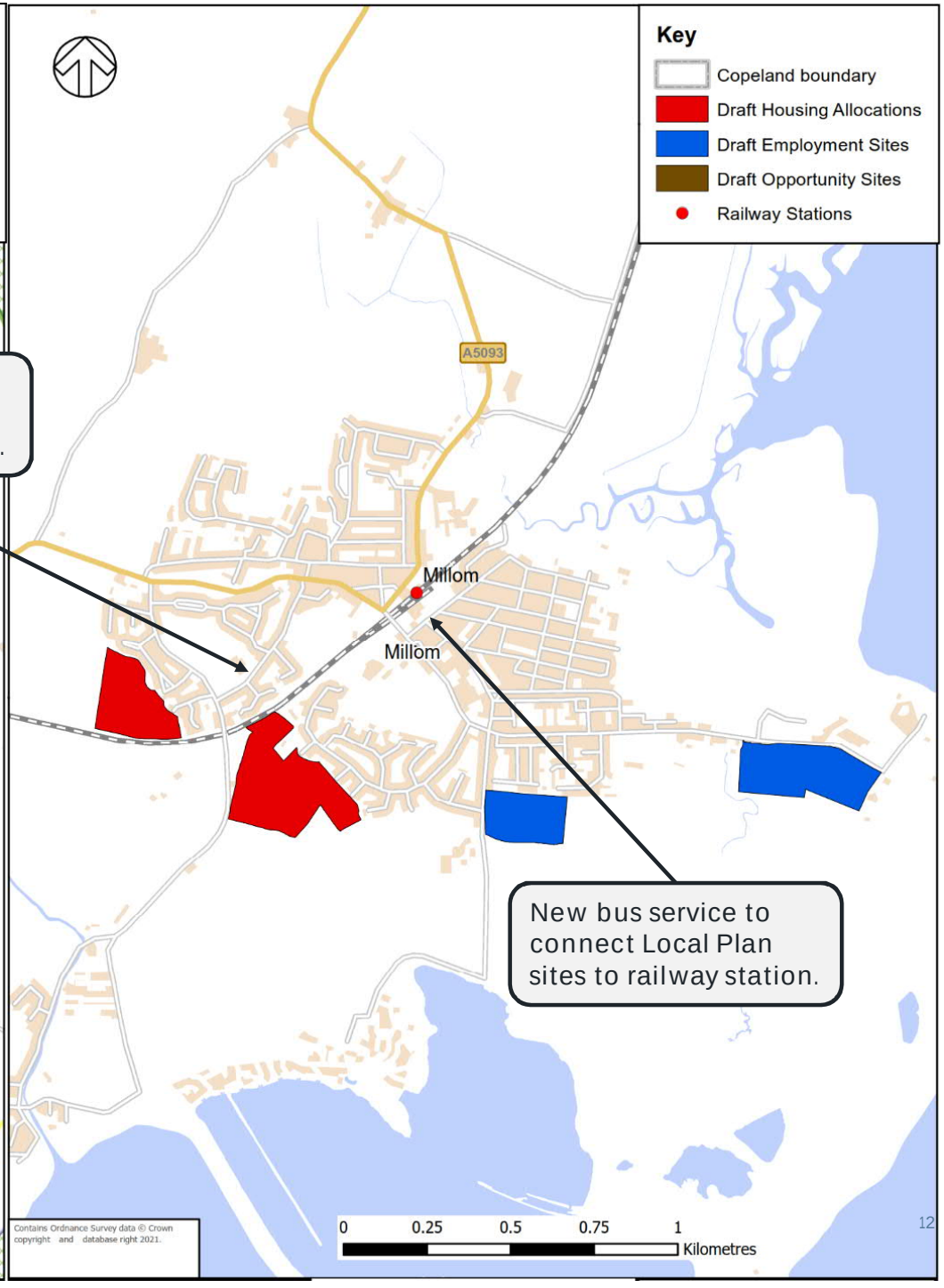
- Longlist of 63 schemes, including those identified at the Members workshop, sifted to identify shortlist of 36 schemes for further development.
- Discounted schemes reviewed with PDG on 29th April.
- Shortlisted schemes categorised by mode.

| Category | No. of schemes |
|---|---|
| Active travel | 6 |
| Public transport | 9 |
| Travel demand | 1 |
| Highways | 20 |

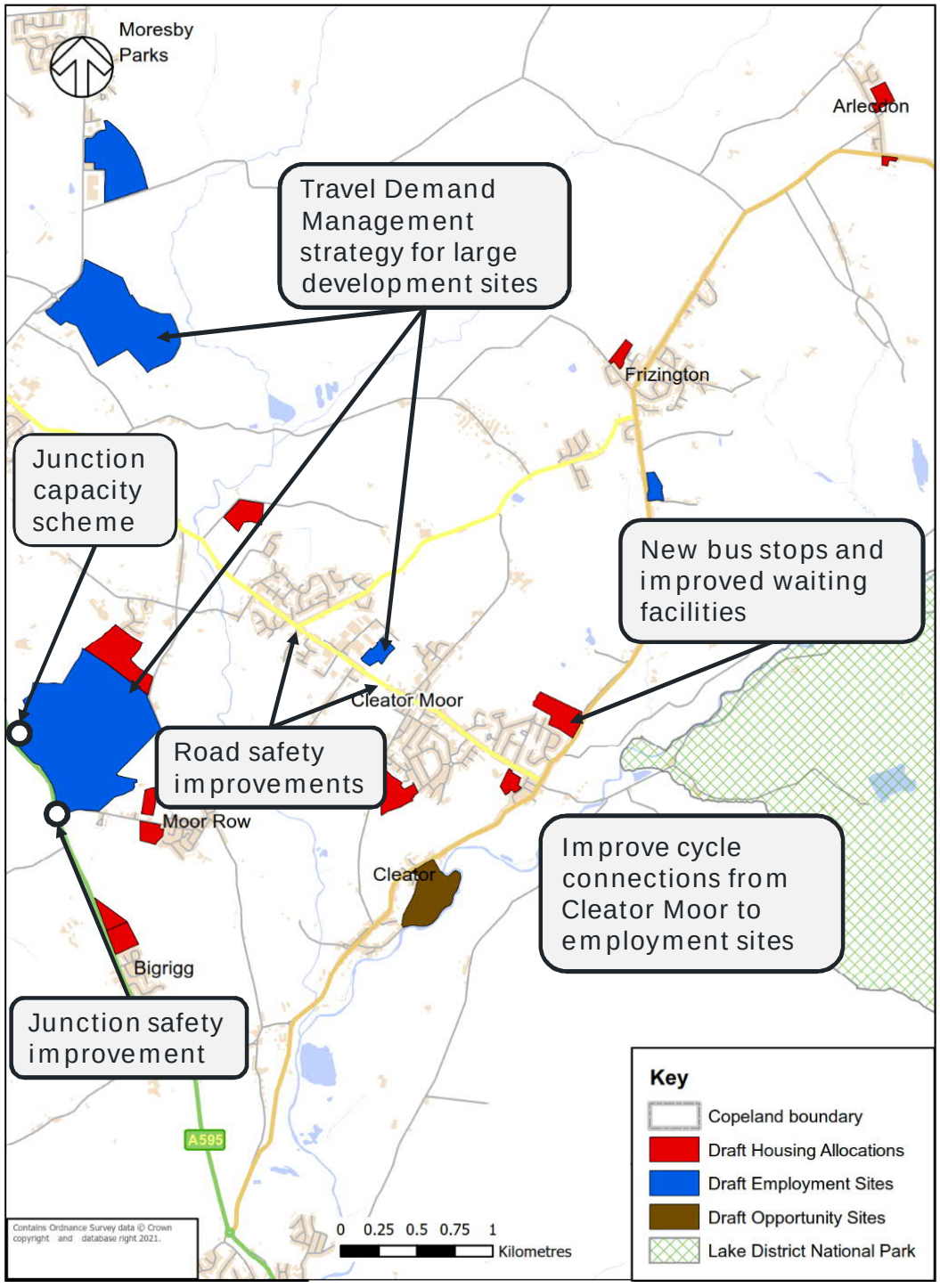
# Overview of schemes

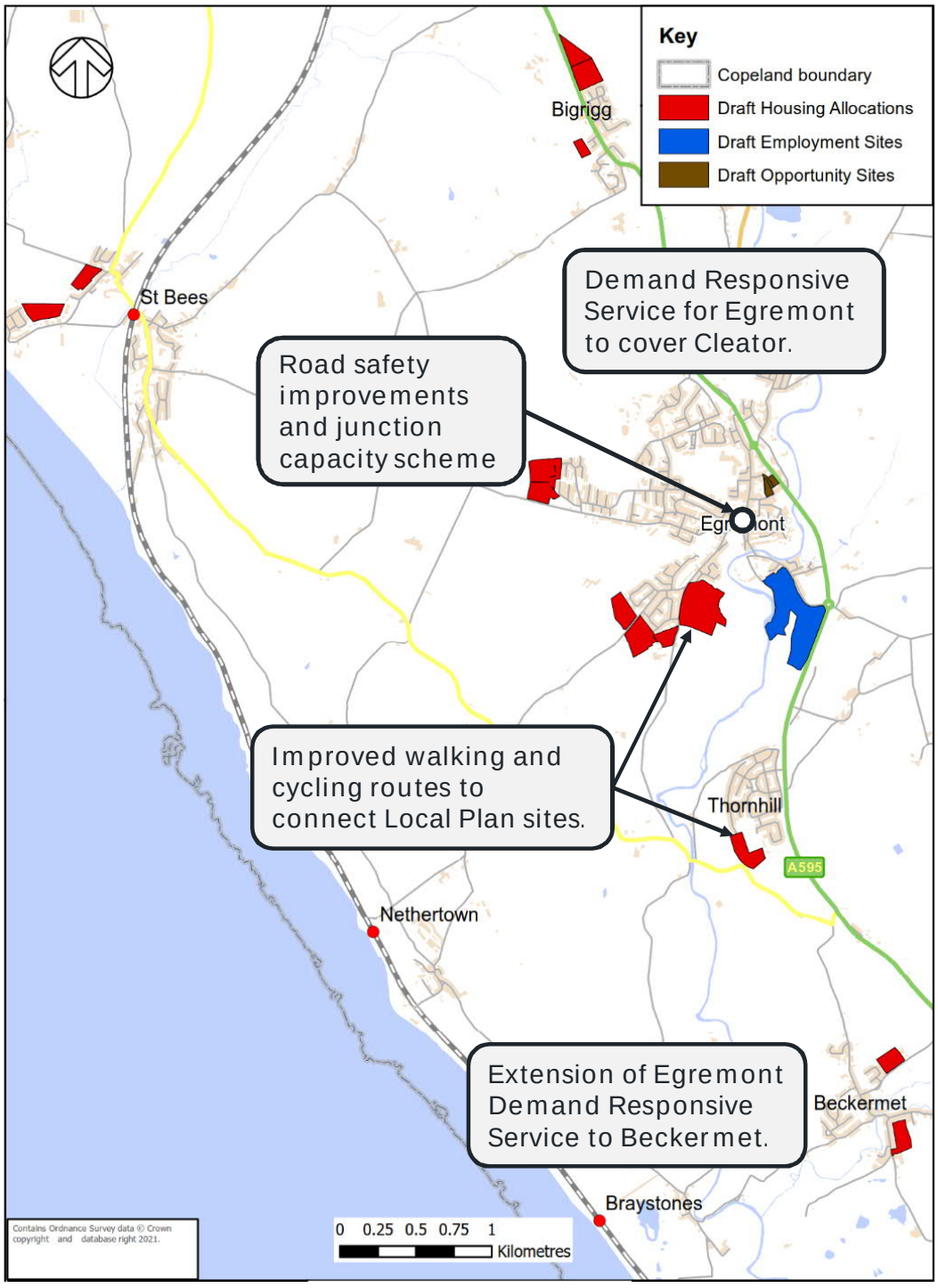
# South Copeland



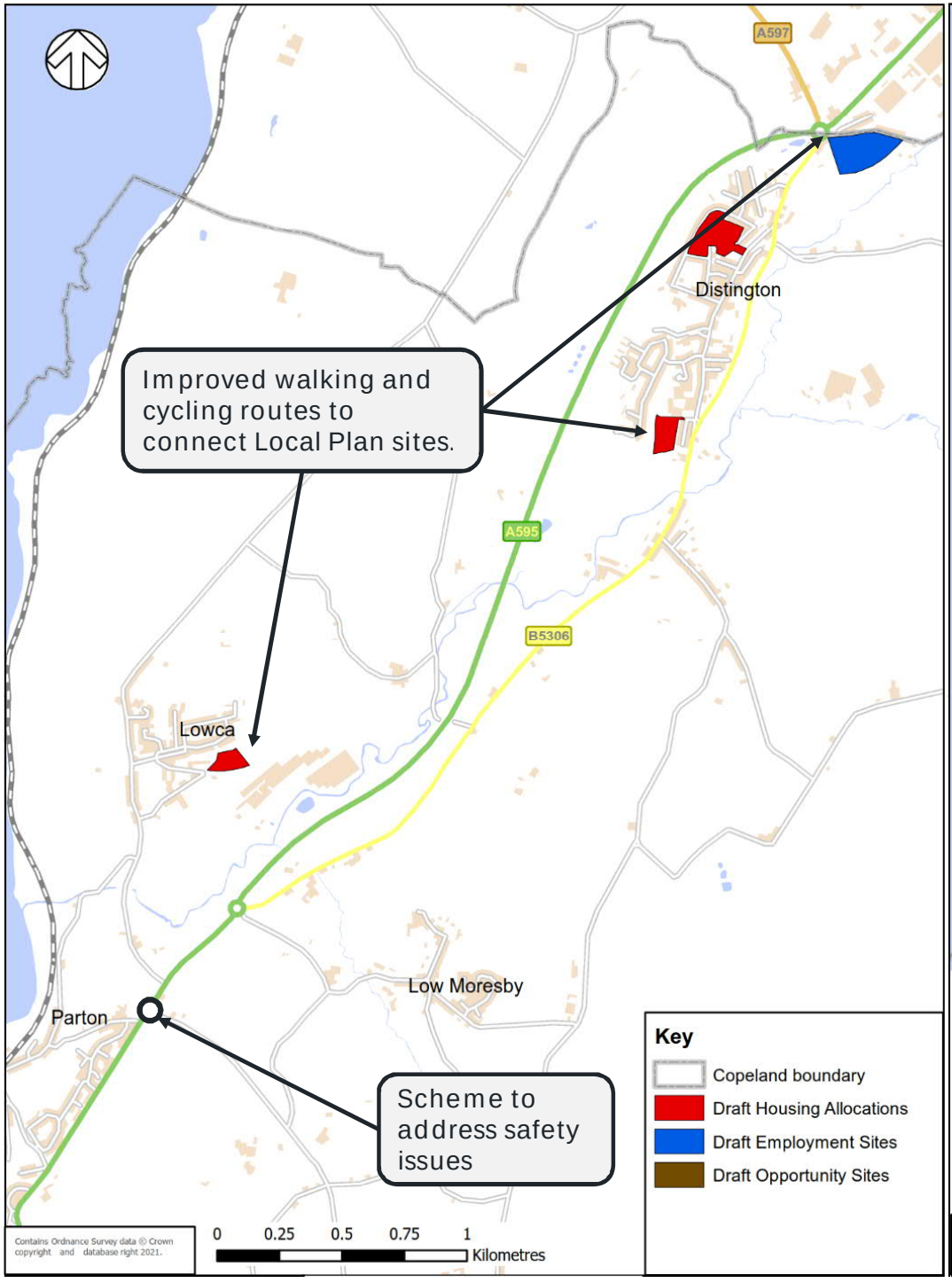



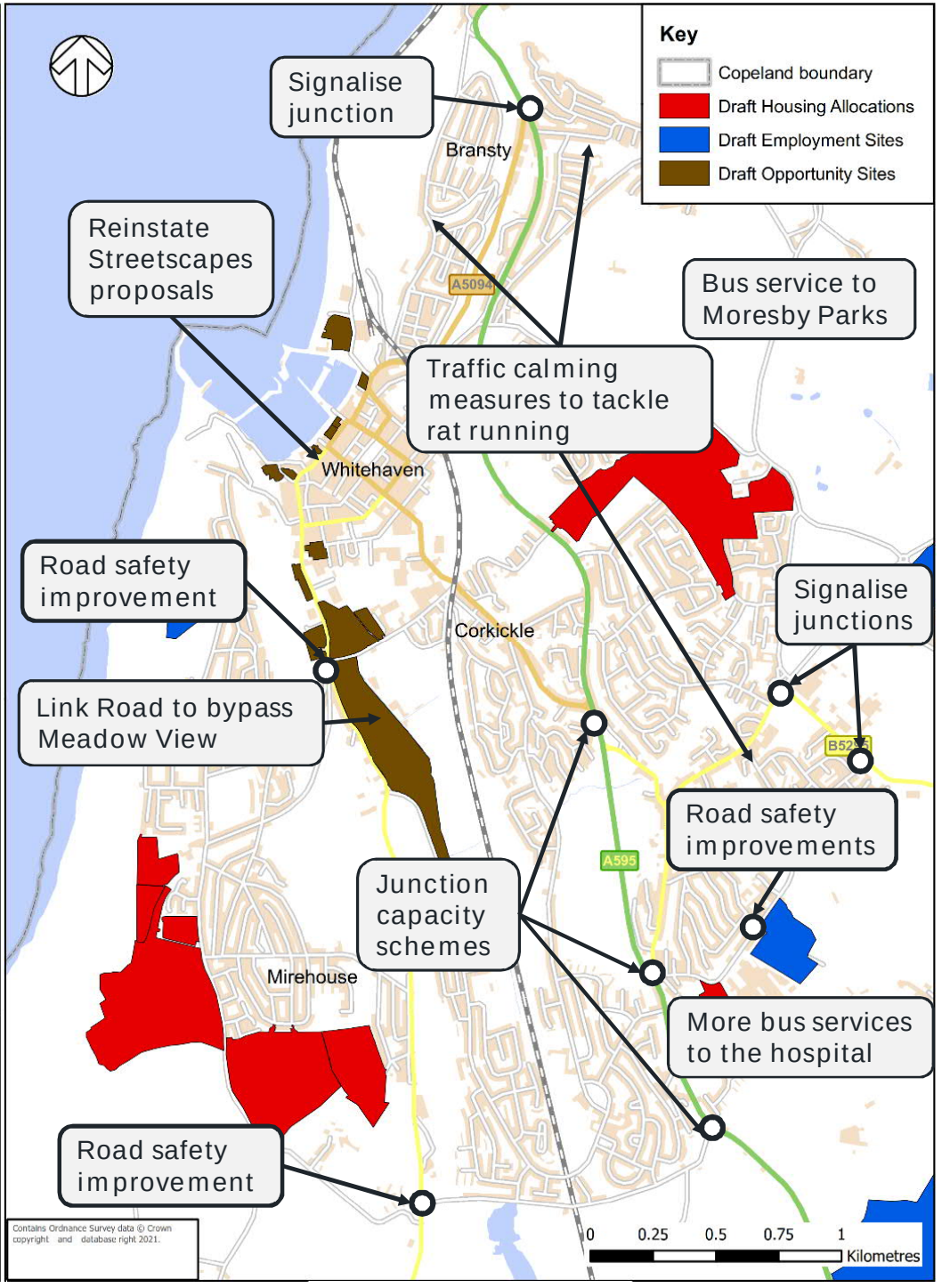
# Mid Copeland



# North Copeland



# Emerging options

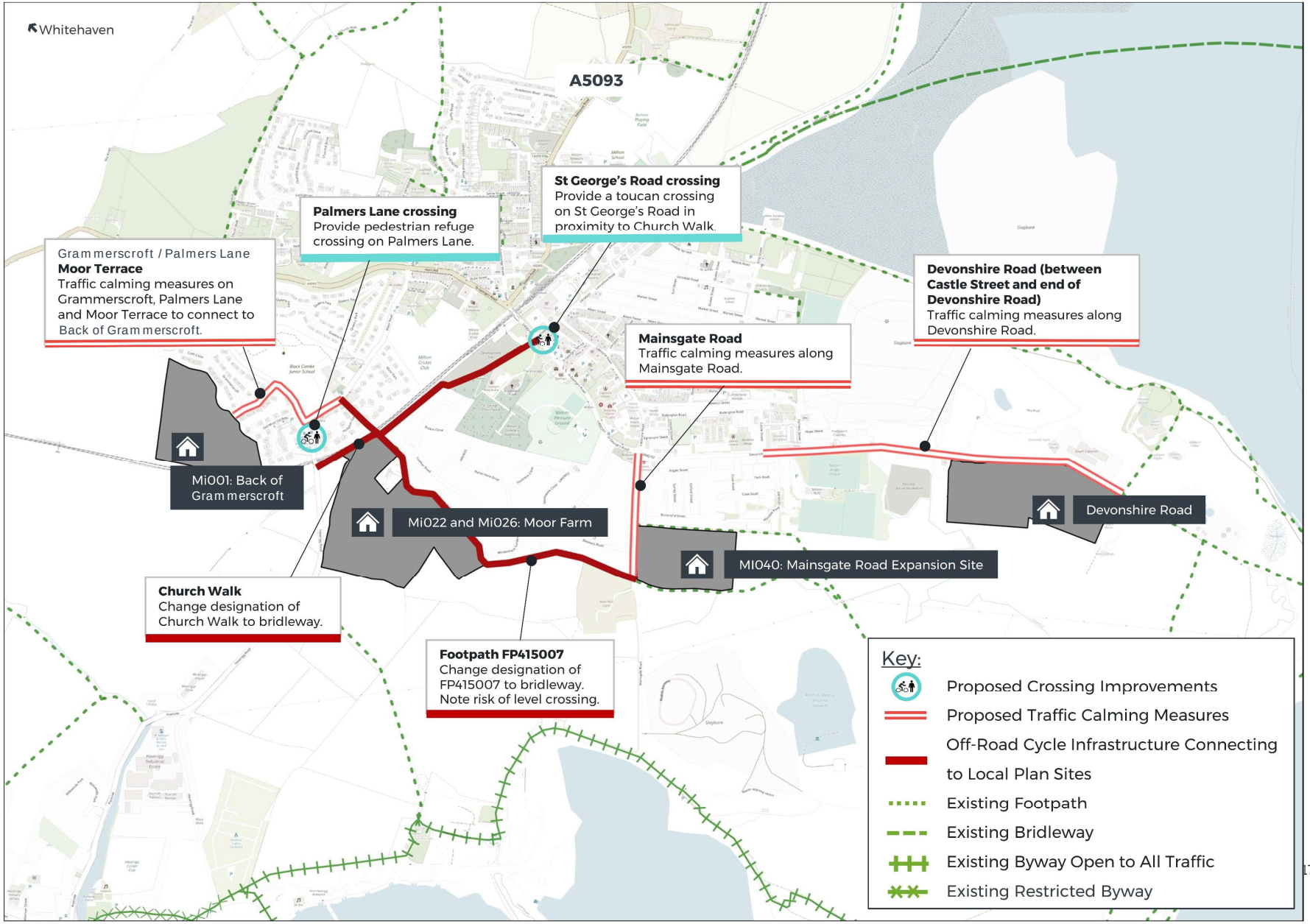
# Active Travel

Shortlist of prioritised improvements:

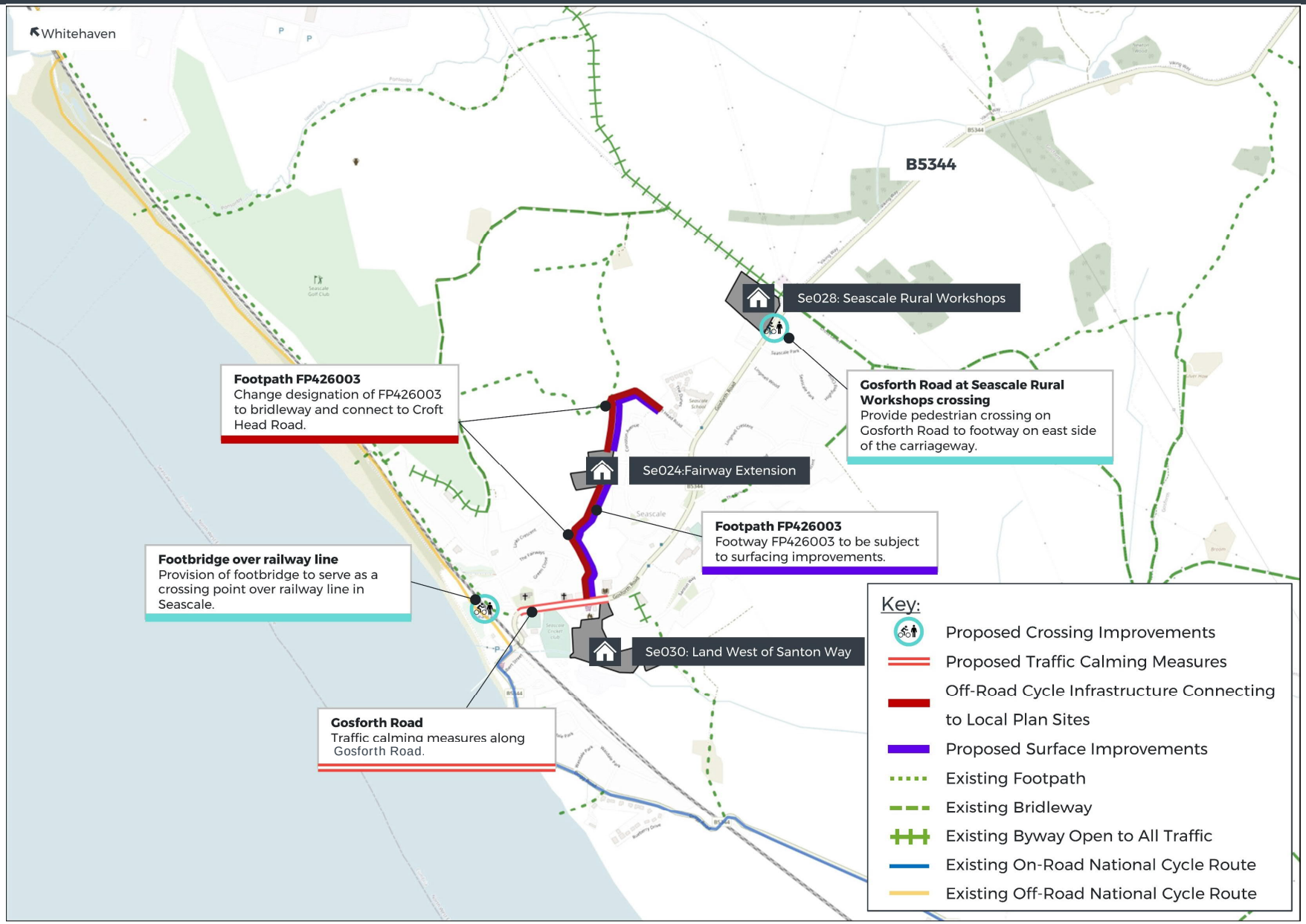
- Pedestrian access improvements to Local Plan sites
- Cycle lanes connecting Local Plan sites
- Traffic calming measures
- Crossing improvements
- Cycle parking facilities

We have assessed the walking and cycling connections to Local Plan sites to identify required improvements.


# Active Travel



# Active Travel



# Active Travel

## Potential Benefits:

- Promoting physical activity for local people.
- Environmental benefits by reducing traffic.
- Align with the Local Walking and Cycling Infrastructure Plan (LCWIP).

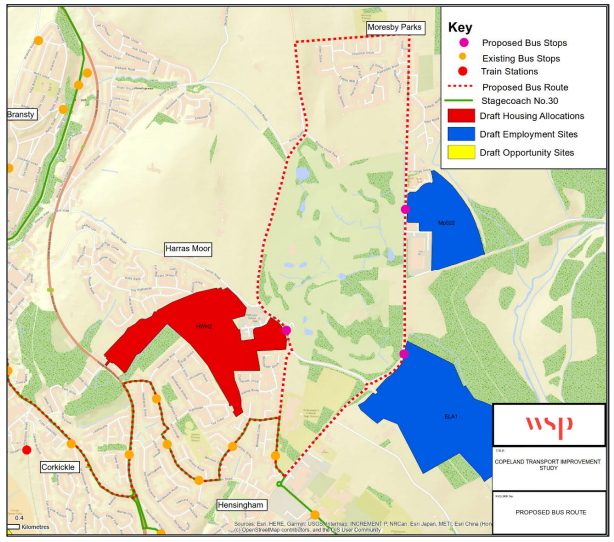
## Possible risks to delivery:

- Space constraints to delivery of infrastructure in accordance with the latest design standards.
- Lack of public and political acceptability for the identified schemes.
- Securing sufficient funding to deliver infrastructure in accordance with the latest design standards.

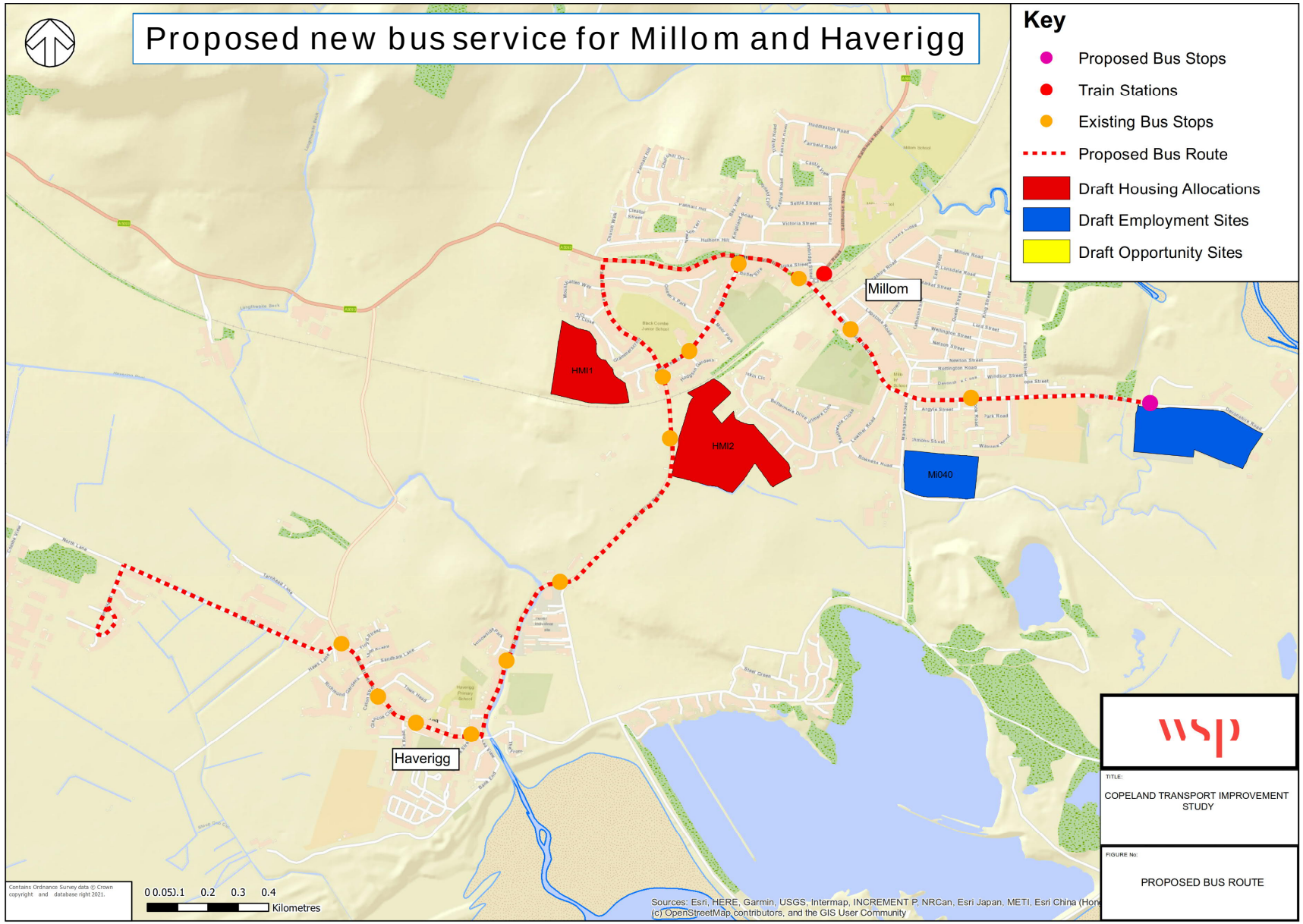
# Public transport

Shortlist of prioritised improvements:

- Improve connections between Local Plan sites and railway stations.
- Create new bus stops in proximity to Local Plan sites.
- Install shelters at bus stops where there is anticipated to be a significant number of travellers.
- New bus services or enhancements to existing services to link to Local Plan sites.

# Public Transport



# Public Transport

## Potential Benefits:

- Increased bus patronage and improved journey quality for those who currently use public transport.
- Integrated public transport offer.
- Environmental benefits by reducing traffic.

## Possible risks to delivery:

- Commercial viability of bus services and potential need for subsidy.
- Feasibility of potential bus routes constrained by road widths or geometry.
- Loss of public confidence in using public transport due to COVID-19 pandemic might suppress demand.

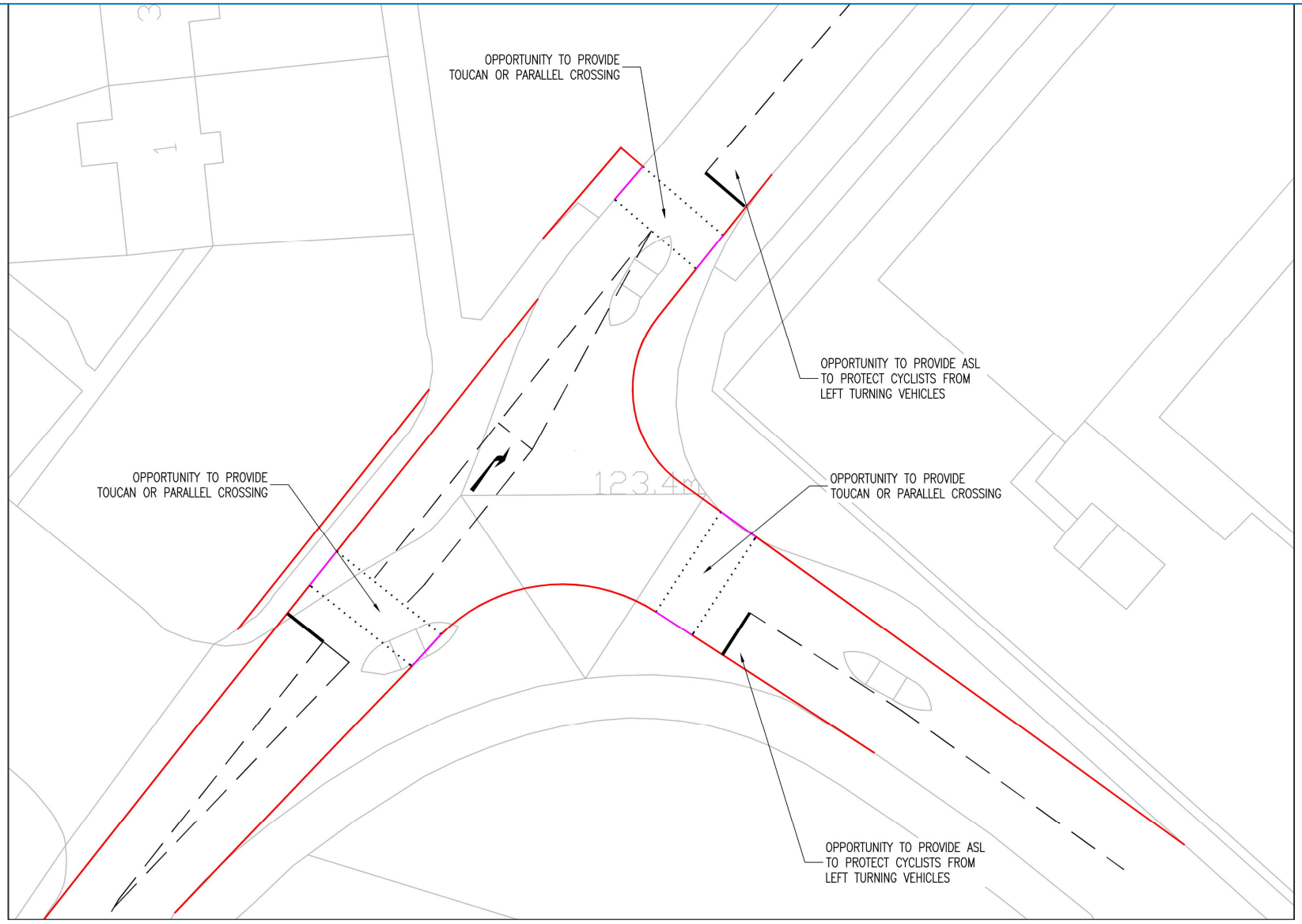
# Highways (capacity)

Shortlist of prioritised capacity improvements:

- A595 / New Road
- A595 / Inkerman Terrace / Ribton Moorside
- Homewood Road roundabout
- A595 / Mirehouse Road
- A595 / Crow Park Way
- Lowther St / Strand St
- Strand St / Market Place / Swingpump Lane
- Moresby Rd / Cleator Moor Rd
- Cleator Moor Rd / Overend Rd
- Electric Vehicle charging infrastructure

# Highways (capacity)

## Proposed signalisation of Moresby Road / Cleator Moor Road / Main Street junction



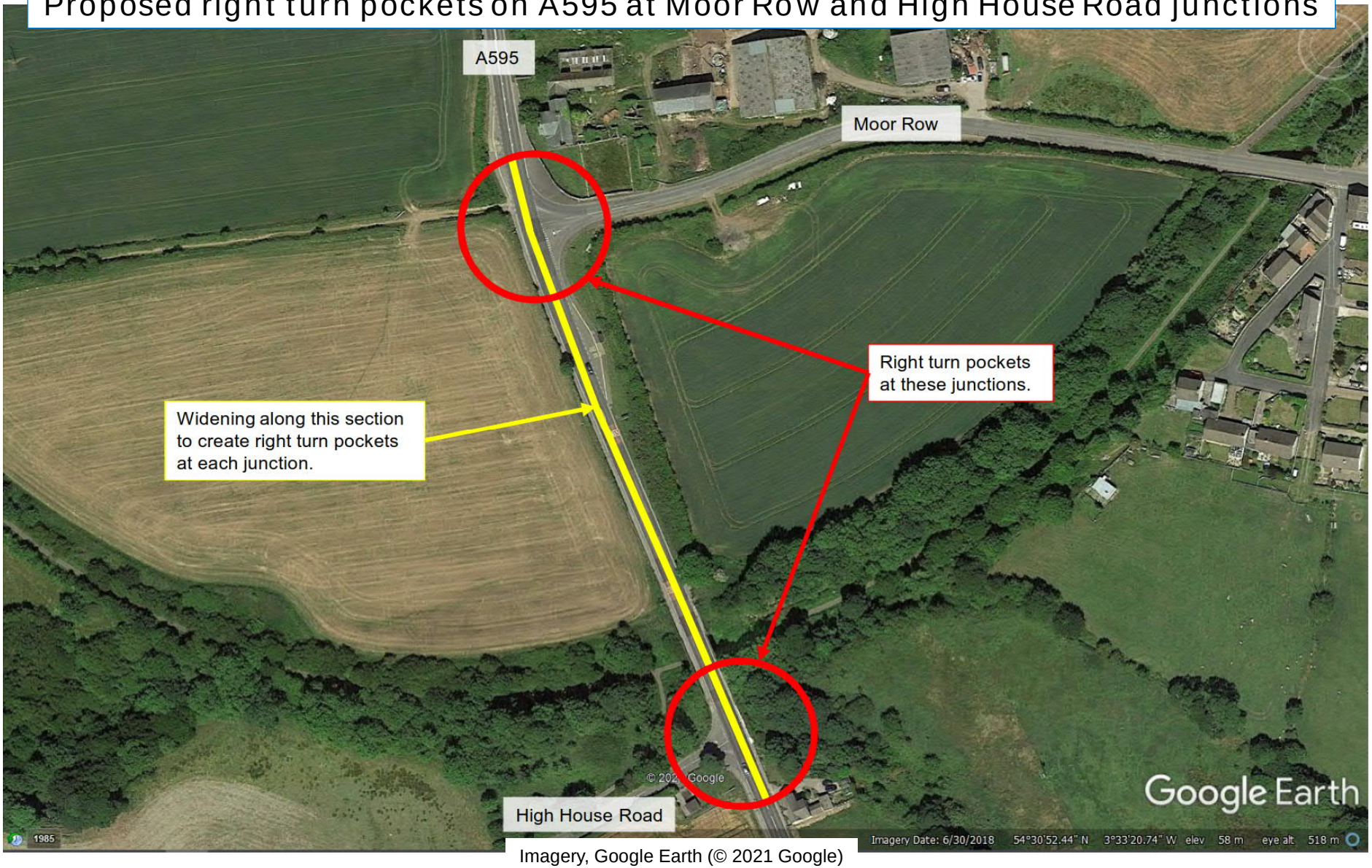
# Highways (safety)

Shortlist of prioritised safety improvements:

- Preston Street / Coach Road
- St Bees Road / Mirehouse Road
- Castle Villas / Main Street
- A595 / Rosehill
- A595 / Moor Row
- Traffic calming measures to address rat running
- Homewood Road / Sneckyeat Road
- Leconfield Street
- Meadow View

# Highways (safety)

## Proposed right turn pockets on A595 at Moor Row and High House Road junctions




Imagery, Google Earth (© 2021 Google)

# Highways

## Potential Benefits:

- Improve journey times and congestion issues on the road network, enabling sustained economic growth.
- Address safety issues at key locations and on local residential streets to reduce the frequency and severity of road traffic collisions.

## Possible risks to delivery:

- Space constraints within the highway boundary limit practical feasibility of options.
- Costs of certain schemes may be prohibitive for a private developer to contribute in order to unlock their site.
- Public or political opposition to proposed schemes.

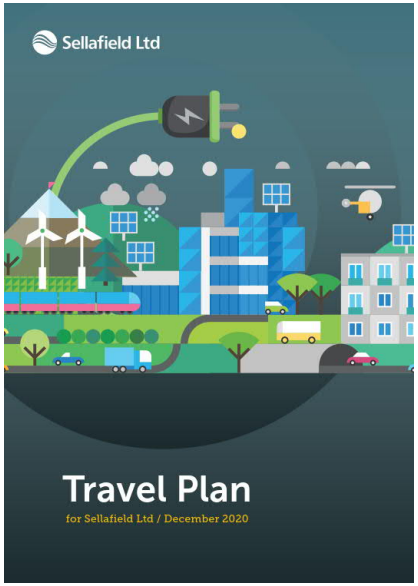
# Travel Demand Management

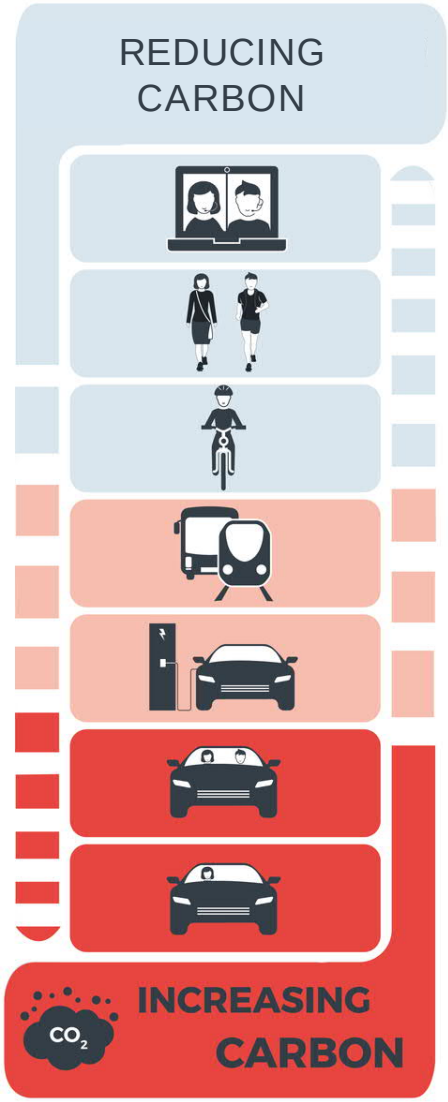
Involves the application of strategies and policies to reduce travel demand, or to redistribute this demand in space, mode or in time. For example:

- Travel Planning initiatives e.g. site parking and access policies.
- Behaviour change programmes.

Target largest trip generating sites, such as Leconfield Estate, West Lakes Science Park or Hensingham Common.

Adopt best practice from the other Travel Plans.



# Next steps

# Transport Improvements Study

- Complete outline designs and cost estimates for shortlisted schemes.
- Attribute interventions and costs to sites.
- Submit draft study report to the Project Delivery Group for review.
- Submit final study report to CCC and CBC by end of June.

# Copeland Local Plan

- Cost estimates will inform the Infrastructure Delivery Plan and the Viability Assessment of the Local Plan (policies and sites).
- Transport improvement costs will be taken into account alongside other developer requirements such as affordable housing, provision of open space etc.
- The IDP and Viability Assessment will be available alongside the Publication Draft of the Local Plan in September/October 2021.
- Developer contributions will be sought through Section 106 agreements at planning application stage.

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# Appendix D

## Cost Estimating Technical Note

CONFIDENTIAL

# COST ESTIMATING TECHNICAL NOTE

| | | | |
|---|---|---|---|
| **DATE:** | 16 June 2021 | **CONFIDENTIALITY:** | Confidential |
| **SUBJECT:** | Cost estimating methodology | | |
| **PROJECT:** | Copeland Transport Improvements Study | **AUTHOR:** | Michael Dodds |
| **CHECKED:** | Mike Cotton | **APPROVED:** | Vinny Holden |

## INTRODUCTION

This technical note outlines the approach taken and assumptions made in the preparation of the indicative cost estimates for the shortlisted schemes identified in the Copeland Transport Improvements Study that were developed by WSP.

The cost ranges for the following highways schemes are based on indicative costs developed by Atkins in the A595 Mirehouse, West Lakes and Egremont Study (commissioned by Highways England):

- Homewood Road roundabout;
- A595 / Mirehouse Road;
- A595 / Crow Park Way (West Lakes Science Park); and
- A595 / Moor Row.

## BASIS OF ESTIMATE

The costs have been produced using the Method of Measurement for Highways Works and have been structured in accordance with the associated cost categories and group element formats.

Standard unit cost rates have been applied and are uplifted to 2Q2021, with no allowance made for future inflation and so the costs will need to be adjusted for inflation in line with the RPIX when the scheme is to be delivered.

Where appropriate rates and prices cannot be applied to bespoke items, allowances have been made based on historical project data for indicative purposes only and these would be subject to change upon receipt of supplier quotes (if obtained).

### RISK

All risk related costs and allowances should be based, wherever possible, on a detailed risk assessment and should have supporting information to the level of costing. As the amount of information and level of detail increases through progression of the project, the risks should be seen to reduce in line with the level of detail available.

A priced risk register has not been prepared at the time of issue of this estimate and is therefore excluded.

### INDIRECT COSTS

To account for indirect costs, percentage uplifts have been applied to the direct works cost. These uplifts have been agreed with Cumbria County Council (CCC) and are detailed in the table below.

# COST ESTIMATING TECHNICAL NOTE

| | | | |
|---|---|---|---|
| **DATE:** | 16 June 2021 | **CONFIDENTIALITY:** | Confidential |
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| Description | % uplift |
|---|---|
| Preliminaries | 45% |
| Out-of-hours working (for schemes on the A595) | 20% |
| Statutory undertaker costs | 20% |
| Project Management, Design & Supervision | 10% |
| Client Supervision & Project Management | 2.5% |
| Risk (i.e. increased rates for materials, additional quantities, unforeseen changes) | 44% |

## GENERAL ASSUMPTIONS AND EXCLUSIONS

The following assumptions and exclusions apply to the cost estimates:

- Any items taken up on site as part of removal will be disposed off site and not retained for re-use.
- Where street lighting has been deemed to be affected by footpath works, they are to be taken down and removed to tip.
- Excavation of material will also include additional allowance for hard material as this may be encountered on site.
- When a footway is being amended, the kerbing and associated drainage along that kerb will be excavated and disposed off.
- Elements of drainage have been allowed for within the estimate and will mirror the requirement of new kerbline to the edge of the carriageway.
- Unless specifically identified as a requirement, fencing and road restraint is not assumed to be needed for the works.
- On projects that require the carriageway to be resurfaced, the surface course level will be planed and replaced.
- Where speed cushions are required, it is assumed 2no will be installed at each section.
- A site visit charge has been applied for the road marking elements of the work to reflect standard practices.
- An allowance has been included for potential signs to be installed.
- No over and above allowance for Bank Holiday working.
- Assume no cost implications for interface with other projects in the area.
- No costs related to new technology requirements or change in standards.
- No uplift on rates for potential contaminated material found on site.
- Escalation has been excluded.
- VAT, stamp duty etc are excluded.