Copeland Borough Council
Infrastructure Delivery Plan
Stage 1 – Evidence and Capacity

September 2020

Contents

Executive Summary

The purpose of an Infrastructure Delivery Plan (IDP) is to identify the key infrastructure required to support the growth identified in a Local Plan; in Copeland this will be to cover the Plan Period 2017-2035.

The Council has taken the approach to prepare the Infrastructure Delivery Plan in stages; this report is Stage 1 and provides the baseline status of infrastructure within the Borough. It identifies known constraints or shortfalls in the current infrastructure. Stage 2 will include details of what infrastructure requirements will be necessary to support the Local Plan and will also include an Infrastructure Delivery Schedule; Stage 2 will be released for consultation at the Pre-Submission consultation (Regulation 19).

The Infrastructure Delivery Plan is designed to be a document which will be reviewed through the Plan period. The Council will monitor the infrastructure requirements across the borough and maintain open dialogue with stakeholders and infrastructure providers. When schemes are delivered or new schemes need to be included, the Infrastructure Delivery Plan will be updated as required.

This Stage 1 report identifies areas of infrastructure which is currently at capacity, or is expected to be at capacity over the next 15 years, even without any Local Plan growth. Key considerations for infrastructure provision include:

- a potential new relief road around Whitehaven;
- increased demand on the electricity network due to increased demand for low carbon technology;
- an increased demand for the number of electric vehicle charging points;
- improvements to the drainage system in Millom;
- an ageing population increasing the demand for GP surgery services and Extra Care Housing; and
- the need for investment in the current indoor sports facilities due to the age of current facilities and an increased demand for gymnastics facilities, swimming pools and indoor bowls.

List of Tables and Figures

1. Introduction

What is an Infrastructure Delivery Plan and why does the Council need to prepare one?

1.1 As Copeland Borough Council is currently drafting its Local Plan (2017-2035), it needs to prepare an Infrastructure Delivery Plan to identify the key infrastructure required to support the growth identified in the emerging Local Plan. An Infrastructure Delivery Plan is also required to identify how it will be delivered and how the costs will be met.

1.2 The Infrastructure Delivery Plan will be used to enable the delivery of growth by encouraging necessary infrastructure improvements prior to the start of development and to support sustainable growth. The document can also be used as evidence to support funding bids and to assist decision making.

1.3 As the Infrastructure Delivery Plan is based upon the Copeland Local Plan, this Infrastructure Delivery Plan will only focus on the areas of Copeland located outside the Lake District National Park (see Figure 1).

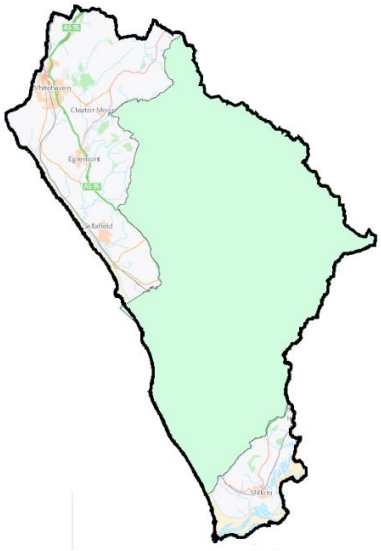


Figure 1: Area included within the Copeland Local Plan

Preparation of the Infrastructure Delivery Plan

1.4 As it is an evolving document, the Infrastructure Delivery Plan will be prepared in stages, developing alongside the progress of the Copeland Local Plan (2017-2035).

1.5 This document has been prepared as Stage 1; this provides the baseline information of infrastructure within Copeland, whilst also identifying known constraints or shortfalls in current infrastructure provision. This has been taken from evidence gathered from stakeholder engagement and a review of evidence base documents.

1.6 It is intended that this information within Stage 1 will provide a starting point for conversation and that comments will be submitted to the Council through its Preferred Options consultation which identify further areas where additional discussion is required in terms of infrastructure provision due to the proposed Local Plan growth.

1.7 Following the closure of the Preferred Options consultation, the Council will assess the comments received on the Infrastructure Delivery Plan (Stage 1) as well as continuing to liaise with site promoters and stakeholders to identify specific infrastructure requirements and potential cumulative development impacts as a result of the proposed site allocations.

1.8 Following this engagement and research, the Council will update the Infrastructure Delivery Plan (Stage 1) with the expected infrastructure improvements required to support the delivery of the growth within the Local Plan (Part 2). This document will be the Infrastructure Delivery Plan (Stage 2) and will include a final Infrastructure Delivery Schedule outlining a list of projects, timescales, costings and delivery partners. This will be released by the Council for consultation at the Regulation 19 stage (also known as the Pre-Submission consultation).

1.9 The Infrastructure Delivery Plan is designed to be a document which will be reviewed throughout the Plan period. The Council will monitor the infrastructure requirements across the Borough and maintain open dialogue with stakeholders and infrastructure providers. When schemes are delivered or new schemes need to be included, the Infrastructure Delivery Plan will be updated as required.

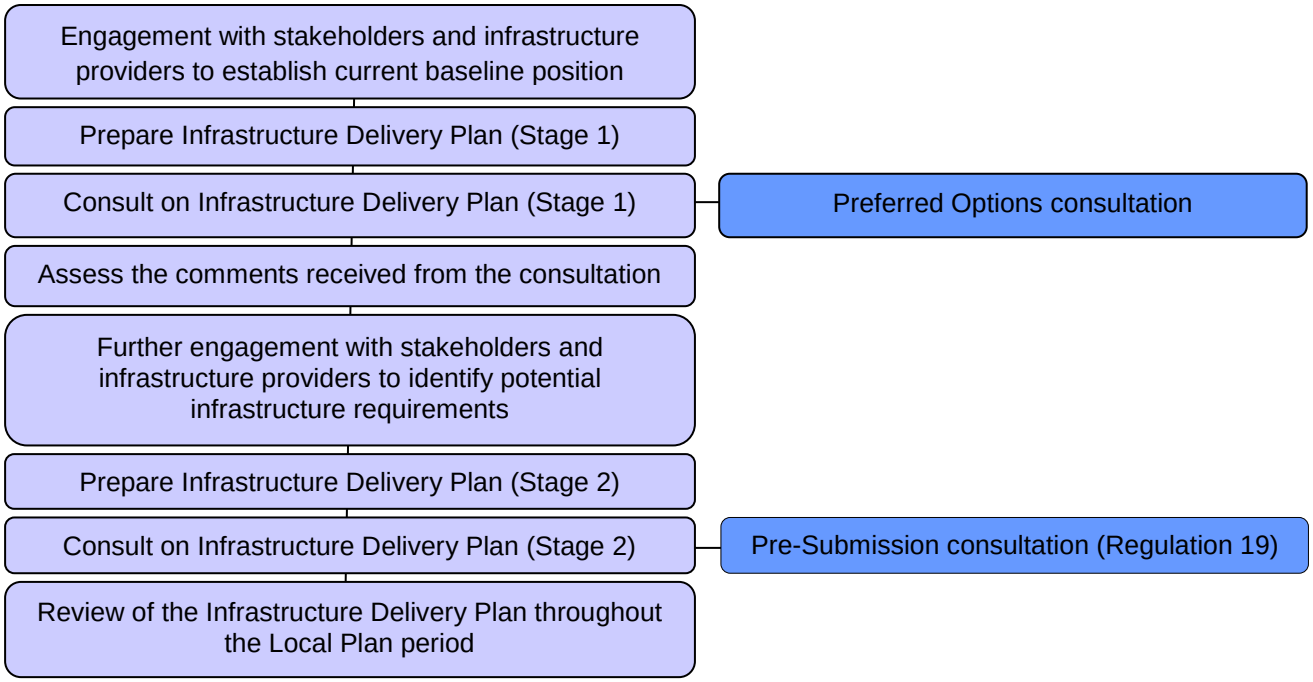


Figure 2: Stages of preparation for the Infrastructure Delivery Plan

2. Policy Context

National

National Planning Policy Framework

2.1 The most recent version of the National Planning Policy Framework was released in February 2019. This sets out the Government's national planning policies, providing a framework for development and plan preparation. The National Planning Policy Framework has three overarching, mutually supportive objectives to deliver economically, socially and environmentally sustainable places[1].

2.2 It is important that the right type of land is available in the right place at the right time in order to support growth, innovation and improved productivity; it is equally important to identify and co-ordinate the provision of infrastructure to support this. Communities should be developed that are strong, vibrant and healthy, whilst the natural, built and historic environment is protected and enhanced.

2.3 When preparing a Local Plan, it should be with an objective of contributing to this achievement of sustainable development. It should be shaped by early, proportionate and effective engagement between the Council and key stakeholders, including infrastructure providers[2].

2.4 The Local Plan should contain policies which set out an overall strategy for the pattern, scale and quality of development in the area. Based on this strategy, sufficient provision should be made for infrastructure, community facilities and green infrastructure[3]. In order to support and justify the strategy, the Council needs to engage in effective and ongoing joint working with relevant bodies to identify where additional infrastructure is necessary[4].

2.5 Local Plans are required to set out the contributions which will be expected from developments, including for infrastructure such as education, health, transport and flood management. However, it is important that these contributions do not undermine the deliverability of the Plan[5].

2.6 Planning policies within a Local Plan should seek to address potential barriers to investment, such as inadequate infrastructure services[6]. Policies should also aim to enable and support healthy lifestyles[7] and align development patterns with sustainable transport provision[8].

[1] Paragraph 8 of the National Planning Policy Framework
[2] Paragraph 16 of the National Planning Policy Framework
[3] Paragraph 20 of the National Planning Policy Framework
[4] Paragraph 26 of the National Planning Policy Framework
[5] Paragraph 34 of the National Planning Policy Framework
[6] Paragraph 81 of the National Planning Policy Framework
[7] Paragraph 91 of the National Planning Policy Framework
[8] Paragraph 104 of the National Planning Policy Framework

2.7 When assessing appropriate densities of sites, this should be based upon the capacity of existing infrastructure and the availability of services, as well as their potential for further improvement[9].

Planning Practice Guidance

2.8 The Planning Practice Guidance provides guidance which supports the National Planning Policy Framework; this guidance is separated into different topics and there is specific guidance on plan-making which was updated in March 2019.

2.9 Paragraph 16[10] of this guidance emphasises the importance of effective co-operation to identify if there are strategic cross-boundary infrastructure needs.

2.10 Plans are required to set out the contributions which are expected from development, including any contributions towards infrastructure provision. However, it re-iterates that these expected contributions should not affect the viability of the Local Plan. The policy requirements for the contributions should be informed by proportionate evidence of infrastructure and should be assessed for viability at the plan making stage[11].

2.11 Local planning authorities should be realistic about what can be delivered for strategic infrastructure provision in terms of the supply of land, funding opportunities and delivery mechanisms. Early engagement with infrastructure providers, service delivery organisations, strategic bodies, developers, landowners and site promoters is important to ensure that a collaborative approach is undertaken to identifying infrastructure deficits and the opportunities for addressing them. To identify deficits, the quality and capacity of existing infrastructure should be assessed, and its ability to meet the forecasted demands. Policies should set out how the identified deficits will be addressed. Local Plans should also refer to any Nationally Significant Infrastructure Projects within the area[12].

Nationally Significant Infrastructure Projects

2.12 Two NSIP schemes have been proposed within the Borough: the National Grid North West Coast Connection (NWCC) and Moorside Nuclear Power Station.

2.13 At the time of writing, both schemes are currently stalled. However, the schemes could come forward at some point in the future and therefore provide a future funding mechanism to support the delivery of infrastructure requirements resulting from Nationally Significant Infrastructure Projects development within Copeland.

[9] Paragraph 122 of the National Planning Policy Framework
[10] Planning Practice Guidance paragraph 16 – ID: 61-016-20190315
[11] Planning Practice Guidance paragraph 48 – ID: 61-048-20190315
[12] Planning Practice Guidance paragraph 59 – ID: 61-059-20190315

2.14 The stalled Nationally Significant Infrastructure Projects proposals are not directly linked to the delivery of the quantum of development established within the emerging Local Plan (2017-2035) and are not treated as a separate potential growth scenario within this Infrastructure Delivery Plan. However, the potential development of both of these projects is expected to require investment across a range of infrastructure sectors. As the Infrastructure Delivery Plan is a live document, the Council will update it to reflect any infrastructure requirements which are necessary as a result of the projects.

2.15 Copeland is host to existing nuclear facilities at Sellafield and Drigg LLWR which will continue moving forwards. It is therefore important to have regard to the Government's Nuclear Sector Deal[13] in its role in the delivery of the Industrial Strategy's five foundations of productivity. For infrastructure, this sees an increased National Productivity Investment Fund of £31 billion to support investments in transport, housing and digital infrastructure. Copeland has the potential to access funding through the National Productivity Investment Fund for infrastructure provision including transport, housing and digital infrastructure projects.

National Infrastructure Delivery Plan (NIP)

2.16 The National Infrastructure Delivery Plan (2016-2021)[14] produced in March 2016, has set out infrastructure intervention seeking to support growth and create jobs, raise the productive capacity of the economy, drive efficiency and boost international competitiveness. Through £483 billion of investment in over 600 infrastructure projects, the Plan details investment in infrastructure themes including in transport, energy, communications, flood and coastal erosion, science and research, water and waste, social infrastructure, housing and regeneration.

2.17 In terms of Copeland, Highways England has been commissioned to examine the issues on the A595 around Whitehaven to consider potential improvements, including a potential new relief road on the eastern fringes of Whitehaven. The project was included for consideration within the Government's second Road Investment Strategy, known as RIS2, covering the period from 2020-2025. Whilst this project was not taken forward to the next stage, the RIS2 document said that the work undertaken "provides the evidence to identify the best solutions and prioritising those for inclusion in a future RIS pipeline"[15].

Sub-Regional

2.18 The Cumbria Local Enterprise Partnership has produced a number of documents[16] to accelerate economic growth across the region that includes:

[13] https://www.gov.uk/government/publications/nuclear-sector-deal

[14] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/520086/2904569_nidp_deliveryplan.pdf

[15] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/872252/road-investment-strategy-2-2020-2025.pdf

[16] https://www.thecumbrialep.co.uk/governance-and-accountability/strategy-plans/

- Strategic Economic Plan (2014) – this concentrates on four strategic priorities (advanced manufacturing growth, nuclear and energy excellence, vibrant rural and visitor economy and strategic connectivity of the M6 Corridor) with intervention through four economic drivers (business support, skills development, infrastructure improvements and environmental sustainability). For Copeland, this means:
    - Improvements to the Cumbria Coastal Railway to deliver significant untapped potential
    - Developing a Centre for Nuclear Excellence with partnership working across the nuclear sector, stakeholders and the community to promote Cumbria as the UK's capital of nuclear. The programme will include new research and testing facilities, educational facilities and developing the supply chain for nuclear and energy activity.
    - Improvements to social infrastructure (education and health) to strengthen growth potential
    - Investment in virtual connectivity technologies (e.g. superfast broadband)
- Strategic Investment Plan (2016) – this document was produced to demonstrate how the priorities identified in the Strategic Economic Plan will be delivered. Schemes relevant to Copeland include:
    - The development of a new nuclear power station at Moorside
    - Better road, rail and port infrastructure including improvements to the A595, the introduction of a Whitehaven Relief Road, upgrades to the Cumbria Coastal Railway
    - Improved education and training facilities
- LEP Infrastructure Plan (2016) – the output of the Plan is a prioritised list of infrastructure needs for Cumbria. Infrastructure interventions are organised by Critical and Important short-term and medium to long term priorities. In terms of Copeland investment projects identified within the 2016 Cumbria LEP Infrastructure Plan are:
    - Moorside New Build Nuclear Power Station (Currently on hold)
    - North West Connections Project (Currently on hold)
    - United Utilities - £250million investment to develop a 60mile pipeline route connecting West Cumbria to the integrated grid in the North West. (Ongoing)
    - Continued investment in Sellafield – approximately £10billion of investment anticipated up to 2030 to support ongoing decommissioning. (Ongoing)
    - West Cumbria Coal Mine – 200km coking coal mine off the coast near to Whitehaven. (Planning permission approved subject to the signing of a s106 Agreement)
- Local Industrial Strategy (2019) – identifies five strategic priorities to help Cumbria reach its economic potential and create high quality jobs. Priority schemes identified in Copeland include: A595 Whitehaven relief road; improvements to the Cumbrian Coast Line; and improvements to the A595.

Local

Adopted Local Plan (2013-2028)

2.19 The current Development Plan for Copeland is the 2013-2028 Core Strategy and Development Management document, with some saved policies from the Copeland Local Plan 2001-2016.

2.20 Strategic objectives of the adopted 2013-2028 Local Plan include the protection of existing infrastructure and supporting appropriate new infrastructure provision. Specific objectives relating to infrastructure include: improving telephone and rural broadband access; developing and maintaining the existing transport network including the Cumbria Coast Line and the A595; and improving green infrastructure.

Policies in the Local Plan which refer to infrastructure include:

- Policy ST1 – supporting development that contributes to community infrastructure (further detail in Policy SS4); protecting and enhancing areas of green infrastructure (further detail in Policy SS5); support the provision of sustainable transport infrastructure (further detail in Policy T1); and prioritise development in the main towns where there is infrastructure capacity
- Policy ST2 – restricting development outside the defined settlement boundaries to that which has a proven requirement for such a location (e.g. essential infrastructure to support energy development)
- Policy ST4 – this policy identifies the requirement for development to make provision of infrastructure if the scheme generates a demand for physical, social or environmental infrastructure. The policy also identifies how the necessary infrastructure will be secured/provided
- Policy ER3 – relates to the provision of support infrastructure for the Energy Coast
- Policy ER11 – supporting the development of education and training facilities
- Policy ENV1 – supporting measures to address drainage infrastructure issues
- Policy ENV6 – identifying opportunities to provide or improve access to the countryside

Emerging Local Plan (2017-2035)

2.21 The Council will use policies within the emerging Local Plan (2017-2035) to require the provision of appropriate infrastructure to support development and growth within Copeland. Infrastructure provision is a key theme through the Local Plan strategic objectives to support Copeland's economy, communities, places and connectivity. Proposals will only be supported where the scale of development is commensurate to the strategic infrastructure provision of an area.

2.22 The emerging Local Plan seeks to: secure new educational facilities; enhance high speed digital connectivity; develop a transport network which is safe, efficient and integrated; protect community facilities; and protect and enhance green infrastructure.

2.23 Draft policies in the emerging Local Plan which refer to infrastructure include:

- Policy DS4PO – list of strategic priority projects which will improve social and community infrastructure
- Policy DS5PO – identifies infrastructure considerations that development should look to include in order to achieve sustainable development
- Policy DS6PO – identifies types of infrastructure that may require a developer contribution through the use of planning obligations
- Policy DS8PO – looks at reducing flood risk, including supporting measures to address the constraints of existing drainage infrastructure
- Policy CC1PO – developments will be encouraged to include charging facilities for electric vehicles
- Policy CC6PO – supports nuclear energy sector development and associated infrastructure works
- Policy H21PO – supports proposals for new sports and leisure facilities. Seeks to prevent the loss of existing sports and leisure facilities.
- Policy H22PO – supports proposals for new playing pitches. Seeks to prevent the loss of existing playing pitches.
- Policy H23PO – supports proposals for new community facilities (e.g. community halls, libraries and place of worship). Seeks to prevent the loss of such facilities.
- Policy N1PO – seeks to conserve and enhance biodiversity and geodiversity
- Policies N8PO, N9PO and N10PO – seek to protect and enhance green infrastructure including green spaces, woodlands and trees.
- Policy CO1PO – supports the continued provision of infrastructure that extends and improves digital connectivity
- Policy CO2PO – identifies strategic priorities for improving transport connectivity
- Policy CO3PO – supports proposals that will improve and enhance external transport links to and from Copeland
- Policy CO4PO – supports developments that encourage the use of sustainable modes of transport
- Policy CO6PO – supports improved access to the countryside for residents and visitors

3.0 Methodology

Overview

3.1 This section establishes the methodology for preparing the Infrastructure Delivery Plan and for collating the relevant information. The methodology and the development quantum assumptions (see Chapter 4) set out are based upon the Council's published and draft evidence base findings, and the broad locations for development.

Scope of the Infrastructure Delivery Plan

3.2 The Infrastructure Delivery Plan builds on the themes within the Copeland Borough Council Infrastructure Deficit Plan (2011), which informed the existing Core Strategy. As there has been change in national policy and guidance for infrastructure planning since the IDP was produced, themes have been refined to align with the detail within Paragraph 34 of the NPPF. This IDP does not seek to identify the levels and types of affordable housing required for Copeland Borough. This is addressed through the Council's Strategic Housing Market Assessment and Objectively Assessed Need (November 2019) (SHMA)[17].

3.3 Two thirds of the Copeland Borough lies within the Lake District National Park Authority (LDNPA) and as such, some infrastructure types identified within this Infrastructure Delivery Plan traverse the planning authority boundaries. It should be noted that the findings of this Infrastructure Delivery Plan identifies the infrastructure position for the planning area of Copeland Borough Council only; the Lake District National Park Authority has its own Infrastructure Delivery Plan published in March 2019[18].

3.4 The term 'infrastructure' encompasses a wide range of sectors. This Infrastructure Delivery Plan will assess the following:

- Highways and Transport (road, bus, rail, walking and cycling)
- Utilities (electricity, gas, water and broadband)
- Charging/low carbon vehicle infrastructure (EV charging points/hydrogen refuelling)
- Coastal change management, flooding and drainage
- Health (GP surgeries, dental practices, care homes and acute services and community care homes)
- Education (primary education, secondary education and Further and Higher education)
- Sport and Leisure facilities
- Green infrastructure and open space

[17] https://www.copeland.gov.uk/attachments/shma-november-2019
[18] https://www.lakedistrict.gov.uk/__data/assets/pdf_file/0007/1533490/Infrastructure-Delivery-Plan-Stage-3-vPRE-SUB.pdf

Process

3.5 As stated in Chapter 1, the Infrastructure Delivery Plan will be prepared in stages alongside the Local Plan.

Stage 1: Context and Current Provision

3.6 The first stage of the Infrastructure Delivery Plan is to understand existing levels of infrastructure provision within the Copeland Borough Council area and examine whether it is adequate to meet the needs of the current population. Stage 1 will confirm if the current provision shows any gaps or constraints to existing infrastructure capacity.

3.7 This will be undertaken through a qualitative assessment of current infrastructure and its spatial distribution. This extensive review of secondary data sources has then been supplemented by discussions with key stakeholders and local service providers (where possible) to also understand if there is any surplus or deficit with existing facilities.

3.8 Stage 1 also identifies if there are already schemes planned to be delivered in order to address current infrastructure capacity issues. This data will inform whether there remain any gaps in infrastructure and will be used to inform Stage 2. Where infrastructure delivery is not essential to delivery of the Local Plan Strategy schemes will not be included within future Infrastructure Delivery Plans. However at this time it is too early to have this clarity.

Stage 2: Impact of the Local Plan

3.9 In accordance with national policy and guidance, the aim of the Infrastructure Delivery Plan is to consider the infrastructure needed to support the level of Local Plan growth.

3.10 Gaps or constraints with existing provision or capacity identified in Stage 1 will be analysed to inform the impact of growth and identify any 'required' schemes to support planned growth for the emerging Local Plan period 2017-2035.

3.11 The Infrastructure Delivery Plan presents potential funding sources relevant to the current funding landscaping to deliver the required infrastructure. Contributions from developers in the form of s106 and s278 Agreements will only be sought to overcome infrastructure gaps associated with their proposed schemes and will not be used to address pre-existing infrastructure gaps.

3.12 Following the collation of information on current provision and identified gaps in infrastructure provision, a programme of 'required' schemes will be collated to support planned growth for the Local Plan period 2017-2035 to be taken forward within the Infrastructure Delivery Programme.

4. Development Quantum Assumption

4.1 The Infrastructure Delivery Plan seeks to determine the level of infrastructure required to support the level of growth within the emerging Local Plan (2017-2035) including proposed housing and employment site allocations. It should be noted that some development sites may come forward that are outside of the site allocations process (windfalls) and will therefore be unable to be accounted for through this Infrastructure Delivery Plan.

4.2 Figure 3 demonstrates the Growth Scenario for the emerging Local Plan. At this stage, the growth scenario will be used as the basis for calculating infrastructure provision and requirements.

Hierarchy of settlement	Settlement	Proportion/Amount of Requirement @ 140 dpa (2,520)	Minimum Proportion/Amount of Additional Growth @200 dpa (1,080)
Principal Town	Whitehaven	40% (1,008)	40% (432)
Key Service Centres	Cleator Moor	30% (756)	30% (324)
	Egremont		
	Millom		
Local Service Centres	Arlecdon and Rowrah	20% (504)	20% (216)
	Bigrigg		
	Cleator (links to Cleator Moor)		
	Distington and Common End		
	Drigg/Holmrook		
	Frizington and Rheda		
	Haverigg		
	St. Bees		
	Seascale		
	Thornhill		
Sustainable Rural Villages	Beckermet	7% (177)	7% (76)
	Calderbridge		
	Ennerdale Bridge		
	Moor Row		
	Moresby Parks		
	Parton		
Other Rural Villages	Hallthwaites	3% (76)	3% (32)
	Keekle		
	Kirkland		
	Kirksanton		
	Lamplugh		
	Lowca		
	Nethertown		
	Summergrove		
	The Green		
	The Hill		

Figure 3: Distribution of development

4.3 The assumed housing quantum of development for the emerging Local Plan is 200 dwellings per annum which equates to 3,600 across the 18-year plan period. This growth figure has been taken from the findings of the Strategic

Housing Market Assessment and Objectively Assessed Need (OAN) 2019 which identifies an OAN of 140 to 200 dwellings per annum. The report states that the higher end of the range factors in concealed households added to the highest jobs-led projection (linked to Sellafield and West Cumbrian Mining). The 200 dwellings per annum housing target intends to make allowance for any additional growth which may come forward in the plan period, should the currently stalled Nationally Significant Infrastructure Projects come forward.

4.4 Copeland has three strategic employment sites: West Lakes Science and Technology Park; Whitehaven Commercial Park; and Leconfield Industrial Estate at Cleator Moor. Furthermore, there will be employment generated by West Cumbria Mining (WCM's) Metallurgical Coal Project known as Woodhouse Colliery. The Colliery is expected to generate around 500 direct jobs and was granted planning consent by Cumbria County Council (the Waste and Minerals Planning Authority for Cumbria) in autumn 2019. Therefore, the Infrastructure Delivery Plan in Stage 2 will consider infrastructure requirements resulting from the three listed strategic employment sites and Woodhouse Colliery. Employment policy and land availability is being reviewed as part of the preparation of the new Local Plan.

5. Highways and Transport

Current position

Road

5.1 The A595 is the primary highway route in Copeland and is the joint responsibility of Highways England (for the trunked part of the road between Little Clifton in Allerdale and Calder Bridge) and Cumbria County Council. The road starts in Carlisle, passing through Whitehaven, Sellafield and Ravenglass before ending at Dalton-in-Furness; it then joins the A590, providing a connection to the M6. It is estimated that 21,000 vehicles use this road within Copeland on a daily basis.

5.2 Cumbria County Council, as the Highways Authority, is responsible for Priority Road Networks (A Roads) and Non-Priority Road Networks (B, C and U Roads). A key priority road within Copeland is the A5086 which connects the A595 (north of Egremont) to the A66 at Cockermouth; it passes through the settlements of Cleator, Frizington and Rowrah.

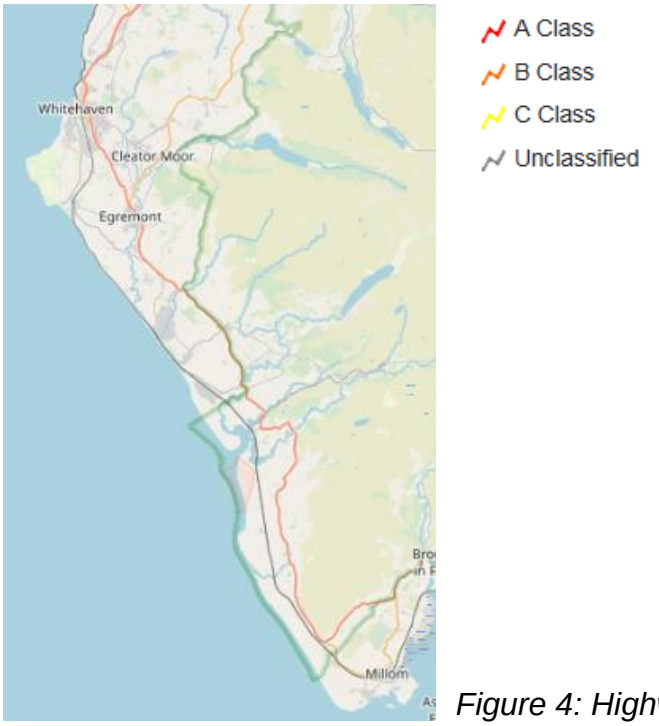


Figure 4: Highway network in Copeland

5.3 The road infrastructure in Copeland supports the movement of freight, travel to work journeys and visitor traffic, in addition to daily journeys for activities such as school runs and shopping. Currently, strategic road connections within the Borough are variable and continually challenged by the topography and weather conditions. For example, flooding can regularly occur on the A595 near Muncaster, and any road closure between north and south Copeland can require a long detour.

5.4 The road network is considered to be a constraint to the growth of the local economy, hampering access to markets, the movement of freight and the ability of supply chains and clusters to become embedded and grow.

5.5 Investment in road infrastructure is important in Copeland; due to the more rural nature of the Borough car ownership levels are slightly higher than the national average (see Table 1)[19]. In terms of journeys to work, there is a high dependence on cars; 65.9% are car drivers and 9.6% are car passengers (see Table 2)[20].

	Copeland	Cumbria	England
No cars or vans	23.4%	21.4%	25.8%
1 car or van	43.4%	44.8%	42.2%
2 cars or vans	25.7%	26%	24.7%
3 cars or vans	5.7%	5.8%	5.5%
4+ cars or vans	1.7%	2%	1.9%

Table 1: Car/van ownership levels

Driving a car or van	65.9%		Train	1.6%
On foot	10.3%		Motorcycle, scooter or moped	0.8%
Passenger in a car or van	9.6%		Other method of travel to work	0.6%
Bus, minibus or coach	4.7%		Taxi	0.5%
Work mainly at or from home	4.1%		Underground, metro, light rail, tram	0.06%
Bicycle	1.7%			

Table 2: Modes of transport used for travelling to work

5.6 The A595 is crucial in connecting Copeland to the strategic highway network and the M6. It often experiences low peak hour speeds and delays, particularly between Workington and Seascale due to sections of single carriageway passing through built up areas with high levels of commuters to/from Sellafield. There are also road safety issues due to several contributory factors, including a large proportion of HGV's and agricultural vehicles using the road combined with numerous bends, hills and side road junctions.

Bus

5.7 Stagecoach is the main bus operator within Copeland, with some additional services operated by Reays, Travellers Choice and Cumbria County Council. Most bus routes focus on providing links to Whitehaven from surrounding settlements including Egremont, Thornhill, Distington and Lowca. Wider bus links are available to connect Whitehaven to Workington and Carlisle, and from Millom to Barrow-in-Furness.

[19] Cumbria Observatory https://www.cumbriaobservatory.org.uk/environment/report/view/62f9fbe272b64d0896323d0f5bea9e91/E07000029/
[20] NOMIS – QS701EW - https://www.nomisweb.co.uk/census/2011/QS701EW/view/1946157078?rows=cell&cols=rural_urban

5.8 The route and timetable of bus services is set by the operator, with few restrictions on the roads used or times of operation. Operators will only provide new routes, or vary existing ones, if there is sufficient demand to cover costs as all services are provided on a commercial basis. Where it can be demonstrated that a new development will create additional demand for services, then the Council can seek contributions to subsidise the bus route(s) for a period of time.

5.9 Due to the urban/rural split of the Borough, bus services within towns are good, but most rural areas only have access to community transport. Cumbria Community Transport[21], supported by Cumbria County Council, operates a community minibus sharing scheme offering services between the more rural areas of Copeland. Rural Wheels[22] is a unique transport scheme run by Cumbria County Council that provides transport for those in rural areas from their home to their nearest town or public transport connection.

5.10 More specifically, Village Wheels[23] provides links from Seascale, Gosforth, Ponsonby, Calder Bridge and Beckermet with Egremont on Wednesdays and Saturdays. The Muncaster Microbus[24] service is operated by unpaid volunteers to provide links between Bootle, Eskdale, Wasdale, Holmrook, Seascale and Gosforth. It also provides a twice-weekly circular service to Whitehaven.

Rail

5.11 Rail is a key element of a sustainable and efficient transport network. In Copeland, the Cumbrian Coast Line supports connectivity for passengers (commuters, residents and visitors) and freight movements in the development of supply chains.

5.12 Currently the passenger services are operated by Northern (the trading name of Arriva Rail North) with the tracks managed and maintained by Network Rail. Typical service on Monday-Saturday is 15 trains per day north and south along the whole of the line between Carlisle and Barrow-in-Furness. There are an additional three trains per day in each direction between Whitehaven and Carlisle. On Sundays, there are currently nine services between Whitehaven and Barrow-in-Furness and 11 services between Whitehaven and Carlisle. Not all stations have such a regular service as some services which pass through the stations do not stop.

5.13 Some stations are request stops only, meaning that trains will not automatically stop at these stations; it requires passengers to let the conductor know they wish to alight the train or, when on the platform, to indicate to the driver that they want the train to stop.

[21] https://www.cumbriact.org.uk/
[22] https://www.cumbria.gov.uk/roads-transport/public-transport-road-safety/transport/commtrans/ruralwheels.asp
[23] https://www.cumbria.gov.uk/elibrary/Content/Internet/544/6320/6508/43803134856.pdf?timestamp=44007114941
[24] https://www.muncastermicrobus.org.uk/

5.14 Data from the Office of Rail and Road[25] show that in 2018/2019 annual passenger entries and exits were 56,346 higher than in 2017/2018 (see Table 3). This could be contributed to the fact that Northern Rail introduced an enhanced timetable in May 2018 which added extra evening services, as well as a regular Sunday service between Carlisle and Barrow-in-Furness. One of the largest differences in passenger numbers occurred at Sellafield; this could be due to the focus in reducing car usage to and from the Sellafield site.

Station	Passengers (2017-2018)	Passengers (2018-2019)	Difference between 2017-2018 and 2018-2019
Parton (request stop)	7,426	6,508	-918
Whitehaven	231,926	220,670	-11,256
Corkickle	50,422	53,668	3,246
St. Bees	46,734	61,020	14,286
Nethertown (request stop)	536	516	-20
Braystones (request stop)	992	1,036	44
Sellafield	206,094	242,066	35,972
Seascale	37,034	36,618	-416
Drigg (request stop)	9,728	9,156	-572
Ravenglass	31,930	33,456	1,526
Bootle (request stop)	10,870	13,386	2,516
Silecroft (request stop)	7,030	7,858	828
Millom	186,668	196,364	9,696
Green Road (request stop)	6,504	7,918	1,414
Total	833,894	890,240	56,346

Table 3: Estimated total number of entries and exits made at train stations in Copeland in 2017-2018 and 2018-2019

5.15 In terms of freight, the majority of movements are linked to nuclear activity at Sellafield. Rail freight traffic, linked to the transportation of nuclear flasks, originates at multiple sites across the UK including Dungeness (Kent), Wylfa (Anglesey), Hinckley Point (Somerset) and Sizewell A and B (Suffolk). Nuclear waste from abroad is treated at the THORP plant at Sellafield; this arrives at Barrow Docks and is then taken to Sellafield by rail. Waste is also sent via rail to the Low Level Waste Repository at Drigg from Sellafield and other domestic sources. An additional six freight movements a day (six days a week) is expected in the future linked to the approved planning application (subject to the signing of a s106 Agreement) for Woodhouse Colliery.

5.16 The route is predominantly double track railway, however there are two single line sections (one between Sellafield and Whitehaven, and one between Parton and Harrington). One issue with the rail infrastructure is that the rail track within Copeland sometimes runs parallel with the sea causing issues with the track during periods of inclement weather. When these areas are affected by faults, this can mean the closure of the line between Whitehaven

[25] https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage/

and Workington, with buses providing a rail replacement service for passengers.

Walking and Cycling

5.17 There is a network of public rights of way throughout Copeland which are maintained and managed by Cumbria County Council.

5.18 There are also four long distance recreational footpaths within Copeland: the Cumbria Coastal Way (Silverdale - Gretna); the Coast to Coast (St. Bees – Robin Hood's Bay); the Cumberland Way (Ravenglass – Appleby); and the Furness Way (Ravenglass to Arnside).

5.19 Table 2 showed that just over 10% of residents commute to work on foot; generally this will be where people work and live within the same settlement. The pedestrian provision within settlements, especially Whitehaven, is designed to maximise the walking share mode.

5.20 In terms of cycling, Copeland benefits from existing long-distance cycling routes, ensuring cycling is accessible for a range of trip purposes from commuting to recreational cycling, although it is recognised that the number of people who commute to work on bicycle is just 1.7%.

5.21 As well as being a long distance recreational footpath, the Coast to Coast is a popular cycling route. National Cycle Routes 71 and 72 provide links from Copeland to Yorkshire (Kirby Knowle) and the North East (South Shields) respectively. The National Cycle Routes also provide links to Penrith, Appleby and Northallerton (Route 71) and Carlisle, Hexham and Newcastle (Route 72).

5.22 The Cumbria Cycling Strategy (2017-2022)[26] was produced by the Cumbrian Cycling Partnership which consists of partners such as local authorities (including Copeland Borough Council), Sustrans and British Cycling. The Strategy is designed to: promote cycling as part of a healthy lifestyle; enable cycling to support the economy; promote Cumbria as an excellent place to cycle; and improve the cycling infrastructure to enable more cycling. The Strategy recognises that there are some significant infrastructure gaps in the urban and rural route network infrastructure and the Partnership is committed to working with partners and landowners to improve the cycling networks.

Summary

5.23 There is a high reliance on cars which is reflective of the more rural nature of parts of the Borough. However, there is clear investment required in the road infrastructure in terms of safety measures and traffic management, in order to support the level of road usage for car and freight users.

[26] https://councilportal.cumbria.gov.uk/documents/s66323/App%201%20Cumbria%20Cycling%20Strategy.pdf

5.24 Like in most rural areas, public transport is limited; schemes such as Cumbria Community Transport and Village Wheels provide important links in these areas and need to continue to be supported.

5.25 Data shows that there has been an increase in the number of passengers using the rail service across Copeland. The biggest increase came from Sellafield (an additional 35,972 passengers) reflecting the initiative to reduce the number of cars entering Sellafield. There is a clear infrastructure issue with the Cumbrian Coast Line in terms of the rail track running parallel to the sea in some parts of Copeland; when inclement weather occurs, this can close the track to users.

6. Utilities

Current situation

Electricity

6.1 Whilst National Grid owns the high-voltage electricity transmission network in England and Wales, the main electrical infrastructure in Copeland is operated by Electricity North West Limited. It is responsible for maintaining and upgrading overhead powerlines, underground electricity cables and substations. Electricity North West distributes electricity to customers' homes and businesses on behalf of the electricity supply companies.

6.2 Copeland is served by Electricity North West's 132kV overhead lines running north-south, located in the west of the Borough. These 132kV lines connect into their 33kV network at three locations: Stainburn Bulk Supply Point (located just north of Copeland/Allerdale district boundary); Egremont Bulk Supply Point; and Ulverston Bulk Supply Point (located to the east of the Copeland/South Lakeland district boundary).

6.3 The electricity is then dispersed through the 33kV network to primary substations which supply Copeland (HDA No. 1, Slipway, Hensingham, Egremont, Carleton, Midway and Askam). These primary substations then feed the electricity out to secondary substations (11kV) which reduce the voltage to a usable level, connecting to local homes and commercial premises.

6.4 Electricity North West operates a 'first come, first served' basis for electricity. This means that a development site may absorb the existing capacity in an electricity substation, therefore requiring subsequent developments to contribute towards an upgrade.

6.5 Six electricity substations serve Copeland; Table 4 identifies the available capacity at each substation and the areas in Copeland that each substation serves. This shows that currently each substation has capacity, albeit it at varying levels (2.2-11.6MW). HDA No. 2 has recently been upgraded to provide greater materiality headroom and will work in parallel with HDA No.1 to serve the Distington area.

Substation	Spare Capacity (MW)	Areas served
HDA No. 1 and HDA No. 2	10.5	Distington
Slipway	4.9	Whitehaven
Hensingham	11.6	Moresby Park
Egremont	2.5	Bigrigg
		Cleator
		Cleator Moor
		Egremont
		Frizington
		Moor Row

		Pow Beck
		Thornhill
		West Lakes Science Park
Midway	7.4	Beckermet
		Seascale
Carleton	3.1	Ravenglass
		Bootle
Askam	2.2	Millom

Table 4: Capacity of electricity substations

6.6 In terms of future capacity, any required reinforcement which is identified by Electricity North West will be included in their RIIO-ED2 investment plan which will have a start date of 1st April 2023. One area which has been identified as having the potential to put pressure on the existing infrastructure is the growth of low carbon technology; Electricity North West will need to provide the infrastructure to support the increased demand for this.

Gas

6.7 National Grid own, manage and operate the National Transmission System throughout the UK; National Grid Gas Distribution is known as Cadent Gas. Copeland only has one National High Pressure pipelines that transmits gas across the network; this is the Pennington-Sellafield 12" steel pipeline which runs from Pennington in South Lakeland along Copeland's coastline to Sellafield.

6.8 Northern Gas Networks owns and maintains the vast underground pipe network across North Cumbria, including North Copeland. The gas network in South Copeland is owned and managed by Cadent (see Figure 5)[27]. However, there are areas of the district which are not connected to the gas grid (see Figure 6)[28].

6.9 These maps show that the areas not connected to the gas network are more likely to be in mid-Copeland and south Copeland (with the exception of Millom and the surrounding areas). Alternative heating sources in these areas include electricity, oil and solid fuel.

6.10 Within Copeland, there are 34,065 properties across 49 Lower Super Output Areas; 19 (38.8%) of these areas are classified as 'urban' with the remaining 30 (61.2%) classed as 'rural'. The data in Appendix 1 shows that 24% of properties (8,192) are not connected to the gas grid network. Of these 8,192 properties, 3,571 (43.6%) are located in areas which are classified as 'sparse'.

[27] https://www.energynetworks.org/info/faqs/who-is-my-network-operator.html
[28] https://www.nongasmap.org.uk/

Yellow – Northern Gas Network

Dark Green - Cadent

Figure 5: Gas network operators in Copeland

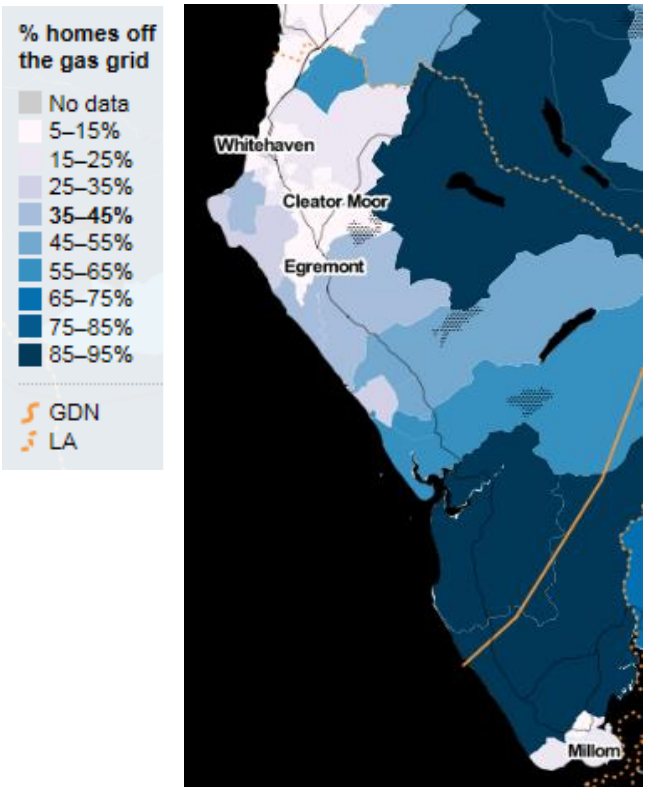


Figure 6: Percentage of homes off the gas grid

6.11 Cadent, National Grid and Northern Gas Networks all produce a Long Term Development Statements/Plans which forecasts the supply and demand for the next ten years[29]. All of the Statements/Plans identify a range of scenarios to inform future network planning, assessing how much energy might be needed and where it should come from, as well as developing their asset management approaches.

6.12 Northern Gas Networks expects demand for gas to decrease by 5.1% by 2029 due to a combination of higher gas prices, thermal efficiency improvements and users switching to renewable energy. Cadent is also expecting to see a slight reduction in demand over a ten year period.

6.13 In their 2017 Long Term Development Statement, Northern Gas Networks identified that some gas transportation capacity upgrades were required to serve its North Cumbria network. Subsequently, improvement works were planned for 2019/2020 at Lillyhall to upgrade the pressure reduction unit which provides uninterrupted maintenance of output pressure, automatically shutting supply off when gas pressures changes outside the pre-set limits.

6.14 Northern Gas Networks has stated that there are no capacity issues within the networks which serve Whitehaven, Egremont, St. Bees, Calder Bridge, Ravenglass, Gosforth and Seascale. However, the infrastructure at Cleator

[29] https://www.nationalgrid.com/uk/gas-transmission/insight-and-innovation/gas-ten-year-statement-gtys
https://www.northerngasnetworks.co.uk/wp-content/uploads/2019/10/Long-Term-Development-Statement-2019.pdf
https://cadentgas.com/nggdwsdev/media/media/reports/futureofgas/Long-Term-Development-Plan-2019-Final.pdf

Moor may require reinforcement; this is likely to consist of the low pressure network for sites in the east of Cleator Moor.

6.15 Whilst not addressing a capacity issue, Cadent has committed to continuing to invest in its gas mains replacement programme. In Copeland this involves replacing up to 40km of existing pipeline with plastic pipes.

Water and Waste Water

6.16 In Copeland, United Utilities is the supplier of water and waste water. For water supply, Copeland mostly lies within the West Cumbria Resource Zone, with the exclusion of a small area surrounding Millom which is within the Integrated Resource Zone (this includes the Central Lakes area and the majority of Lancashire). From 2021, United Utilities intend to combine these two resource areas to make the Strategic Resource Zone; this is due to needing to find an alternative water supply as the abstraction licence for Ennerdale Water has been revoked for environmental protection.

6.17 United Utilities is responsible for the foul and combined public sewerage system and the Waste Water Treatment Works. For waste water, Copeland lies within United Utilities West Lakes region which is broken down into sub-catchments. The relevant sub-catchments for this Plan are Duddon-Barrow, Ehen, Esk-Irt, Marron and Whitehaven. The public sewage systems operated and maintained by United Utilities serve the majority of the existing development in Copeland; some areas are supported by private sewers and sewage treatment facilities.

6.18 Waste water is captured via private drains, connecting to gravity fed public sewers and eventually local pump stations across the North West of England. The waste water is then transported through the underground sewer network to the most appropriate Waste Water Treatment Works for processing. Each of Copeland's 32 Treatment Works serves a particular drainage area, with a mixture of gravity fed public sewers or pressurised rising mains and pumping stations to transport the waste water from the properties and businesses located in that specific drainage area for treatment, prior to discharging to the relevant waterbody.

6.19 In their 2015 Water Resources Management Plan (a five year capital programme), United Utilities identified that there would be a shortfall of water provision within the West Cumbria Resource Zone. To address this, in 2017 they began work on the Thirlmere Transfer scheme to bring water from Thirlmere to West Cumbria.

6.20 The delivery of this project, which is due for completion in 2022, will support the creation of the new Strategic Resource Zone which will include West Cumbria, South Lakeland, Barrow and Lancashire.

6.21 This scheme has involved building a new 31.6km below ground water pipe from Thirlmere to Bridekirk, the construction of a new water treatment works,

two new service reservoirs, two new pumping stations and the laying of a network of new water pipes from the new treatment works. Where necessary, existing water pipes have also been refurbished.

6.22 United Utilities also identified three localised projects within Copeland in their 2015 Water Resources Management Plan:

- £10 million to improve waste water overflows, reduce spills and improve the environment at Millom (now complete)
- £9 million to improve the long sea outfall pipe at Parton (now complete)
- £3.5 million to restore Ben Gill watercourse and improve the environment for wildlife in the River Ehen, near Ennerdale Water (in progress)

Broadband

6.23 Currently, broadband within Copeland is provided through a range of existing telecommunication including:

- ADSL (Asymmetric Digital Subscriber Line) over copper from the local exchange
- VDSL (Very high speed Digital Subscriber Line) over copper from the local exchange
- Wireless local loop using radio links
- 4G

6.24 Historically, Copeland had very low provision of Superfast, fibre and ultrafast broadband[30] (see Table 5). Whilst Ultrafast broadband provision has remained exceptionally low (although UK coverage is only 22%), investment in the provision of Superfast and Fibre infrastructure has meant that coverage has risen from 0.5% to 95.9% (Superfast) and 0.7% to 99.4% (Fibre) between 2010 and 2020. These figures include the areas of Copeland which lie within the Lake District National Park – it has not been possible to separate this data for the two authorities.

Date	Superfast (>30 Mbps)	Fibre	Ultrafast (>100 Mbps)
January 2010	0.5%	0.7%	0%
January 2011	0.5%	0.7%	0%
January 2012	0.5%	0.7%	0%
January 2013	0.7%	1.1%	0%
January 2014	11.5%	11.9%	0%
January 2015	61.9%	64.2%	0%
January 2016	83.9%	89%	0%
January 2017	87.9%	93.1%	0.2%
January 2018	94.7%	98.3%	0.4%
January 2019	95.4%	99.2%	0.5%
January 2020	95.9%	99.4%	1.1%

Table 5: Superfast and Fibre coverage in Copeland between 2010 and 2020

[30] https://labs.thinkbroadband.com/local/copeland-district,E07000029

6.25 Currently, Copeland has a higher deployment for Superfast broadband (both UK and EU standard) and for Openreach (see Table 6) than that found in wider Cumbria. However, there is a clear coverage gap for Ultrafast when compared to the Cumbria and England data, with coverage gaps starting to emerge for Virgin Media Cable and Full Fibre.

	Copeland[31]	**Cumbria[32]**	**England[33]**
UK standard: Superfast (>24Mbps)	96.89%	94.42%	97.26%
EU standard: Superfast (>30 Mbps)	96.13%	93.67%	96.93%
Openreach (>30Mbps)	95.72%	92.97%	91.67%
Ultrafast (>100Mbps)	1.43%	12.4%	63.83%
Below 2Mbps (USC)	0.47%	1.44%	0.31%
Below 10Mbps (USO)	1.58%	3.43%	1.03%
Below 15Mbps	2.24%	4.49%	1.64%
Virgin Media Cable	0%	7.1%	54.5%
Full Fibre (FTTP or FTTH)	1.43%	6.17%	13.76%

Table 6: Superfast and Fibre coverage

6.26 Copeland is served by 12 Openreach Exchanges (see Table 7)[34]. This shows that all 12 exchanges are enabled with BT IPStream Max and BT Wholesale Broadband Connection (WBC). No exchange has Virgin Media Cable enabled with only five exchanges having both Talk Talk and Sky enabled. Four exchanges do not have either Talk Talk or Sky enabled, whilst the remaining three exchanges have either Talk Talk or Sky enabled.

Exchange name	**Virgin Media Cable**	**BT IPStream Max**	**BT WBC**	**Openreach FTTC**	**Openreach FTTP**	**Talk Talk LLU**	**Sky LLU**
Beckermet	Not enabled	Enabled	Enabled	Enabled	Not enabled	Not enabled	Not enabled
Bootle	Not enabled	Enabled	Enabled	Enabled	Enabled	Enabled	Not enabled
Cleator Moor	Not enabled	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled
Egremont	Not enabled	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled
Gosforth	Not enabled	Enabled	Enabled	Enabled	Not enabled	Enabled	Not enabled
Harrington	Not enabled	Enabled	Enabled	Enabled	Not enabled	Enabled	Enabled
Holmrook	Not enabled	Enabled	Enabled	Enabled	Not enabled	Not enabled	Not enabled
Lamplugh	Not enabled	Enabled	Enabled	Enabled	Enabled	Enabled	Not enabled
Millom	Not enabled	Enabled	Enabled	Enabled	Not enabled	Enabled	Enabled
Ravenglass	Not	Enabled	Enabled	Enabled	Enabled	Not	Not

[31] https://labs.thinkbroadband.com/local/E07000029
[32] https://labs.thinkbroadband.com/local/E10000006
[33] https://labs.thinkbroadband.com/local/england
[34] https://www.thinkbroadband.com/broadband/exchanges/find

	enabled					enabled	enabled
Seascale	Not enabled	Enabled	Enabled	Enabled	Not enabled	Not enabled	Not enabled
Whitehaven	Not enabled	Enabled	Enabled	Enabled	Not enabled	Enabled	Enabled

Table 7: Openreach exchanges serving Copeland

6.27 Overall, the Borough is well served by these exchanges, although coverage and download speeds do vary across the Borough[35] (see Figure 7); more detail on broadband speed tests can be found in Appendix 2.

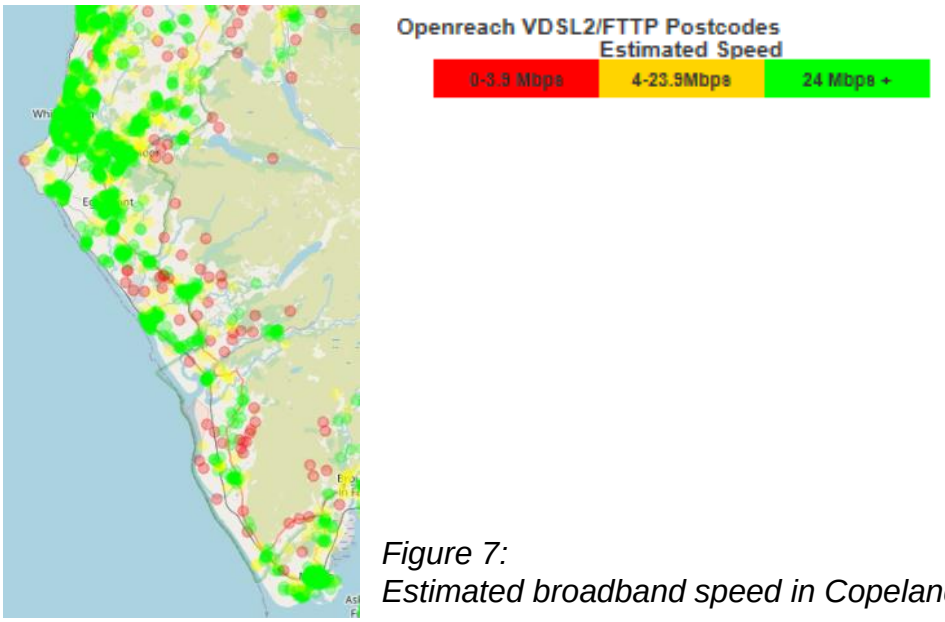


Figure 7:
Estimated broadband speed in Copeland

6.28 The Connecting Cumbria project began in 2013 to improve access to fibre broadband across the county to residents, businesses and visitors. This is a partnership between Cumbria County Council and BT and is funded by Broadband Delivery UK, Cumbria County Council Cumbria Local Enterprise Partnership and BT. This investment has seen the coverage of superfast broadband increase by 95.2% and fibre broadband by 98.3% since the start of the project.

6.29 Phase 1 of the Connecting Cumbria project has now ended; Phase 2 is currently being completed and is due to finish by the end of 2020. Work is ongoing with the UK Government, BRUK and other stakeholders to support the delivery of superfast broadband to those areas of the county which are more challenging (e.g. demanding terrain and increased distances from infrastructure) and/or have lower density populations making the cost per consumer prohibitively high.

6.30 Cumbria County Council, in partnership with the Cumbria Local Enterprise Partnership, is developing a Digital Infrastructure Strategy to look at how to tackle highly challenging areas and seek to further improve digital connectivity

[35] https://labs.thinkbroadband.com/local/broadband-map#10/54.3905/-3.1599/adsl/countyfibre/virgin/nonsuperfast/solway/

across Cumbria. As part of this strategy, Cumbria County Council is working with the UK Government to understand their developing further intervention programme for the deployment of ultrafast broadband services and a Shared Rural Network for improving 4G services. More information about these developing programmes is expected in spring 2021.

6.31 To assist communities in development of community network building projects funding has been launched, and will be available until 31st March 2021 funding, drawn from a combination of the Rural Gigabit Broadband Voucher scheme and Digital Borderlands funding. In areas where available services are less than 30Mbps download speed eligible businesses can apply for up to a maximum of £7,000 and eligible residential properties up to £3,000[36].

Planned schemes

- Lillyhall pressure reduction installation upgrade – 2019/2020 (Northern Gas Network)
- Continuing to invest in gas mains replacement programme until 2032 to replace existing pipes with plastic pipework (Cadent)
- £3.5 million to restore Ben Gill watercourse and improve the environment for wildlife in the River Ehen, near Ennerdale Water (in progress) (United Utilities)
- Thirlmere Transfer – ongoing – expected to be completed 2022 (United Utilities)

Summary

6.32 Electricity North West has identified a potential future capacity issue relating to the growth of low carbon technology as it will need to provide the infrastructure to support the increased demand from this sector.

6.33 Northern Gas Network has indicated that certain infrastructure at Cleator Moor may require reinforcement, despite the predicted decrease in demand for gas by the end of the decade.

6.34 For water and waste water, the main capacity issue has related to the Thirlmere Transfer scheme, following the revocation of the extraction license from Ennerdale Water and the need to use Thirlmere as the new source to supply drinking water for homes and businesses in West Cumbria. The scheme is scheduled to be completed by spring 2022, and it is considered that this project will address potable water supply issues in the area.

6.35 The work undertaking through the Connecting Cumbria project has seen broadband provision within Copeland vastly improve since 2010. Programmes are being developed by the County Council, in conjunction with the UK Government, to identify methods for further intervention for those areas of Copeland that are still without broadband.

[36] https://www.borderlandsgrowth.com/Digital-Voucher-Scheme

7. Charging/low carbon vehicle infrastructure (EV charging points/hydrogen refuelling)

Current situation

7.1 Figure 8[37] and Table 8[38] detail the locations of the 18 charging points at 7 locations in Copeland. This shows that all of the points are in the north of the Borough, with no charging points around Millom. There is only one 'Slow' point (3kW-6kW), with 11 'Fast' points (7kW-22kW) and six 'Rapid' points (43kW-100kW).

Location	Connector Type	Operator
Moresby Hall	2 x Fast	Tesla Destination
J. Edgar and Son Nissan, Rowrah	2 x Fast	Nissan Dealerships
Senhouse Street Car Park, Whitehaven	3 x Rapid	Genie Point
Morrisons, Whitehaven	3 x Rapid	Genie Point
West Lakes Science and Technology Park	4 x Fast	EV Charge Online
Sella Park Hotel, Calder Bridge	1 x Slow 1 x Fast	ZeroNet
Bailey Ground Hotel, Seascale	2 x Fast	Tesla Destination

Table 8: Location of electric charging points in Copeland

Figure 8: Location of electric charging points in Copeland

Summary

7.2 The development of the electric car charging infrastructure has developed rapidly recently, due to the rise in popularity of low emission vehicles to address climate change and greenhouse gas emissions.

7.3 The continuing Government focus to reduce climate change emissions is likely to increase demand for low carbon vehicles, therefore also increasing demand for charging points. The data shows that all of Copeland's current charging points are located in the north of the Borough, with no points around Millom. In order to support the increase in low carbon vehicle technology, the

[37] https://www.zap-map.com/live/
[38] https://www.zap-map.com/locations/whitehaven-charging-points/

number of charging points will need to increase to allow users to have confidence that they will be able to access efficient charging infrastructure wherever they are in Copeland.

8. Flooding, drainage and coastal change management

Current situation

8.1 Flood risk management in Copeland is the responsibility of three statutory bodies; each body has their own areas of responsibility as identified below:

- Copeland Borough Council**:** Coastal erosion
- Cumbria County Council: Lead Local Flood Authority (LLFA) for Cumbria
- Environment Agency: manages flood risk

8.2 In terms of drainage, United Utilities is responsible for the public sewers that take sewerage and rainwater run-off to their waste water treatment works. Cumbria County Council is responsible for maintaining the road gullies which are used to drain surface water from the highway.

8.3 Large proportions of urban areas within Copeland are situated close to the coast and the Borough's watercourses. Further flood risks occur from the numerous small watercourses within the region and overloaded drainage and sewage systems. Copeland falls within the catchments of the Ehen-Calder, Irt-Mite-Esk-Annas and Duddon; the area is characterised by many culverts, springs and minor watercourses.

8.4 The Copeland authority area lies completely within the North West River Basin District. The wider West Cumbria area falls within the Environment Agency's defined South West Lakes Catchment Area, the majority of which is rural in nature with larger urban areas found along the coast. The South West Lakes Catchment Flood Management Plan identifies that there are 1,280 properties at risk within the area, with Whitehaven, Egremont, Cleator Moor, Cleator and Braystones at greatest risk.

8.5 The majority of flood incidents in Copeland are related to surface water; Table 9 summarises the sources of flooding across the district.

Settlement	Source of flooding
Whitehaven	Pow Beck
	Tidal
	Surface water
	Surface water due to tide-locking at Whitehaven Harbour
Egremont	River Ehen
	Skirting Beck
	Whangs Beck
Millom	Tidal
	River Duddon
	Surface water due to the drainage system being severely under capacity
Cleator and Cleator Moor	River Ehen

	Bowthorn Beck
	Nor Beck
Distington	Distington Beck
Seascale	Fluvial
	Surface water
Braystones and Beckermet	River Ehen
	Kirk Beck
Parton/Lowca	Fluvial compounded by tidal
Ennerdale Bridge	Crossdale Beck
Moresby Park	Surface water
St. Bees	Surface water

Table 9: Sources of flood risk

8.6 The Cumbria Surface Water Management Plan identified that surface water flooding in Whitehaven particularly needed to be addressed. Pow Valley is particularly susceptible due to the flat nature of the terrain meaning surface water can 'pond' in the valley. The main area of risk is near the top end of Pow Beck at Mirehouse due to a high water table/groundwater levels which results in backing up and surcharging of the surface water drainage system. Many of the issues relate to private sewers but United Utilities have had flooding issues with their public sewers as some sewers struggle to drain effectively and some sewers have collapsed. Any new development in this area will need to include betterment to Pow Beck.

8.7 Another area with major surface water issues is Millom as the drainage system is affected by tidal movements; North Millom in particular has high potential for groundwater emergence to occur at the surface. An intense period of rainfall occurred on 30th September 2017; this overwhelmed the drainage systems causing surface water to rise, flooding over 270 properties (residential and commercial) in Millom and Haverigg. New development in Millom will be required to undertake a thorough assessment on the potential impact of the project on the drainage system in Millom; it is likely that upgrade works to the drainage system will be required to support the development.

8.8 The majority of fluvial flood risk within Copeland comes from the River Ehen, Whangs Beck and Skirting Beck in Egremont; the River Keekle around Cleator Moor; Pow Beck in Whitehaven; and Kirk Beck in Beckermet. This is reflected in the fact that the major flood assets are located in these areas (see Table 10).

Settlement	**Asset Type and Number**	**Design Standard** *(e.g. – 100 = 1 in 100 year standard of protection)*	**Condition** *3 = defects that could reduce the programme of the asset 4 = defects that would significantly reduce the performance of the asset*
Millom	Embankment – 30 Wall – 12	Unknown – 1 20 – 4 30 – 1 50 – 3 70 – 5	2 – 6 3 – 31 4 – 5

		100 – 27 150 – 1	
Egremont	Embankment – 6 Wall – 7	Unknown – 5 10 –3 20 – 2 50 – 2 75 – 1	1 – 1 2 – 5 3 – 4 4 – 2
Braystones	Embankment – 9	10 – 7 50 – 2	3 – 2 4 – 5 5 – 2
Cleator Moor	Embankment – 6	5 – 1 50 – 2 100 – 3	3 – 2 4 – 4
Whitehaven	Embankment – 2 Wall – 2	20 – 3 200 – 1	2 – 2 3 – 2

Table 10: Major flood assets

8.9 Egremont not only suffers from fluvial flooding from three sources, but also surface water flooding, groundwater flooding, drainage issues and runoff from local fields. A £12 million multi-agency flood risk management scheme (led by the Environment Agency) began in January 2020 to create flood storage areas consisting of flood walls and flood embankments; other small scale works will be carried out around the town to reduce the risk of surface water flooding. This project, due for completion in 2021, follows work which has been undertaken to improve the local drainage systems.

8.10 Whilst Cleator and Cleator Moor are affected by fluvial flooding, there are more surface water flooding incidents due to topography and geology. Any additional development adjacent to Nor Beck and the Nor Beck tributary could create further issues if culverts are not upgraded. If further development was to take place at Leconfield Industrial Estate, then the scheme would need to include further attenuation and betterment measures.

8.11 There is also significant risk from tidal (coastal) flooding along the Copeland coastline, particularly along the lower-lying coastal flats and estuaries. Millom, in the south of the district, is at high tidal flood risk, particularly in east Millom from the Duddon Estuary.

8.12 Coastal erosion is also of concern, especially given that the Cumbrian Coast Railway runs alongside the coastline in some places. The authority is working with partners and stakeholders to create a Cumbria Coastal Strategy which will be a plan that evaluates and manages the risks related to coastal flooding and erosion along the Cumbrian coastline on a long-term scale.

<u>Planned schemes</u>

- Parton fluvial and surface water flooding investigation (2017-2021)
- Ravenglass, Cumbria (2017-2021) – natural flood management schemes to reduce peak flow flooding (Lead Local Flood Authority)
- Skirting Beck and Whangs Beck improvements, Egremont (2020-2021) (led by Environment Agency)

- Millom and Haverigg Initial Assessment (will lead to a large infrastructure scheme) (Lead Local Flood Authority)
- St. Bees – installation of sea defences (Copeland Borough Council)

Summary

8.13 Evidence shows that there are issues with surface water flooding in Whitehaven, particularly in Pow Valley; any new development in this area will need to include betterment to Pow Beck.

8.14 There are significant issues with the current drainage system in Millom and significant upgrade works to the drainage system will be required in order to support new development.

8.15 Whilst there are current issues in Egremont from fluvial and surface water flooding, a multi-agency flood risk management scheme is ongoing to address these issues and it is expected that this will be completed in 2021.

8.16 In Cleator and Cleator Moor, culverts need to be upgraded to support development adjacent to the Nor Beck and Nor Beck tributary. Additionally, if further development was to take place at Leconfield Industrial Estate, then it would need to include attenuation and betterment measures.

9. Health

Current situation

GP surgeries

9.1 Primary healthcare (i.e. General Practice surgeries) in Copeland is covered by two health systems; the north of Copeland is covered by the North Cumbria Clinical Commissioning Group, with services in the south of Copeland delivered by the Morecambe Bay Clinical Commissioning Group.

9.2 Table 11[39] shows that there are 11 GP surgeries within Copeland however there will be cross-border movement of patients to surgeries located within Allerdale, Barrow-in-Furness and the Lake District National Park.

Surgery	Location	Number of patients registered	Number of GP's	Ratio of GP's to patients	Accepting new patients?	Clinical Commissioning Group
Beech House	Egremont	24,026	6	1:4,004	Yes	North Cumbria
Cleator Moor	Cleator Moor				Yes	North Cumbria
Flatt Walks	Whitehaven				Yes	North Cumbria
Griffin Close	Frizington				Yes	North Cumbria
Distington	Distington	5,151	8	1:644	Yes	North Cumbria
Lowther Medical Centre	Whitehaven	10,547	5	1:2,109	Yes	North Cumbria
Mansion House	Whitehaven	6,983	4	1:1,745	Yes	North Cumbria
Queen Street Medical Practice	Whitehaven	4,339	1	1:4,339	Yes	North Cumbria
Seascale Health Centre	Seascale	5,650	5	1:1,130	Yes	North Cumbria
Westcroft House	Egremont	4,941	4	1:1,235	Yes	North Cumbria
Waterloo House	Millom	8,180	6	1:1,363	Yes	Morecambe Bay Clinical Commissioning Group
Total		61,637	39	1:1,580		

Table 11: GP surgeries in Copeland

9.3 The 11 surgeries have a total of 61,637 registered patients with 39 GP's; all surgeries are accepting new patients. Whilst there is no recommended ratio of

[39] https://www.nhs.uk/Services/Trusts/GPs/DefaultView.aspx?id=89572
https://www.morecambebayccg.nhs.uk/local-services/gp-practices

the number of patients to a GP, the Royal College of GP's guidance states that a population size of 1,800 is required to justify one General Practitioner[40].

9.4 Whilst some surgeries are under this suggested ratio, there are some notable exceptions including the practice group consisting of four branches (Beech House/Cleator Moor/Flatt Walks/Griffin Close); this has a ratio of 1:4,004. Lowther Medical Centre has a higher ratio at 1:2,109 and Queen Street Surgery has a ratio of 1:4,339 due to having only one permanent GP. However, further support may be given to these surgeries in the form of locum doctors as well as nurse practitioners and healthcare assistants.

9.5 Recruitment and retention of healthcare staff in West Cumbria is of major local concern and there is a reliance on contingent labour (agency and bank staff) to support essential services and addressing the shortfalls in staffing numbers; Cumbria was specifically mentioned as an area of concern in a Government led national research project[41].

9.6 In September 2019, it was noted that the vacancy rate in West Cumbria was 40%[42] compared to an average of 20% across Cumbria. Work is ongoing to address the high vacancy rates; as well as seeking to recruit additional GP's, there is a focus on more collaborative working across a wider range of community based and health care services. Working collaboratively to address patient needs should reduce the demand on some services and the need for multiple referrals.

Dental practices

9.7 Unlike medical practices, there is no patient registration for dental services as patients are not bound to a catchment area. Dental surgeries operate on a demand led basis with patients only being the direct responsibility of a specific dental surgery whilst they are on an open course of treatment. Patients are able to access dental care from any NHS provider who has the capacity available to undertake the required treatment.

Dental surgery	Location	NHS or Private?	Accepting new patients?
Bupa Dental Care	Whitehaven	NHS and Private	Yes (NHS and Private)
Queen Street Dental	Whitehaven	NHS	No
S. J. Smith and Associates	Whitehaven	NHS	No
John Range	Whitehaven	Private	Yes
Bupa Dental Care	Egremont	NHS and Private	Yes (only Private)
Bupa Dental Care	Millom	NHS and Private	No
Horn Hill Dental	Millom	Private	Yes

[40] https://www.healthyurbandevelopment.nhs.uk/wp-content/uploads/2013/03/GuidanceNotes-2009.pdf
[41] https://researchbriefings.files.parliament.uk/documents/CDP-2018-0080/CDP-2018-0080.pdf
[42] https://healthwatchcumbria.co.uk/news/overview-of-changing-models-for-gp-practice-and-the-cumbria-public-health-strategy-west-cumbria-community-forum/

Specialist and Special Care			
Cleator Moor Health Centre	Cleator Moor	NHS	N/A – referral system
Flatt Walks Surgery	Whitehaven	NHS	
Westmorland General Hospital	Whitehaven	NHS	

Table 12: Dental surgeries in Copeland

9.8 In addition to the 11 dental surgeries, Copeland also has the provision of three Specialist and Special Care surgeries which provides dental services to people who have a specific dental requirement which cannot be met by a general dental practitioner. Patients can be referred to these surgeries by dentists, doctors, health or social care professionals.

Care homes

9.9 Adult social care is the responsibility of Cumbria County Council, although the provision of elderly care in Copeland is delivered by a mix of private and public sector providers. The County Council is required to provide residential accommodation to adults over 18 years of age who through age, illness, disability or any other circumstance are in need of care and attention which would other be unavailable to them. Table 13 summarises the care homes available within Copeland.

Care Home	Location	Type (residential, nursing, Cumbria Care)	Number of registered beds
Floshfield	Cleator Moor	Residential	8
Wyndham Manor	Cleator Moor	Residential	68
Bethany House	Corkickle	Residential	18
Glebe Lane	Distington	Residential	8
Beech Avenue	Egremont	Residential	5
Lindisfarne	Frizington	Nursing	6
Bradbury House	Gosforth	Residential	21
Kirksanton Care Centre	Kirksanton	Residential	45
Lapstone House	Millom	Residential	23
St. George's	Millom	Residential	41
Emmaus House	Moresby Park	Residential	26
Rosehill House	Moresby Park	Residential	23
The Eyrie	Moresby Park	Residential	6
Highfield House	St. Bees	Nursing	62
Bethel House	Whitehaven	Nursing	62
Bethshan	Whitehaven	Nursing	34
Harbour View	Whitehaven	Nursing	50
The Gables	Whitehaven	Residential	60
			566

Table 13: Care home facilities in Copeland

9.10 In addition to the 566 registered beds provided by the 18 care homes, 60 units of Extra Care Housing are available within Copeland at Millom and Kells. These are sheltered housing properties that have a permanent care team located within the building to meet the needs of those who live at the premises.

9.11 The Extra Care Housing and Supported Living Strategy 2016-2025[43] acknowledges that there is a super-ageing population in Cumbria, where the population of the county is ageing faster than the rest of the UK population and the working age population is decreasing.

9.12 By 2025, the projected demand for Extra Care Housing in Copeland for older adults will be for 349 units; Copeland currently has 61 units at Duddon Mews (Millom) and Monkwray Court (Kells), meaning a projected shortfall of 288 units (see Table 14).

	Demand for Extra Care Housing by 2025	**Current Extra Care Housing**	**Projected shortfall by 2025**
Arlecdon, Cleator Moor, Frizington	50	0	-50
Beckermet, Egremont, Ennerdale	60	0	-60
Haverigg, Holborn Hill, Millom, Newtown	48	14	-34
Bootle, Gosforth, Seascale	36	0	-36
Bransty, Distington, Harbour, Hensingham, Hillcrest, Kells, Mirehouse, Sandwith, St. Bees, Whitehaven	155	47	-108
	349	61	288

Table 14: Demand for Extra Care Housing by 2025

Secondary care

9.13 Secondary healthcare refers to services provided by health professionals who generally do not have the first contact with a patient, most often provided by specialists based in hospitals. There are three secondary care facilities within Copeland:

- West Cumberland Hospital, Whitehaven (North Cumbria Integrated Care) – this is an Acute hospital providing Accident and Emergency, a consultant led maternity unit and a Special Care Baby Unit. The hospital also provides a range of specialised clinics and an out-patients service.
- Millom Hospital (University Hospitals of Morecambe Bay) – this is a nine bed GP/nurse led unit which provides medical, nursing, rehabilitation and end-of-life care for sub-acute inpatients. The Hospital also houses Waterloo House GP Surgery and is a base for the North West Ambulance Service. For Acute hospital care, residents from Millom and the

[43] https://cumbria.gov.uk/elibrary/Content/Internet/327/6214/42849133548.PDF

surrounding areas are can also travel to Furness General Hospital in Barrow-in-Furness.

- The Copeland Unit (North Cumbria Integrated Care) – this Unit is based within the West Cumberland Hospital and offers 'step up' (admitted from home) and 'step down' (admitted from a hospital ward) care.

9.14 The provision of certain services at the West Cumberland Hospital has been under scrutiny in recent years. In 2015, the West, North and East Cumbria Success Regime was set up by the NHS to try to address some of the challenges faced by the health services including: staff recruitment; a lack of community care facilities, putting additional pressure on hospital services; finance issues; and higher than average poor health of residents.

9.15 In September 2016, a consultation entitled Healthcare for the Future was launched assessing the health and social care in West, North and East Cumbria[44]. As part of this it was announced that consultant-led maternity services would remain in Whitehaven and that the main inpatient paediatric unit for the area would be based at the Cumberland Infirmary, Carlisle with a short stay paediatric assessment unit at Whitehaven. A small number of paediatric overnight beds for less acute, low risk illnesses would also be available at the West Cumberland Hospital.

9.16 As well as addressing staffing issues, investment is currently ongoing into the physical infrastructure of the West Cumberland Hospital. A £90 million investment saw a new hospital built in 2015 which marked Phase 1 of the redevelopment. In May 2019, Phase 1b was completed when a new diagnostics suite for cardiology and breast screening and a vascular laboratory were opened. Demolition work is ongoing which will remove some of the older hospital blocks, ready for the next stage of redevelopment (Phase 2).

Planned schemes

- Phase 2 of the West Cumberland Hospital redevelopment – purpose built chemotherapy centre

Summary

9.17 Whilst all GP surgeries are currently accepting new patients, indicating that there is capacity, consideration needs to be given to the population projections for the Borough. An ageing population will see extra demand for certain services provided by GP surgeries. This, coupled with the current issues related to recruitment and retention of healthcare staff, could lead to additional pressure on GP surgeries.

9.18 From the data available for dental surgeries, it shows that there is currently limited capacity for NHS patients but there is capacity for private patients

[44] http://www.wnecumbria.nhs.uk/wp-content/uploads/2017/03/Healthcare-for-the-Future-consultation-Full-Report.pdf

across four surgeries. In the north of the Borough, there is no dental surgery in the Key Service Centre of Cleator Moor meaning that residents will need to travel to either Egremont or Whitehaven.

9.19 There is a clear projected shortfall in the number of Extra Care Housing units in Copeland due its super-ageing population. There is currently no provision in Arlecdon/Cleator Moor/Frizington, Beckermet/Egremont/Ennerdale or Bootle/Gosforth/Seascale. By 2025 there will be a need for an additional 290 units across the whole of the Borough, with 109 of these units required in Whitehaven and its surrounding areas.

9.20 Recently, there has been close scrutiny about the services provided at the West Cumberland Hospital, as well as looking at the issue of staffing shortages. Following these reviews, some services have moved to the Cumberland Infirmary in Carlisle, however, there has also been large investment in the West Cumberland Hospital. This included the provision of new facilities for cardiology and breast screening, with development currently underway for a new purpose built chemotherapy centre. However, there have been recent concerns from the CQC[45] about staffing levels in the emergency departments suggesting that recruitment and retention of staff is still an issue.

[45] https://www.cqc.org.uk/sites/default/files/new_reports/AAAJ9990.pdf

10. Education

Current situation

10.1 This chapter provides an overview on the current situation in terms of education provision for the areas of Copeland outside of the Lake District National Park.

10.2 Appendix 3 provides the detail for each school in terms of the location, type, total places available (PAN Capacity), number of pupils registered in each school as of January 2020 and the net capacity for each school.

10.3 The schools have been grouped in areas based upon the Principal Service Centre (Whitehaven) and the Key Service Centres (Cleator Moor, Egremont and Millom) for ease of reference and assessment.

10.4 The net capacity for each school has been calculated as a percentage and has been categorised as follows: 10% or less (very little or no capacity – shown as red), 11%-20% (limited capacity– shown as amber) and more than 20% (good capacity – shown as green).

10.5 It should be noted that the figures included within this chapter and Appendix 3 were correct as of January 2020; this data provides a 'snapshot' in time, and that the number of pupils registered at schools will vary each year, and the capacity of schools (PAN capacity) may also change.

10.6 Overall Copeland has 40 schools: 34 primary schools; 4 secondary schools; 1 special school; and 1 Independent school. The majority of the schools (34) are run by the Local Education Authority (Cumbria County Council), 5 are Academies and one is an Independent school.

Primary Schools

10.7 In January 2020, there were 34 primary schools with a total of 5,728 available places. There were 4,728 pupils registered on school rolls, leaving a net capacity of 1,000 (17.5%) across the Borough. These figures exclude the parts of Copeland which fall within the Lake District National Park Authority which have a collective surplus of 30%. Where necessary, the Local Education Authority will use this surplus capacity, irrespective of administrative boundaries.

10.8 Overall for Whitehaven and the surrounding areas, the 20 primary schools have a net capacity of 542. However, this masks the fact that there are 6 schools operating at or over capacity; 4 of these schools are within Whitehaven itself and there are neighbouring schools within 2 miles (the County Council's maximum statutory walking distance to school for children under the age of 8) which have capacity. Therefore the additional demand for the schools which are currently over capacity could be accommodated by other local schools.

10.9 St. Bridget's C of E School in Parton has an additional 18 pupils registered above its capacity, and Moresby Primary School at Moresby Parks is also operating at capacity. Should development occur within the catchment area for these schools, then there may be capacity issues which will need to be addressed at the planning application stage.

10.10 Bookwell Primary School in Egremont has no spare capacity; however, the other 2 primary schools in Egremont (Orgill Primary School and St. Bridget's Catholic School) both have capacity to accommodate any shortfall in places.

10.11 Haverigg Primary School had 174 pupils registered in January 2020, despite having a PAN capacity of 126; this means that it is currently operating at 38% over capacity. The next nearest town of Millom (approximately 1.5 miles away) has 3 primary schools and there is some capacity (currently 67 places). However, as Millom is a Key Service Centre, it would be expected that the level of development within Millom itself during the Local Plan period could take up this capacity. Therefore, any development within Haverigg may exacerbate the current capacity issues at Haverigg Primary School.

Secondary Schools

10.12 In January 2020, there were four secondary schools providing 3,775 places, of which 2,957 were taken, leaving a net capacity of 818 (22%) across the Borough. Three of the secondary schools offer further education for 16-18 year olds; there were a total of 389 places across St. Benedict's Catholic High School (154 places), West Lakes Academy (204 places) and Millom School (31 places).

10.13 Within Whitehaven, St. Benedict's Catholic High School is currently operating over capacity by 25 places, although there were 715 places available at Whitehaven Academy. However, it should be noted that Whitehaven Academy's PAN capacity is reducing from 1,220 to 750 in September 2020 due to the re-building of a new school on the site. In September 2021, the PAN capacity will increase to 900.

10.14 West Lakes Academy in Egremont has a PAN capacity of 900 and, in January 2020, had 1,029 pupils registered at the school. Development in this area which is likely to result in the increase of secondary school aged children living within the catchment of the school may need to address the provision of secondary school education.

Other Education provision

10.15 Mayfield School recently moved to co-locate on the same site as St. Benedict's Catholic High School at Campus Whitehaven. The school is an all age special school for children and young people with special education needs and it caters for pupils that live in Copeland and Allerdale. As it is the only school in West Cumbria solely providing for those with special education

needs, there is high demand for places and it is currently operating at capacity.

10.16 St. Bees School is an Independent school located at St. Bees and is currently run by Hong Kong based managers the Full Circle Education Group. St. Bees was founded in 1583 but, due to falling student numbers, it closed in 2015. It re-opened in September 2018 initially only to a Year 7 cohort to slowly increase the pupil numbers, hence the 83% net capacity when compared to the PAN capacity.

Planned schemes

- Rebuilding of Whitehaven Academy (Cumbria Education Trust)

Summary

10.17 Whilst the data only shows the situation in terms of school places as of January 2020, it shows that there are some capacity issues which will need to be addressed if new developments create additional demand at these schools. For primary schools, this is the current situation at St. Bridget's C of E School (Parton), Moresby Primary School (Moresby Parks) and Haverigg Primary School (Haverigg).

10.18 In terms of secondary schools, St. Benedict's Catholic High School is operating over capacity; whilst Whitehaven Academy had 715 spare places in January 2020, the Academy is currently being rebuilt and the PAN will reduce as a result. West Lakes Academy in Egremont is over capacity and new development in this area could need to contribute to the provision secondary school education.

10.19 There is high demand for Mayfield School as it is the only dedicated school for children and young people with special education needs in West Copeland.

11. Sport and Leisure facilities

Current situation

11.1 A study has recently been completed which looks at the provision of indoor sports facilities. The information below summarises the findings of the current provision of sport and leisure facilities within Copeland. The Council did commission an additional study to assess outdoor playing pitches and sports facilities for football, cricket, hockey and Rugby Union; however, due to the Covid-19 situation, this was unable to be completed. It is intended that this study will be completed for inclusion, and subsequent assessment, in the Stage 2 of the Infrastructure Delivery Plan.

11.2 Copeland currently has: six sports halls; three swimming pools; 427 health and fitness stations; five studios; nine squash courts; seven activity halls and one indoor bowls hall (see Table 15). As it is the Principal Service Centre, the majority of the facilities are located in Whitehaven; for example, it has 67% of the swimming pool provision, 63% of the health and fitness stations and 80% of the studios. The Study has highlighted the need to ensure that indoor sports facilities are available to all members of the community; it is important that the potential to utilise community centres/halls, and other informal places and spaces for activities, is developed in order to make the provision at a more local level. This will increase accessibility, especially in the more rural areas of the Borough.

		Sports Halls	Swimming Pools	Health and Fitness Stations	Studios	Squash Courts	Activity Halls	Indoor Bowls Hall
Wath Brow Hornets Rugby Club	Cleator Moor	0	0	20	0	0	0	0
Cleator Moor Activity Centre	Cleator Moor	0	0	16	0	0	0	1
West Lakes Academy	Egremont	1	0	0	1	0	1	0
API Fitness	Egremont	0	0	40	0	0	0	0
SARSA Sports Complex	Egremont	0	0	28	0	4	0	0
Millom Recreation Centre	Millom	1	0	0	0	0	0	0
Millom Rugby League FC	Millom	0	0	20	0	0	0	0
Black Combe Junior School	Millom	0	0	0	0	0	1	0
Seascale Community Fitness Centre	Seascale	0	0	36	0	0	0	0
Seascale Sports Hall	Seascale	0	0	0	0	0	1	0
St. Bees School	St. Bees	1	1	0	0	2	1	0
Thwaites	The Green,	0	0	0	0	0	1	0

Village Hall	Millom							
Whitehaven Sports Centre	Whitehaven	1	0	74	1	3	0	0
Whitehaven Academy	Whitehaven	1	0	0	0	0	1	0
St. Benedicts High School	Whitehaven	1	0	0	0	0	1	0
Copeland Swimming Pool and Fitness Centre	Whitehaven	0	2	30	1	0	0	0
Cumbria Sport Academy	Whitehaven	0	0	15	0	0	0	0
Summergrove Halls	Whitehaven	0	0	8	0	0	0	0
Powerhouse and Phoenix	Whitehaven	0	0	91	0	0	0	0
Hensingham Rugby League FC	Whitehaven	0	0	12	0	0	0	0
Kells Rugby League FC	Whitehaven	0	0	30	0	0	0	0
St. Benedicts Rugby Union FC	Whitehaven	0	0	7	0	0	0	0
24 Wellness Club	Whitehaven	0	0	0	2	0	0	0
		6	**3**	**427**	**5**	**9**	**7**	**1**

Table 15: Indoor Sports Facilities in Copeland

11.3 The Study has identified specific priorities for future investment in facility provision:

- Sports and Activity Halls – as a minimum, retain existing levels of provision. Refurbish/redevelop existing ageing facilities.
- Swimming pools – as a minimum, retain existing levels of provision. A small pool should be considered for Millom.
- Health and Fitness – maintain the provision of pay and play access at Whitehaven Sports Centre and Copeland Swimming Pool and Fitness Centre.
- Indoor bowls – based on an ageing population, provision of further indoor bowling should be explored.

11.4 In addition to the above, there is a current unmet need for 5-6 indoor tennis courts and the opportunity to develop gymnastics facilities at West Cumbria Gymnastics Club, Millom Recreation Centre Gym Club and Whitehaven Gymnastics Club.

11.5 It is also important that any new housing development supports the access and movement of residents through good design and the provision of more active environments, encouraging walking, cycling and jogging.

Summary

11.6 In terms of indoor sports facilities, the recent Study has highlighted that there is a current unmet need for 5-6 indoor tennis courts and there is an opportunity to develop gymnastic facilities. There is also the need for additional future investment in: sports and activity halls; swimming pools; health and fitness; and indoor bowls.

12. Green infrastructure and open space

Current situation

12.1 Copeland Borough Council is responsible for the management and maintenance of open spaces within Copeland.

12.2 An Open Space Study was carried out earlier in 2020 which assessed the current situation in terms of the provision of open space within settlements across the Borough. The Study showed that there are a total of 299 sites which contribute to open space, totalling 388 hectares (see Table 16). The largest amount of open space comes from natural and semi-natural greenspace which contributes to over half of the open space in the Borough.

Open space typology	Number of sites	Total amount (hectares)
Park and gardens	7	13 (3%)
Natural and semi-natural greenspace	63	201 (52%)
Amenity greenspace	111	103 (27%)
Provision for children and young people	52	6 (1.5%)
Allotments	38	23 (6%)
Cemeteries/churchyards	24	37 (9.5%)
Civic space	4	5 (1%)
Total	**299**	**388 (100%)**

Table 16: Overview of open space provision in Copeland

12.3 On average, there is 5.33 hectares of open space per 1,000 of the Borough's population. Table 17 summarises the provision of open space across the 25 settlements, highlighting the settlements which are below the Borough average.

	Total number of open space sites	Total amount of open space (hectares)	Population by analysis area	Current provision per 1,000 population
Arlecdon and Rowrah	4	3.77	790	4.77
Beckermet	4	0.62	648	0.66
Bigrigg	4	1.61	768	2.09
Calderbridge	7	4.39	192	22.86
Cleator	6	7.65	1,255	2.18
Cleator Moor	30	35.03	6,110	5.26
Distington	6	5.44	1,514	2.99
Drigg/Holmrook	2	0.28	355	0.06
Egremont	36	39.61	6,638	5.34
Frizington	12	5.79	2,100	1.23

Haverigg	6	5.13	1,070	4.34
Keekle	2	0.44	211	2.08
Kirkland/Ennerdale Bridge	6	0.85	423	3.04
Low Moresby/ Howgate	0	0	364	0
Lowca	7	3.4	782	4.35
Millom	19	30.41	6,574	4.42
Moor Row	7	5.46	929	5.88
Moresby Parks	4	1.9	1,198	1.59
Parton	12	9.78	1,006	9.72
Sandwith	1	0.12	185	0.06
Seascale	13	5.31	1,963	2.47
St. Bees	10	10.83	1,699	6.37
The Hill/The Green/Hallthwaites	4	1.52	334	3.08
Thornhill	2	2.01	1,046	1.92
Whitehaven	94	208.02	26,880	6.9

Table 17: Provision of open space in Copeland

12.4 Table 17 above shows that the provision across settlements is varied and that only six settlements (Calderbridge, Egremont, Moor Row, Parton, St. Bees and Whitehaven) have more than the Borough average of 5.33 hectares of open space per 1,000 population. There are three settlements which have less than 1 hectares per 1,000 population (Beckermet, Drigg and Sandwith), and Low Moresby/Howgate does not have any open space provision at all.

12.5 Appendix 4 contains the breakdown of the open space typologies across all the settlements; this shows that only Whitehaven and Millom have provision of all seven open space typologies. The other settlements are missing at least one of the open space typologies, meaning that there is an under-provision of certain typologies within these settlements; across the Borough, Parks and Gardens and Civic Space is the least provided for.

12.6 Outside of the settlements, there are 23 additional sites providing 445 hectares of open space. These sites are more strategic in nature and include Hodbarrow RSPB (205 hectares), Drigg Beach (132 hectares), Walkmill, Moresby (37 hectares) and St. Bees Beach (24 hectares).

12.7 However, it is not all about the quantity of open space provision. The Study also assessed the quality and value ratings for each open space site. Each site was scored against the Green Flag Award scheme for quality and includes criteria such as physical access, personal security, information signage, standard of equipment and facilities and safety and security. Site visit data (e.g. level of use, context of the site and type of use) is combined with desk based research (e.g. benefits such as social, economic, amenity, health and wellbeing and educational) to determine the value of an open space site. It should be noted that due to restrictions, some sites were unable

to be visited so only 278 are included in the assessment. A baseline threshold is then applied and each site is assessed as falling either below or above the threshold (see Table 18).

	Total number of open space sites	Quality			Value	
		Below	Above		Below	Above
Arlecdon and Rowrah	4	1	2		0	3
Beckermet	4	2	2		0	4
Bigrigg	4	1	3		1	3
Calderbridge	7	2	5		0	7
Cleator	6	1	5		0	6
Cleator Moor	30	13	15		3	25
Distington	6	0	6		0	6
Drigg/Holmrook	2	0	2		0	2
Egremont	36	10	19		2	27
Frizington	12	6	6		4	8
Haverigg	6	1	5		1	5
Keekle	2	1	1		0	2
Kirkland/Ennerdale Bridge	6	1	5		0	6
Low Moresby/Howgate	0	-	-		-	-
Lowca	7	3	4		1	6
Millom	19	2	15		0	17
Moor Row	7	3	3		1	5
Moresby Parks	4	1	3		1	3
Parton	12	4	8		1	11
Sandwith	1	0	1		0	1
Seascale	13	1	10		1	10
St. Bees	10	1	9		0	10
The Hill/The Green/Hallthwaites	4	1	3		0	4
Thornhill	2	0	2		0	2
Whitehaven	94	34	55		21	68

Table 18: Assessment of quality and value of open space sites

12.8 Of the 278 sites that could be assessed, 68% were above the threshold for quality, and 87% were above the threshold for value. As they are the largest settlements in Copeland, Cleator Moor, Egremont, Millom and Whitehaven have the most number of open space sites. Cleator Moor, Egremont and Whitehaven also have the highest amount of sites which fall below the thresholds for quality, and Whitehaven has a high number of sites which fall below the threshold for value.

Summary

12.9 The majority of green infrastructure and open space in Copeland is natural and semi-natural greenspace (52%) and amenity greenspace (27%).

12.10 On average there are 5.33 hectares of open space per 1,000 of the population. It is clear that most settlements fall below this average, with three settlements having less than 1 hectares per 1,000 population (Beckermet, Drigg and Sandwith), and Low Moresby/Howgate not having any open space provision at all.

12.11 In terms of the quality of these spaces, it is clear that there are currently a number of sites in Cleator Moor, Egremont and Whitehaven which needs to be improved, with certain sites in Whitehaven needing to be improved in terms of value.

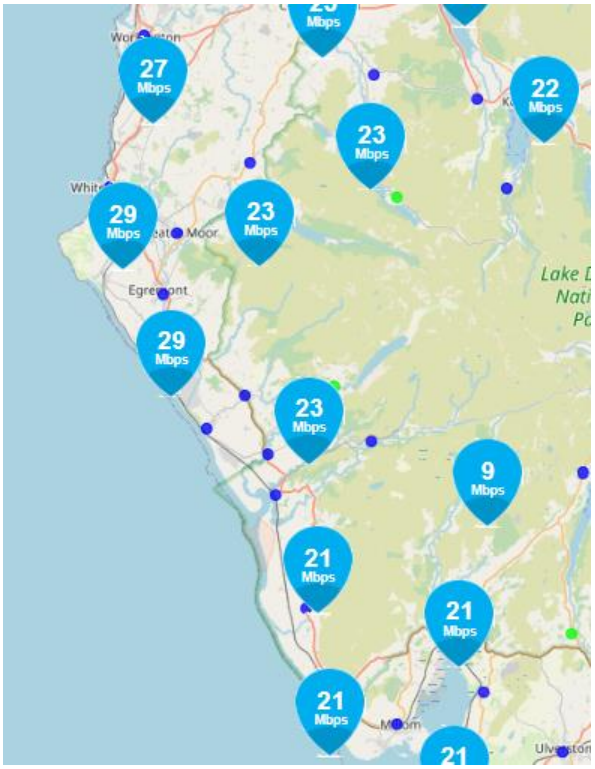
Appendix 1 Properties not on the gas grid in Copeland

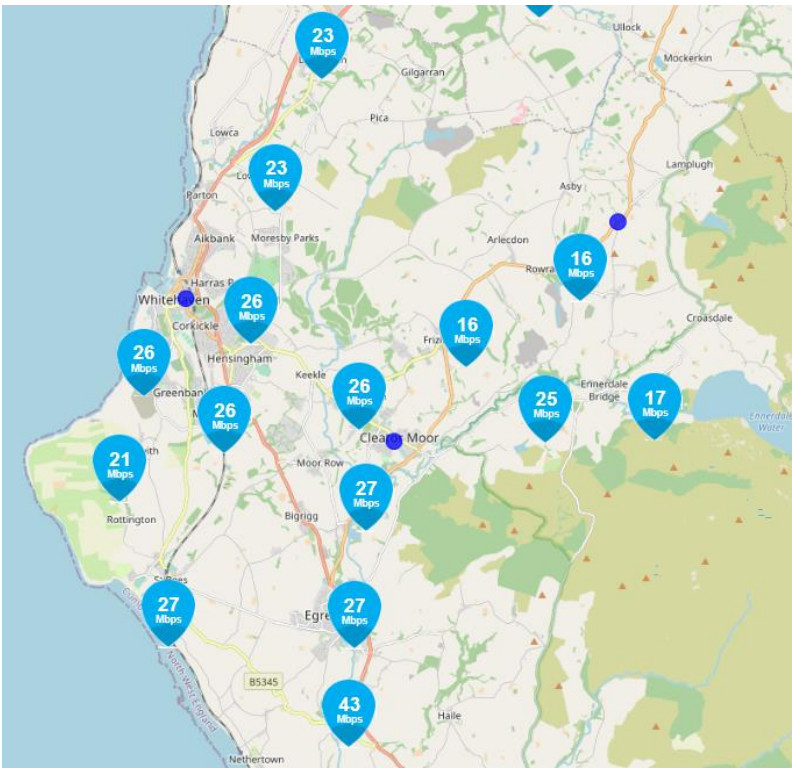
LSOA reference	Rural-Urban Classification	Sparse?	Total number of properties	Total number of properties off the gas grid	Percentage of properties off the gas grid
Copeland 003A	C1 (Urban - City and Town)	No	737	36	4.9%
Copeland 003F	C1 (Urban - City and Town)	No	529	26	4.9%
Copeland 002A	C1 (Urban - City and Town)	No	670	34	5.1%
Copeland 005D	C1 (Urban - City and Town)	No	632	34	5.4%
Copeland 004C	D1 (Rural - Town and Fringe)	No	742	41	5.5%
Copeland 006B	D1 (Rural - Town and Fringe)	No	622	39	6.3%
Copeland 003G	C1 (Urban - City and Town)	No	544	39	7.2%
Copeland 005C	C1 (Urban - City and Town)	No	639	47	7.4%
Copeland 003B	C1 (Urban - City and Town)	No	740	58	7.8%
Copeland 008C	D1 (Rural - Town and Fringe)	No	672	57	8.5%
Copeland 004F	D1 (Rural - Town and Fringe)	No	630	54	8.6%
Copeland 003C	C1 (Urban - City and Town)	No	640	63	9.8%
Copeland 004E	D1 (Rural - Town and Fringe)	No	703	71	10.1%
Copeland 004B	D1 (Rural - Town and Fringe)	No	548	58	10.6%
Copeland 001B	D1 (Rural - Town and Fringe)	No	718	81	11.3%
Copeland 006E	D1 (Rural - Town and Fringe)	No	998	117	11.7%
Copeland 004D	D1 (Rural - Town and Fringe)	No	682	82	12%
Copeland 006C	D1 (Rural - Town and Fringe)	No	730	88	12.1%
Copeland 001C	C1 (Urban - City and Town)	No	626	78	12.5%
Copeland 006A	D1 (Rural - Town and Fringe)	No	625	83	13.3%
Copeland 005B	C1 (Urban - City and Town)	No	552	75	13.6%
Copeland 006D	D1 (Rural - Town and Fringe)	No	878	120	13.7%

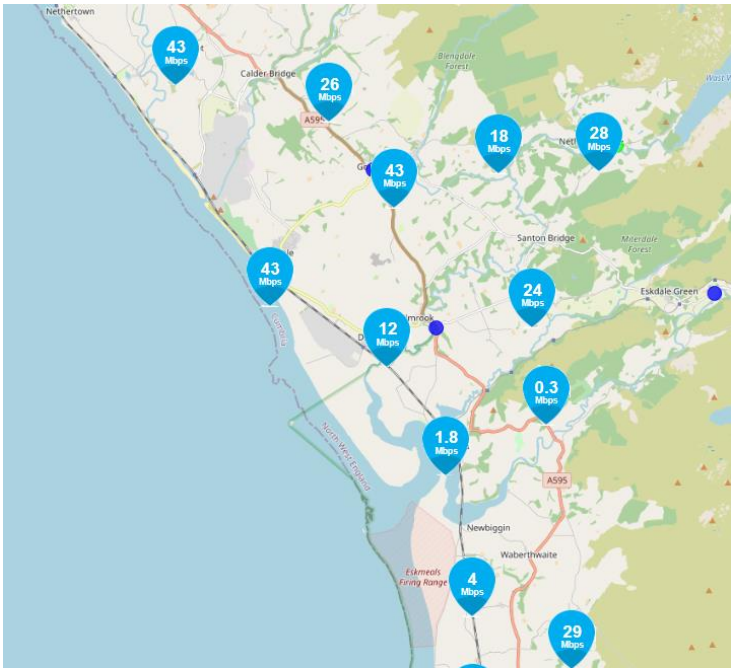
Copeland 005A	C1 (Urban - City and Town)	No	669	99	14.8%
Copeland 008D	D1 (Rural - Town and Fringe)	No	526	78	14.8%
Copeland 004H	D1 (Rural - Town and Fringe)	No	656	100	15.2%
Copeland 008G	D1 (Rural - Town and Fringe)	No	1067	162	15.2%
Copeland 005E	C1 (Urban - City and Town)	No	651	100	15.4%
Copeland 008F	D1 (Rural - Town and Fringe)	No	792	123	15.5%
Copeland 003E	C1 (Urban - City and Town)	No	676	108	16%
Copeland 001D	D1 (Rural - Town and Fringe)	No	552	90	16.3%
Copeland 004I	D1 (Rural - Town and Fringe)	No	643	110	17.1%
Copeland 002D	C1 (Urban - City and Town)	No	535	98	18.3%
Copeland 003D	C1 (Urban - City and Town)	No	775	161	20.8%
Copeland 004A	E1 (Rural - village)	No	737	169	22.9%
Copeland 005F	C1 (Urban - City and Town)	No	839	197	23.5%
Copeland 008B	D1 (Rural - Town and Fringe)	No	680	160	23.5%
Copeland 002C	C1 (Urban - City and Town)	No	627	169	27%
Copeland 007E	D2 (Rural - Town and Fringe in a sparse setting)	Yes	737	235	31.9%
Copeland 007D	D1 (Rural - Town and Fringe)	No	906	309	34.1%
Copeland 007B	E1 (Rural - village)	No	724	274	37.8%
Copeland 005G	C1 (Urban - City and Town)	No	453	175	38.6%
Copeland 007A	E1 (Rural - village)	No	796	356	44.7%
Copeland 007C	E2 (Rural - Village in a sparse setting)	Yes	758	350	46.2%
Copeland 002B	C1 (Urban - City and Town)	No	1271	638	50.2%
Copeland 007F	E2 (Rural - Village in a sparse setting)	Yes	677	418	61.7%
Copeland 001A	E1 (Rural - village)	No	538	347	64.5%
Copeland 008A	E2 (Rural - Village in a sparse setting)	Yes	671	595	88.7%
Copeland 004G	E1 (Rural - village)	No	524	498	95%
Copeland 008E	E2 (Rural - Village in a sparse setting)	Yes	728	692	95.1%

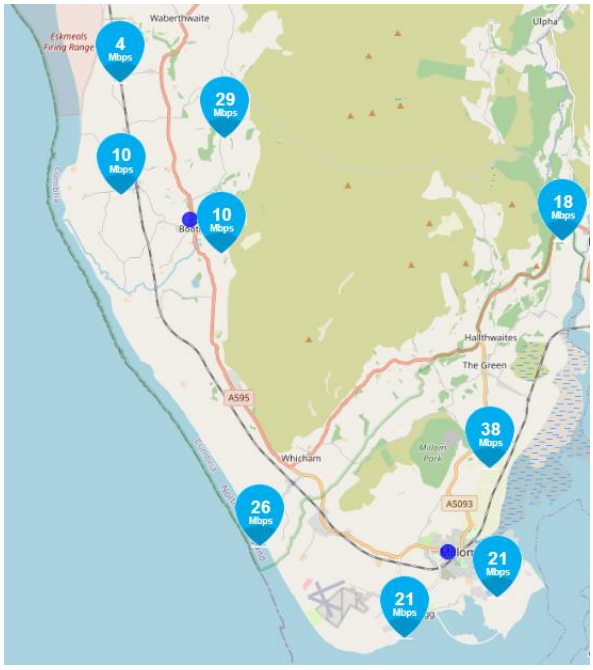
Source: https://www.nongasmap.org.uk/

Appendix 2 Broadband speeds in Copeland









Appendix 3 Education provision in Copeland

School	Location	Type	Total Places Available (PAN Capacity)	Number on Roll (January 2020)	Capacity (Net Capacity)
Principal Town – Whitehaven and surrounding areas					
Primary Schools					
Arlecdon Primary School	Arlecdon	Academy	84	35	49 (58%)
Bransty Primary School	Whitehaven	LEA	175	179	-4 (0%)
Distington Community School	Distington	LEA	140	107	33 (24%)
Frizington Community Primary School	Frizington	LEA	140	125	15 (11%)
Hensingham Primary School	Whitehaven	Academy	210	146	64 (30%)
Jericho Primary School	Whitehaven	LEA	364	388	-24 (0%)
Kells Infant School	Whitehaven	LEA	90	85	5 (6%)
Lamplugh C of E School	Kirkland	LEA	70	13	57 (81%)
Lowca Community School	Lowca	LEA	84	52	32 (38%)
Monkwray Junior School	Whitehaven	LEA	152	120	32 (21%)
Moresby Primary School	Moresby Parks	LEA	105	106	-1 (0%)
St. Bees Village Primary School	St. Bees	LEA	210	185	25 (12%)
St. Begh's Catholic Primary School	Whitehaven	LEA	300	259	41(14%)
St. Bridget's C of E School	Parton	LEA	70	88	-18 (0%)
St. Gregory and St. Patrick's Catholic Infant School	Whitehaven	LEA	240	173	67 (28%)
St. James' C of E Infant School	Whitehaven	LEA	135	101	34 (25%)
St. James' C of E Junior School	Whitehaven	LEA	192	158	34 (18%)
St. Joseph's Catholic Primary School	Frizington	LEA	84	74	10 (12%)
St. Mary's Catholic Primary School	Whitehaven	LEA	175	177	-2 (0%)
Valley Primary School and Nursery	Whitehaven	LEA	315	222	93 (29.5%)
Secondary Schools					
St. Benedict's Catholic High School	Whitehaven	LEA	930	955 (1109 incl. 6th form)	-25 (0%)
Whitehaven Academy	Whitehaven	Academy	1220	505	715 * (59%)
Other Education Provision					
Mayfield School	Whitehaven	Special School	160	160	0 (0%)
St. Bees School	St. Bees	Independent	300	52	248 (83%)
Cleator Moor (Key Service Centre and surrounding area)					
Primary Schools					

Montreal C of E Primary School	Cleator Moor	LEA	280	151	129 (46%)
Moor Row Community Primary School	Moor Row	LEA	105	64	41 (39%)
St. Patrick's Catholic Primary School	Cleator Moor	LEA	329	249	80 (24%)
Egremont (Key Service Centre and surrounding area)					
Primary Schools					
Beckermet C of E School	Beckermet	LEA	105	75	30 (29%)
Bookwell Primary School	Egremont	LEA	210	210	0 (0%)
Orgill Primary School	Egremont	LEA	280	239	41 (15%)
St. Bridget's Catholic School	Egremont	LEA	154	124	30 (20%)
Seascale Primary School	Seascale	LEA	210	171	39 (19%)
Thornhill Primary School	Thornhill	Academy	77	52	25 (32%)
Secondary Schools					
West Lakes Academy	Egremont	Academy	900	1029 (1233 incl. 6th form)	-129 (0%)
Millom (Key Service Centre and surrounding area)					
Primary Schools					
Black Combe Junior School	Millom	LEA	136	102	34 (25%)
Haverigg Primary School	Haverigg	LEA	126	174	-48 (0%)
Millom Infant School	Millom	LEA	108	91	17 (16%)
St. James' Catholic Primary School	Millom	LEA	210	194	16 (8%)
Thwaites School	Hallthwaites	LEA	63	39	24 (38%)
Secondary Schools					
Millom School	Millom	LEA	725	468 (499 incl. 6th Form)	257 (35%)
Lake District National Park					
Primary Schools					
Captain Shaw's C of E School	Bootle	LEA	56	37	19 (34%)
Ennerdale and Kinniside C of E Primary School	Ennerdale Bridge	LEA	56	54	2 (4%)
Gosforth C of E School	Gosforth	LEA	140	118	22 (16%)
St. Bega's C of E Primary School	Santon Bridge	LEA	84	28	56 (67%)
Waberthwaite C of E School	Lane End	LEA	70	47	23 (33%)
Secondary Schools					
Keswick School	Keswick	Academy	1040	1077 (1337 incl. 6thform)	-37 (0%)

** N.B. – Whitehaven Academy - PAN is reducing to 750 in September 2020. In September 2021, the PAN will rise from 750 to 900 to coincide the opening of new build replacement school Sept 2021. Sixth form transferring to Workington Academy whilst new building is being constructed*

Appendix 4: Open space provision in Copeland

	Total number of open space sites	Total amount of open space (hectares)	Current provision per 1,000 population	Parks and Gardens			Amenity greenspace			Provision for children and young people		
				Number of sites	Total hectares	Provision per 1,000 population	Number of sites	Total hectares	Provision per 1,000 population	Number of sites	Total hectares	Provision per 1,000 population
Arlecdon and Rowrah	4	3.77	4.77	-	-	-	1	1.27	1.61	1	0.29	0.37
Beckermet	4	0.62	0.66	-	-	-	1	0.24	0.37	2	0.19	0.29
Bigrigg	4	1.61	2.09	-	-	-	3	1.54	2.00	1	0.07	0.09
Calderbridge	7	4.39	22.86	-	-	-	2	1.62	8.44	1	0.03	0.16
Cleator	6	7.65	2.18	-	-	-	2	2.06	1.64	1	0.09	0.07
Cleator Moor	30	35.03	5.26	-	-	-	9	7.77	1.27	3	0.12	0.02
Distington	6	5.44	2.99	-	-	-	3	3.46	2.28	1	0.06	0.03
Drigg/Holmrook	2	0.28	0.06	-	-	-	-	-	-	1	0.02	0.06
Egremont	36	39.61	5.34	1	1.19	0.18	10	9.46	1.43	4	0.37	0.06
Frizington	12	5.79	1.23	-	-	-	6	1.92	0.91	2	0.15	0.07
Haverigg	6	5.13	4.34	-	-	-	1	0.29	0.27	1	0.26	0.24
Keekle	2	0.44	2.08	-	-	-	1	0.38	1.8	1	0.06	0.28
Kirkland/Ennerdale Bridge	6	0.85	3.04	-	-	-	2	0.58	2.42	3	0.15	0.62
Low Moresby/ Howgate	0	0	0	-	-	-	-	-	-	-	-	-
Lowca	7	3.4	4.35	-	-	-	4	1.74	2.22	3	1.66	2.12
Millom	19	30.41	4.42	1	3.38	0.51	5	2.31	0.35	3	0.16	0.02
Moor Row	7	5.46	5.88	-	-	-	2	1.87	2.01	1	0.11	0.12
Moresby Parks	4	1.9	1.59	-	-	-	1	0.68	0.57	1	0.03	0.03
Parton	12	9.78	9.72	-	-	-	7	4.19	4.16	2	0.23	0.23
Sandwith	1	0.12	0.06	-	-	-	1	0.12	0.06	-	-	-
Seascale	13	5.31	2.47	-	-	-	6	3.61	1.84	4	0.84	0.43
St. Bees	10	10.83	6.37	1	0.06	0.04	3	7.47	4.4	2	0.28	0.16
The Hill/The Green/Hallthwaites	4	1.52	3.08	-	-	-	2	0.97	2.9	1	0.06	0.18
Thornhill	2	2.01	1.92	-	-	-	1	1.81	1.73	1	0.20	0.19
Whitehaven	94	208.02	6.9	4	8.63	0.32	37	47.66	1.77	12	1.01	0.04

	Natural and semi-natural greenspace			Allotments			Cemeteries			Civic Space		
	Number of sites	Total hectares	Provision per 1,000 population	Number of sites	Total hectares	Provision per 1,000 population	Number of sites	Total hectares	Provision per 1,000 population	Number of sites	Total hectares	Provision per 1,000 population
Arlecdon and Rowrah	2	2.21	2.79	-	-	-	-	-	-	-	-	-
Beckermet	-	-	-	-	-	-	1	0.19	-	-	-	-
Bigrigg	-	-	-	-	-	-	-	-	-	-	-	-
Calderbridge	2	2.05	10.68	1	0.61	3.18	1	0.08	-	-	-	-
Cleator	-	-	-	1	0.59	0.47	2	4.91	-	-	-	-
Cleator Moor	7	19.88	3.25	7	4.42	0.72	3	2.25	-	1	0.59	-
Distington	1	1.03	0.68	-	-	-	1	0.89	-	-	-	-
Drigg/Holmrook	-	-	-	-	-	-	1	0.26	-	-	-	-
Egremont	11	19.8	2.98	8	4.65	0.70	2	4.14	-	-	-	-
Frizington	-	-	-	2	0.53	0.25	2	3.19	-	-	-	-
Haverigg	1	2.8	2.62	2	1.29	1.21	1	0.49	-	-	-	-
Keekle	-	-	-	-	-	-	-	-	-	-	-	-
Kirkland/Ennerdale Bridge	-	-	-	-	-	-	1	0.12	-	-	-	-
Low Moresby/ Howgate	-	-	-	-	-	-	-	-	-	-	-	-
Lowca	-	-	-	-	-	-	-	-	-	-	-	-
Millom	3	21.98	3.34	5	1.23	0.19	1	1.23	-	1	0.11	-
Moor Row	1	1.98	2.13	3	1.5	1.61	-	-	-	-	-	-
Moresby Parks	1	0.33	0.28	1	0.86	0.72	-	-	-	-	-	-
Parton	2	5.1	5.07	1	0.26	0.26	-	-	-	-	-	-
Sandwith	-	-	-	-	-	-	-	-	-	-	-	-
Seascale	1	0.39	0.20	-	-	-	2	0.47	-	-	-	-
St. Bees	1	1.62	0.95	2	0.72	0.42	1	0.67	-	-	-	-
The Hill/The Green/Hallthwaites	-	-	-	-	-	-	1	0.49	-	-	-	-
Thornhill	-	-	-	-	-	-	-	-	-	-	-	-
Whitehaven	30	121.64	4.53	5	6.54	0.24	4	17.84	-	2	4.7	-