

Station Yard, Moor Row

784-B078721

Transport Statement

Nigel Kay Homes

May 2026



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1.0 INTRODUCTION

- 1.1 Tetra Tech have been engaged by Nigel Kay Homes Ltd to produce this Transport Statement (TS) in support of the planning application for a residential development of up to 45 homes on land adjoining Station Yard, Moor Row. Figure 1 in Appendix A shows the site location.
- 1.2 Station Yard is a development site for Nigel Kay Homes Ltd which has planning permission for up to 65 homes and the formation of a new access to Dalzell Street. The site is currently under construction and is will deliver 60 homes. First occupations are expected shortly. The application was supported by a Transport Statement produced by Tetra Tech.
- 1.3 The site which is the subject of this Transport Statement is located on the north side of the Station Yard development site and is to be accessed through it, utilising its agreed access from Dalzell Street.
- 1.4 This TS has been produced having due regard for the advice contained in:
 - National Planning Policy Framework (NPPF) published by the Ministry of Housing, Communities & Local Government (MHCLG) in February 2025;
 - MHCLG's Transport Assessment and Travel Plan guidelines set out in Planning Practice Guidance;
 - Manual for Streets (MfS) published by the Department for Transport (DfT), March 2007, and Manual for Streets 2 (MfS 2) published by the Chartered Institution of Highways and Transportation (CIHT, endorsed by the DfT), September 2010;
 - Design Manual for Roads and Bridges (DMRB);
 - Cumbria Development Design Guide version 1.1, January 2023.
- 1.5 The main purposes of this TS are to review the accessibility of the site for pedestrians, cyclists or users of public transport, and to consider the impacts of traffic generated by the proposed development on the local road network.
- 1.6 The TS has been prepared solely in connection with the proposed development. Whilst every reasonable effort has been made to ensure its accuracy, use of the information contained in the report by a third party for any other purpose is entirely at their own risk.

2.0 EXISTING SITUATION

Development Site

- 2.1 The site is located to the north of Moor Row in Cumbria as shown in Figure 1, Appendix A. It comprises agricultural land immediately to the north of the former Moor Row railway station and goods yard. The site is bounded to the north and east by agricultural land, to the west by Dalzell Street and to the south by the Station Yard development site.

Local Transportation Network

- 2.2 Directly south of the application site is the existing Station Yard site approved for 60 homes, there is a main access road running through the Station Yard site with a 5.5m wide carriageway and 2.0m wide footways either side from which the application site will be accessed.
- 2.3 Dalzell Street runs in a general north to south alignment past the development site. Dalzell Street has a carriageway width of approximately 7m in the vicinity of the site, with a grass verge on both sides of the road. The approved access junction for the Station Yard site, which will also serve the proposed development site lies within the 30mph speed limit for Moor Row, which changes to the National Speed Limit some 85m north of the proposed site access.
- 2.4 To the south of the site, Dalzell Street rises to cross a bridge over the former railway line and present cycleway – National Cycle Route 72 (Coast to Coast) which runs along the track bed of the former railway. On the bridge the carriageway is delineated by edge of carriageway markings to provide a 6m wide carriageway. After the bridge, the road continues south through Moor Row, where there is footway on both sides of the road, until a point just south of its junction with Church Street. To the north of the site, Dalzell Street continues for approximately 1.7km before reaching the priority junction with B5295 Keekle Terrace.
- 2.5 Church Street forms a staggered junction with Dalzell Street and Pearson Close in the centre of Moor Row, with the Dalzell Street to Church Street movement having priority. Pearson Close is a cul-de-sac which serves a small residential estate to the east. Church Street continues for a short distance to the west before becoming Scalegill Road, which continues for a further 1km before terminating at the priority junction with A595. To the south, Dalzell Street continues for approximately 2km before also connecting to the A595 south of Bigrigg.
- 2.6 To the north of the site, Dalzell Street connects with the B5295 at Keekle. The B5295 is the main road running between Cleator Moor, Hensingham and Whitehaven.
- 2.7 The A595 is located to the west of the site and is part of the Strategic Road Network linking the A66 to the north with Lillyhall Industrial Estate to the east of Workington, Whitehaven, Egremont and Sellafield.
- 2.8 The A5086 runs between the A66 at Cockermouth in the north and the A595 at Egremont via Frizington, Cleator Moor and Cleator.

Walking and Cycle Connections

- 2.9 Pedestrian connections are provided through the Station Yard site to link with the existing footway provision on Dalzell Street.
- 2.10 The NCN 72 Coast to Coast cycleway, which runs along the southern boundary of the Station Yard site provides cycle connections to Egremont and Sellafield to the south and Whitehaven and Workington to the north, as well as to Cleator and Thornhill via connection routes. Access to NCN 72 is available from the Station Yard site.
- 2.11 The accessibility from the site to nearby destinations on foot or by bike is considered in more detail in Chapter 4.0 below.

Extant Planning Permissions

- 2.12 The Station Yard site (Apps 4/23/2076/001 and 4/24/2323/0R1) is located to the south of the proposed development site and has outline planning permission for 65 homes and detailed permission for 60 homes. The site is under construction and first occupations are expected in the shortly. The approved site plan is attached at Appendix B and includes pedestrian and cycle connection to NCN72.
- 2.13 TT have not been made aware of any other extant planning permissions whose traffic impacts would need to be considered in this TS.

Traffic Surveys

- 2.14 For the Station Yard application an ATC survey was carried out between 13th and 19th September 2022, inclusive, on Dalzell Street in the vicinity of the site access. The data collected is considered to be representative of current conditions on Dalzell Street and is acceptable. The survey included Monday 19th September which was a Bank Holiday for the Queen's funeral. As a result, the traffic volume count for Friday 16th and Monday 19th have been excluded and the flows; Tuesday, Wednesday and Thursday were used to calculate the average peak hour flow. The 85th percentile traffic speeds were not so affected, and all days were used to calculate the average.
- 2.15 The 2022 survey recoded the following 7-day average 85th percentile speeds and Tuesday to Thursday average peak hour traffic volumes:
- Northbound = 41.2mph. AM Peak 79, PM Peak 122.
 - Southbound = 39.5mph. AM Peak 70, PM Peak 92.
- 2.16 The traffic survey report is attached in Appendix C and Figure 2 in Appendix A shows the 2022 surveyed flows in the AM and PM peak hours.

Road Safety

- 2.17 The road safety record of Dalzell Street at the proposed access junction and for a distance of 150m either side of it has been reviewed using Crashmap.co.uk. The review considered the 5-year period commencing 1 January 2018 and ending 31st December 2024, but excluding 2020 and 2021 which were affected by the Covid pandemic.

- 2.18 During the period in question there were no reported personal injury accidents in the area, as shown on Figure 3 in Appendix A.

3.0 PROPOSED DEVELOPMENT

- 3.1 The development proposal is for up to 45 homes. The proposed indicative development layout which shows 39 residential plots is shown at Alpha Design drawing 22/07/1026-04f) attached at Appendix D.
- 3.2 Vehicle access to the development site from Dalzell Street will be from the approved access junction for the Station Yard Development. The Approved Sc278 drawing for the access junction is attached at Appendix B. From within the Station Yard site access is provided from a Secondary Street which has a carriageway width of 5.5m and 2.0m wide footways on both sides
- 3.3 Pedestrian and cycle access is provided via the Station Yard development site via footways to Dalzell Street and foot/cycle connections to NCN72. From NCN 72 pedestrians can gain access to Dalzell Street south of the railway bridge where there is footway provision on both sides of Dalzell Street.
- 3.4 Residential parking at the development site will be provided in broad accordance with CCC's Development Design Guide.

4.0 ACCESSIBILITY

Walking

- 4.1 For this review an acceptable maximum walk distance of 1.95km from the centre of the proposed development has been adopted based on research published in LTT October 2017. This equates to approximately a 25 min walk (at a typical walking speed of 1.3m per sec).
- 4.2 Moor Row is limited with regards to local facilities and amenities. There is a Primary School and working men's club which can be reached via NCN 72 and link route to Scalegill Road which is an 10-minute traffic-free walk.
- 4.3 There are a number of shops and health facilities within nearby Cleator Moor, in particular on High Street and its immediate surrounds, which can be reached within a 22-25 minute walk from the development site utilising the NCN route. The direct access to the NCN from Station Yard will provide convenient traffic-free access for residents. Facilities within Cleator Moor include a pub, local convenience shop/ Post Office, hair salon, doctors' surgery, chemist, Montreal C of E Primary School and St Patrick's Catholic Primary School.
- 4.4 Leconfield Industrial Estate within Cleator Moor can be reached within a 1.85km (23-minute) walk via the traffic-free NCN 72 route directly from the site. Cleator Moor town council is in the process of improving and extending the industrial estate through the Levelling Up Fund grant. It is likely that this will become a more important employment destination in the near future.
- 4.5 Westlakes Science Park is located nearby, which provides high quality office space, as well as research/ development and education/ training, and is currently home to more than 2000 professionals. Future residents at the development will be able to reach the Science Park within a 22-24 minute walk via the proposed connections to NCN Route 72 to the west and finally footway along the A595. Alternatively, there is a shorter walk (approx. 8 mins), which involves an on-carriageway stretch to the north along Dalzell Street before entering the park through the emergency vehicle access.
- 4.6 The site is located in a rural location with a small number of available facilities and services in the immediate locale. It has the same level of accessibility by foot as the existing housing in Moor Row, and that of the approved Station Yard development which is under construction. Residents at the proposed development have a reasonable level of accessibility on foot to a range of retail, education, employment and health opportunities particularly within Cleator Moor which can be reached within an acceptable walking distance. This level of walking accessibility was considered acceptable when the site was granted planning permission as part of the Phase 1 application.

Cycling

- 4.7 Data on cycling for all purposes as the main mode of travel was interrogated using the 2010 to 2012 National Travel Survey (NTS) data to calculate the average and 85th percentile distances travelled. The survey data was collected from 7,700 to 8,200 fully co-operating households covering over 18,000 individuals. The analysis showed that, outside London, the average distance people cycle is 4.3km and the 85th percentile distance is 7.25km. Tetra Tech recommends the 85th percentile distance should be used to establish the cycling catchment.

- 4.8 For this review an acceptable maximum cycle distance of 7.2km has been adopted, which is approximately a 35-min ride.
- 4.9 All of the facilities that are within a 25- minute walk of the development site can be reached in just over a 10-minute cycle ride.
- 4.10 NCN 72 runs in an east to west direction south of the development on the former railway line. Locally, the NCN 72 provides access for journeys to Egremont and Sellafield to the south and Whitehaven and Workington to the north. Additionally, approximately 300m east of the development, the NCN 72 connects onto NCN 71. The NCN 71 provides a useful route to Cleator Moor and further afield villages of Rowrah and Kirkland. Along the NCN routes there are a number of other designated local cycle routes which branch off to useful destinations including Cleator and Thornhill.
- 4.11 Utilising these routes, the surrounding towns of Whitehaven, Egremont and Cleator Moor, as well as the villages of Cleator and Frizington can all be reached within a 30-minute cycle ride of the development site.
- 4.12 Although residents at the proposed development can walk to the schools, convenience shop, pub and post office within Cleator Moor by a short walk, opportunities which they may view as beyond a reasonable walk can be reached by bike.
- 4.13 There are a number of large employment sites which can be reached within an accessible cycle ride of the development site. Leconfield Industrial Estate in Cleator Moor can be reached within a 10-minute cycle ride from the development site via traffic-free routes. Employment opportunities within Hensingham and at West Cumbria Hospital can be reached within a 20-minute cycle ride from the proposed development.
- 4.14 There are several education and leisure facilities which can be reached within an accessible cycle ride of the development site. Moor Row Primary School can be reached within a 4-minute cycle ride via entirely off-road routes. Whitehaven School and Mayfield School can be reached within an 18-20 minute cycle northwest from the development site. West Lakes Academy to the south in Egremont is accessible via a 20-22 minute cycle. Cumbria Sports Academy can also be reached within an 18-20 minute cycle; the Academy provides a number of leisure activities including a running track as well as football and rugby facilities.
- 4.15 Residents at the proposed development have a good level of accessibility to retail, leisure, recreational and educational opportunities, and, in particular, employment opportunities, within a reasonable cycle distance. This level of cycle accessibility was considered acceptable for the Phase 1 application.

Bus

- 4.16 The nearest bus stop to the proposed site is a “hail and ride” stop on Church Street close to the junction with Dallzell Street which is an approximate 580 metre walk from the centre of the development. The stop has no physical infrastructure. Table 3.1 below shows the bus service which calls at the stop.
- 4.17 The route which calls at the Church Street stop are summarised at Table 3.1 below. The service frequencies in Table 3.1 are one-way.

Table 3.1: Church Street, Bus Routes

Route No.	Route Description	Monday to Friday		Saturday	Sunday
		Daytime	Evening	Daytime	
22A Stagecoach	Whitehave to Egremont Via Corkickle, Hensingham, Bigrigg	Every 2 hours	Every 2 hours	Every 2 hours	n/a

Conclusion

- 4.18 The site is located in a rural location with a small number of available facilities and services in the immediate locale and has the same level of accessibility by foot to as Phase 1 application on the same site in Moor Row. There are a number of employment sites that can be reached within an accessible walk or bike ride via designated cycle routes which include NCN 71 and 72. There is a new bi-hourly bus provision serving Moor Row. This level of accessibility was considered acceptable when Station Yard site was approved.

5.0 TRIP GENERATION AND ASSIGNMENT

- 5.1 Trip generation rates and traffic assignment has been taken from the approved 2023 Transport Statement submitted in support of the Station Yard development. The approved trip rates and assignment will be applied to the proposed 45 homes as part of this application.
- 5.2 The agreed trip rates and generated traffic flows are summarised in Table 5.1 below. The trip rates were derived from TRICS and agreed to in 2016; they are still considered to be suitable.

Table 1: Vehicle Trip Rates and Generated Traffic for 45 Homes

Time Period	Arrivals		Departures		Total
	Trip Rate	Vehicles	Trip Rate	Vehicles	
AM Peak Hour(08:00-09:00)	0.159	7	0.418	19	26
PM Peak Hour(17:00-18:00)	0.388	17	0.215	10	27

Trip rate is per dwelling

- 5.3 Based on the approved traffic assignment 60% of development traffic will travel to/ from the north towards the larger towns of Whitehaven, Workington and Distington, with the remaining 40% travel to/ from the south towards Egremont and Sellafield. This assignment is still considered to be appropriate. The assigned generated traffic flows are shown at Figure 4, Appendix A
- 5.4 To estimate the 2026 traffic flows on Dalzell Street the 2022 surveyed flows have been factored to 2026 using TEMPro and the following: TEMPRO database (v8.1, the current dataset (80 and Core), MSOA E02004005: Copeland 006 has been selected as the defined area, and all road types. Table 2 below presents the TEMPRO growth factors for the AM and PM peak periods. The TEMPRO outputs are attached in Appendix E.

Table 2 TEMPRO, Traffic Growth Factors

	AM Peak Hour	PM Peak Hour
2022 to 2026	1.0283	1.0247

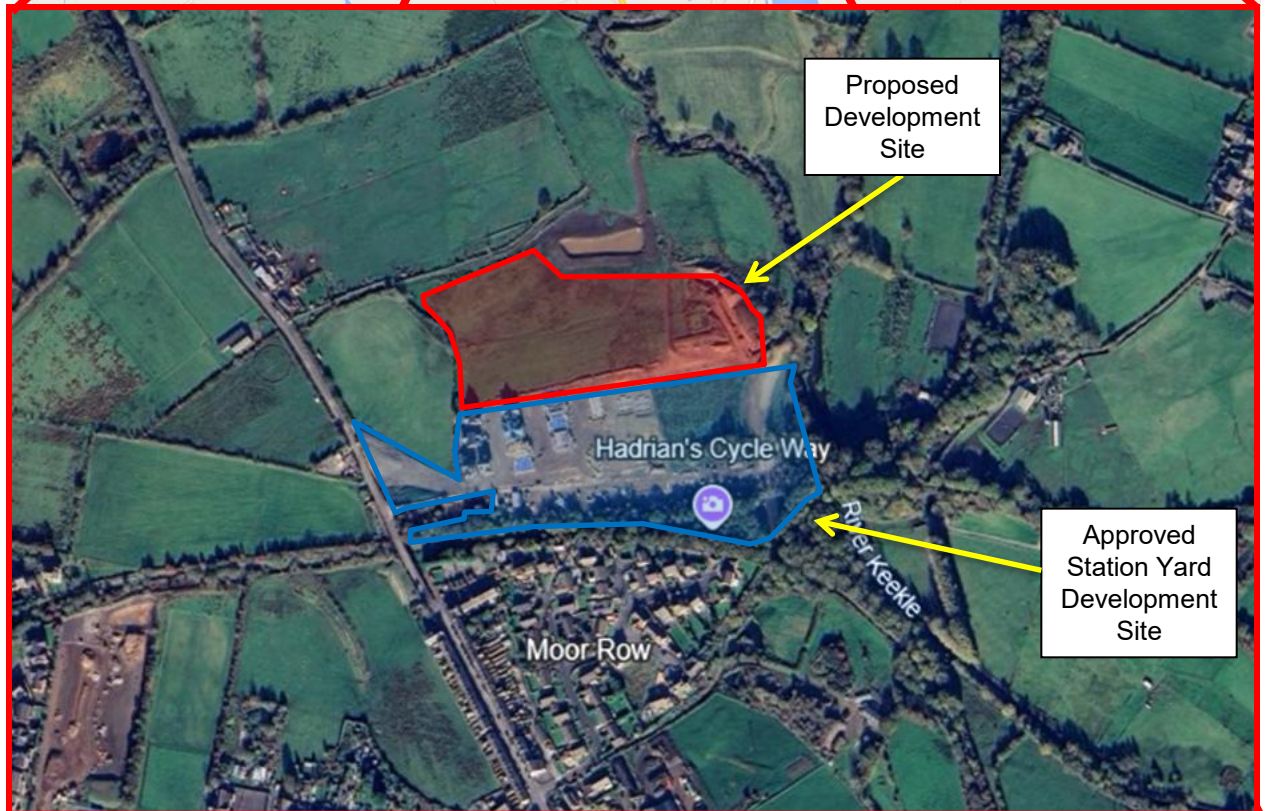
- 5.5 The 2026 No Development Flows shown in Figure 5, Appendix A comprise the 2022 surveyed ahead flows factored to 2026 and the approved development generated flows for the Station Yard site.
- 5.6 The With Development flows at the proposed site access junction comprise the assigned generated traffic flows from this development in Figure 4 plus the 2026 No Development Flows shown in Figure 5. The With Development AM and PM traffic flows are shown in Figure 6 in Appendix A.
- 5.7 The Transport Statement for Station Yard s showed that the consented development had no material adverse impact on the local road network. The proposed development results in a small increase in traffic flows, and will have no significant adverse impact on the operation of the local highway network

6.0 SUMMARY

- 6.1 Tetra Tech have been engaged by Nigel Kay Homes Ltd to produce this Transport Statement (TS) in support of the planning application for a residential development of up to 45 homes on land to the north of the Station Yard site at Dalzell Street in Moor Row.
- 6.2 The site lies to the north of the Station Yard development site which is under construction by Nigel Kay Homes Ltd. The Station Yard site is to provide 60 homes served from a new access junction on Dalzell Street. The first occupations are expected shortly.
- 6.3 The proposed development site will be accessed from Dalzell Street via the new Station Yard access junction and via the internal roads within Station Yard.
- 6.4 Dalzell Street runs in a general north to south alignment past the development site. Dalzell Street has a carriageway width of approximately 7m in the vicinity of the site. The approved access junction for the Station Yard site, which will also serve the proposed development site lies within the 30mph speed limit for Moor Row.
- 6.5 NCN 72, the Coast to Coast cycleway runs along the disused railway line to the south of Station Yard. NCN72 can be directly accessed from the Station Yard development and provides convenient traffic free routes for pedestrians and cyclists to Moor Row and Cleator Moor, and for cyclists to Whitehaven, Egremont.
- 6.6 The site is located in a rural area with a small number of available facilities and services in the immediate locale. The site has the same level of accessibility as the existing housing in Moor Row and the approved Station Yard development. There are a number of employment sites that can be reached within an accessible walk or bike ride via designated cycle routes which include NCN 71 and 72. There is a new bi-hourly bus service.
- 6.7 There have been no reported personal injury accidents on Dalzell Street at the proposed site access and for 150m either side in the 5-year period ending 31st December 2024. Accident data from 2020 and 2021 have not been assessed due to the impacts of covid on travel. There are no local road safety issues.
- 6.8 The proposed development is considered to be acceptable in highway terms and there no highway reasons which would warrant the refusal of planning permission on highway grounds.

APPENDIX A: FIGURES

Source: Google Maps



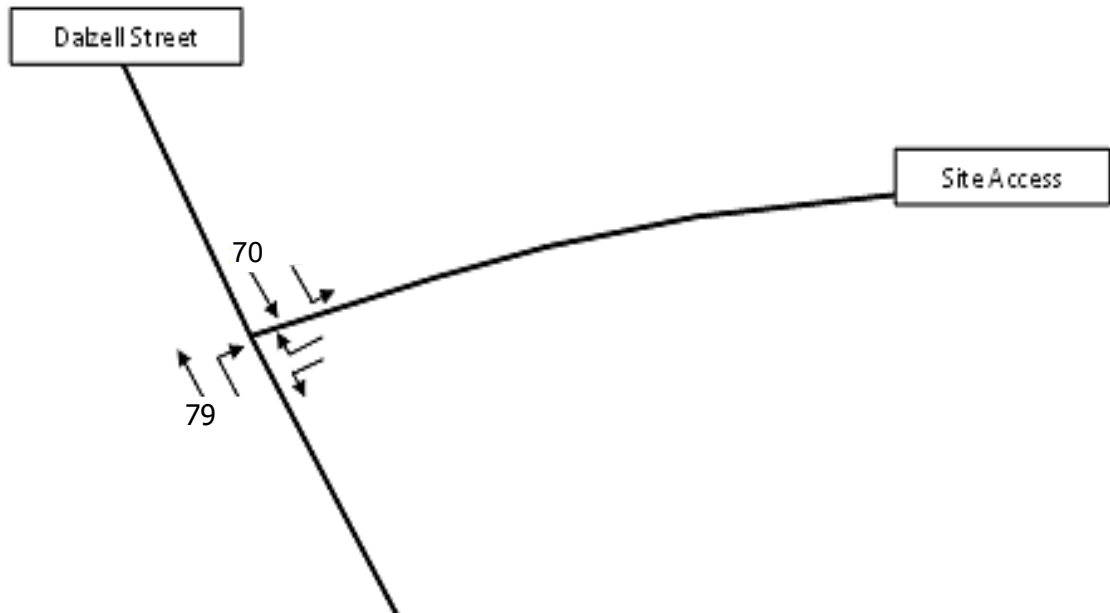
Station Yard, Moor Row

Site Location Plan

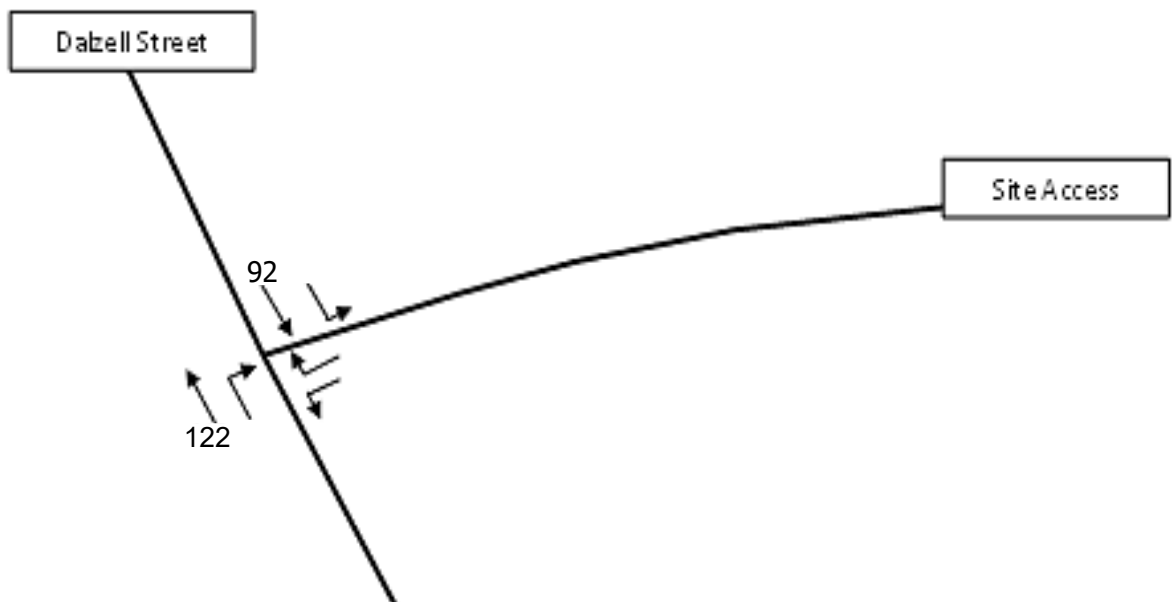
Figure 1



AM Peak Hour



PM Peak Hour



Station Yard, Moor Row

2022 Surveyed Flows

Figure 2



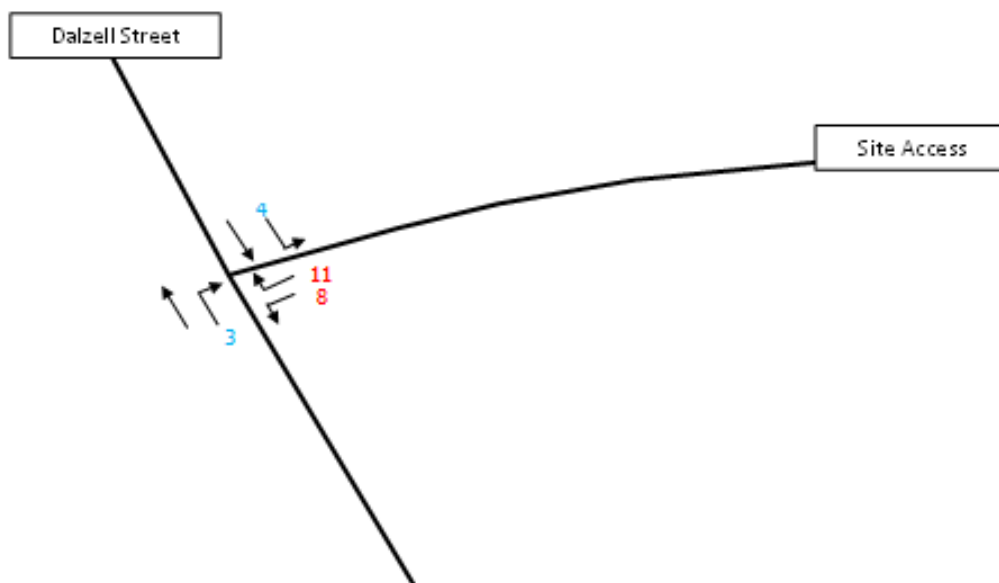
TETRA TECH



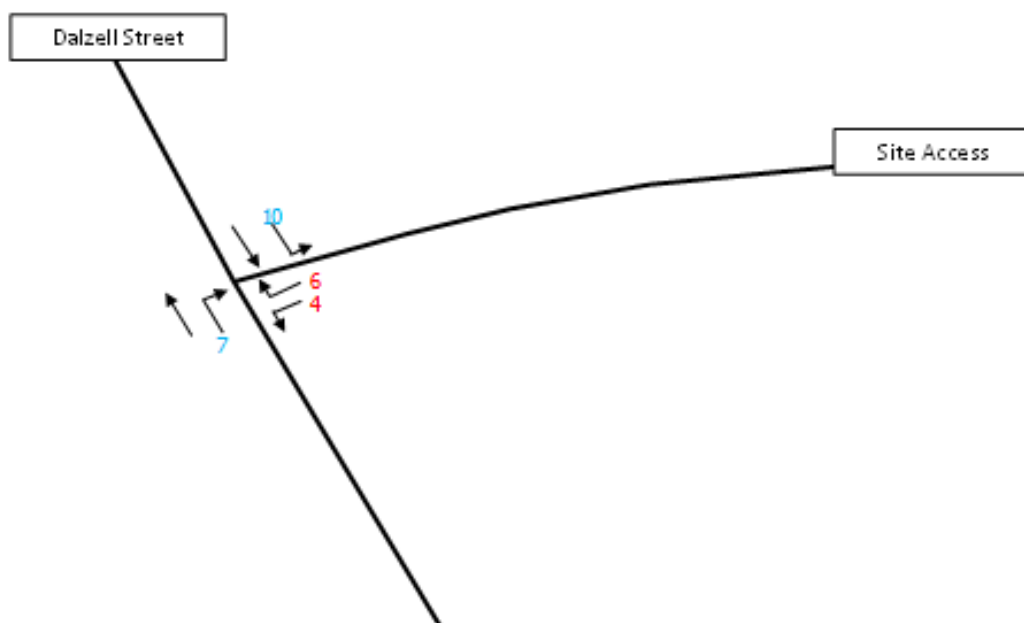
Station Yard, Moor Row
Crashmap Accident Data

Figure 3

AM Peak Hour



PM Peak Hour



Station Road, Moor Row

Development Generated Flows

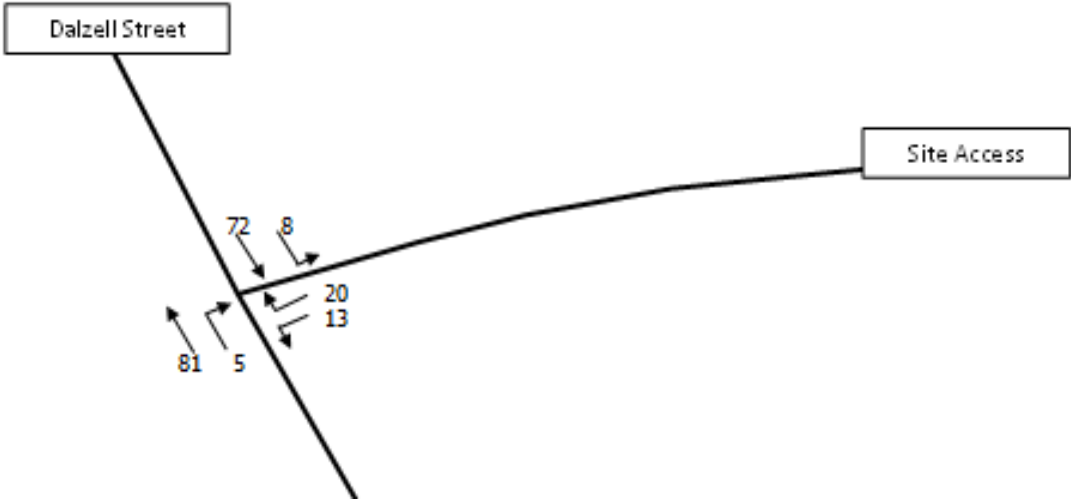
Figure 4



TETRA TECH

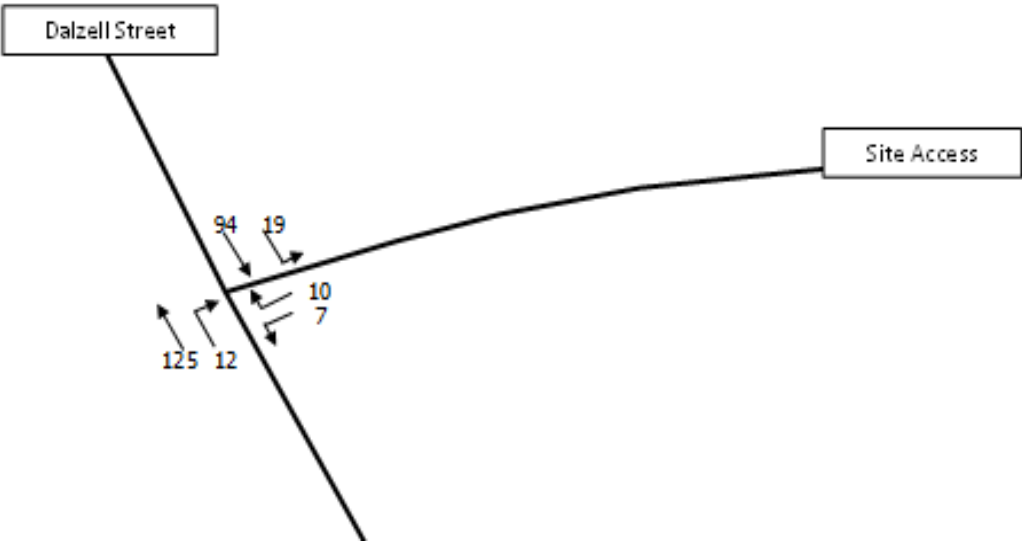
AM Peak Hour

TEMPro Growth Factor 1.0283



PM Peak Hour

TEMPro Growth Factor 1.0247



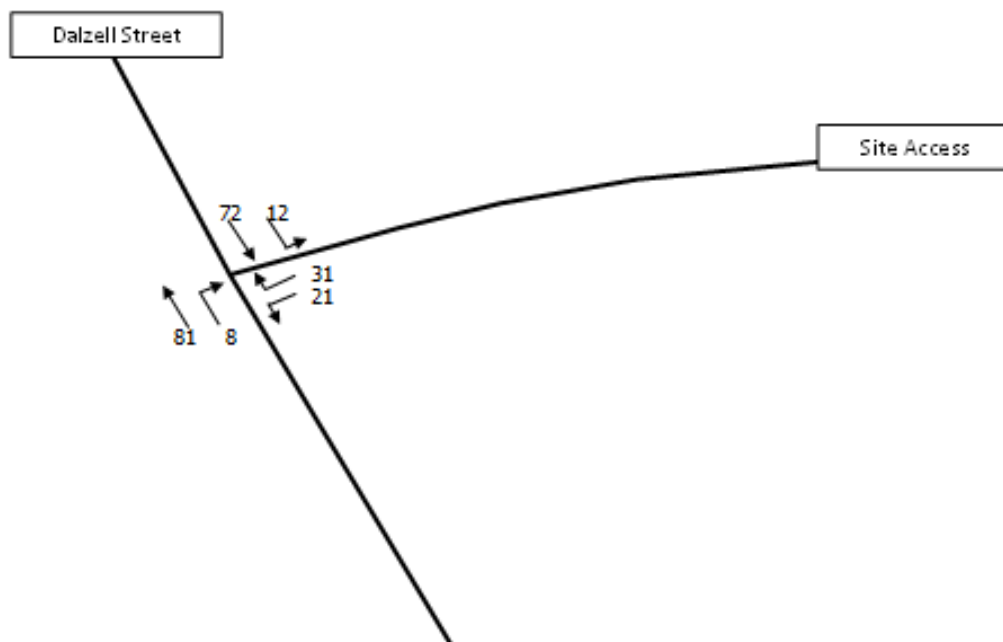
Station Road, Moor Row

2026 No Development Flows

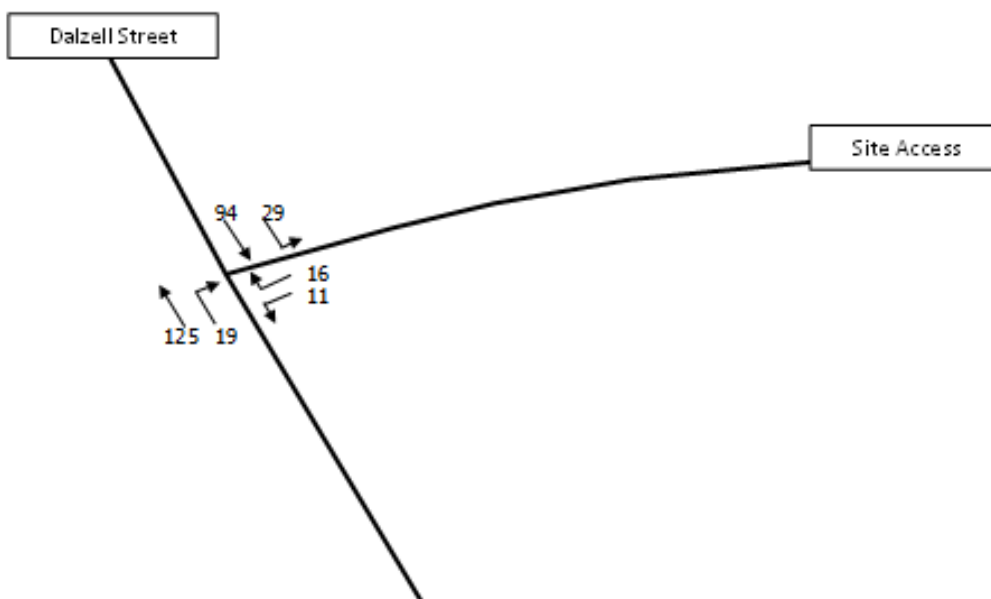
Figure 5



AM Peak Hour



PM Peak Hour



Station Road, Moor Row

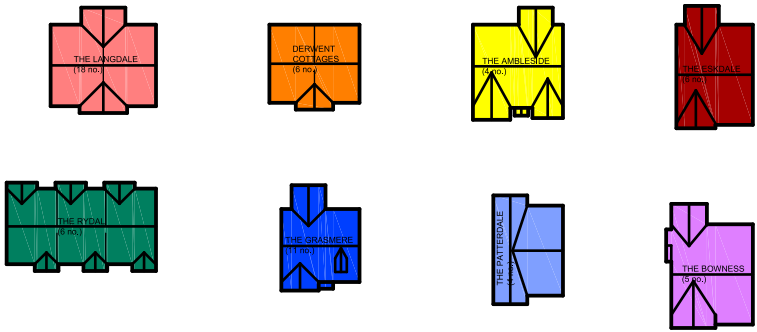
2026 With Development Flows

Figure 6

APPENDIX B: APPROVED STATION YARD DRAWINGS



LEGEND - DWELLING TYPES
(60 no. TOTAL)



F	24/07/25	Elec. sub-ttn & gas governer added adjacent to site entrance.	GB
E	01/04/25	Affordable dwellings tenure amended.	GB
D	21/01/25	Affordable dwellings annotated. Public Open Space areas within site annotated.	GB
C	04/12/24	Minor amends to align with LPA comments.	GB
B	26/11/24	Minor amends to road layout to align with HA comments.	GB
A	01/05/24	Dwelling type on plots 5 & 12 changed. Dwelling type on plot 26 handed.	GB
No.	Date	Revision	Initial

ALPHA DESIGN

Architectural Services
Member of the Chartered Institute of
Architectural Technologists
Tel: 01900 829199 email: gb@adcumbria.co.uk

Project

RESIDENTIAL DEVELOPMENT,
DALZELL STREET,
MOOR ROW

Client

NIGEL KAY HOMES LTD.

Drawing

PROPOSED SITE PLAN

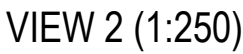
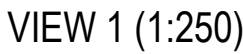
Scale 1:1000 @ A1 (L) Drawn GB

Checked Date APRIL 2024

Drawing No.

22/07/1026 - 04 f)

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STATUS CONSTRUCTION	REV	C3
	SIZE	A1

APPENDIX C: TRAFFIC SURVEY DATA

Automatic Classified Counts, Moor Row

LOCATION: DALZELL STREET

Direction : SOUTHBOUND

Tuesday 13/09/2022	VEHICLE CLASSIFICATION													TOTAL
	Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5	1	0	1	0	0	0	0	0	0	0	0	0	0	2
6	15	2	1	0	0	0	0	0	0	0	0	0	0	18
7	29	5	0	0	0	0	0	0	0	0	0	0	0	34
8	56	2	0	0	0	0	0	0	0	0	0	0	0	58
9	59	8	0	0	0	0	0	0	0	0	0	0	0	67
10	27	3	0	0	0	0	0	0	0	0	0	0	0	30
11	26	2	0	0	0	0	0	0	0	0	0	0	0	28
12	23	3	0	0	0	0	0	0	0	0	0	0	0	26
13	27	1	0	0	0	1	0	0	0	0	0	0	0	41
14	21	3	0	0	0	0	0	0	0	0	0	0	0	24
15	22	4	0	0	0	0	0	0	0	0	0	0	0	26
16	59	8	1	0	0	0	0	0	0	0	0	0	0	68
17	27	1	0	0	0	0	0	0	0	0	0	0	0	28
18	100	8	0	0	0	0	0	0	0	0	0	0	0	108
19	52	4	0	0	0	0	0	0	0	0	0	1	0	57
20	43	2	0	0	1	0	0	0	0	0	0	0	0	46
21	21	2	0	0	0	0	0	0	0	0	0	0	0	23
22	11	1	0	0	0	0	0	0	0	0	0	0	0	12
23	7	0	0	0	0	0	0	0	0	0	0	0	0	7
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	552	60	1	0	1	0	0	0	0	0	0	1	0	615
8-22	656	70	1	0	2	0	0	0	0	0	0	1	0	730
8-24	663	73	1	0	2	0	0	0	0	0	0	1	0	737
0-24	679	73	2	0	2	0	0	0	0	0	0	1	0	757

Direction : NORTHBOUND

Tuesday 13/09/2022	VEHICLE CLASSIFICATION													TOTAL
	Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7	20	1	0	0	0	0	0	0	0	0	0	0	0	21
8	35	8	0	0	0	0	0	0	0	0	0	0	0	43
9	66	13	0	0	1	0	0	0	0	0	0	0	0	80
10	39	6	0	0	0	0	0	0	0	0	0	0	0	45
11	36	2	1	0	0	1	0	0	0	0	0	0	0	40
12	33	5	0	0	0	0	0	0	0	0	0	1	0	39
13	38	4	0	0	0	0	0	0	0	0	0	0	0	42
14	47	5	0	0	0	0	0	0	0	0	0	0	0	52
15	73	3	0	0	0	0	0	0	0	0	0	0	0	76
16	181	20	1	0	0	0	0	0	0	0	0	0	0	202
17	245	22	0	0	1	0	0	0	0	0	0	0	0	268
18	110	11	0	0	0	0	0	0	0	0	0	0	0	121
19	56	2	0	0	0	0	0	0	0	0	0	0	0	58
20	36	0	0	0	1	0	0	0	0	0	0	0	0	37
21	22	3	0	0	0	0	0	0	0	0	0	0	0	25
22	11	0	0	0	0	0	0	0	0	0	0	0	0	11
23	7	0	0	0	0	0	0	0	0	0	0	0	0	7
24	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7-19	959	101	2	0	2	0	1	0	0	0	0	1	0	1066
8-22	1045	105	2	0	3	0	1	0	0	0	0	1	0	1160
8-24	1057	105	2	0	3	0	1	0	0	0	0	1	0	1169
0-24	1068	105	2	0	3	0	1	0	0	0	0	1	0	1180

Automatic Classified Counts, Moor Row

LOCATION: DALZELL STREET

Direction : SOUTHBOUND

Tuesday 13/09/2022	VEHICLE SPEED (MPH)													TOTAL
	Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	1	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	1	0	0	0	0	0	0	0	1
6	0	2	2	3	2	8	1	0	0	0	0	0	0	18
7	1	7	6	8	6	2	1	0	0	0	0	0	0	34
8	0	4	14	20	15	4	1	0	0	0	0	0	0	58
9	0	0	16	20	16	11	0	0	0	0	0	0	0	63
10	0	3	18	11	3	1	0	0	0	0	0	0	0	36
11	0	4	9	8	6	1	1	0	0	0	0	0	0	26
12	0	0	10	7	7	1	0	0	0	0	0	0	0	26
13	0	1	24	8	5	3	0	0	0	0	0	0	0	41
14	0	0	4	10	8	1	1	0	0	0	0	0	0	24
15	0	0	4	10	11	0	1	0	0	0	0	0	0	26
16	0	4	18	20	20	6	0	0	0	0	0	0	0	68
17	0	3	30	33	11	5	3	0	0	0	0	0	0	85
18	0	2	38	35	19	7	2	0	0	0	0	0	0	103
19	0	1	17	26	6	4	1	2	0	0	0	0	0	57
20	0	3	22	15	5	1	0	0	0	0	0	0	0	46
21	0	0	6	10	6	1	0	0	0	0	0	0	0	23
22	0	0	6	1	2	1	1	0	0	1	0	0	0	12
23	0	1	2	2	1	1	0	0	0	0	0	0	0	9
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	22	202	208	127	44	9	3	0	0	0	0	0	615
8-22	1	32	242	244	159	49	11	3	1	0	0	0	0	730
8-24	1	33	244	245	159	50	11	3	1	0	0	0	0	737
0-24	1	35	246	247	153	59	12	3	1	0	0	0	0	757

Direction : NORTHBOUND

Tuesday 13/09/2022	VEHICLE SPEED (MPH)													TOTAL
	Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	1	0	0	0	0	0	0	0	1
3	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	1	0	0	0	0	0	0	0	0	0	1
6	0	0	1	4	0	1	1	0	0	0	0	0	0	7
7	0	3	11	12	3	6	1	0	0	0	0	0	0	24
8	0	3	11	14	12	6	0	15	5	5	0	0	0	43
9	0	1	12	38	20	7	2	0	0	0	0	0	0	80
10	0	1	25	9	7	3	0	0	0	0	0	0	0	45
11	0	4	12	8	12	1	1	2	0	0	0	0	0	40
12	0	0	6	20	5	3	1	0	0	0	0	0	0	30
13	0	1	10	15	11	4	0	0	0	0	0	0	0	42
14	0	1	11	24	11	5	0	0	0	0	0	0	0	52
15	0	1	14	21	25	8	5	2	0	0	0	0	0	76
16	0	9	21	83	61	21	7	0	0	0	0	0	0	202
17	0	3	40	92	102	26	3	1	0	0	1	0	0	268
18	2	14	20	34	35	13	2	0	1	0	0	0	0	121
19	0	1	10	18	16	6	6	1	0	0	0	0	0	58
20	0	0	6	9	11	4	2	0	1	0	0	0	0	37
21	0	1	9	9	4	2	0	0	0	0	0	0	0	25
22	0	0	3	5	3	0	0	0	0	0	0	0	0	11
23	0	0	1	3	0	3	0	0	0	0	0	0	0	7
24	0	0	2	0	0	0	0	0	0	0	0	0	0	2
7-19	2	40	195	373	317	103	27	6	1	2	0	0	0	1066
8-22	2	42	217	408	338	112	30	7	2	2	0	0	0	1160
8-24	2	43	218	409	339	113	30	7	2	2	0	0	0	1169

LOCATION: DALZELL STREET
Direction : SOUTHBOUND

Saturday 17/09/2022	VEHICLE CLASSIFICATION														TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13		
1	6	0	0	0	0	0	0	0	0	0	0	0	0	6	
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
6	2	1	0	0	0	0	0	0	0	0	0	0	0	3	
7	3	1	0	0	0	0	0	0	0	0	0	0	0	4	
8	6	6	0	0	0	0	0	0	1	0	0	0	0	14	
9	17	4	0	0	8	1	0	0	0	0	0	0	0	22	
10	35	1	0	0	3	0	0	0	0	0	0	0	0	39	
11	22	1	0	0	0	0	0	0	0	0	0	0	0	23	
12	27	8	0	0	0	0	0	0	0	0	0	0	0	35	
13	44	4	0	0	1	0	0	0	0	0	0	0	0	49	
14	31	2	0	0	1	0	0	0	0	0	0	0	0	34	
15	31	2	0	0	0	0	1	0	0	0	0	0	0	34	
16	28	2	0	0	0	0	0	0	0	0	0	0	0	30	
17	32	1	0	0	0	0	0	0	0	0	0	0	0	33	
18	37	3	0	0	1	0	0	0	0	0	0	0	0	41	
19	24	1	0	0	0	0	0	0	0	0	0	0	0	25	
20	18	1	0	0	0	0	0	0	0	0	0	0	0	19	
21	20	2	0	0	0	0	0	0	0	0	0	0	0	22	
22	15	2	0	0	0	0	0	0	0	0	0	0	0	17	
23	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
24	7	0	0	0	0	0	0	0	0	0	0	0	0	7	
7-19	341	28	0	0	7	0	1	1	0	0	0	0	0	378	
6-22	391	34	0	0	7	0	1	1	0	0	0	0	0	440	
5-24	408	35	0	0	7	0	1	1	0	0	0	0	0	511	
0-24	418	35	0	0	7	0	1	1	0	0	0	0	0	465	

Direction : NORTHBOUND

Saturday 17/09/2022	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	3	1	0	0	0	0	0	0	0	0	0	0	0	4
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7	9	0	0	0	0	0	0	0	0	0	0	0	0	9
8	7	2	0	0	0	0	0	0	0	0	0	0	0	9
9	20	2	0	0	1	0	1	0	0	0	0	0	0	23
10	46	1	0	0	2	0	0	0	0	0	0	0	0	49
11	48	2	0	0	0	0	1	0	0	0	0	0	0	51
12	47	4	0	0	2	0	0	0	0	0	0	0	0	53
13	49	8	0	0	0	0	1	0	0	0	0	0	0	58
14	41	2	0	0	0	0	0	0	0	0	0	0	0	43
15	45	4	0	0	0	0	0	0	0	0	0	0	0	49
16	34	3	0	0	0	0	0	0	0	0	0	0	0	37
17	33	2	0	0	0	0	0	1	0	0	0	0	0	36
18	31	2	0	0	0	0	0	0	0	0	0	0	0	33
19	20	5	0	0	2	0	0	0	0	0	0	0	0	27
20	23	2	0	0	0	0	0	0	0	0	0	0	0	25
21	19	2	0	0	0	0	0	0	0	0	0	0	0	21
22	13	0	0	0	0	0	0	0	0	0	0	0	0	13
23	5	0	0	0	0	0	0	0	0	0	0	0	0	5
24	4	1	0	0	0	0	0	0	0	0	0	0	0	5
7-19	418	37	0	0	6	0	3	1	0	0	0	0	0	465
6-22	454	41	0	0	8	0	3	1	0	0	0	0	0	504
5-24	481	42	0	0	8	0	3	1	0	0	0	0	0	534
0-24	500	43	0	0	8	0	3	1	0	0	0	0	0	555

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LOCATION: DALZELL STREET
Direction : SOUTHBOUND

Saturday 17/09/2022	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	2	0	0	0	0	0	0	0	0	6
2	0	0	0	1	2	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	1	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	1	0	0	0	0	0	0	0	0	0	0	1
6	0	1	0	0	0	0	2	0	0	0	0	0	3
7	0	1	2	1	0	0	0	0	0	0	0	0	4
8	3	0	3	3	3	2	0	0	0	0	3	0	7
9	0	1	7	10	2	2	0	0	0	0	0	0	22
10	0	0	14	11	13	1	0	0	0	0	0	0	39
11	0	0	7	11	3	2	0	0	0	0	0	0	23
12	0	1	20	9	17	13	0	1	0	0	0	0	44
13	0	1	17	8	13	3	1	0	0	0	0	0	46
14	0	0	14	10	5	4	1	0	0	0	0	0	34
15	0	2	13	13	4	1	0	0	0	0	0	0	34
16	14	2	14	6	7	3	0	0	0	0	0	0	37
17	0	0	12	10	8	3	0	0	0	0	0	0	33
18	0	0	14	12	10	3	2	0	0	0	0	0	41
19	0	0	8	8	5	0	2	2	0	0	0	0	25
20	7	1	7	6	2	3	0	0	0	0	0	0	15
21	0	0	8	11	2	1	0	0	0	0	0	0	22
22	0	0	3	4	9	1	0	0	0	0	0	0	17
23	0	0	1	2	1	0	0	0	0	0	0	0	4
24	0	0	2	1	2	1	1	0	0	0	0	0	7
25	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	7	143	117	80	21	7	3	0	0	0	0	378
6-22	0	9	163	138	93	26	8	3	0	0	0	0	440
5-23	0	9	168	142	98	27	8	3	0	0	0	0	451
0.24	0	11	167	144	99	27	11	3	0	0	0	0	461

Direction : NORTHBOUND

Saturday 17/09/2022	VEHICLE SPEED (MPH)												TOTAL
HR Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	1	1	0	1	0	0	0	0	0	4
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	1	1	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	2	0	0	0	0	0	0	0	2
6	0	0	0	0	0	1	0	0	0	0	0	0	1
7	0	0	1	2	3	3	0	0	0	0	0	0	9
8	0	0	4	2	2	0	0	0	0	0	0	0	8
9	0	0	10	6	6	0	2	0	0	0	0	0	25
10	0	3	11	20	8	7	0	0	0	0	0	0	49
11	0	2	16	19	9	4	1	0	0	0	0	0	51
12	0	0	13	21	13	2	2	1	0	0	0	0	43
13	0	0	19	21	9	6	2	0	1	0	0	0	58
14	0	0	10	10	16	4	3	0	0	0	0	0	43
15	0	1	8	24	10	4	0	1	0	0	0	0	49
16	9	4	9	12	8	1	0	0	0	0	0	0	34
17	0	2	13	11	9	0	1	0	0	0	0	0	36
18	0	1	6	14	8	5	1	1	0	0	0	0	33
19	0	2	8	6	5	4	0	0	0	0	0	0	26
20	7	1	7	7	2	0	0	0	0	0	0	0	20
21	0	0	2	8	9	1	0	1	0	0	0	0	21
22	0	0	4	3	3	0	3	0	0	0	0	0	13
23	0	0	0	2	2	1	0	0	0	0	0	0	5
24	0	0	1	0	3	1	0	0	0	0	0	0	5
7-19	0	15	127	163	103	40	13	2	2	0	0	0	465
8-22	0	16	141	154	126	48	16	3	2	0	0	0	533
9-24	0	16	140	155	120	48	16	3	2	0	0	0	533
0-24	0	16	143	187	134	50	18	5	2	0	0	0	555

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LOCATION: DALZELL STREET
Direction : SOUTHBOUND

[illegible]

Direction : NORTHBOUND

Sunday 18/09/2022	VEHICLE CLASSIFICATION													TOTAL
HR Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	5	2	0	0	1	0	0	0	0	0	0	0	0	7
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	3	0	0	0	0	0	0	0	0	0	0	0	0	3
5	3	0	0	0	0	0	0	0	0	0	0	0	0	3
6	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7	5	0	0	0	0	0	0	0	0	0	0	0	0	5
8	9	1	0	0	0	0	0	0	0	0	0	0	0	10
9	17	1	0	0	0	0	0	0	0	0	0	0	0	18
10	25	6	0	0	0	0	0	0	0	0	0	0	0	31
11	35	2	0	0	0	0	0	0	0	0	0	0	0	37
12	44	3	0	0	0	0	0	0	0	0	0	0	0	47
13	42	2	0	0	0	0	0	0	0	0	0	0	0	44
14	50	0	0	0	0	0	0	0	0	0	0	0	0	50
15	39	6	0	0	0	0	0	0	0	0	0	0	0	45
16	37	6	0	0	0	0	0	0	0	0	0	0	0	43
17	26	1	0	0	0	0	0	0	0	0	0	0	0	27
18	42	2	0	0	1	0	0	1	0	0	0	0	0	46
19	27	2	0	0	0	0	0	0	0	0	0	0	0	29
20	23	0	0	0	0	0	0	0	0	0	0	0	0	23
21	19	2	0	0	0	0	0	0	0	0	0	0	0	21
22	15	0	0	0	0	0	0	0	0	0	0	0	0	15
23	2	0	0	0	0	0	0	0	0	0	0	0	0	2
24	2	1	0	0	0	0	0	0	0	0	0	0	0	3
7-19	393	32	0	0	1	0	0	1	0	0	0	0	0	427
8-22	453	34	0	0	1	0	0	1	0	0	0	0	0	491
9-24	459	25	0	0	1	0	0	1	0	0	0	0	0	496
0-24	476	37	0	0	1	0	0	1	0	0	0	0	0	515

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LOCATION: DALZELL STREET

Direction : SOUTHBOUND

Sunday 18/09/2022	VEHICLE SPEED (MPH)												TOTAL
Hr	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	3	2	0	0	0	0	0	0	0	8
2	0	0	0	0	2	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	2	0	0	0	0	0	0	0	2
5	0	1	1	0	3	1	1	0	0	0	0	0	7
6	0	1	1	2	0	2	0	0	0	0	0	0	6
7	0	0	3	2	0	0	0	0	0	0	0	0	5
8	0	0	2	1	1	0	0	0	0	0	0	0	5
9	0	1	5	0	1	2	1	0	0	0	0	0	10
10	0	2	7	13	7	4	0	0	0	0	0	0	33
11	0	2	22	8	2	0	0	0	0	0	0	0	34
12	0	1	14	12	4	0	0	0	0	0	0	0	29
13	0	1	13	14	5	1	0	0	0	0	0	0	27
14	0	1	10	9	10	2	1	0	0	0	0	0	33
15	0	2	12	9	8	5	0	0	0	0	0	0	36
16	2	1	12	11	4	0	0	0	0	0	0	0	28
17	0	0	18	11	7	3	0	0	0	0	0	0	35
18	0	0	9	8	13	1	1	0	0	0	0	0	32
19	0	2	5	10	9	2	1	1	0	0	0	0	30
20	2	2	9	13	5	0	0	0	0	0	0	0	32
21	0	0	4	4	5	1	0	0	0	0	0	0	14
22	0	0	3	2	3	2	0	0	1	0	0	0	11
23	0	0	0	1	0	0	0	0	0	0	0	0	1
24	0	0	0	1	0	0	0	0	0	0	0	0	1
7-19	0	13	129	99	71	24	4	1	0	0	0	0	341
8-22	0	15	148	120	84	29	4	2	1	0	0	0	403
9-10	0	15	148	122	84	29	4	2	1	0	0	0	403
0-24	0	17	153	129	89	34	5	2	1	0	0	0	437

Direction : NORTHBOUND

Sunday 18/09/2022	VEHICLE SPEED (MPH)												TOTAL
Nr Entails	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	0	3	1	0	0	0	1	0	0	0	7
2	0	0	0	1	1	0	0	0	0	0	0	0	0
3	0	0	0	0	2	0	0	0	0	0	0	0	2
4	0	0	0	1	1	1	0	0	0	0	0	0	3
5	0	0	1	0	1	0	1	0	0	0	0	0	3
6	0	0	2	0	1	1	0	0	0	0	0	0	4
7	0	0	1	0	4	0	0	0	0	0	0	0	5
8	0	1	3	1	3	2	0	0	0	0	0	0	10
9	0	2	4	1	3	1	0	0	0	0	0	0	15
10	0	3	3	12	9	3	0	0	1	0	0	0	31
11	0	0	11	10	12	3	0	0	1	0	0	0	37
12	0	0	15	20	10	0	0	0	0	0	0	0	45
13	0	2	16	15	8	3	0	0	0	0	0	0	44
14	0	0	18	16	11	4	1	0	0	0	0	0	50
15	0	2	14	15	15	2	0	0	0	0	0	0	55
16	0	0	14	18	7	0	0	0	0	0	0	0	43
17	0	1	7	7	10	2	0	0	0	0	0	0	27
18	1	0	9	22	11	1	2	0	0	0	0	0	46
19	1	1	9	6	8	3	1	2	0	0	0	0	29
20	0	1	7	5	5	0	0	0	0	0	0	0	23
21	0	1	1	11	6	1	1	0	0	0	0	0	21
22	0	0	0	3	5	4	2	1	0	0	0	0	15
23	0	0	0	0	2	0	0	0	0	0	0	0	2
24	0	0	0	1	0	1	1	0	0	0	0	0	3
7-19	1	12	120	150	107	30	4	1	2	0	0	0	427
8-22	1	12	132	171	126	38	5	1	2	0	0	0	491
9-23	1	12	149	188	172	46	6	1	3	0	0	0	586
0-24	1	15	136	178	152	41	8	1	3	0	0	0	515

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Direction : SOUTHBOUND

[illegible]

Direction : NORTHBOUND

Monday 19/09/2022	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	10	0	0	0	2
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7	6	2	0	0	0	0	0	0	0	0	0	0	0	8
8	7	0	0	0	0	0	0	0	0	0	0	0	0	7
9	10	1	0	0	0	0	1	0	0	0	0	0	0	12
10	20	2	0	0	0	0	0	0	0	0	0	0	0	22
11	31	2	0	0	0	0	0	0	0	0	0	0	0	33
12	14	3	0	0	0	0	0	0	0	0	0	0	0	17
13	21	5	0	0	0	0	0	0	0	0	0	0	0	26
14	28	3	0	0	0	0	0	0	0	0	0	0	0	31
15	32	2	0	0	0	0	0	0	0	0	0	0	0	34
16	36	1	0	0	0	0	0	0	0	0	0	0	0	37
17	38	1	0	0	0	0	0	0	0	0	0	0	0	39
18	30	3	0	0	0	0	0	0	0	0	0	0	0	33
19	32	0	0	0	0	0	0	0	0	0	0	0	0	32
20	16	2	0	0	0	0	0	0	0	0	0	0	0	18
21	12	1	0	0	0	0	0	0	0	0	0	0	0	13
22	9	0	0	0	0	0	0	0	0	0	0	0	0	9
23	3	0	0	0	0	0	0	0	0	0	0	0	0	3
24	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7-19	299	23	0	0	0	0	1	0	0	0	0	0	0	323
8-22	349	28	0	0	0	0	1	0	0	0	0	0	0	377
9-24	348	28	0	0	0	0	1	0	0	0	0	0	0	375
0-24	355	28	0	0	0	0	1	0	0	0	0	0	0	384

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LOCATION: DALZELL STREET
Direction : SOUTHBOUND

Monday 10/9/2022	VEHICLE SPEED (MPH)												TOTAL
HR	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	1	0	0	0	0	0	0	0
2	0	0	0	0	0	1	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	1	0	0	0	0	0	0	0	1
5	0	1	0	0	0	1	0	0	0	0	0	0	3
6	0	0	1	2	0	1	0	0	0	0	0	0	4
7	0	0	0	0	1	0	0	0	0	0	0	0	1
8	0	0	2	2	0	0	0	0	0	0	0	0	4
9	0	0	1	4	2	0	0	0	0	0	0	0	7
10	0	3	5	10	5	1	0	0	0	0	0	0	24
11	0	0	7	4	6	4	0	0	0	0	0	0	21
12	0	1	7	1	3	2	0	0	0	0	0	0	14
13	0	0	2	11	7	0	0	0	0	0	0	0	20
14	0	1	9	7	8	1	0	0	0	0	0	0	26
15	0	2	10	10	6	1	0	0	0	0	0	0	32
16	0	1	5	7	7	2	0	0	0	0	0	0	22
17	0	2	12	4	7	2	0	0	0	0	0	0	27
18	0	0	19	7	7	2	0	0	0	0	0	0	35
19	0	0	11	8	2	5	3	0	0	0	0	0	29
20	0	1	6	5	2	3	1	0	0	0	0	0	18
21	0	0	3	3	1	2	0	0	0	0	0	0	9
22	0	0	3	1	0	2	0	0	0	0	0	0	6
23	0	0	1	2	0	3	0	0	0	1	0	0	8
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	10	90	75	60	20	3	0	0	0	0	0	258
8-24	0	11	102	85	84	27	4	0	0	0	0	0	305
0-24	0	12	104	86	86	33	5	0	0	1	0	0	310

Direction : NORTHBOUND

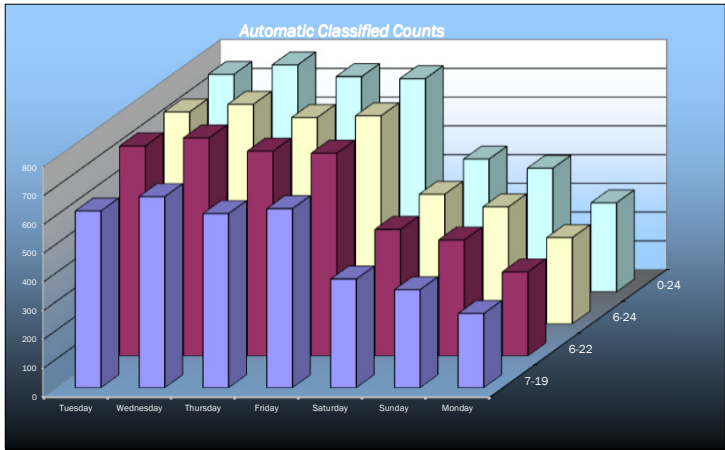
Monday 19/09/2022	VEHICLE SPEED (MPH)												TOTAL
Nr Enthalp	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	1	0	0	0	0	0	0	0	0	2
2	0	0	0	1	1	0	0	0	0	0	0	0	1
3	0	0	0	0	1	1	1	0	0	0	0	0	3
4	0	0	0	0	1	1	0	0	0	0	0	0	1
5	0	0	1	0	0	0	0	0	0	0	0	0	1
6	0	0	0	0	1	0	0	0	0	0	0	0	1
7	0	1	3	3	1	0	0	0	0	0	0	0	8
8	0	0	3	3	1	2	0	0	0	0	0	0	9
9	0	0	3	3	1	2	0	0	0	0	0	0	12
10	0	2	6	10	4	0	0	0	0	0	0	0	22
11	0	5	6	7	11	4	0	0	0	0	0	0	33
12	0	0	5	4	4	4	0	0	0	0	0	0	11
13	0	0	6	8	8	3	1	0	0	0	0	0	26
14	0	2	5	10	6	6	0	1	1	0	0	0	31
15	0	1	13	9	8	1	2	0	0	0	0	0	34
16	0	1	9	13	10	2	1	0	0	0	0	0	31
17	0	0	8	14	9	6	1	1	0	0	0	0	39
18	1	0	5	9	8	9	0	1	0	0	0	0	33
19	0	1	15	4	2	2	2	0	0	0	0	0	32
20	0	3	7	9	3	3	0	0	0	0	0	0	18
21	0	0	3	1	5	1	2	1	0	0	0	0	13
22	0	0	1	2	3	1	2	0	0	0	0	0	9
23	0	0	0	2	1	0	0	0	0	0	0	0	3
24	0	1	0	0	0	0	0	0	0	0	0	0	1
1-19	1	12	76	105	77	39	7	5	1	0	0	0	323
2-24	1	12	85	120	89	44	11	5	0	0	0	0	374
0-24	1	14	108	127	96	53	13	6	1	1	0	0	475
0-24	1	14	86	124	94	45	12	6	1	1	1	0	381

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LOCATION: DALZELL STREET

Direction : SOUTHBOUND

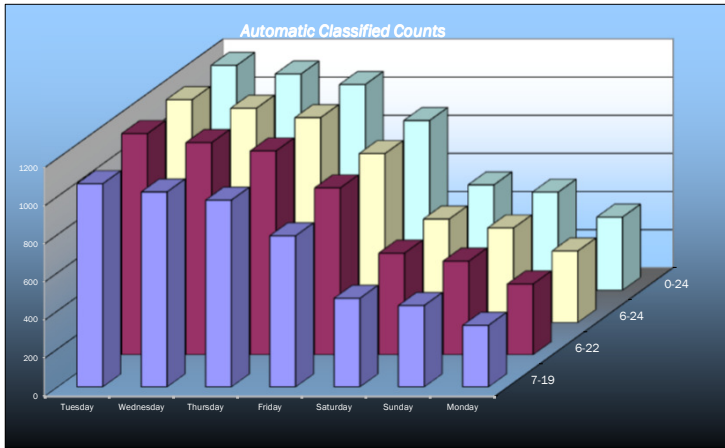
VEHICLE FLOWS									
Hr Ending	Tuesday 13-Sep-22	Wednesday 14-Sep-22	Thursday 15-Sep-22	Friday 16-Sep-22	Saturday 17-Sep-22	Sunday 18-Sep-22	Monday 19-Sep-22	WEEKDAY AVERAGE	WEEK AVERAGE
1	0	3	3	2	6	8	0	2	3
2	0	1	1	2	0	0	0	1	1
3	0	0	0	1	1	0	0	0	0
4	1	1	1	1	1	2	1	1	1
5	1	2	1	3	1	7	3	2	3
6	18	19	25	10	3	6	4	15	12
7	34	32	43	31	4	23	5	24	21
8	58	73	58	44	7	5	4	47	36
9	63	71	75	73	22	10	7	58	44
10	36	31	30	34	39	33	24	33	34
11	28	26	26	31	33	34	21	28	26
12	26	36	33	41	44	34	14	30	33
13	41	25	25	42	46	27	20	31	32
14	44	38	36	34	33	33	26	34	32
15	26	42	45	47	34	36	29	39	38
16	68	73	66	83	30	28	22	62	53
17	85	82	91	70	33	39	27	73	66
18	103	93	90	83	11	32	35	92	86
19	57	43	41	45	25	30	29	43	39
20	46	28	32	44	19	32	18	31	29
21	23	23	26	28	8	14	9	19	19
22	12	10	5	8	12	11	6	8	10
23	7	3	3	11	4	3	8	6	6
24	0	3	3	8	7	0	3	3	3
7-19	615	665	606	623	378	341	258	553	498
6-22	730	758	713	705	440	403	292	639	577
5-24	764	764	749	741	411	361	249	649	596
0-24	757	790	749	742	462	430	310	670	606



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Direction : NORTHBOUND

NORTHBOUND										
Hr Ending	Tuesday 13-Sep-22	Wednesday 14-Sep-22	Thursday 15-Sep-22	Friday 16-Sep-22	Saturday 17-Sep-22	Sunday 18-Sep-22	Monday 19-Sep-22	WEEKDAY AVERAGE	WEEK AVERAGE	
1	1	0	1	1	4	7	2	1	2	
2	1	1	0	1	1	2	1	1	1	
3	1	0	0	0	1	2	3	1	1	
4	0	0	0	0	0	3	1	0	1	
5	1	1	1	1	2	3	1	1	1	
6	9	9	3	9	5	5	8	17	14	
7	21	19	19	17	9	5	8	17	14	
8	43	45	40	41	9	10	7	35	28	
9	80	86	72	72	24	18	12	64	52	
10	165	151	149	142	39	31	22	131	107	
11	40	42	39	34	51	37	33	38	39	
12	39	50	47	55	53	47	17	42	44	
13	42	49	52	61	58	44	26	50	50	
14	42	36	35	33	50	31	50	41	44	
15	76	90	65	68	49	45	34	67	61	
16	202	182	198	126	34	43	37	149	117	
17	268	226	219	110	36	27	17	172	132	
18	121	135	111	63	33	46	33	92	77	
19	58	44	50	40	26	29	32	45	40	
20	37	30	32	38	25	23	18	31	29	
21	15	28	24	15	21	13	21	13	21	
22	11	13	14	12	13	15	9	12	12	
23	7	8	4	8	5	2	3	6	5	
24	2	3	3	3	5	3	1	2	3	
7:19	1066	1023	980	793	465	427	323	837	725	
6:22	1150	1113	1059	875	533	491	371	918	802	
6:24	1188	1135	1075	868	513	474	354	918	810	
6:24	1180	1115	1080	891	553	515	384	914	820	



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Automatic Classified Counts, Moor Row

LOCATION: DALZELL STREET

Direction : SOUTHBOUND

AVERAGE SPEEDS							
Hr Ending	Tuesday 13-Sep-22	Wednesday 14-Sep-22	Thursday 15-Sep-22	Friday 16-Sep-22	Saturday 17-Sep-22	Sunday 18-Sep-22	Monday 19-Sep-22
1	-	39.7	38.0	38.0	34.3	31.4	-
2	-	33.0	33.0	-	-	-	40.5
3	-	-	-	29.3	48.0	-	-
4	38.0	15.5	38.0	48.0	-	33.0	33.0
5	43.0	26.8	43.0	23.0	15.5	35.1	32.2
6	36.1	34.4	33.2	42.5	37.2	32.2	33.6
7	29.6	30.2	31.0	31.0	24.9	28.5	38.0
8	32.2	33.8	33.0	34.8	33.4	33.0	38.3
9	34.1	32.6	33.0	33.2	31.2	31.5	33.4
10	28.5	31.4	31.1	32.5	32.2	32.6	30.7
11	29.5	32.0	31.5	30.0	32.2	27.4	33.8
12	32.8	30.5	28.4	31.5	31.0	30.9	30.5
13	29.5	30.0	29.5	30.3	31.6	30.0	34.0
14	34.5	29.0	29.0	33.2	32.3	32.8	31.7
15	34.5	32.8	29.1	34.3	30.6	32.0	30.6
16	32.3	30.6	31.9	30.6	29.8	29.9	33.0
17	31.5	29.8	32.1	32.4	32.4	31.2	30.8
18	31.8	33.1	33.7	32.5	33.1	33.7	30.5
19	32.6	33.2	31.0	30.7	34.4	33.9	33.8
20	29.0	32.9	30.7	33.9	31.4	31.8	32.6
21	32.8	30.6	31.6	30.5	31.2	33.4	33.3
22	34.3	35.3	30.0	42.7	34.9	36.4	32.6
23	30.5	43.0	22.2	30.5	32.4	39.7	41.8
24	-	38.0	41.3	35.5	35.9	33.0	-
10-12	31.1	31.2	29.9	30.7	31.6	29.1	32.2
14-16	33.4	31.7	30.5	32.4	30.2	31.0	31.8
0-24	32.8	32.1	32.4	33.6	32.3	32.4	33.3

85th PERCENTILE							
Hr Ending	Tuesday 13-Sep-22	Wednesday 14-Sep-22	Thursday 15-Sep-22	Friday 16-Sep-22	Saturday 17-Sep-22	Sunday 18-Sep-22	Monday 19-Sep-22
1	-	42.6	43.0	38.0	39.2	36.8	-
2	-	-	-	-	-	-	44.0
3	-	-	-	34.6	-	-	-
4	-	-	-	-	-	33.0	-
5	-	42.7	-	36.0	-	46.2	46.8
6	45.9	44.0	44.0	48.0	55.9	42.7	40.8
7	39.9	40.1	41.2	41.7	32.1	32.6	-
8	39.5	40.9	41.3	40.9	40.7	33.6	33.6
9	40.2	39.9	39.6	39.3	37.6	42.1	37.5
10	34.7	38.5	38.2	38.1	37.8	39.6	38.2
11	37.3	38.6	38.8	36.6	37.7	32.5	40.6
12	38.8	35.8	34.5	37.5	37.2	38.8	-
13	35.8	37.7	36.5	37.0	38.0	36.3	37.8
14	40.0	36.0	34.8	41.0	39.0	39.7	38.2
15	39.7	38.7	36.6	40.5	37.8	39.5	37.3
16	39.4	38.0	39.4	38.7	35.3	32.8	-
17	38.3	36.3	39.6	41.2	38.4	37.2	38.0
18	38.2	39.5	40.9	40.3	39.8	39.8	36.5
19	39.8	39.4	38.0	36.5	43.0	42.1	41.9
20	35.1	38.4	41.2	38.9	39.4	39.4	41.0
21	37.9	38.1	37.4	37.0	36.2	39.2	40.3
22	45.2	46.5	34.1	52.9	40.1	46.1	41.2
23	39.6	48.0	27.9	35.6	37.5	45.4	53.9
24	-	46.7	44.2	44.3	44.3	-	-
10-12	38.5	37.2	36.7	37.4	37.6	34.8	39.7
14-16	39.5	38.3	38.0	38.1	37.3	37.4	38.5
0-24	39.2	40.3	38.4	39.7	39.4	39.2	40.3

7 DAY AVERAGE SPEED 32.7

7 DAY AVERAGE 85th PERCENTILE 39.5

5 DAY OFF PEAK AVERAGE SPEED 31.5

5 DAY OFF PEAK AVERAGE 85th PERCENTILE 38.2

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Automatic Classified Counts, Moor Row

LOCATION: DALZELL STREET

Direction : NORTHBOUND

AVERAGE SPEEDS							
Hr Ending	Tuesday 13-Sep-22	Wednesday 14-Sep-22	Thursday 15-Sep-22	Friday 16-Sep-22	Saturday 17-Sep-22	Sunday 18-Sep-22	Monday 19-Sep-22
1	38.0	-	25.5	26.5	40.5	38.2	35.5
2	43.0	25.5	-	38.0	40.5	-	43.0
3	33.0	-	-	-	40.5	38.0	43.0
4	-	-	-	-	-	32.2	38.0
5	25.5	25.5	48.0	43.0	38.0	37.2	25.5
6	35.5	38.8	35.5	48.0	33.0	38.0	38.0
7	34.7	35.4	33.8	36.2	37.2	35.5	28.6
8	32.7	31.8	32.8	34.7	31.9	32.5	30.5
9	34.2	34.7	34.7	33.3	32.4	30.8	34.5
10	29.8	31.8	33.9	31.8	32.5	33.9	30.3
11	32.1	32.6	33.6	35.7	31.9	33.9	31.9
12	32.6	32.4	31.3	34.4	33.7	32.1	34.3
13	33.8	33.2	33.6	34.1	33.3	31.1	34.5
14	33.1	35.5	32.9	35.1	32.5	35.0	36.7
15	35.6	35.4	34.5	33.7	34.2	32.5	32.0
16	34.5	34.3	34.4	34.9	30.4	32.3	33.5
17	34.9	35.0	34.8	33.3	31.0	33.0	35.1
18	32.3	34.9	35.5	34.9	33.0	35.5	35.5
19	35.7	36.9	36.0	32.8	32.4	33.7	33.8
20	35.8	32.2	34.6	34.7	32.4	33.2	36.5
21	31.2	35.2	35.9	36.3	35.9	34.4	37.8
22	32.3	39.9	34.6	36.8	35.3	35.2	38.5
23	36.2	38.3	38.6	37.4	37.0	33.0	34.7
24	25.5	39.7	31.8	29.7	36.5	41.3	15.5
10-12	32.4	32.5	32.5	35.0	32.8	33.0	33.1
14-16	35.1	34.8	34.5	34.3	32.3	32.4	32.8
0-24	33.6	34.2	34.6	35.1	34.8	33.9	33.5

85th PERCENTILE							
Hr Ending	Tuesday 13-Sep-22	Wednesday 14-Sep-22	Thursday 15-Sep-22	Friday 16-Sep-22	Saturday 17-Sep-22	Sunday 18-Sep-22	Monday 19-Sep-22
1	-	-	-	-	47.0	49.0	39.0
2	-	-	-	-	44.0	38.0	48.0
3	-	-	-	-	-	38.5	-
4	-	-	-	-	38.0	48.4	-
5	43.0	50.3	44.5	55.1	38.0	41.9	-
6	41.4	42.7	39.0	42.8	43.0	41.1	35.7
7	40.3	40.7	41.0	41.6	38.6	41.6	35.5
8	39.8	42.0	41.4	40.7	38.1	40.8	38.1
9	36.2	39.2	42.5	39.1	39.6	42.4	36.8
10	41.3	38.3	39.0	42.9	38.7	41.0	40.7
11	38.8	39.3	38.6	42.3	39.7	37.3	41.2
12	41.8	40.6	41.5	40.6	40.5	37.6	40.9
13	38.9	42.7	40.8	42.7	41.7	35.7	44.2
14	42.8	41.8	42.4	40.6	41.2	38.9	39.3
15	41.0	41.3	41.0	41.3	37.8	38.0	40.8
16	40.9	37.8	41.1	39.5	37.8	39.7	41.8
17	41.4	42.2	43.5	40.7	42.5	39.8	44.1
18	43.2	43.7	43.5	39.8	40.9	42.0	41.3
19	43.9	38.8	41.2	42.0	39.1	41.0	45.3
20	37.8	42.2	41.4	41.6	40.7	41.6	46.7
21	37.2	46.2	40.5	41.1	44.0	41.8	45.6
22	43.1	45.7	48.3	41.5	41.2	33.0	37.6
23	25.5	47.3	40.6	36.9	43.0	49.0	-
10-12	40.1	38.8	38.8	42.6	39.2	39.1	40.9
14-16	42.0	41.5	41.7	40.9	39.5	38.4	40.0
0-24	39.9	42.4	41.7	41.7	40.9	40.8	41.3

7 DAY AVERAGE SPEED 34.2

7 DAY AVERAGE 85th PERCENTILE 41.2

5 DAY OFF PEAK AVERAGE SPEED 33.7

5 DAY OFF PEAK AVERAGE 85th PERCENTILE 40.7

survey and presentation by [trafficsense Ltd.](#)

Automatic Classified Counts, Moor Row

LOCATION: DALZELL STREET

Direction : SOUTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Tuesday 13-Sep-22	Wednesday 14-Sep-22	Thursday 15-Sep-22	Friday 16-Sep-22	Saturday 17-Sep-22	Sunday 18-Sep-22	Monday 19-Sep-22
0-30	282	292	287	252	178	170	116
31-45	459	480	446	462	270	252	188
46-60	16	18	16	28	14	8	5
61-120	0	0	0	0	0	0	1
TOTAL	757	790	749	742	462	430	310

survey and presentation by [trafficsense Ltd.](#)

Automatic Classified Counts, Moor Row

LOCATION: DALZELL STREET

Direction : NORTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Tuesday 13-Sep-22	Wednesday 14-Sep-22	Thursday 15-Sep-22	Friday 16-Sep-22	Saturday 17-Sep-22	Sunday 18-Sep-22	Monday 19-Sep-22
0-30	266	236	224	205	159	152	101
31-45	872	856	815	851	371	351	263
46-60	40	43	41	35	23	12	19
61-120	2	0	0	0	0	0	1
TOTAL	1180	1135	1080	891	553	515	384



APPENDIX D: PROPOSED SITE LAYOUT DRAWING



No.	Date	Revision	Initial
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ALPHA DESIGN

Architectural Services
Member of the Chartered Institute of
Architectural Technologists
Tel: 01900 829199 email: gb@adcumbria.co.uk

Project

RESIDENTIAL DEVELOPMENT,
DALZELL STREET,
MOOR ROW

Client

NIGEL KAY HOMES LTD.

Drawing

PHASE 2 -
INDICATIVE SITE PLAN

Scale 1:1000 @ A1 (L) Drawn GB

Checked Date MAY 2026

Drawing No.
26/01/1093 - 02

This drawing and design is copyright and must not be reproduced in part or in whole without prior written consent. Contractors must verify all dimensions on site before commencing work or preparing shop drawings.

APPENDIX E: TEMPRO DATA

Select type of Comparison

Data selections

Trip end selections

Trip end by time period selections

Select time period:

Weekday AM peak period (0700 - 0959)

Trip end type

☐ Production/Attraction

☒ Origin/Destination

Reset and Save

☒ Growth factors (2026 Data/2022 Data)

☐ Future Year

☐ Base year

☐ Future year

Walk

Cycle

Area Description

Level

E02004005

NTM Traffic Growth Calculations

Scenario: Core

Base Year: 2022

Future Year: 2026

Time Period: Weekday AM peak period (0700 - 0959)

1: Select NTM Dataset:

NTM Dataset Description	From	To
► NRTP 2022 Core	2015	2060
NRTP 2022 Behavioural Change	2015	2060
NRTP 2022 High Economy	2015	2060
NRTP 2022 Low Economy	2015	2060
NRTP 2022 Mode-balanced Decarbonisation	2015	2060
NRTP 2022 Regional	2015	2060
NRTP 2022 Technology	2015	2060
NRTP2022 Vehicle-led Decarbonisation	2015	2060

2: Select Areas to make up the geographic region:

3: Select area type:

4: Select road type:

5: Select which area it serves:

☒ Copeland 006 (E02004005)

☐ Urban

☐ Rural

☒ All

☐ Motorway

☐ Trunk

☐ A Road

☐ Minor

☒ All

☒ Region

☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02004005	Copeland 006	1.0283

to higher geographical levels

All Purposes

Destination
1.0061

Reset Selections

Select Type of Comparison

Data selections

Trip end selections

Trip end by time period selections

Select time period:

Weekday PM peak period (1600 - 1859)

Trip end type

Production/Attraction

Origin/Destination

Select data type

Growth factors (2026 Data/2022 Data)

Future Year

Base year

Future year

NTM Traffic Growth Calculations

Scenario: Core

Base Year: 2022

Future Year: 2026

Time Period: Weekday PM peak period (1600 - 1859)

1: Select NTM Dataset:

NTM Dataset Description	From	To
NRTP 2022 Core	2015	2060
NRTP 2022 Behavioural Change	2015	2060
NRTP 2022 High Economy	2015	2060
NRTP 2022 Low Economy	2015	2060
NRTP 2022 Mode-balanced Decarbonisation	2015	2060
NRTP 2022 Regional	2015	2060
NRTP 2022 Technology	2015	2060
NRTP2022 Vehicle-led Decarbonisation	2015	2060

2: Select Areas to make up the geographic region:

3: Select area type:

4: Select road type:

5: Select which area it serves:

Copeland 006 (E02004005)

Urban

Rural

All

Motorway

Trunk

A Road

Minor

All

Region

England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02004005	Copeland 006	1.0247

to higher geographical levels

All Purposes

Destination
1.0031