

CARLISLE TRANSPORT
IMPROVEMENT STUDY

APPENDICES

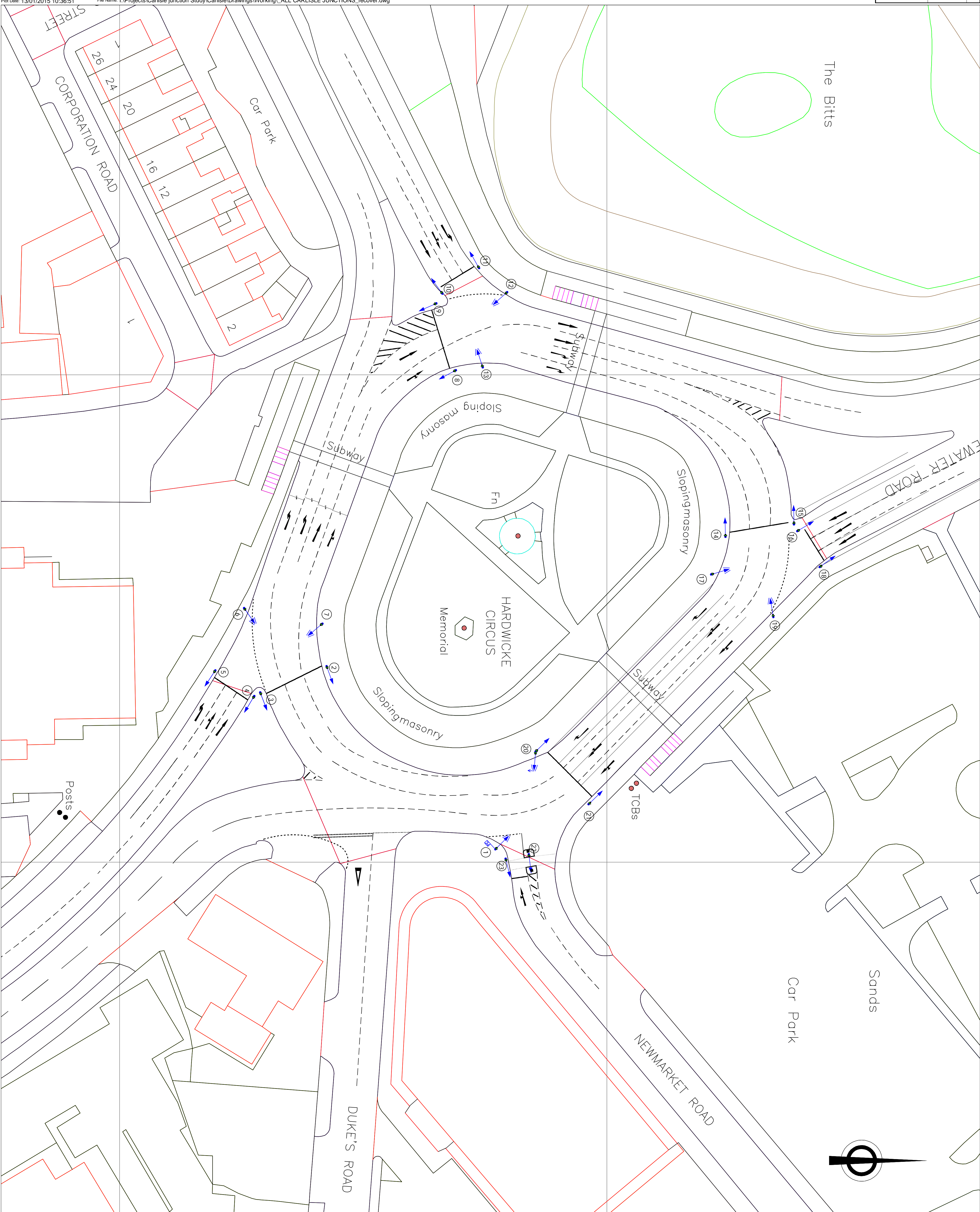
Cumbria County Council

3513699C-PTM

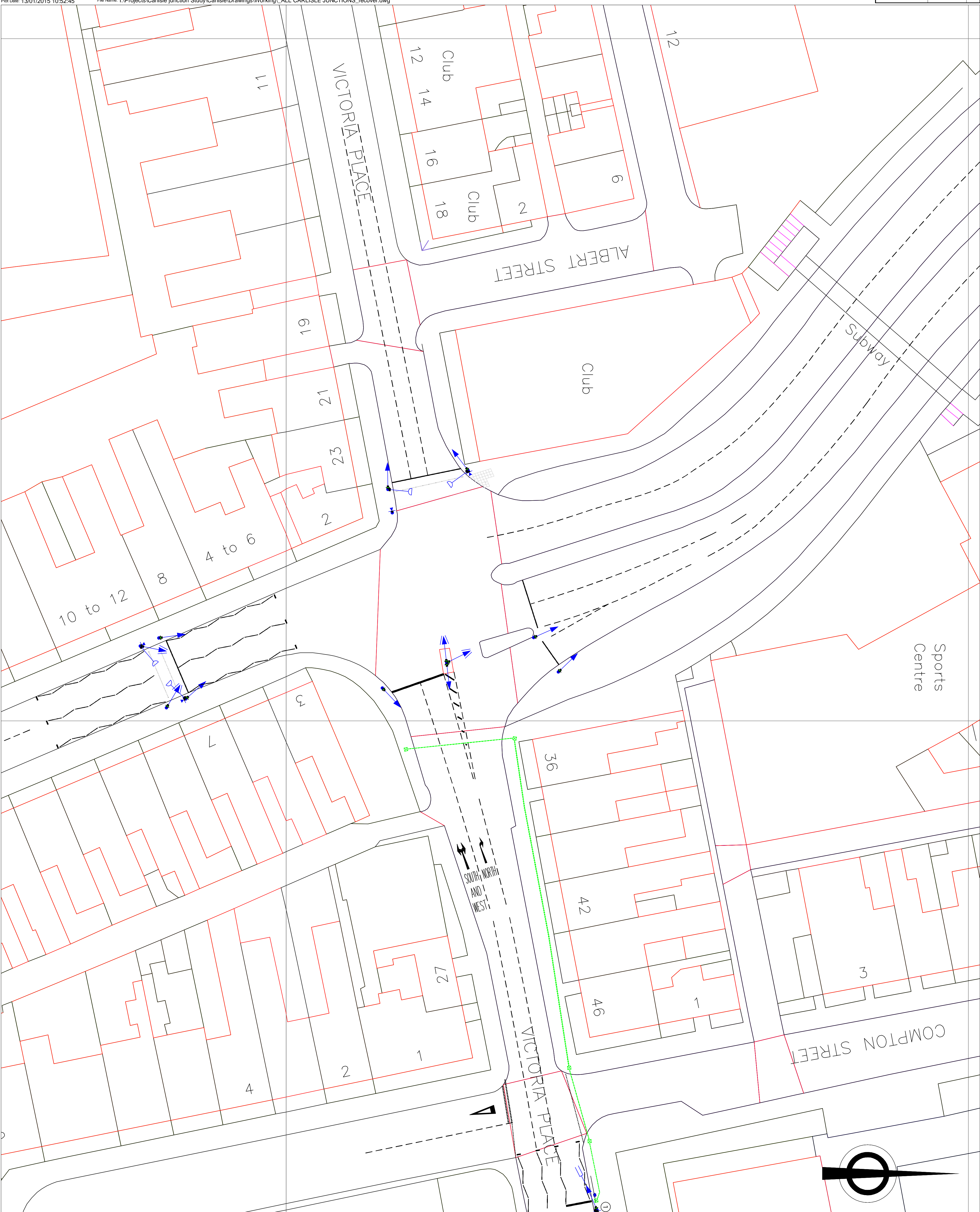
Final

APPENDIX A

EXISTING JUNCTION LAYOUTS



FOR INFORMATION			
Rev	Date	Description	By / Chk / App
<p>PARSONS BRINCKERHOFF</p> <p>Amber Court, Newcastle Road, Newcastle, NE7 7JG Tel: 44(0)191 266 2000 Fax: 44(0)191 266 2004</p> <p>Client: CUMBRIA COUNTY COUNCIL</p> <p>Site/Project: CARLISLE TRANSPORT IMPROVEMENTS JUNCTION ANALYSIS</p> <p>Title: HARDWICKE CIRCUS</p>			
Drawn:	SS	Checked:	AS
Design:	CC	Approved:	AS
Date:	11/12/2014	Scale:	1:250 A1 Sheet: 2 OF 22
Project Number:	3513699C - PTM	Drawing Number:	000 - 02
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FOR INFORMATION

Rev	Date	Description	By	CHK	APP

PARSONS BRINCKERHOFF

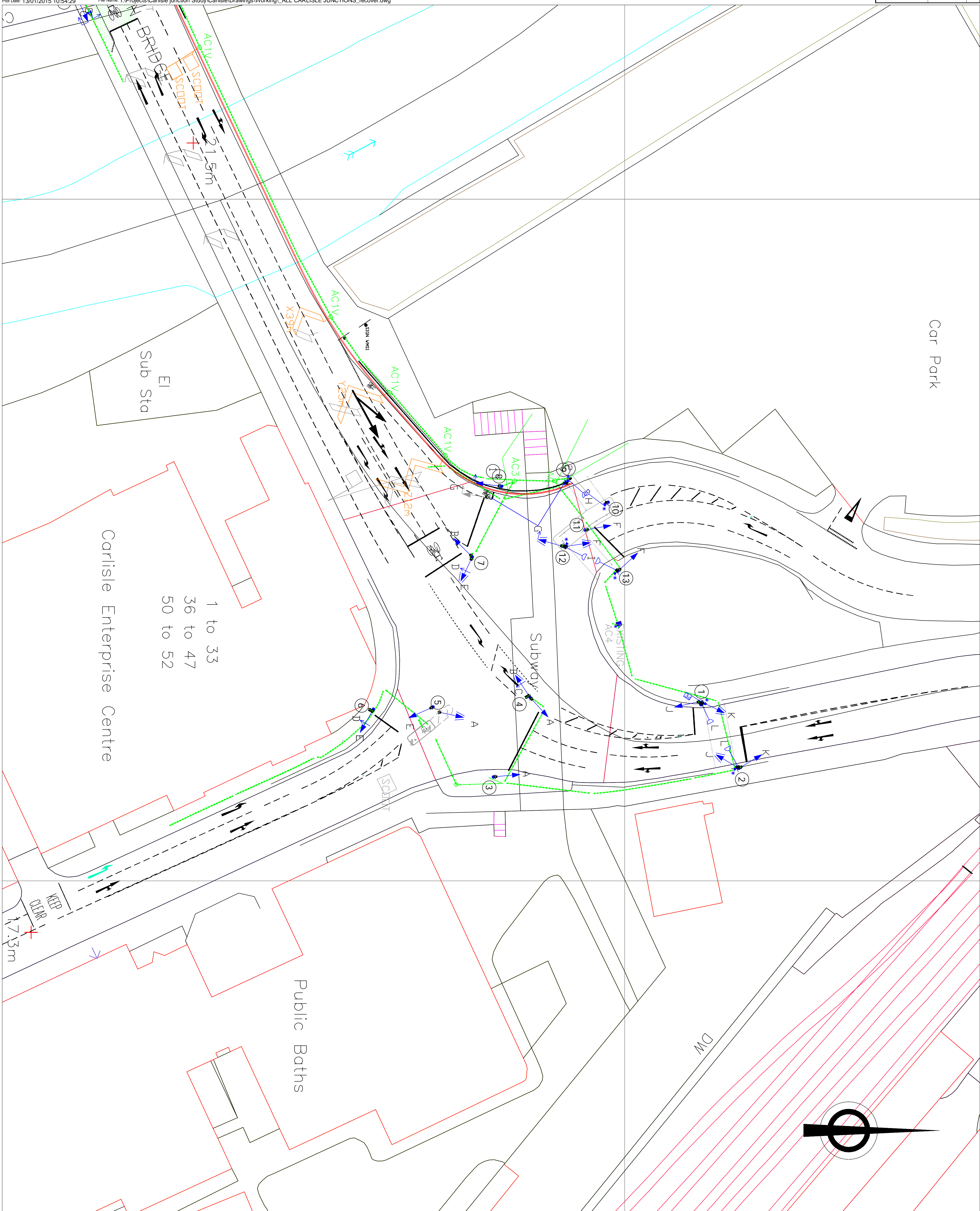
Amber Court
 Millennium Park
 Newcastle, NE4 7TQ
 Tel: 44(0)191 266 2000
 Fax: 44(0)191 266 2004

CUMBRIA COUNTY COUNCIL

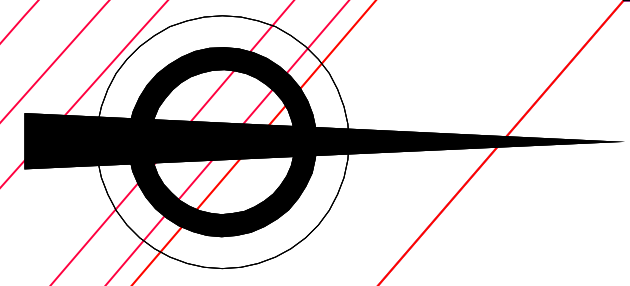
Star/Project:
CARLISLE TRANSPORT IMPROVEMENTS JUNCTION ANALYSIS

Title:
GEORGIAN WAY/ VICTORIA PLACE

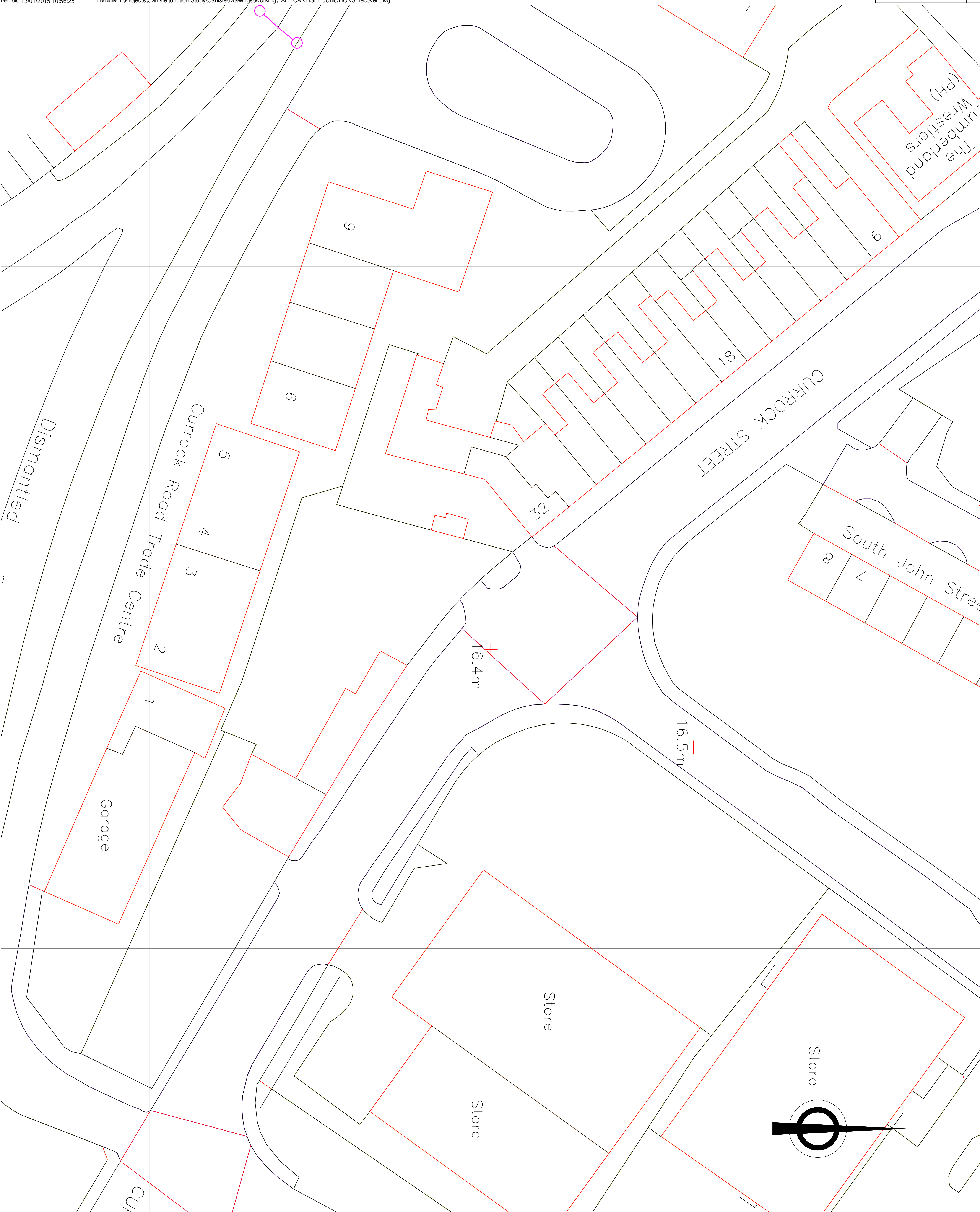
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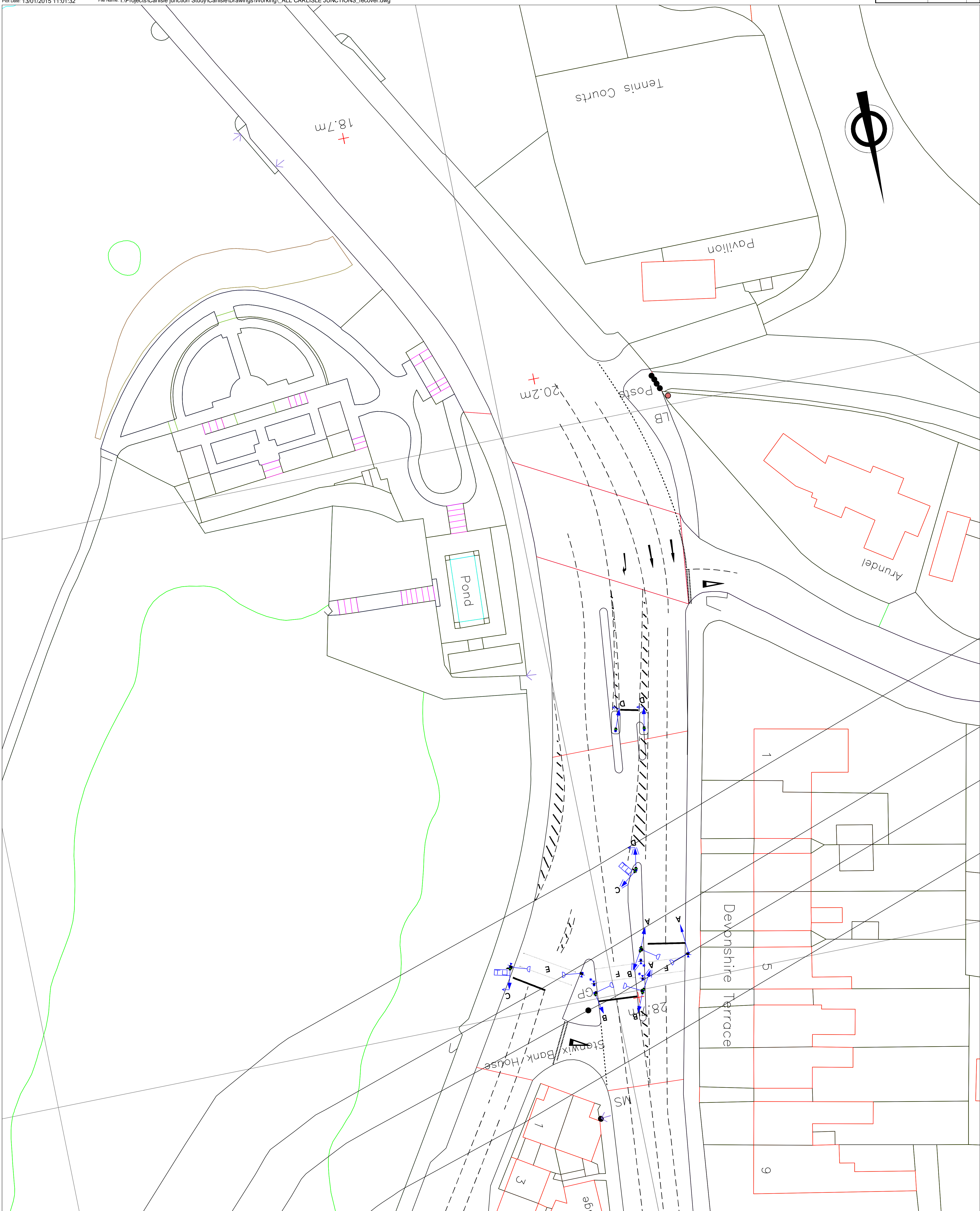
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FOR INFORMATION		By	CHK	App
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Drawn	SS	Checked	AS	
Designated	CC	Approved	AS	
Date	11/12/2014	Scale	1:250 A1	Sheet: 4 OF 22
Project Number	3513699C - PTM	Drawing Number	000 - 04	Revision
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<p>FOR INFORMATION</p>		By	CHK	App
Rev	Date	Description		
<p>PARSONS BRINCKERHOFF</p> <p>Amber Court, Millennium Park, Newcastle, NE4 7TQ Tel: 44(0)191 266 2000 Fax: 44(0)191 266 2004</p>				
<p>Client: CUMBRIA COUNTY COUNCIL</p>				
<p>Site/Project: CARLISLE TRANSPORT IMPROVEMENTS JUNCTION ANALYSIS</p>				
<p>Title: CURROCK ROAD/ CROWN STREET</p>				
Drawn	SS	Checked	AS	
Designated	CC	Approved	AS	
Date:	11/12/2014	Scale:	1:250	A1 Sheet: 5 OF 22
Project Number:	3513699C - PTM	Drawing Number:	000 - 05	Revision:
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FOR INFORMATION

PARSONS BRINCKERHOFF
 Amber Court,
 Newcastle Road, Durham,
 North East, UK, NE7 7UD
 Tel: 44(0)191 266 2000
 Fax: 44(0)191 266 2004
 Email: sarwar@parsonsbrinckerhoff.com

Client:
CUMBRIA COUNTY COUNCIL

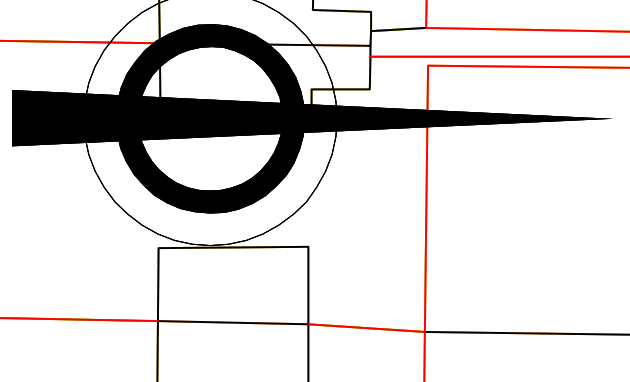
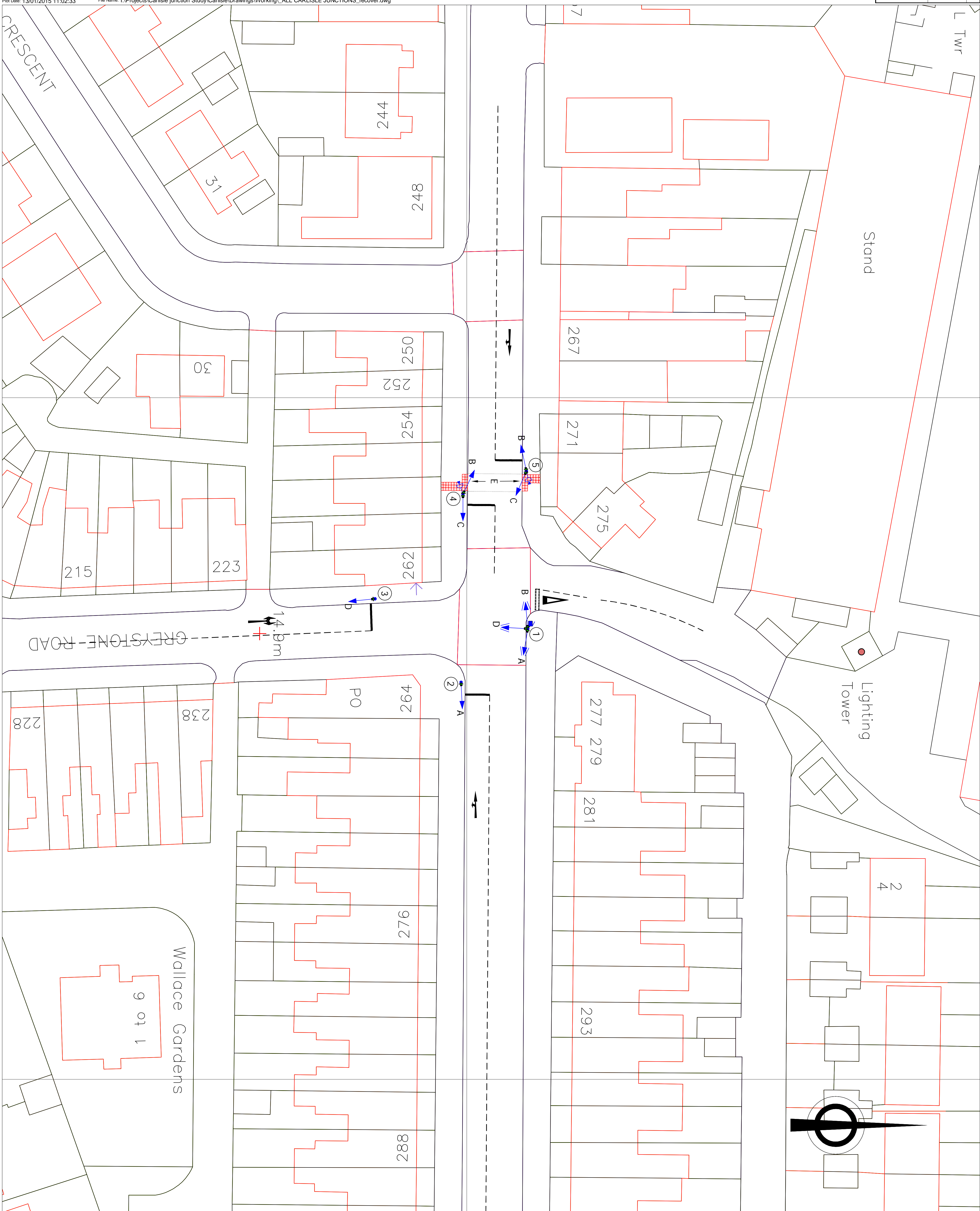
Site/Project:
CARLISLE TRANSPORT IMPROVEMENTS JUNCTION ANALYSIS

Title:
STANWIX BANK/ BRAMPTON ROAD

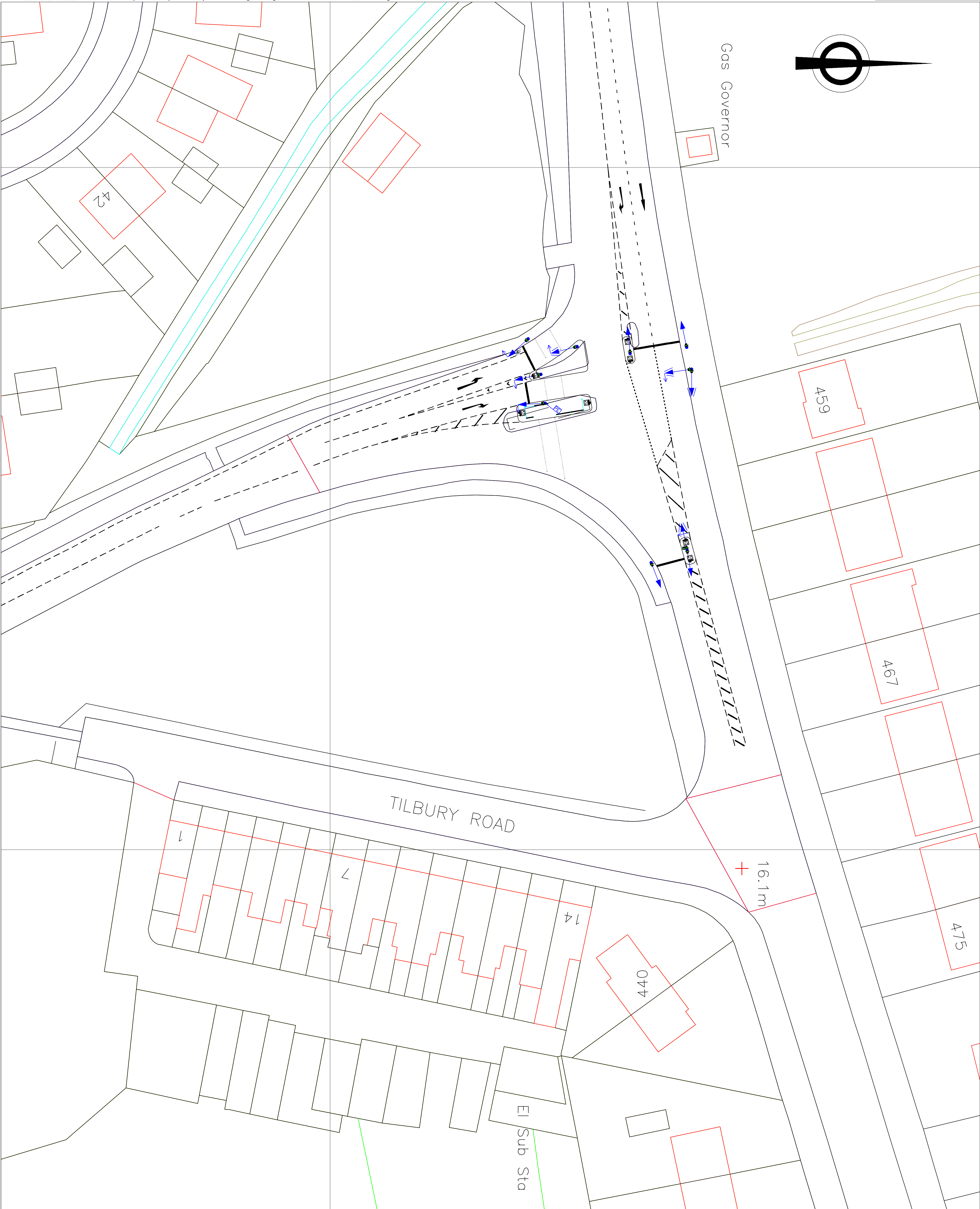
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Project Number:	3513699C - PTM	Drawing Number:	000 - 06

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FOR INFORMATION		Rev Date Description By Ck App
<p style="text-align: center;">PARSONS BRINCKERHOFF</p> <p>Amber Court Newcastle Road Newcastle NE4 7TG Tel: 44(0)191 266 2000 Fax: 44(0)191 266 2004</p> <p style="text-align: center;">CUMBRIA COUNTY COUNCIL</p> <p style="text-align: center;">WARWICK ROAD/ GREYSTONE ROAD</p> <p style="text-align: center;">CARLISLE TRANSPORT IMPROVEMENTS JUNCTION ANALYSIS</p> <p style="text-align: center;">StarOffice</p>		
Drawn: SS Design: CC Date: 11/12/2014 Project Number: 3513699C - PTM	Checked: AS Approved: AS Scale: 1:250 Drawing Number: 000 - 09	Sheet: 9 OF 22 Revision:



FOR INFORMATION

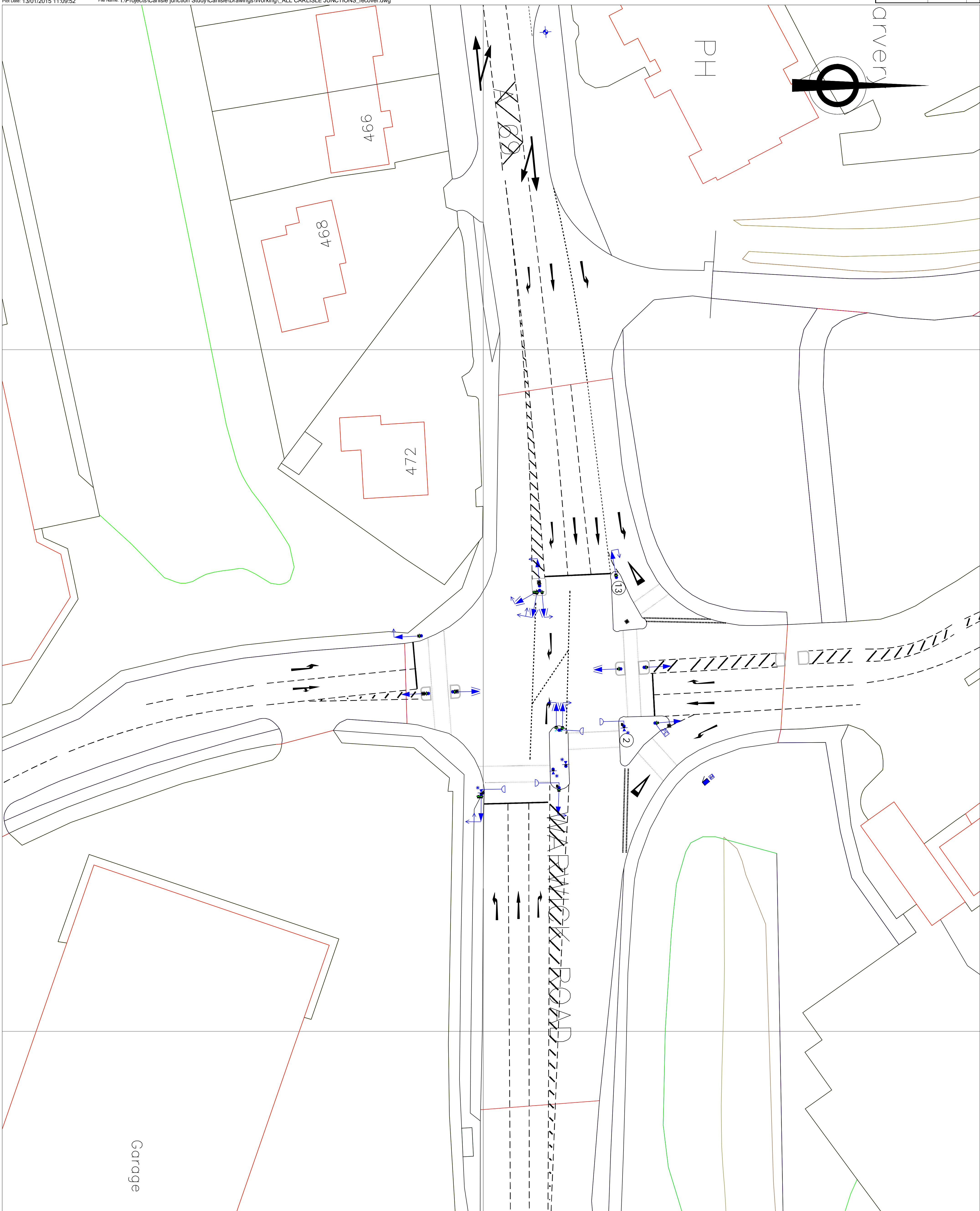
PARSONS BRINCKERHOFF
 Amber Court,
 Newcastle Road,
 Newcastle, NE4 7UD
 Tel: 44(0)191 266 2000
 Fax: 44(0)191 266 2004
 Email: sales@parsonsbrinckerhoff.com

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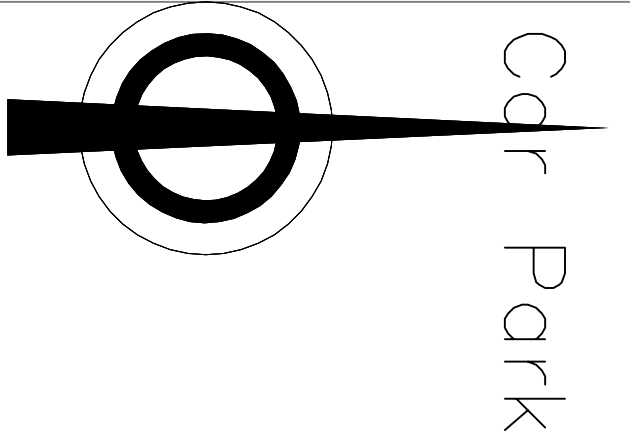
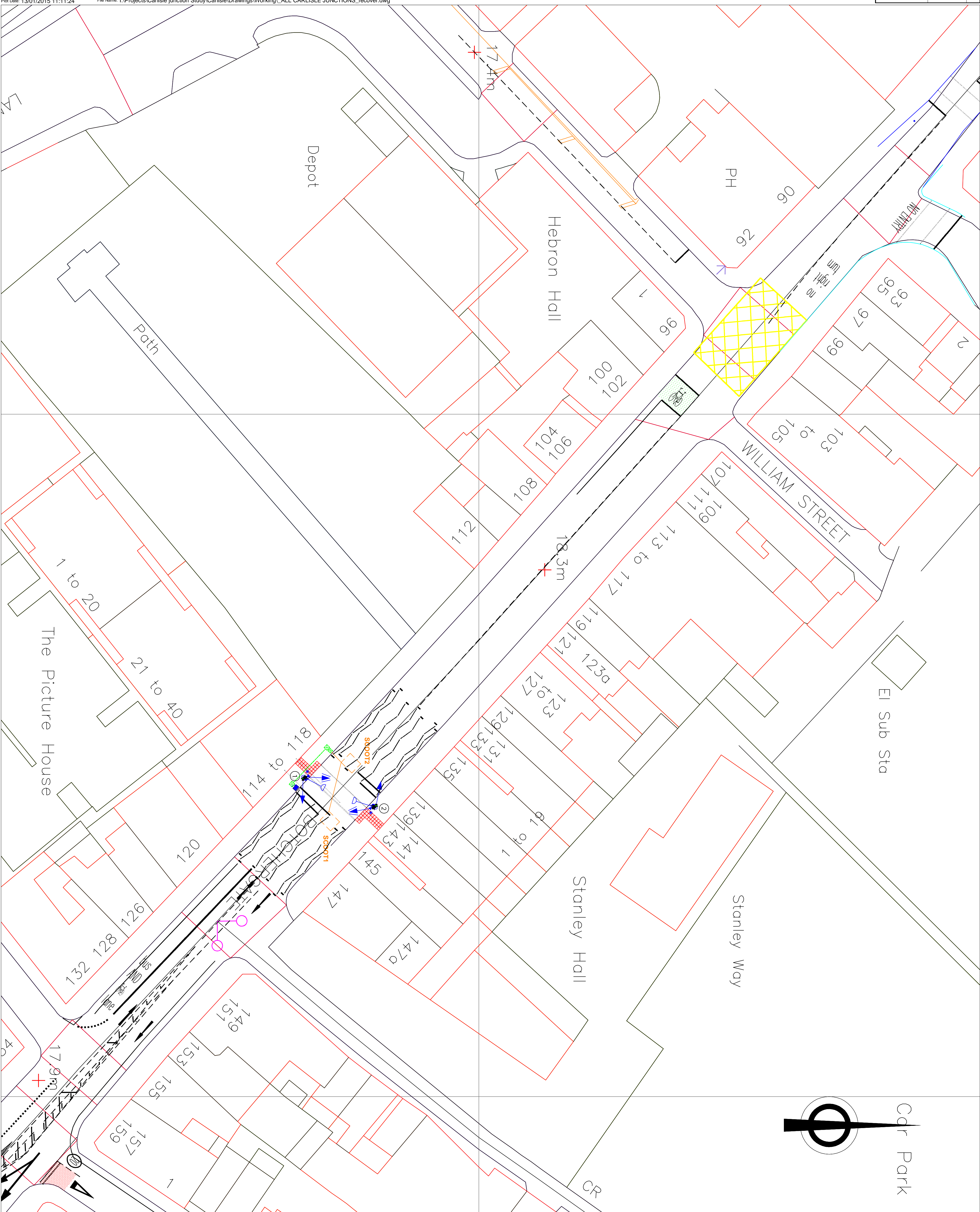
CARLISLE TRANSPORT IMPROVEMENTS JUNCTION ANALYSIS

WARWICK ROAD/ EASTERN WAY

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Design:	CC	Approved:	AS
Date:	11/12/2014	Scale:	1:250 A1 Sheet: 10 OF 22
Project Number:	3513699C - PTM	Drawing Number:	000 - 11



<p>Star Project:</p> <p>CARLISLE TRANSPORT IMPROVEMENTS JUNCTION ANALYSIS</p> <p>WARWICK/ TESCO/ MONTGOMERY WAY</p>		<p>Star Project:</p> <p>CUMBRIA COUNTY COUNCIL</p>
<p>Client:</p> <p>PARSONS BRINCKERHOFF</p> <p>Amber Court Newcastle Road Newcastle NE4 7TG</p>		<p>Tel: 44(0)191 266 2000 Fax: 44(0)191 266 2004</p>
<p>Drawn: SS</p> <p>Checked: AS</p> <p>Design: CC</p> <p>Approved: AS</p> <p>Date: 11/12/2014</p> <p>Scale: 1:250</p> <p>Project Number: 3513699C - PTM</p> <p>Drawing Number: 000 - 12</p>		<p>By: CK</p> <p>App: App</p>
<p>FOR INFORMATION</p>		



FOR INFORMATION

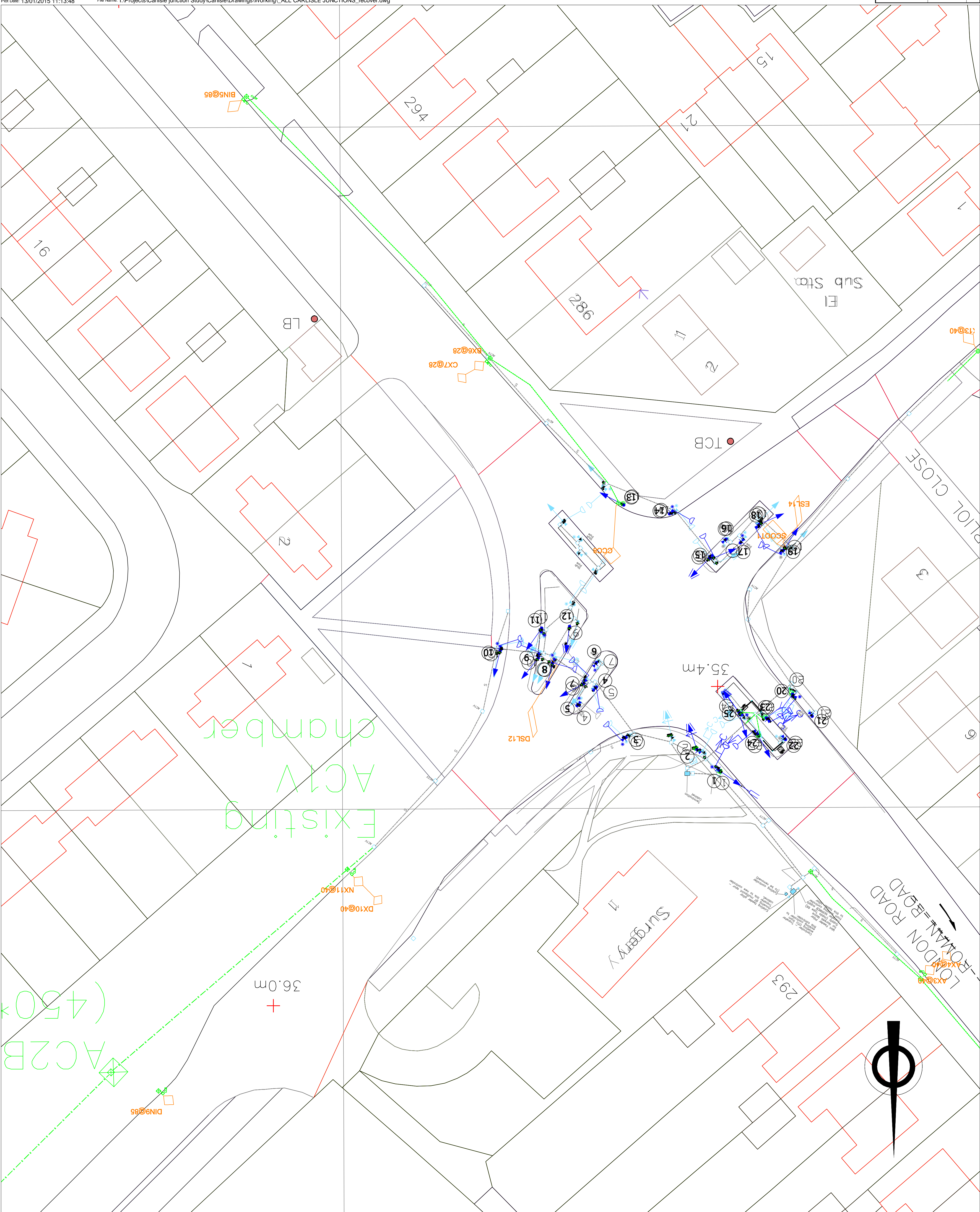
PARSONS BRINCKERHOFF
 Amber Court
 Newcastle Road, Newcastle
 Northumberland, NE4 7TG
 Tel: 44(0)191 266 2000
 Fax: 44(0)191 266 2004

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CARLISLE TRANSPORT IMPROVEMENTS JUNCTION ANALYSIS

BOTCHERGATE/ TAIT / CROWN

Drawn	Checked	By	CHK	App
SS	AS			
CC	AS			
Date: 11/12/2014	Scale: 1:250	AT	Scale: 12 OF 22	
Project Number: 3513699C - PTM	Drawing Number: 000 - 013			



Rev	Date	Description	By	CHK	App
FOR INFORMATION					
Amber Court Newcastle Road, Newcastle Northumberland, NE4 7TQ Tel: 44(0)191 266 2000 Fax: 44(0)191 266 2004 Email: sales@brinckerhoff.com					
CUMBRIA COUNTY COUNCIL					
Star Project: CARLISLE TRANSPORT IMPROVEMENTS JUNCTION ANALYSIS					
LONDON ROAD/ EASTERN WAY					
Drawn:	SS	Checked:	AS		
Designated:	CC	Approved:	AS		
Date:	11/12/2014	Scale:	1:250	A1	Sheet: 16 OF 22
Project Number:	3513699C - PTM	Drawing Number:	000 - 17	Revision:	
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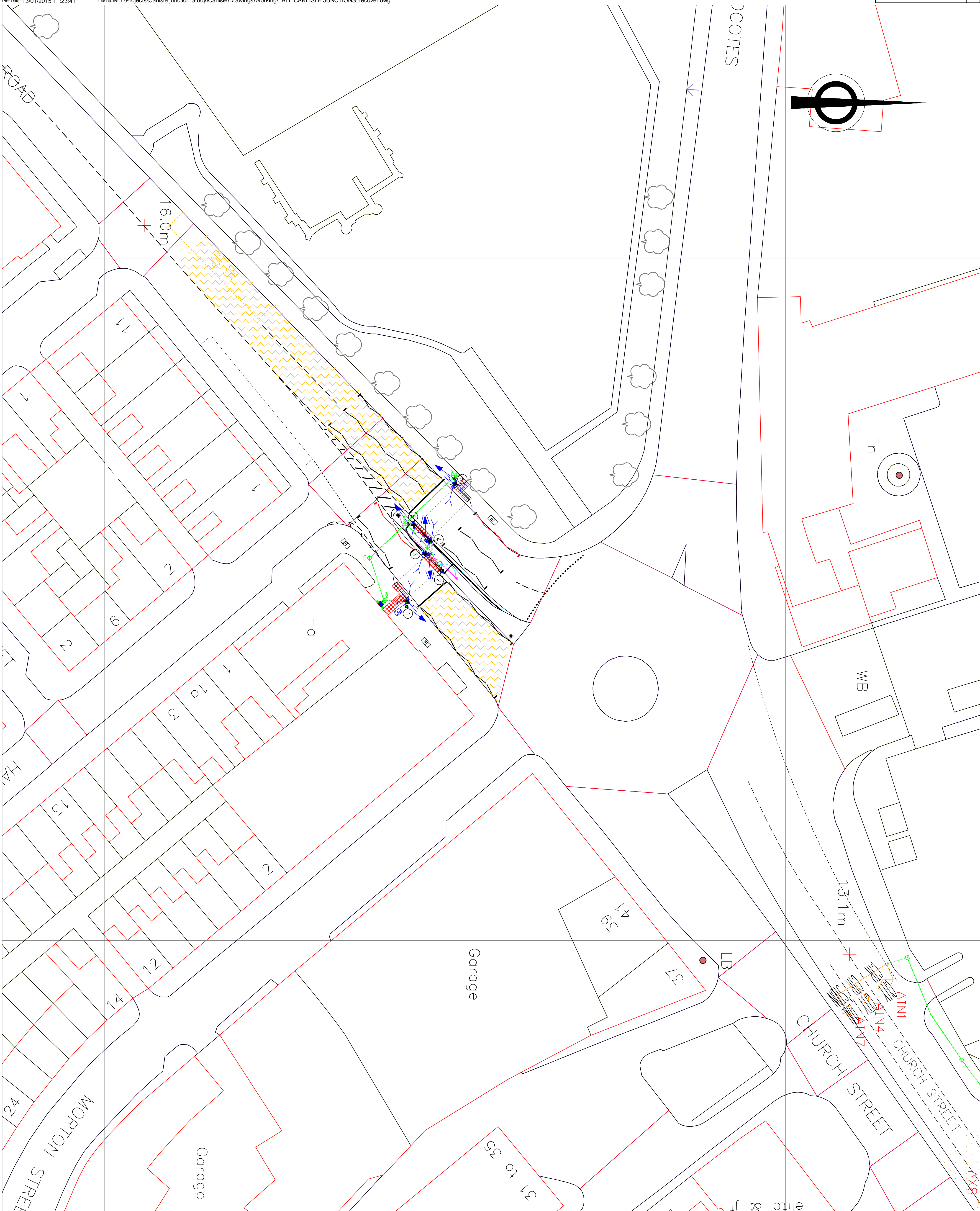
PARSONS BRINCKERHOFF
 Amber Court
 Mansfield Road, Peterborough
 Northamptonshire, NN1 2EJ, UK
 Tel: 44(0)1753 256200
 Fax: 44(0)1753 256204
 Email: sales@parsonsbrinckerhoff.com

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Star Project:
 CARLISLE TRANSPORT IMPROVEMENTS JUNCTION ANALYSIS

Title:
 SHADDONGATE/ BRIDGE STREET/ SAINSBURY'S

Drawn:	SS	Checked:	AS
Design:	CC	Approved:	AS
Date:	08/01/2015	Scale:	1:250 A1 Sheet: 18 OF 22
Project Number:	3513699C - PTM	Drawing Number:	000 - 18
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FOR INFORMATION

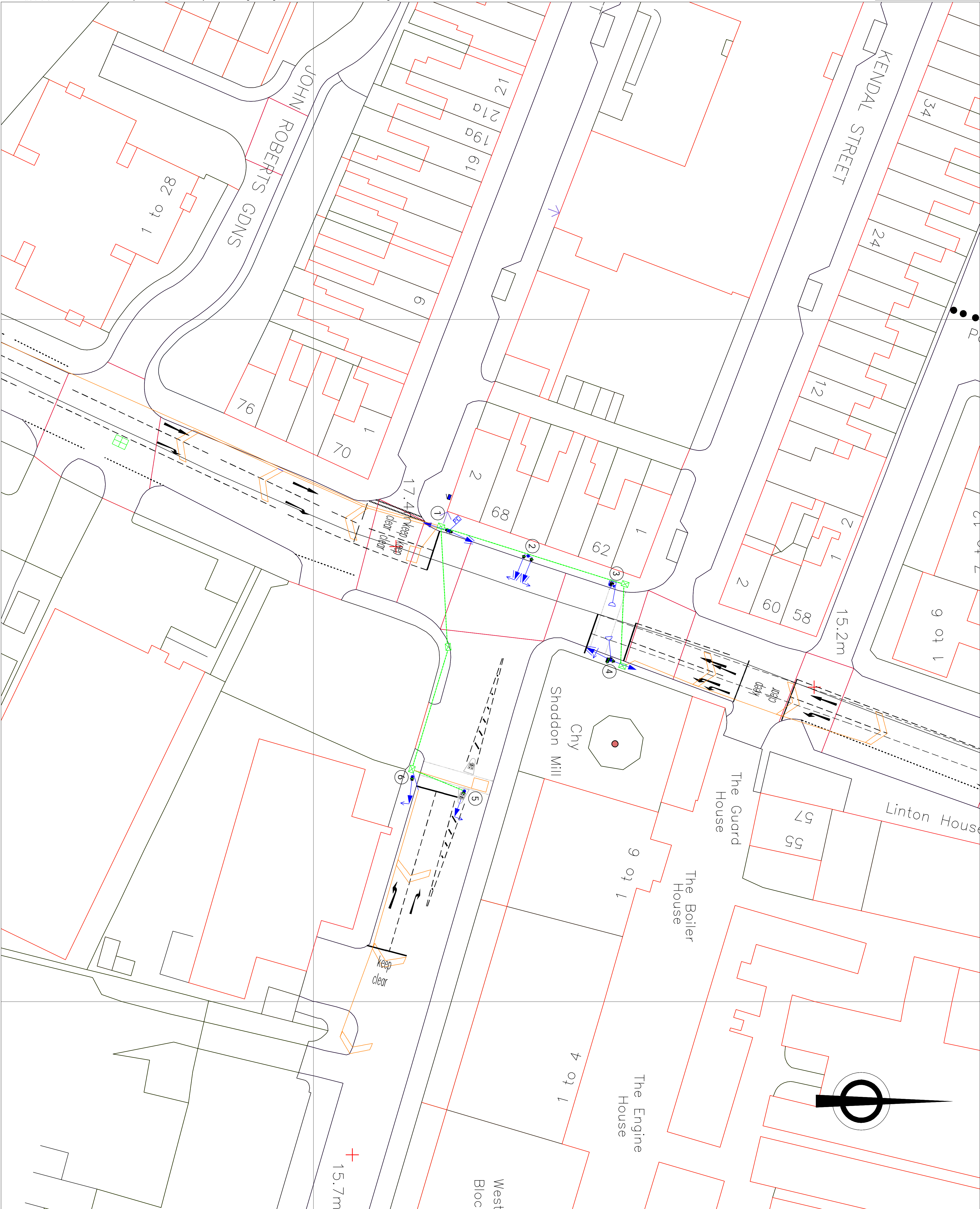
PARSONS BRINCKERHOFF
 Amber Court,
 Newcastle Road,
 Newcastle, NE4 7TD
 Tel: 44(0)191 266 2000
 Fax: 44(0)191 266 2004
 Email: sales@parsonsbrinckerhoff.com

CUMBRIA COUNTY COUNCIL

CARLISLE TRANSPORT IMPROVEMENTS JUNCTION ANALYSIS
WIGTON ROAD/MCVITTIES ROUNDABOUT

Drawn:	SS	Checked:	AS
Design:	CC	Approved:	AS
Date:	11/12/2014	Scale:	1:250 A1 Sheet: 18 OF 22
Project Number:	3513699C - PTM	Drawing Number:	000 - 19

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 Tel: 44(0)191 266 2000
 Fax: 44(0)191 266 2004

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CARLISLE TRANSPORT IMPROVEMENTS JUNCTION ANALYSIS

SHADDONGATE/ JUNCTION STREET

Drawn:	SS	Checked:	AS
Designated:	CC	Approved:	AS
Date:	11/12/2014	Scale:	1:250 A1 Sheet: 19 OF 22
Project Number:	3513699C - PTM	Drawing Number:	000 - 22



FOR INFORMATION

Rev	Date	Description	By	CHK	App

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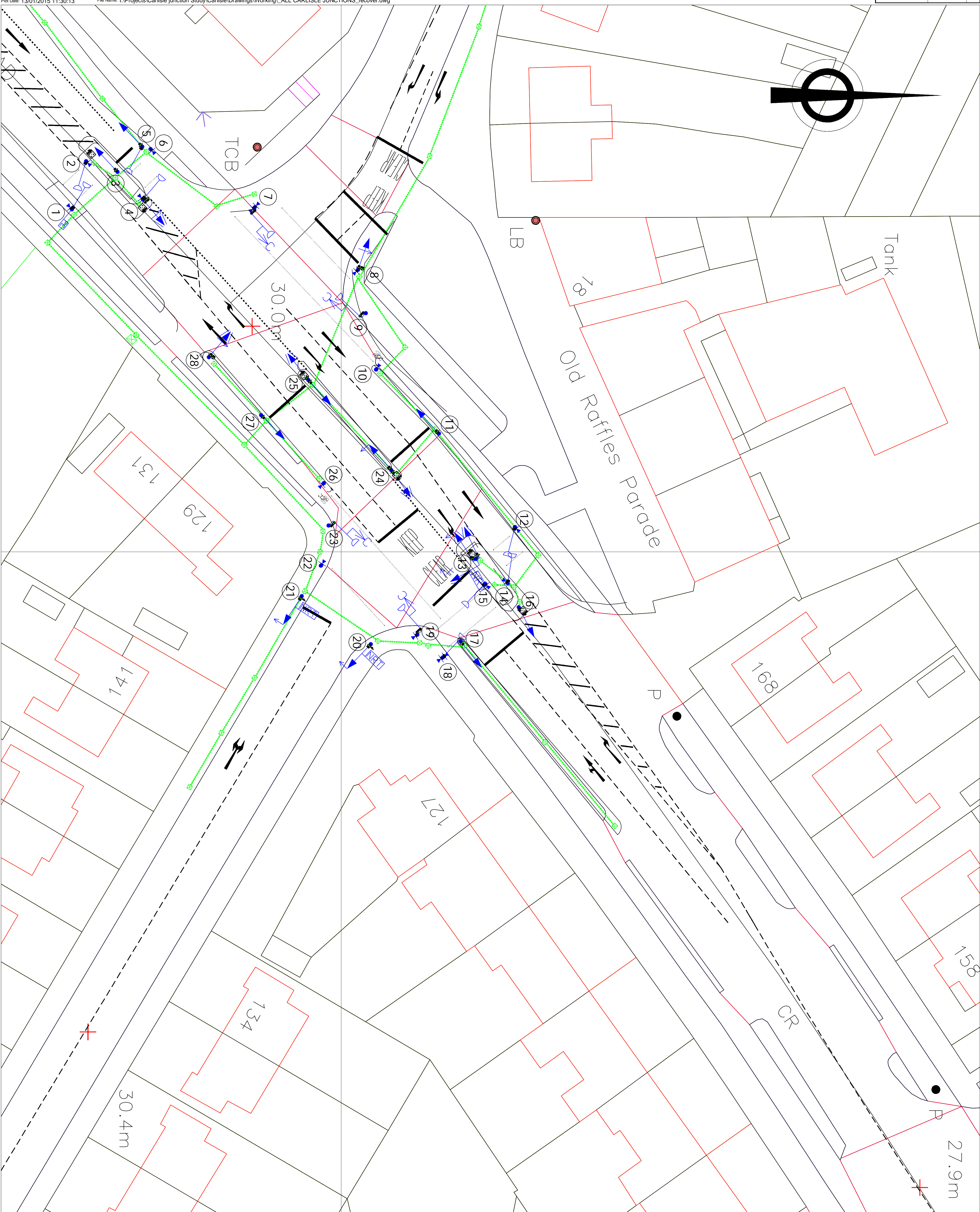
Amber Court
 Millennium Park
 Newcastle, NE4 7TQ
 Tel: 44(0)191 266 2000
 Fax: 44(0)191 266 2104

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CARLISLE TRANSPORT IMPROVEMENTS JUNCTION ANALYSIS

DURDAR ROAD
 NEWBIGGIN ROAD

Drawn	Checked	AS
SS	AS	
Designed	Approved	AS
CC	AS	
Date	Scale	Sheet
08/01/2015	1:250	21 OF 22
Project Number	Drawing Number	Revision
3513699C - PTM	000 - 26	0



FOR INFORMATION

PARSONS BRINCKERHOFF
 Amber Court
 Newcastle Road, Newcastle
 Newcastle, NSW 2300, Australia
 Tel: 4401914-295-2000
 Fax: 4401917-295-2004
 Email: sales@pb.com.au

CUMBRIA COUNTY COUNCIL

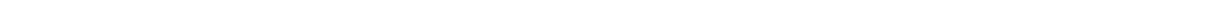
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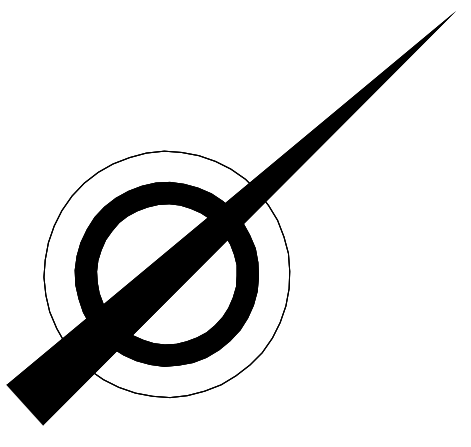
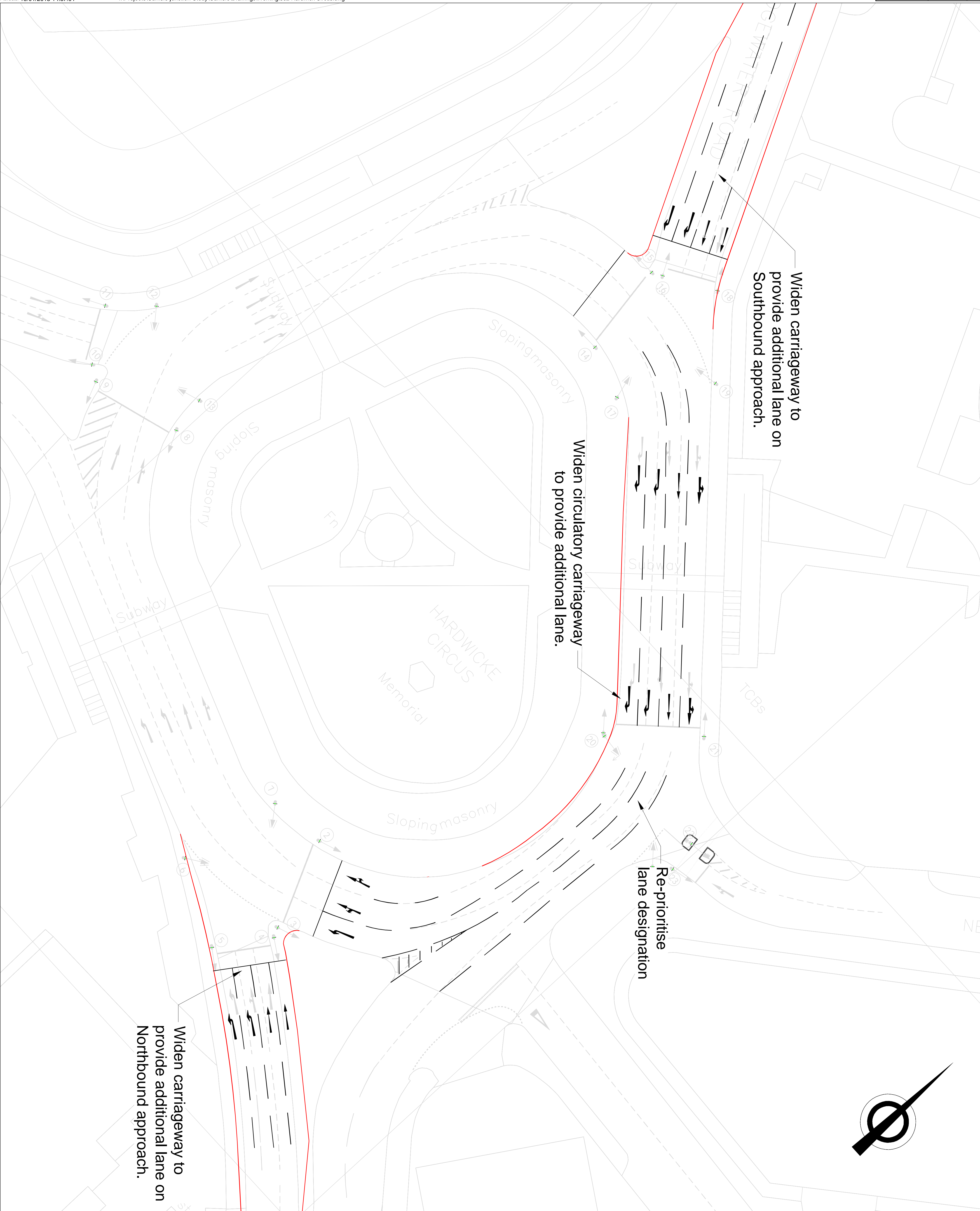
WIGTON ROAD/
ORTON ROAD

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Project Number:	3513699C - PTM	Drawing Number:	000 - 27

APPENDIX B

REVISED JUNCTION LAYOUTS





KEY

- Proposed Kerbline
- - - Proposed Road Markings
- - - Existing Road Markings
- Budget Estimate

£235K

1	19/01/2015	For Information - Budget Estimate Approved	JD	OC	JAS
0	07/01/2015	For Information	SS	OC	JAS
Rev	Date	Description	By	CHK	App

FOR INFORMATION

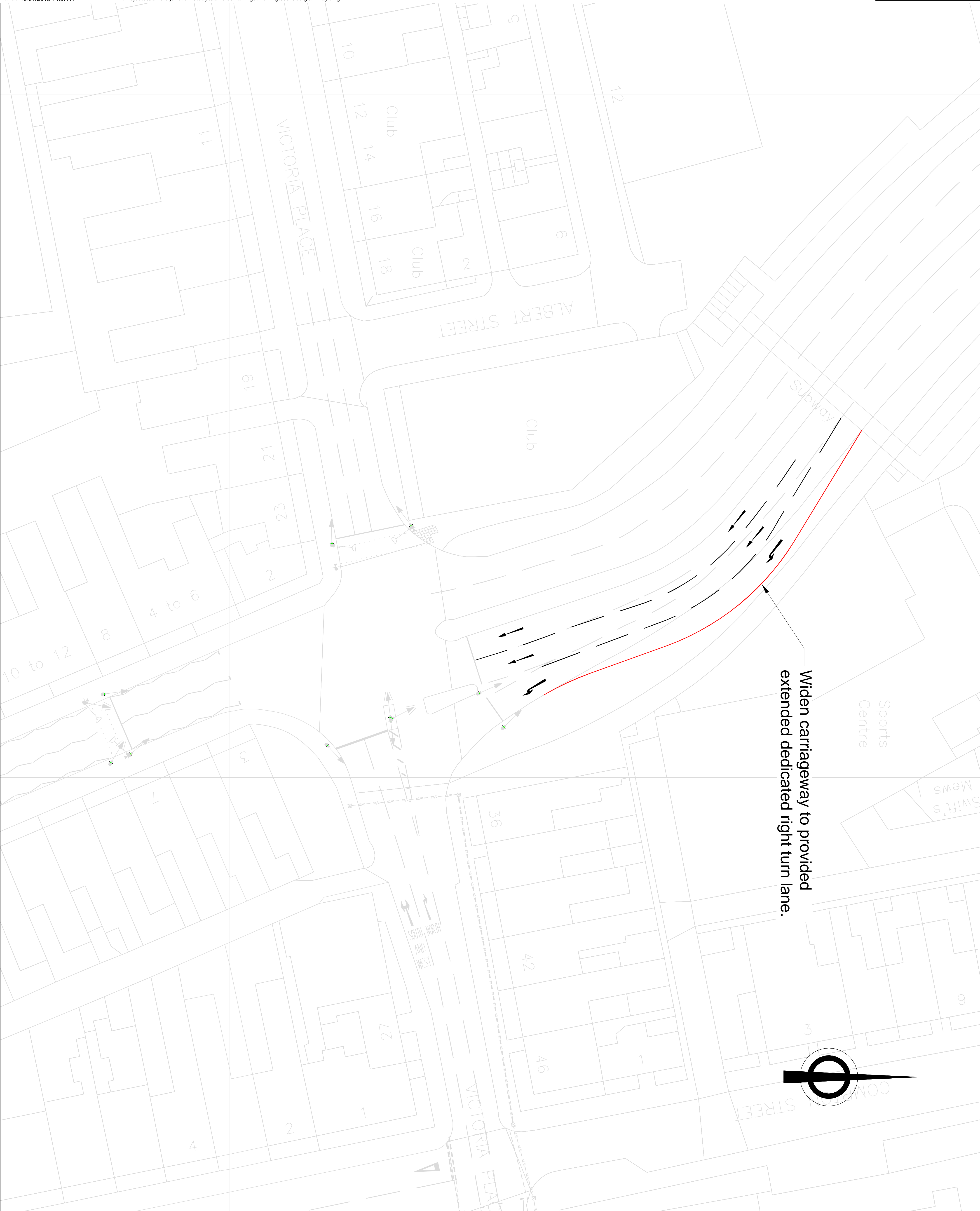
PARSONS BRINCKERHOFF
 1000 Lakeside Drive
 Waltham, MA 01954
 Telephone: 401.875.2000
 Fax: 401.875.2104
 Website: www.pbworld.com

CUMBERIA COUNTY COUNCIL

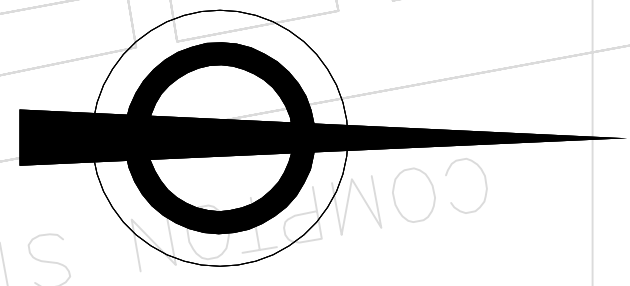
Site/Project:
CARLISLE TRANSPORT IMPROVEMENTS JUNCTION ANALYSIS

Title:
HARDWICKE CIRCUS

Name:	SS	Created:	CC
Design:	CC	Approved:	AS
Date:	16/12/2014	Scale:	1:250
Project Number:	3513699C - PTM	Drawing Number:	000 - 02
Revision:		Revision:	1



Widen carriageway to provided extended dedicated right turn lane.



- KEY**
- Proposed Kerbline
 - - - Proposed Road Markings
 - - - Existing Road Markings
- Budget Estimate
 £39K

1	19/01/2015	For Information - Budget Estimate Approved	JD	OC	JAS
0	07/01/2015	For Information	SS	CC	JAS
Rev	Date	Description	By	CHK	App

FOR INFORMATION

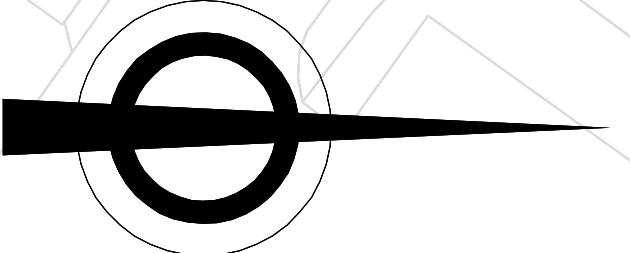
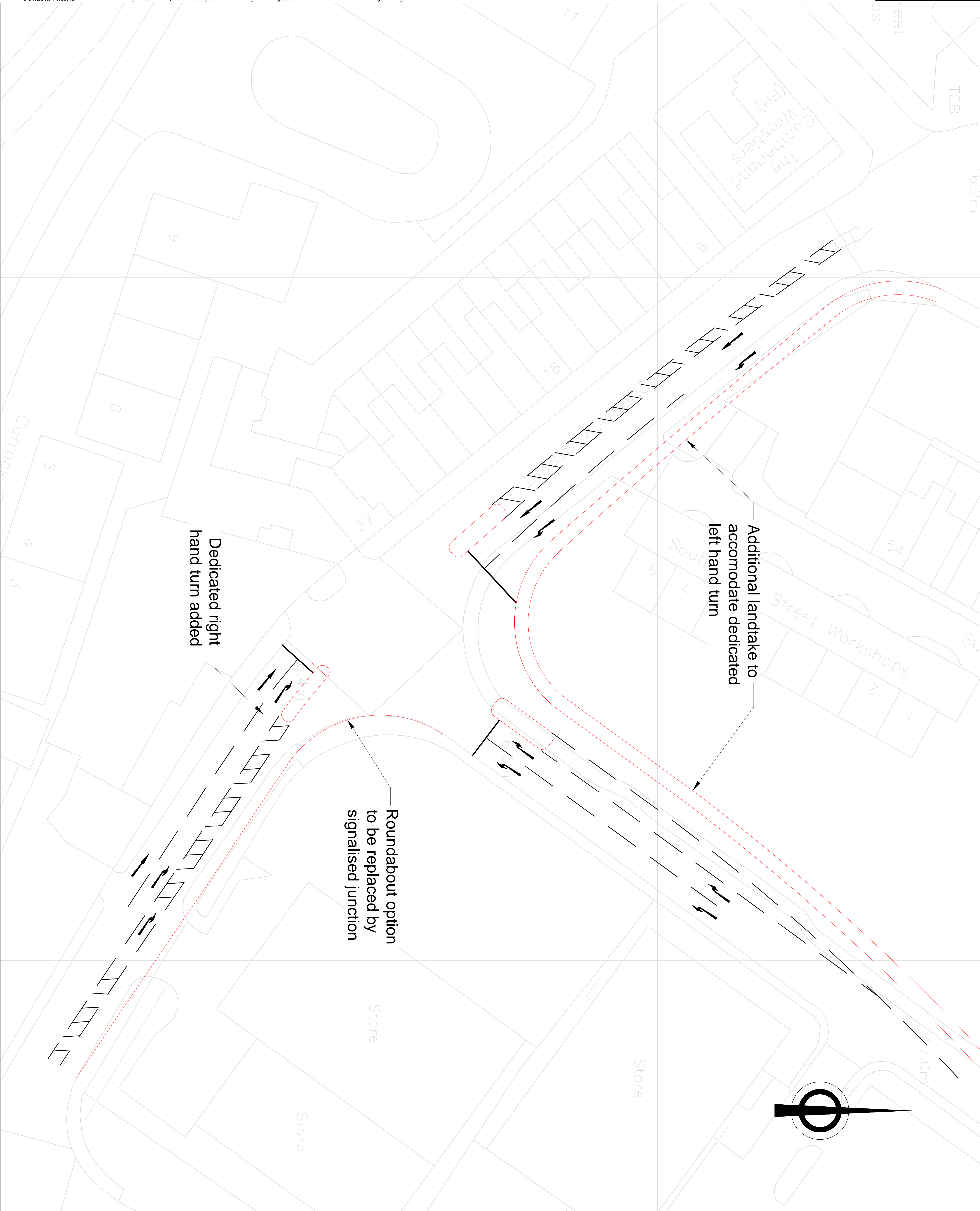
PARSONS BRINCKERHOFF
 11th Floor, Wellington House
 11, Abchurch Lane, London EC4N 3DF
 Tel: 44-(0)191-228-2000
 Fax: 44-(0)191-228-2104
 Newcastle upon Tyne NE2 7YQ

CUMBRIA COUNTY COUNCIL

CARLISLE TRANSPORT IMPROVEMENTS JUNCTION ANALYSIS

GEORGIAN WAY/ VICTORIA PLACE

Name:	SS	Created:	AS
Designat:	CC	Approved:	AS
Date:	16/12/2014	Scale:	1:250
Project Number:	3513699C - PTM	Drawing Number:	000 - 03
		Revision:	1



- KEY**
- Proposed Kerblines
 - Proposed Road Markings
 - Existing Road Markings
 - Budget Estimate
- Z495K

1	19/01/2015	For Information - Budget Estimate Approved	JD	OC	JAS
0	08/01/2015	For Information	SS	CC	JAS
Rev	Date	Description	By	CHK	App

FOR INFORMATION

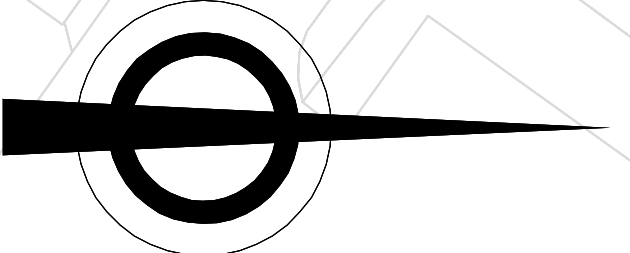
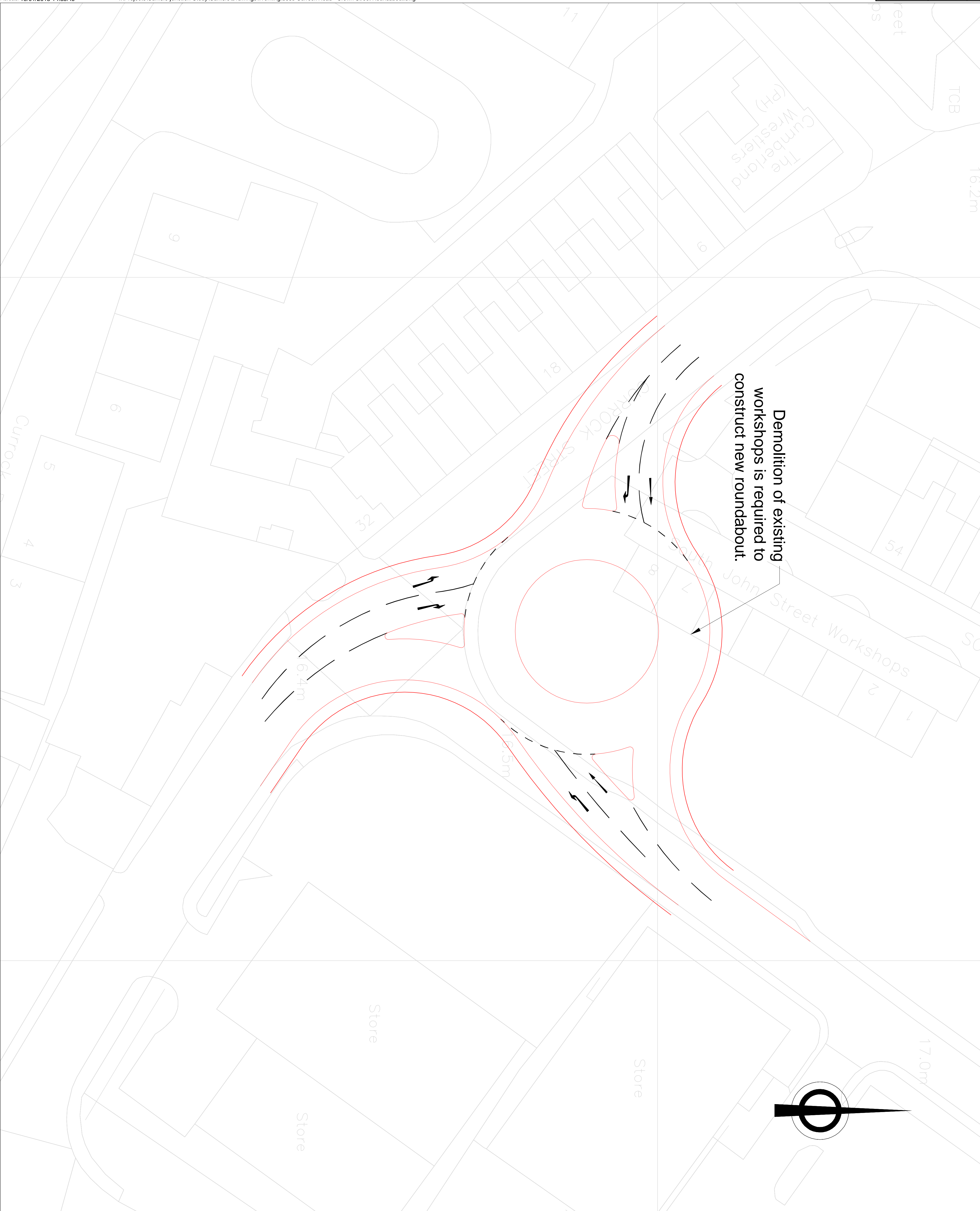
PARSONS BRINCKERHOFF
 Atkins Rail
 Wilton, Armstrong Drive
 Newcastle upon Tyne NE4 7YQ
 Tel: 44-(0)191-228-2000
 Fax: 44-(0)191-228-2104

CUMBRIA COUNTY COUNCIL

Site/Project:
CARLISLE TRANSPORT IMPROVEMENTS JUNCTION ANALYSIS

Title:
CURROCK ROAD/ CROWN STREET

Date:	SS	Checked:	AS
Designed:	CC	Approved:	AS
Date:	08/01/2015	Scale:	1:250
Project Number:	3513699C - PTM	Drawing Number:	000 - 05a
Revision:	1	Sheet:	5 OF 22



- KEY**
- Proposed Kerbline
 - Proposed Road Markings
 - Existing Road Markings
 - Budget Estimate
- £1,485m

1	19/01/2015	For Information - Budget Estimate Amended	JD	OC	JAS
0	07/01/2015	For Information	SS	CC	JAS
Rev	Date	Description	By	CHK	App

FOR INFORMATION

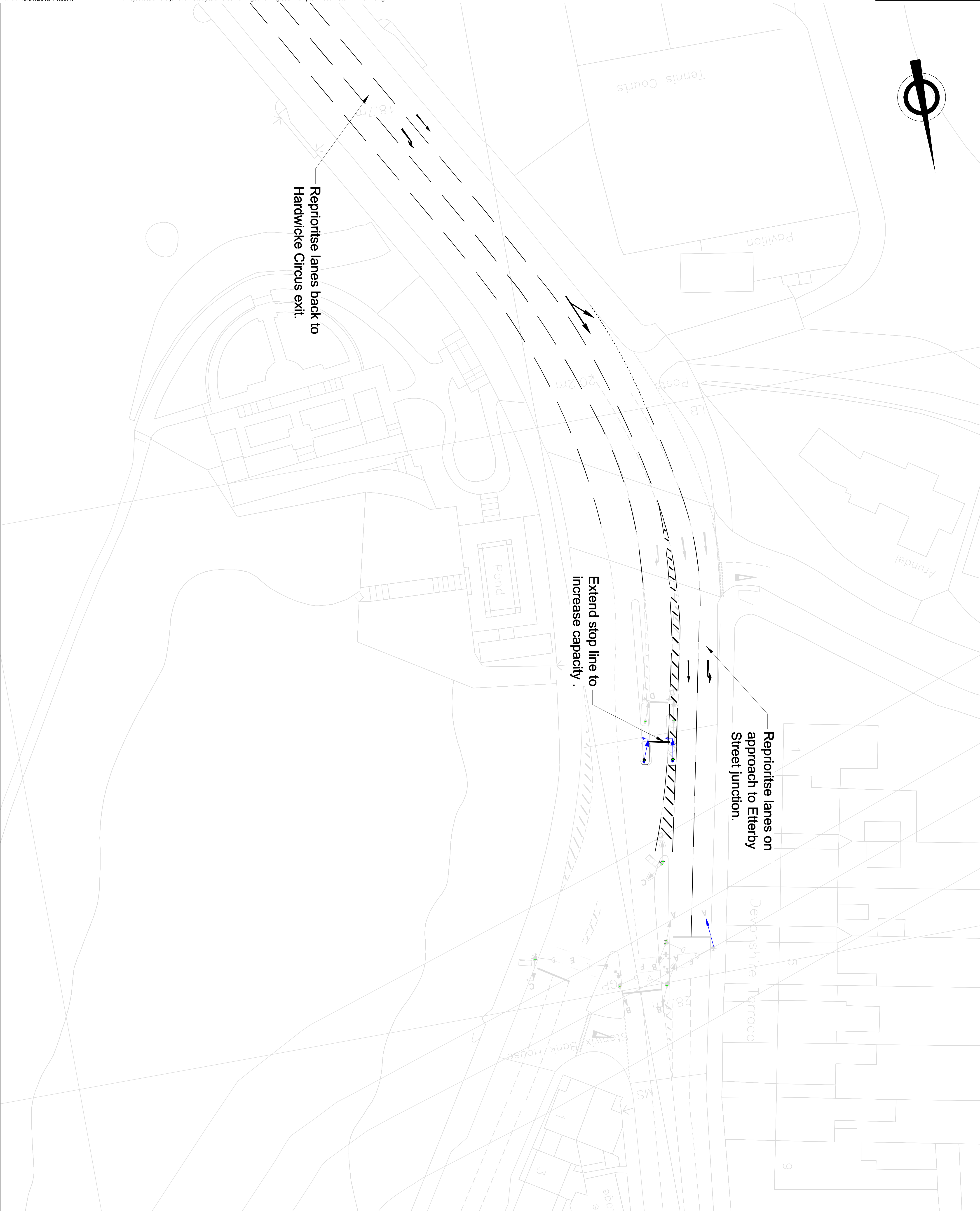
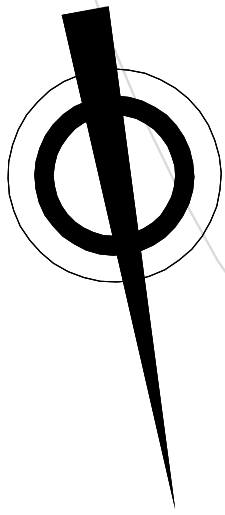
PARSONS BRINCKERHOFF
 1000 Lakeside Drive
 Williamstown, Victoria 3082
 Australia
 Tel: 44-0191-228-2000
 Fax: 44-0191-228-2104

CUMBRIA COUNTY COUNCIL

Carlisle Transport Improvements Junction Analysis

Currock Road / Crown Street

Date:	17/12/2014	Scale:	1:250	Drawn:	AI	Sheet:	5 OF 22
Project Number:	3513699C - PTM	000 - 05b	Revision:	1			



KEY

- Proposed Kerblines
- - - Proposed Road Markings
- - - Existing Road Markings
- Budget Estimate
- Z/OK

1	19/01/2015	For Information - Budget Estimate Approved	JD	OC	JAS
0	07/01/2015	For Information	SS	CC	JAS
Rev	Date	Description	By	CHK	App

FOR INFORMATION

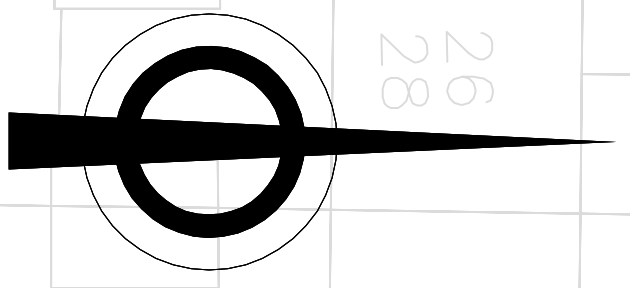
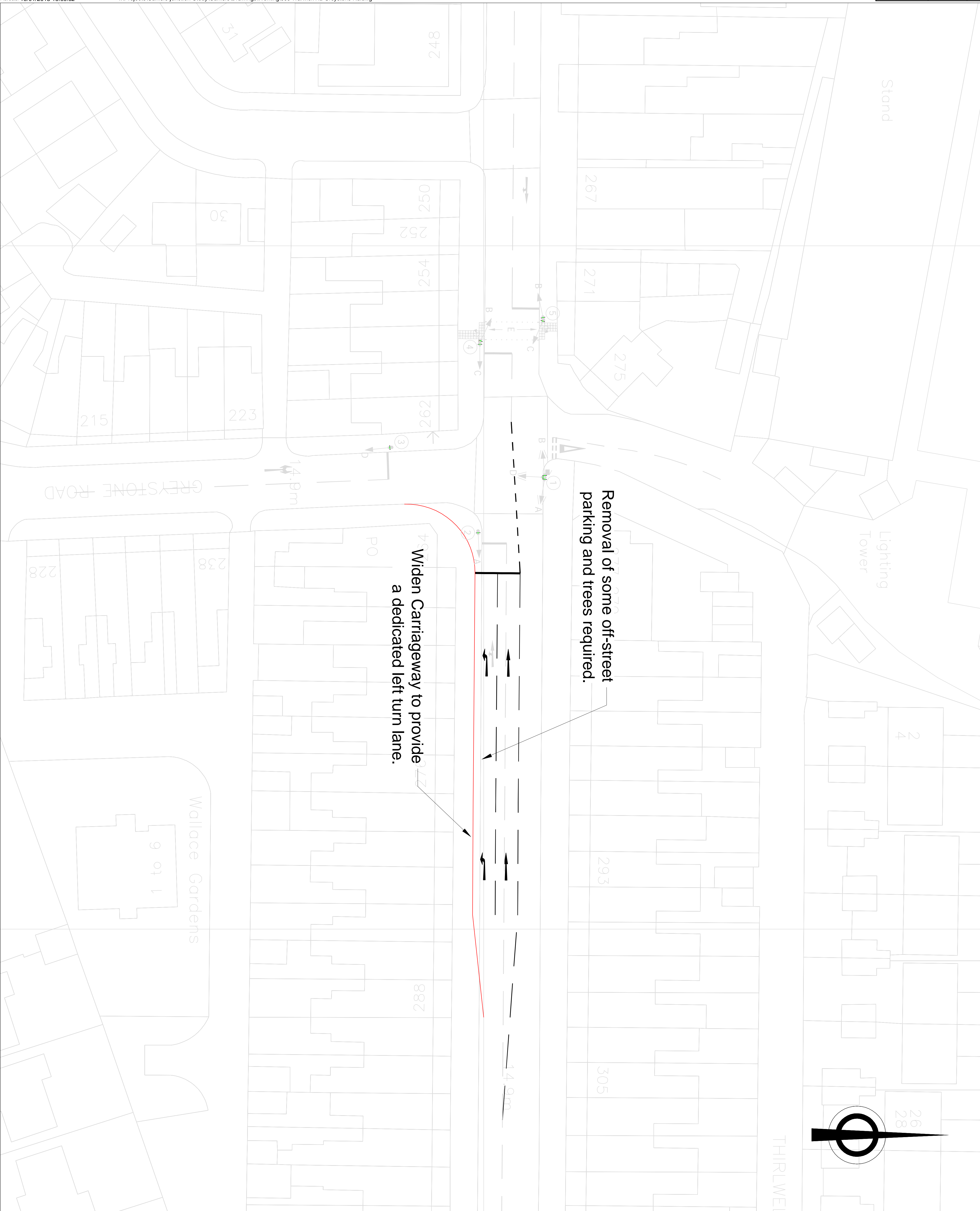
PARSONS BRINCKERHOFF
 1000 Lakeside Drive
 Williamstown, Victoria 3083
 Australia
 Tel: 44-0191-228-2000
 Fax: 44-0191-228-2104

CUMBRIA COUNTY COUNCIL

STANWIX BANK/ BRAMPTON ROAD

CARLISLE TRANSPORT IMPROVEMENTS JUNCTION ANALYSIS

Name:	SS	Checked:	AS
Design:	CC	Approved:	AS
Date:	19/12/2014	Scale:	1:300
Project Number:	3513699C - PTM	Sheet:	6 OF 22
Drawing Number:	000 - 06	Revision:	1



KEY

- Proposed Kerbline
- Proposed Road Markings
- Existing Road Markings
- Budget Estimate

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0	07/01/2015	For Information	SS	OC	JAS
Rev	Date	Description	By	CHK	App

FOR INFORMATION

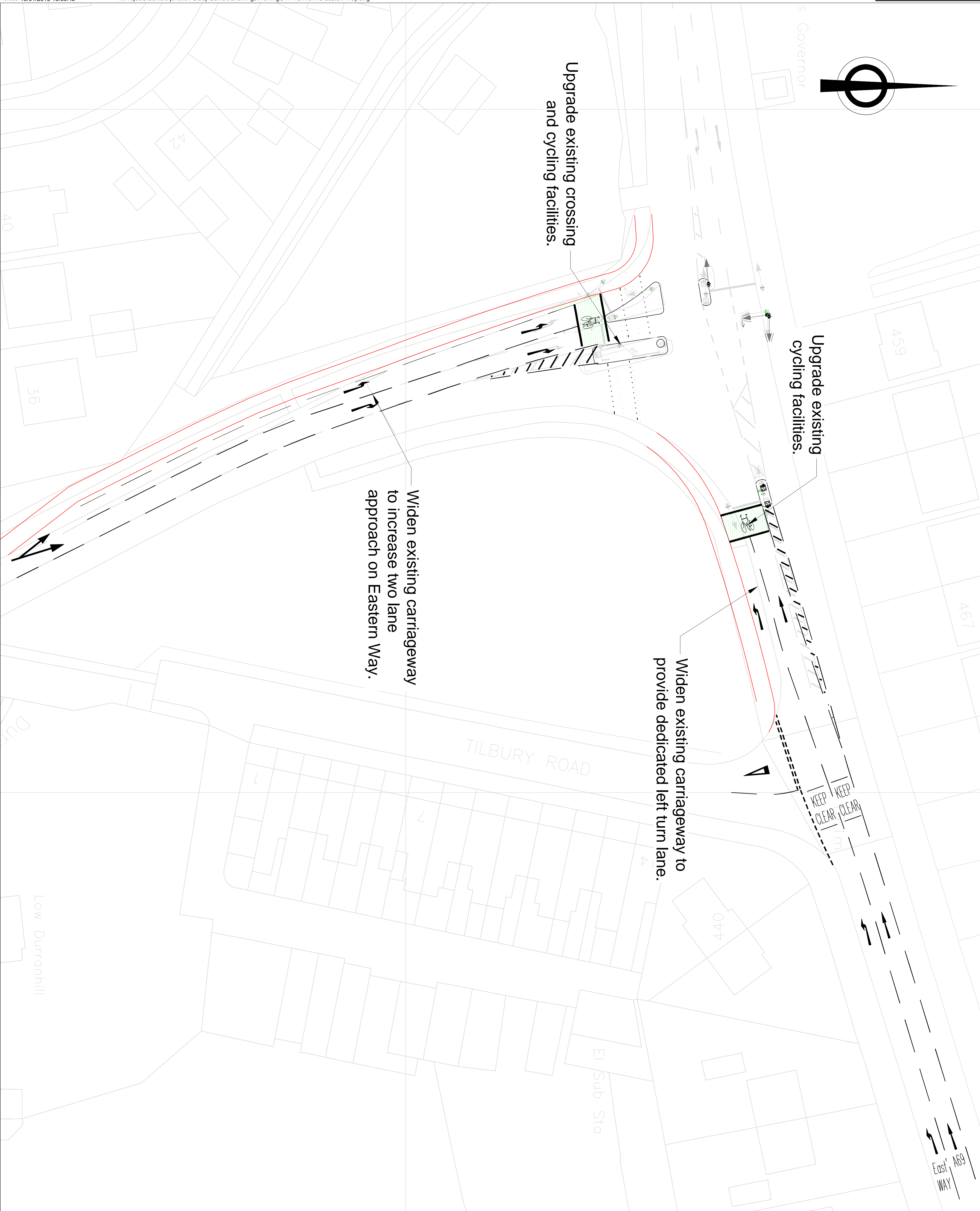
PARSONS BRINCKERHOFF
 11th Floor, Armstrong Drive
 Newcastle upon Tyne NE2 7YQ
 Tel: 44-(0)191-228-2000
 Fax: 44-(0)191-228-2104

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CARLISLE TRANSPORT IMPROVEMENTS JUNCTION ANALYSIS

WARWICK ROAD/ GREYSTONE ROAD

Name:	SS	Checked:	AS
Design:	CC	Approved:	AS
Date:	18/12/2014	Scale:	1:250
Project Number:	3513699C - PTM	Drawing Number:	000 - 09
		Revision:	1



KEY

- Proposed Kerbline
- Proposed Road Markings
- Existing Road Markings

Budget Estimate
 £310k

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0	07/01/2015	For Information			

FOR INFORMATION

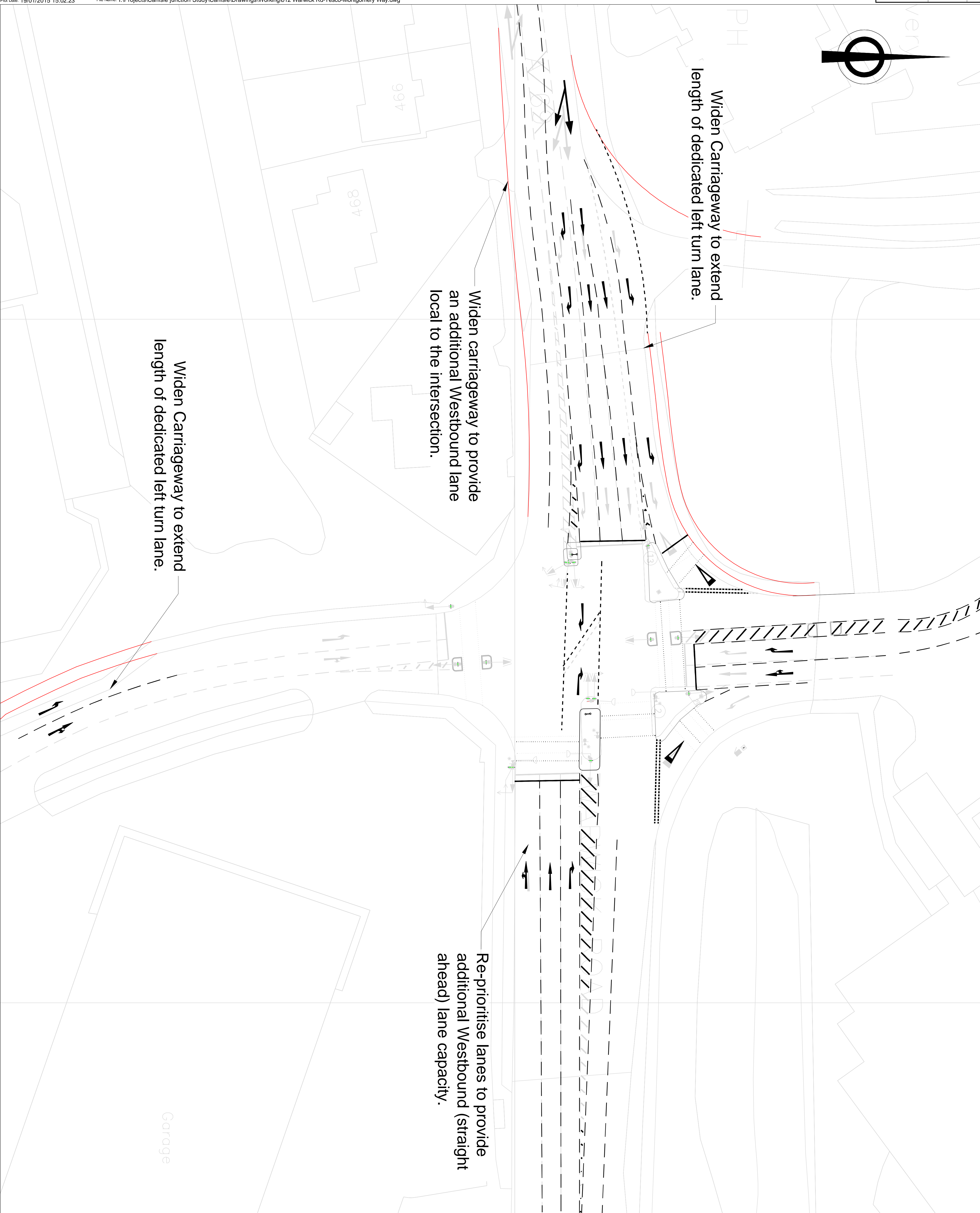
PARSONS BRINCKERHOFF
 Arthur Hill
 Wilton, Amersham Drive
 Newcastle upon Tyne NE4 7YQ
 Tel: 44-(0)191-228-2000
 Fax: 44-(0)191-228-2104

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CARLISLE TRANSPORT IMPROVEMENTS JUNCTION ANALYSIS

WARWICK ROAD/EASTERN WAY

Drawn:	SS	Checked:	AS
Design:	CC	Approved:	AS
Date:	18/12/2014	Scale:	1:250
Project Number:	3513699C - PTM	Drawn Number:	000 - 11
		Revision:	1



KEY

- Proposed Kerbline
- Proposed Road Markings
- Existing Road Markings

Budget Estimate
£335K

1	18/01/2015	For Information - Budget Estimate Amended	JD	CC	JAS
0	07/01/2015	For Information	SS	CC	JAS
Rev	Date	Description	By	CHK	App

FOR INFORMATION

PARSONS BRINCKERHOFF
 11th Floor
 Wilton, Armstrong Drive
 Newcastle upon Tyne NE2 7YQ
 Tel: 44(0)191 228 2000
 Fax: 44(0)191 228 2104

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Site/Project:
CARLISLE TRANSPORT IMPROVEMENTS JUNCTION ANALYSIS

Title:
WARWICK/ TESCO/ MONTGOMERY WAY

Name:	SS	Created:	AS
Design:	CC	Approved:	AS
Date:	18/12/2014	Scale:	1:500
Project Number:	3513699C - PTM	Drawing Number:	000 - 12
Revision:	1	Sheet:	11 OF 22



KEY

- Proposed Kerbline
- - - Proposed Road Markings
- - - Existing Road Markings
- - - Budget Estimate

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0	07/01/2015	For Information	SS	CC	AS
Rev	Date	Description	By	CHK	App

FOR INFORMATION

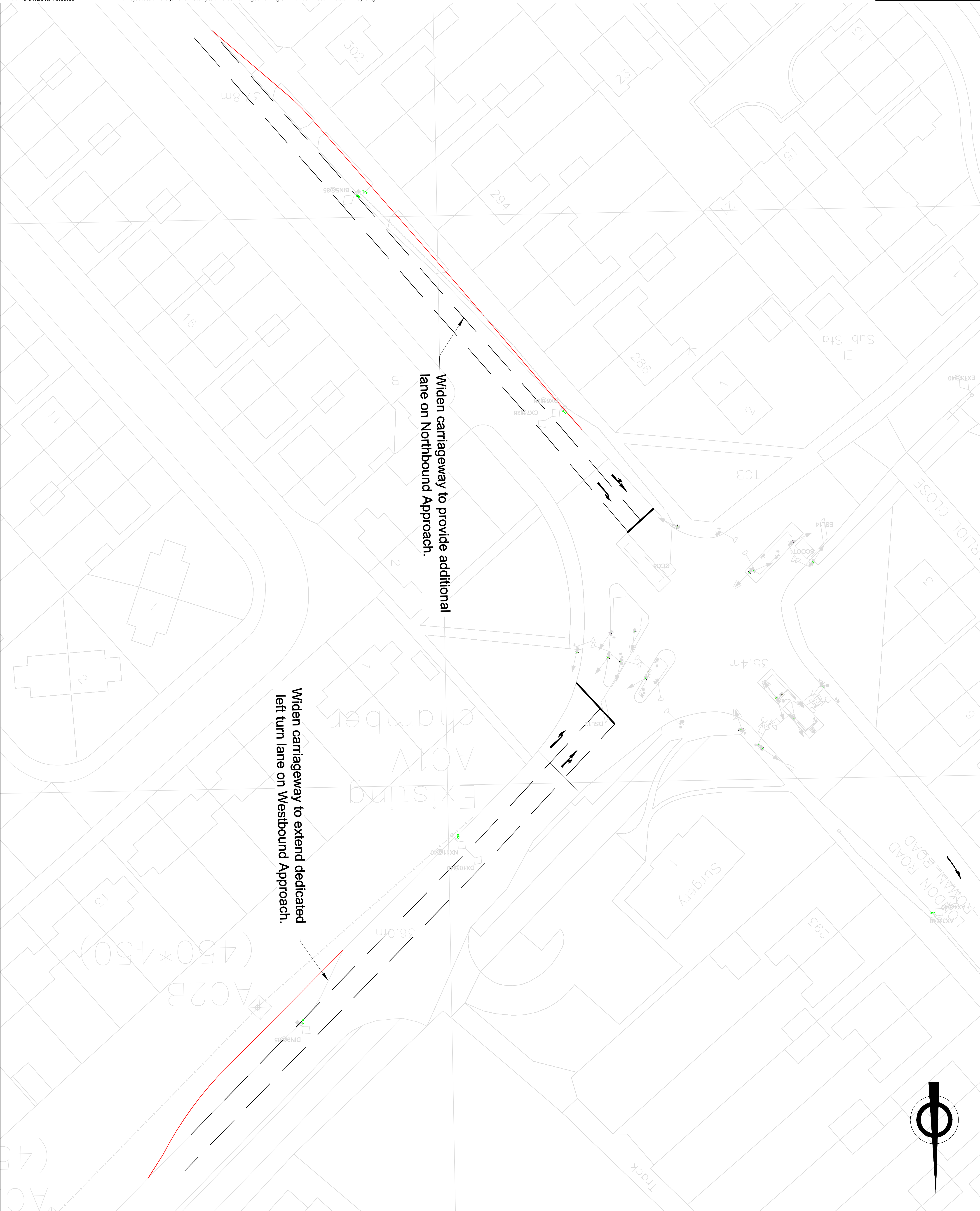
PARSONS BRINCKERHOFF
 1000 Lakeside Drive
 Williamstown, Victoria 3082
 Australia
 Tel: 44-0191-228-2000
 Fax: 44-0191-228-2104

CUMBRIA COUNTY COUNCIL

CARLISLE TRANSPORT IMPROVEMENTS JUNCTION ANALYSIS

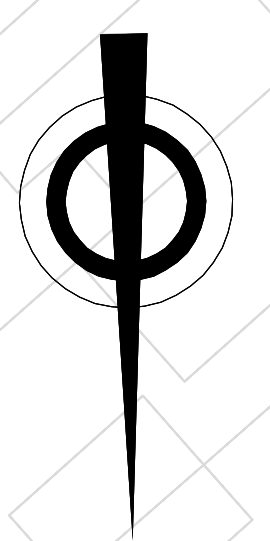
BOTCHERGATE/TAIT / CROWN

Name:	SS	Created:	AS
Design:	CC	Approved:	AS
Date:	06/01/2015	Scale:	1:250
Project Number:	3513699C - PTM	Drawing Number:	000 - 013
Sheet:	12 OF 22	Revision:	1



Widen carriageway to provide additional lane on Northbound Approach.

Widen carriageway to extend dedicated left turn lane on Westbound Approach.



- KEY**
- Proposed Kerfline
 - - - Proposed Road Markings
 - Existing Road Markings
 - Budget Estimate
 - E205R

1	19/01/2015	For Information - Budget Estimate Approved	JD	OC	JAS
0	07/01/2015	For Information	SS	OC	JAS
Rev	Date	Description	By	CHK	App

FOR INFORMATION

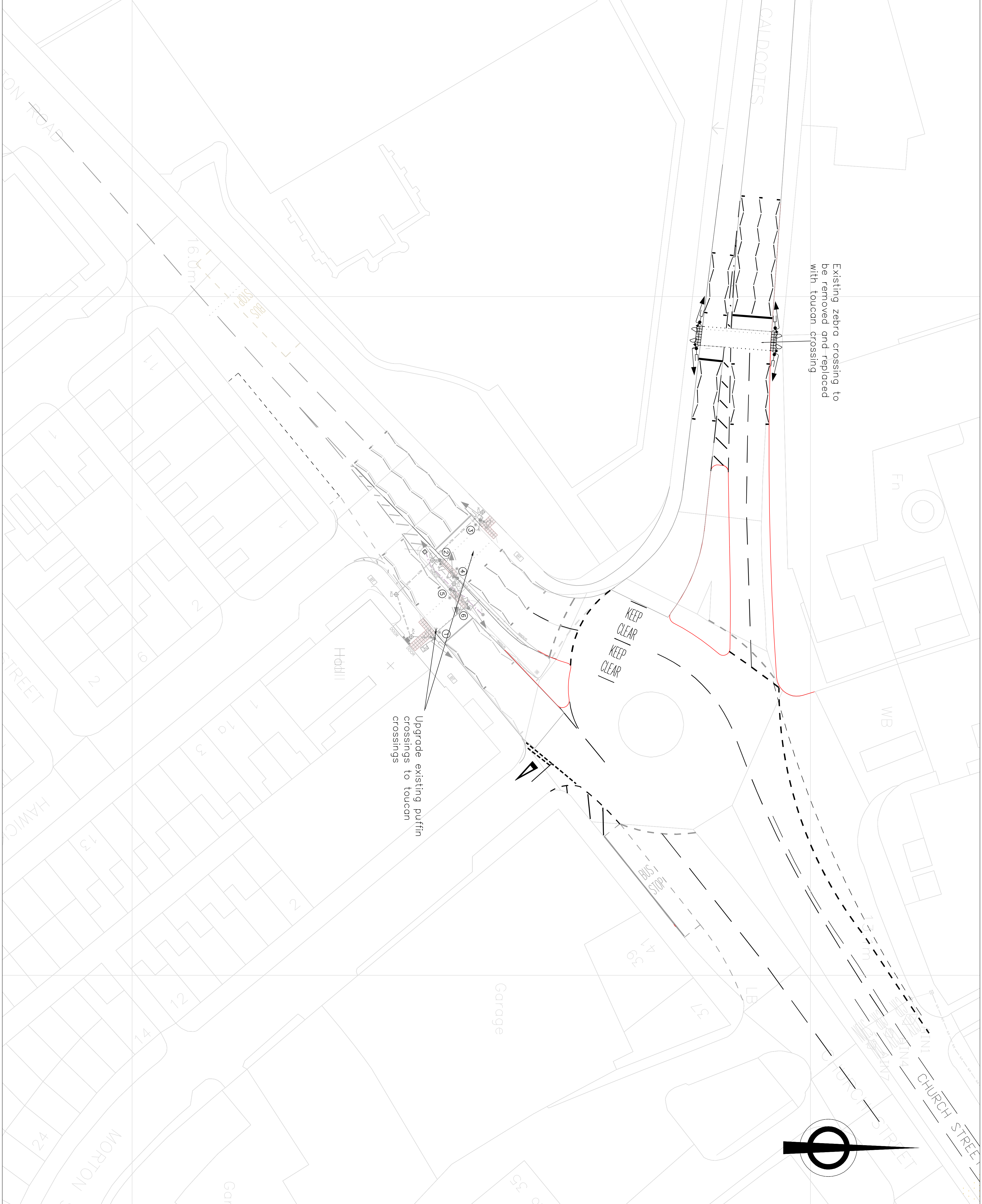
PARSONS BRINCKERHOFF
 11th Floor, Wellington Drive
 Newcastle upon Tyne NE2 7YQ
 Tel: 44-(0)191-228-2000
 Fax: 44-(0)191-228-2104

CUMBERIA COUNTY COUNCIL

CARLISLE TRANSPORT IMPROVEMENTS JUNCTION ANALYSIS

LONDON ROAD/ EASTERN WAY

Name:	SS	Checked:	AS
Designed:	CC	Approved:	AS
Date:	17/12/2014	Scale:	1:300
Project Number:	3513699C - PTM	Drawing Number:	000 - 17
		Revision:	1



Existing zebra crossing to be removed and replaced with toucan crossing

Upgrade existing puffin crossings to toucan crossings

- KEY**
- Proposed Kerblines
 - Proposed Road Markings
 - Existing Road Markings
- Budget Estimate
£275k

1	19/01/2015	For Information - Budget Estimate Approved	JD	OC	AS
0	07/01/2015	For Information	SS	OC	AS
Rev	Date	Description	By	CHK	App

FOR INFORMATION

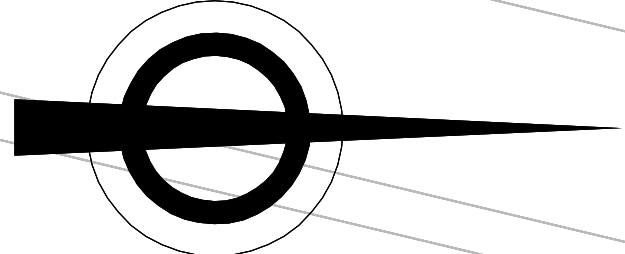
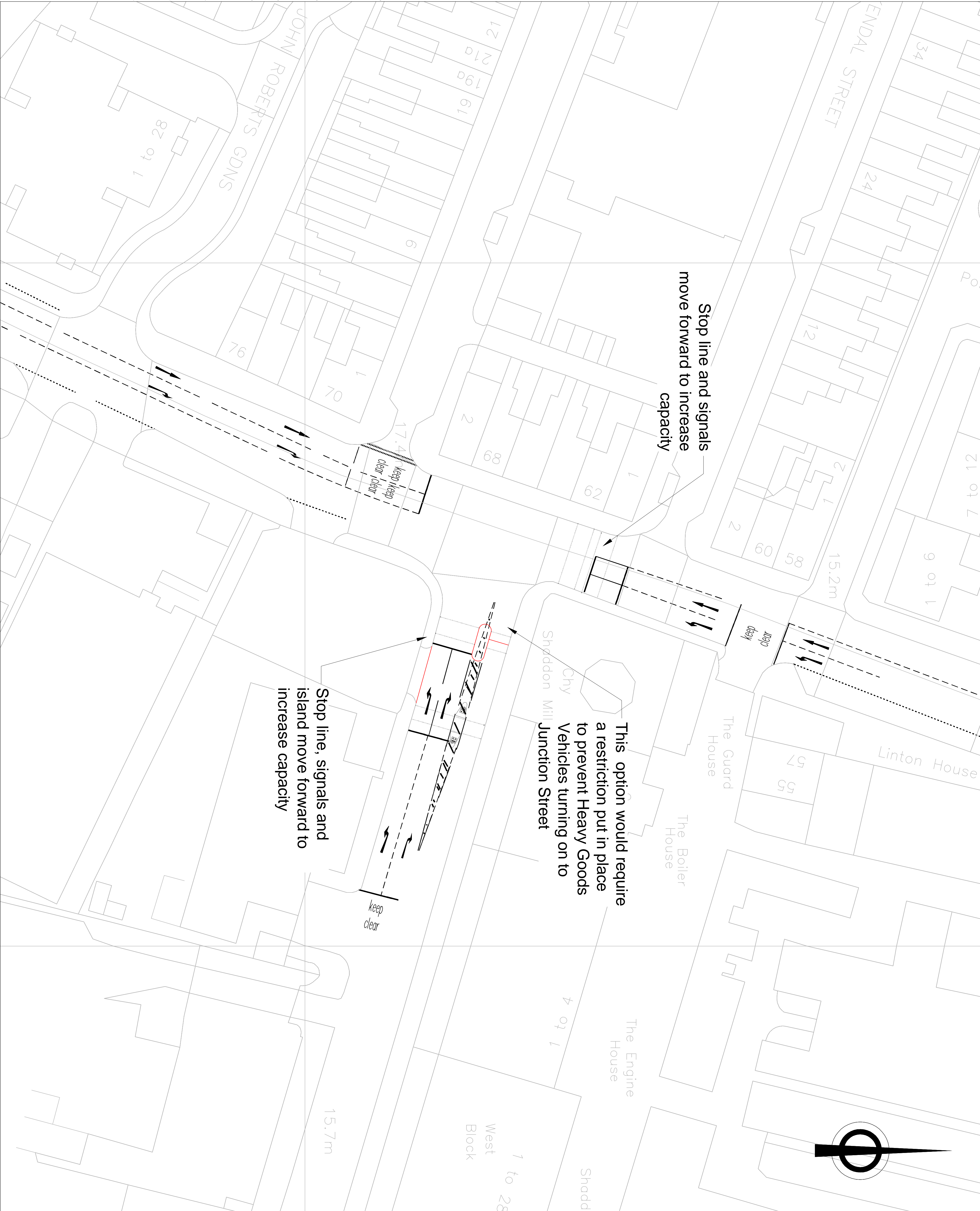
PARSONS BRINCKERHOFF
 Millers, Armstrong Drive
 Newcastle upon Tyne NE4 7YQ
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 Fax: 44-(0)191-228-2104

CUMBRIA COUNTY COUNCIL

Site/Project:
CARLISLE TRANSPORT IMPROVEMENTS JUNCTION ANALYSIS

Title:
WIGTON ROAD/MCVITIES ROUNDABOUT

Date:	SS	Checked:	AS
Designed:	CC	Approved:	AS
Date:	17/12/2014	Scale:	1:250
Project Number:	3513699C - PTM	Drawn:	AT
		Sheet:	18 OF 22
		Revision:	000 - 19
			1



- KEY**
- Proposed Kerbline
 - Proposed Road Markings
 - - - Existing Road Markings
 - Budget Estimate
 - £105K

Rev	Date	Description	By	CHK	App
2	19/01/2015	For Information - Budget Estimate Amended	JD	CC	JAS
1	08/01/2015	For Information	SS	CC	JAS
0	07/01/2015	For Information	SS	CC	JAS

FOR INFORMATION

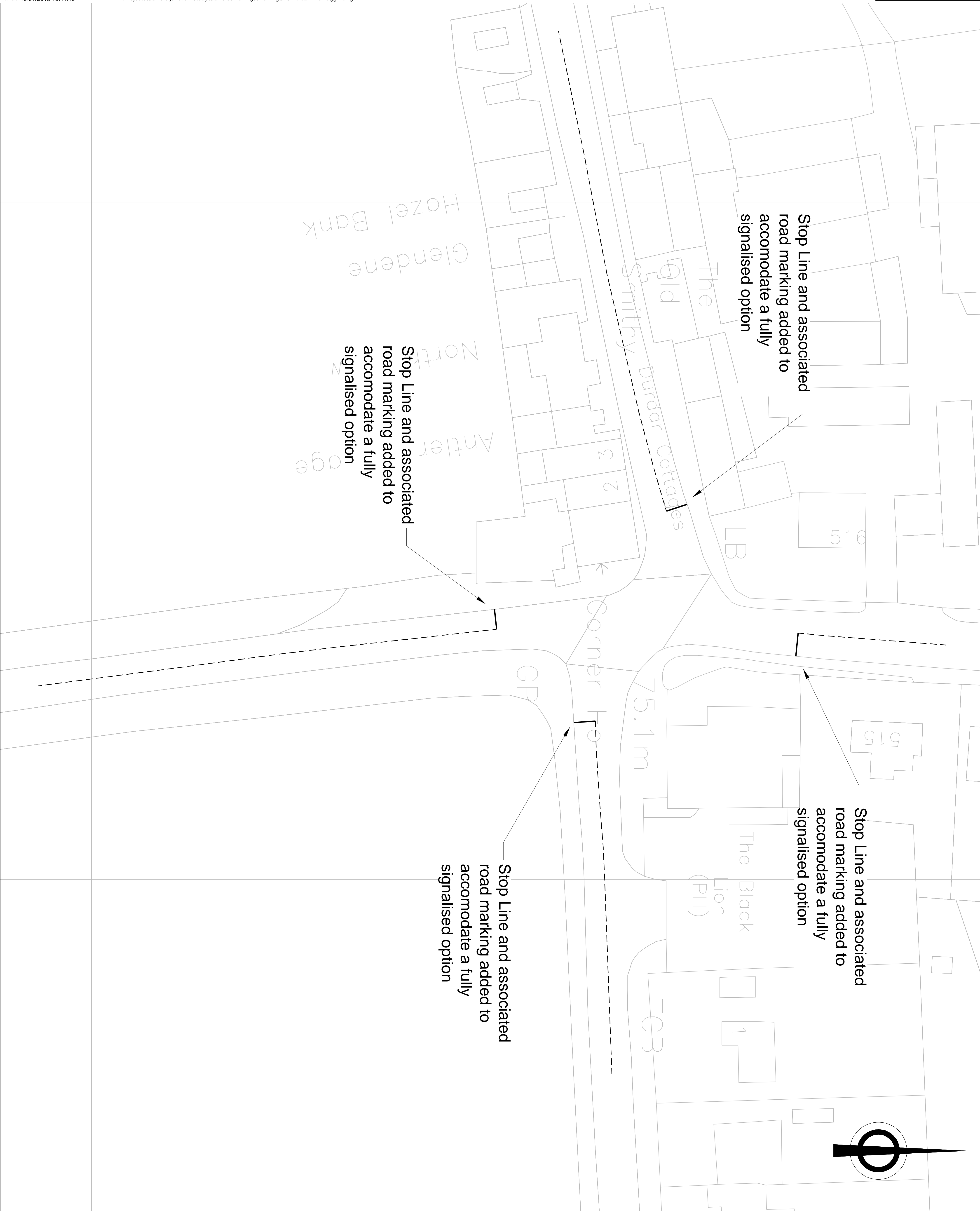
PARSONS BRINCKERHOFF

Autumn Avenue
 Wilton, Newcastle upon Tyne NE4 7TQ
 Tel: 44(0)191 228 3000
 Fax: 44(0)191 228 2104

CUMBERIA COUNTY COUNCIL

SHADDONGATE/JUNCTION STREET

Date	Scale	Drawn	Checked
06/01/2015	1:250	AT	AS
3513699C - PTM	000 - 22		2



KEY

- Proposed Kerbline
- Proposed Road Markings
- Existing Road Markings
- Budget Estimate £260k

1	19/01/2015	For Information - Budget Estimate Approved	JD	OC	AS
0	08/01/2015	For Information	SS	CC	AS
Rev	Date	Description	By	CHK	App

FOR INFORMATION

PARSONS BRINCKERHOFF

1000 Lakeside Drive
 Waltham, MA 01978
 Newmarket upon Tyne NE4 7YQ

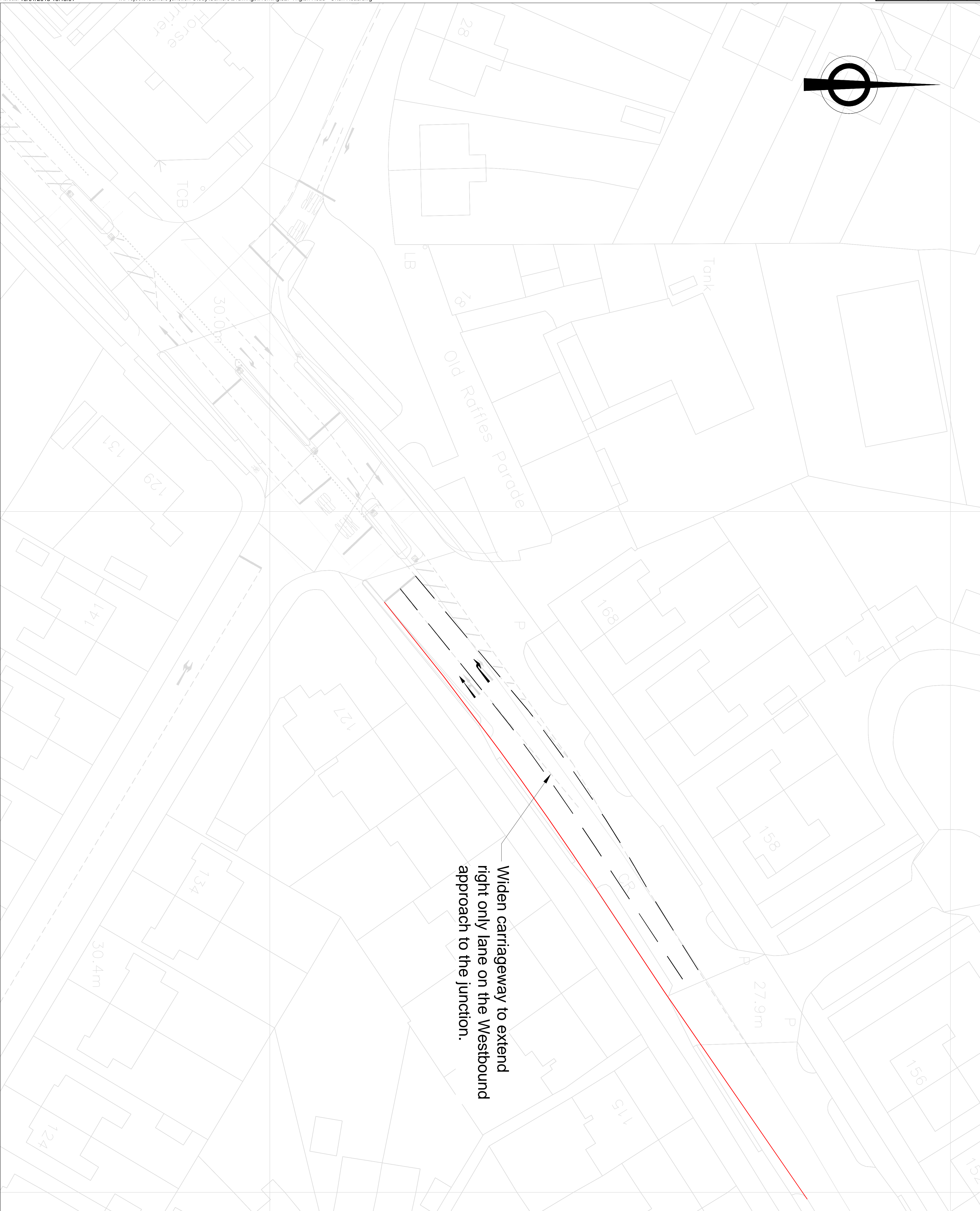
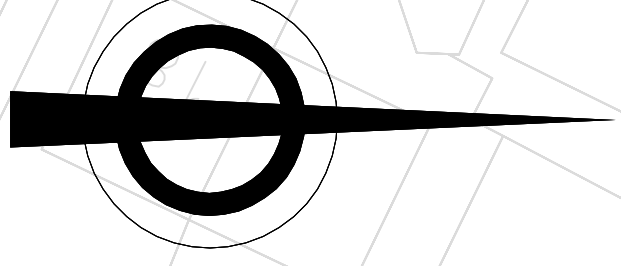
Tel: 44-(0)191-228-2000
 Fax: 44-(0)191-228-2104

Client: CUMBRIA COUNTY COUNCIL

CARLISLE TRANSPORT IMPROVEMENTS JUNCTION ANALYSIS

DURDAR ROAD NEWBIGGIN ROAD

Date:	08/01/2015	Scale:	1:250	Sheet:	21 OF 22
Project Number:	3513699C - PTM	Drawing Number:	000 - 26	Revision:	1



Widen carriageway to extend
 right only lane on the Westbound
 approach to the junction.

KEY

- Proposed Kerbline
- - - Proposed Road Markings
- Existing Road Markings

Budget Estimate
 £105K

1	19/01/2015	For Information - Budget Estimate Approved	JD	OC	JAS
0	07/01/2015	For Information	SS	CC	JAS
Rev	Date	Description	By	CHK	App

FOR INFORMATION

PARSONS BRINCKERHOFF
 11th Floor
 Wilton, Armstrong Drive
 Newcastle upon Tyne NE2 7YQ
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 Fax: 44-(0)191-228-2104

CUMBERIA COUNTY COUNCIL

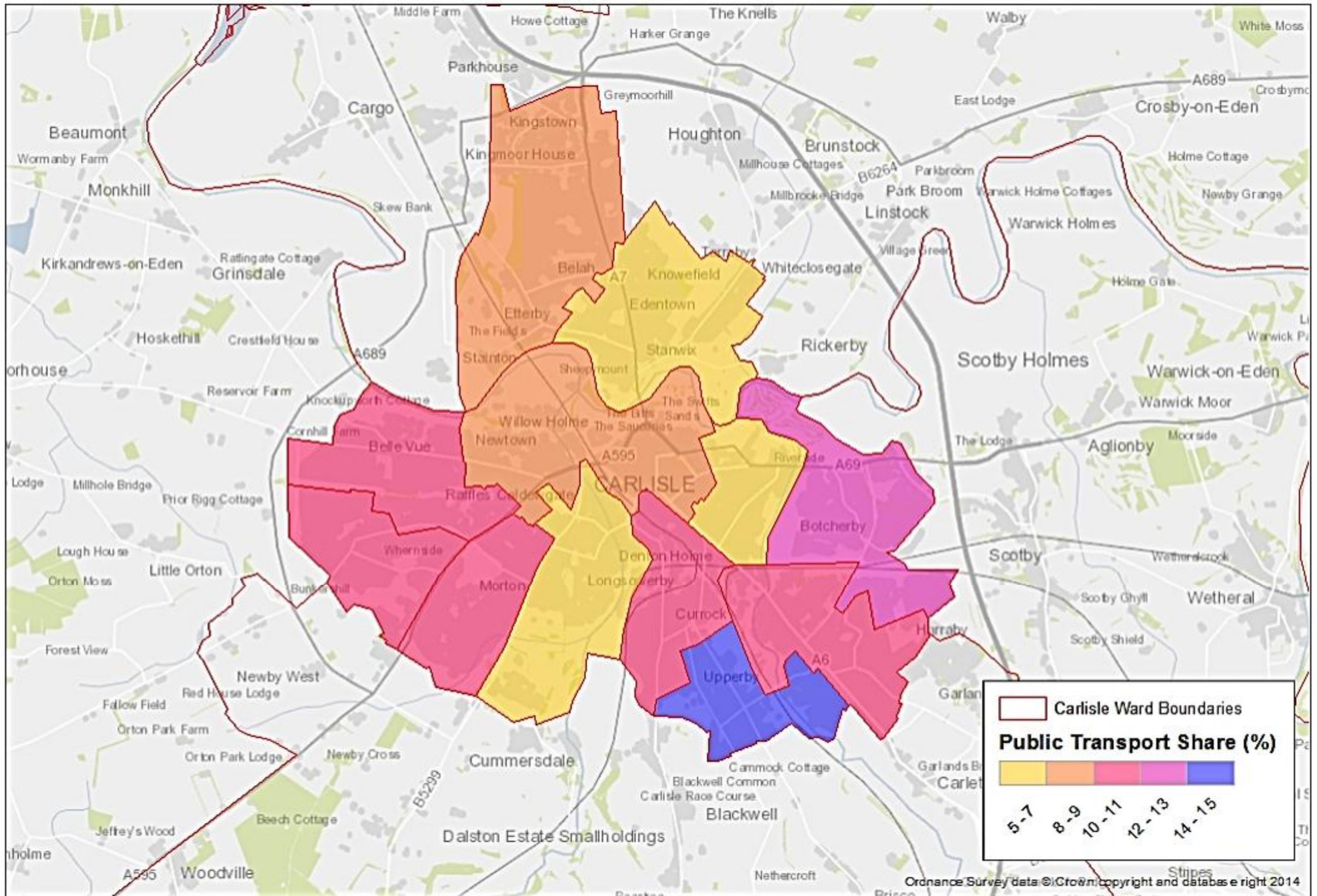
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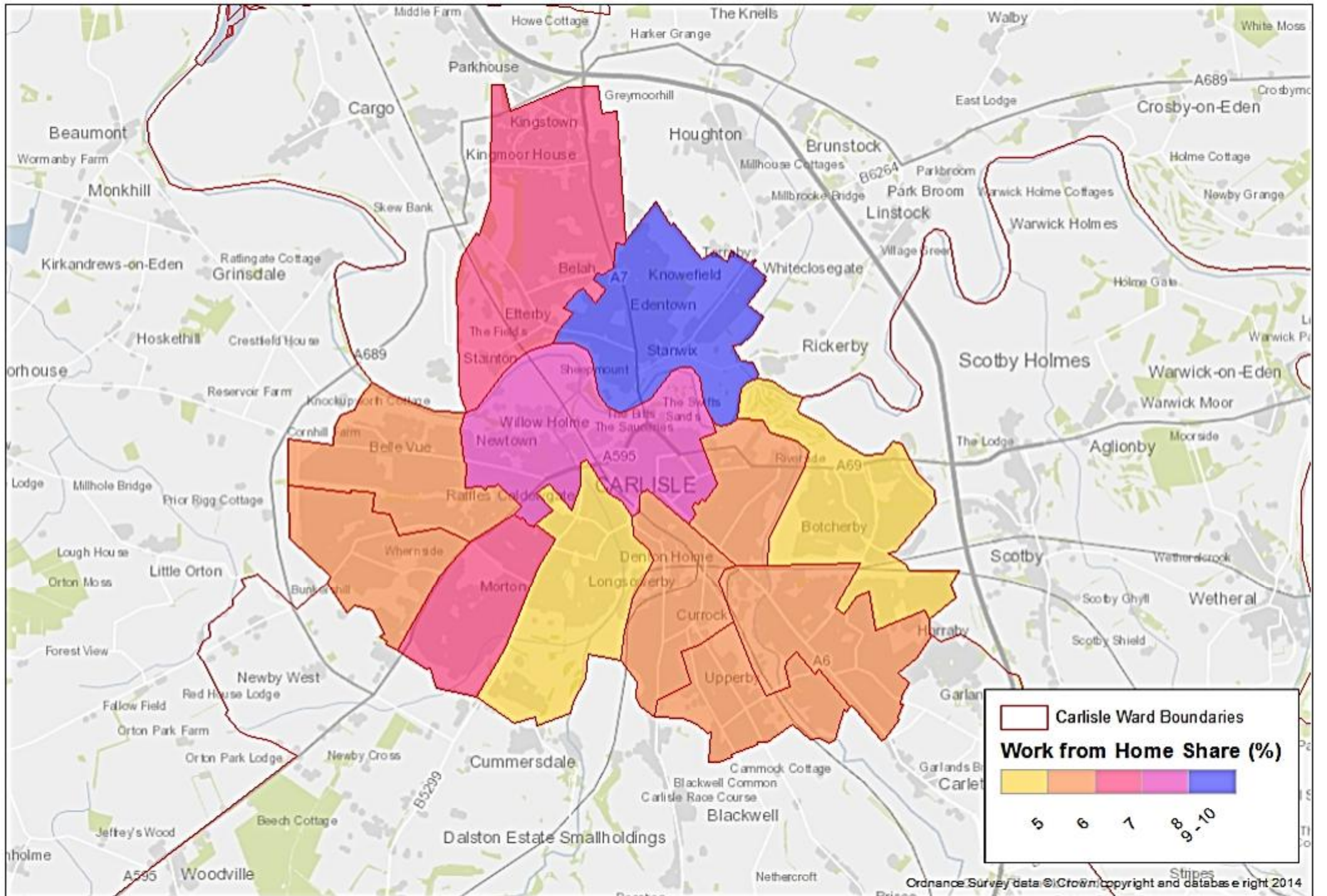
**WIGTON ROAD/
 ORTON ROAD**

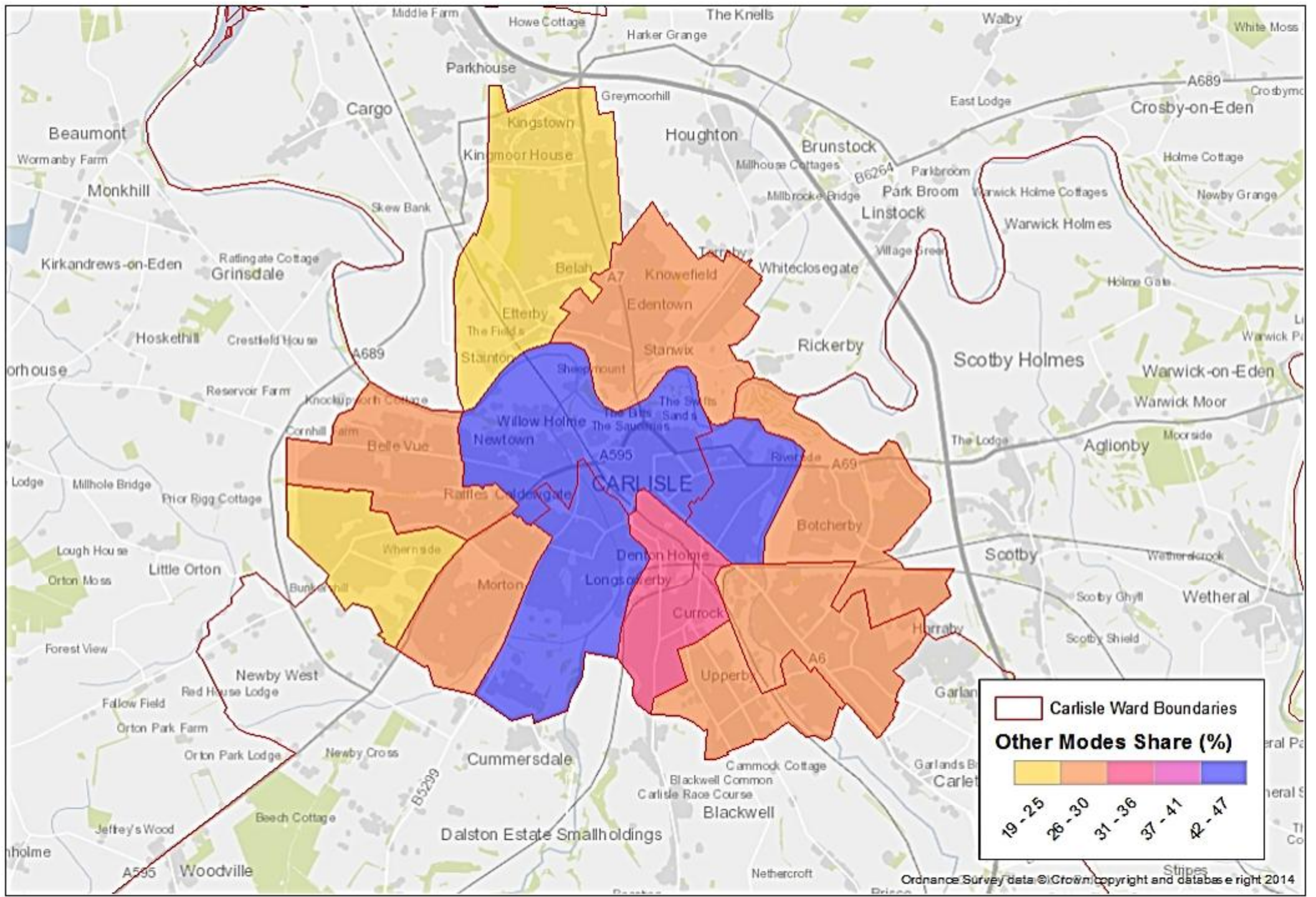
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Date:	19/12/2014	Scale:	1:250
Project Number:	3513699C - PTM	Drawn:	AT
		Sheet:	22 OF 22
		Revision:	1

APPENDIX C

TRAVEL TO WORK HEAT MAPS







APPENDIX D

**OVERVIEW OF CYCLE NETWORK
IMPROVEMENTS**

OVERVIEW OF CYCLE NETWORK IMPROVEMENTS

Overall Network

The proposed future cycle network for Carlisle, to be implemented by 2030 in line with the Carlisle Local Plan schedule is included overleaf.

The network consists of five elements:

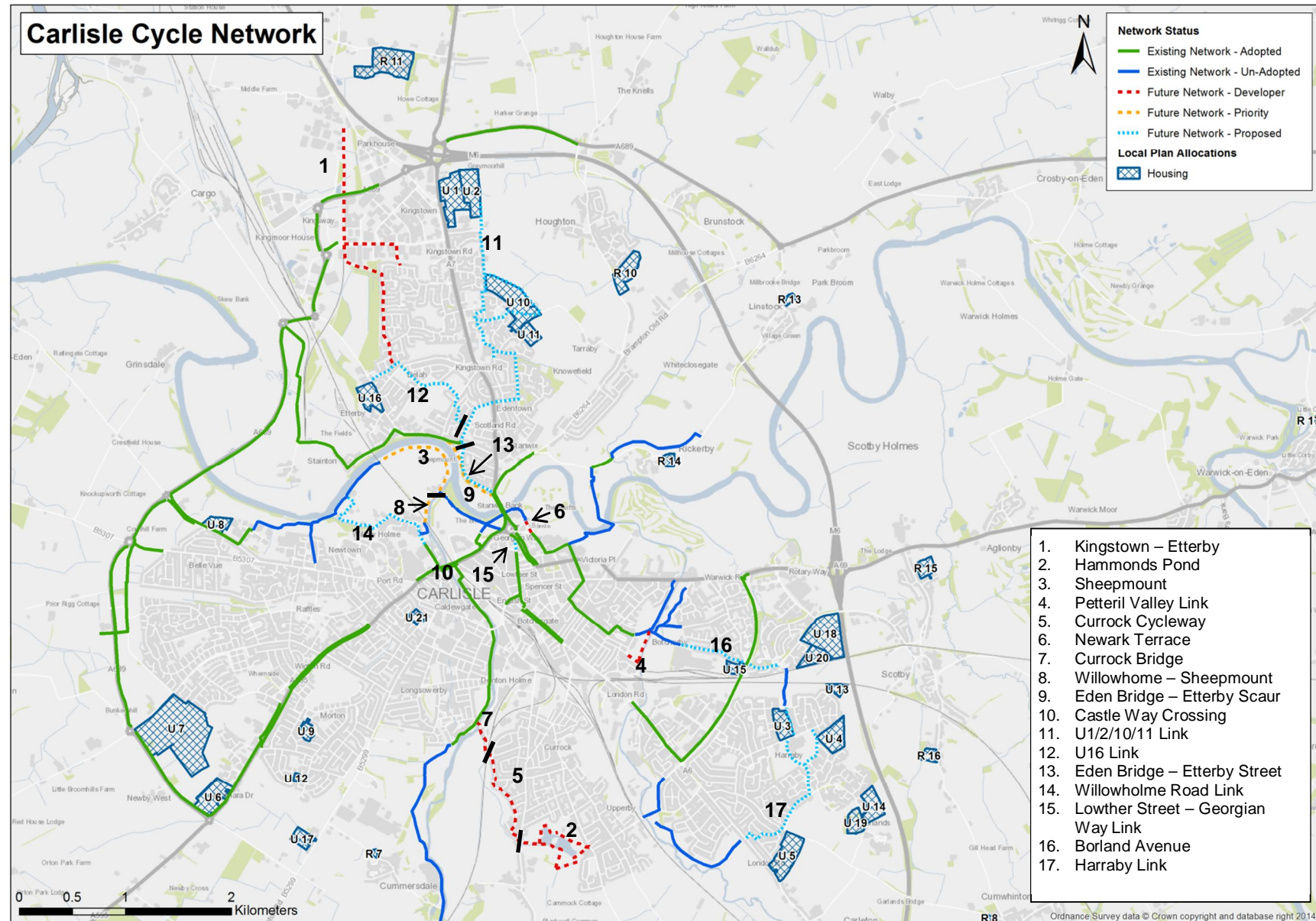
- Existing adopted cycle lanes (green) – these are considered fit for purpose and consider no further improvement other than regular scheduled maintenance.
- Existing unadopted cycle lanes (blue) – whilst not adopted many of these cycle lanes are of good standard and are not cost effective to adopt due to the long-term cost of maintenance responsibility that Cumbria County Council would take on. However there may be opportunities to improve unadopted routes which would link Local Plan or other proposed developments to the city centre.
- Funded future routes (red) – planned future cycle routes in Carlisle with funding secured in part, for the routes, although further funding may be required.
- Priority future routes (yellow) – potential future routes identified by Cumbria County Council that presently have no funding available
- Proposed future routes (blue) – these routes are other possible routes previously identified by Cumbria County Council with no allocated prioritisation. Parsons Brinckerhoff recommends that these routes are now prioritised based on either their proximity to local plan developments and/or for the purpose of completion of gaps in the network.

In addition to the mapped schemes the following schemes are also proposed in order to improve cycle connectivity in Carlisle:

- Signed quiet routes linking Wigton Road to the Caldew Cycleway providing an alternative to cycling on-road on Wigton Road.
- Improved signage on cycle routes, used to promote the availability of cycle routes into the city centre

The following scheme costings are in place for different elements of the cycle network:

Infrastructure Type	Assumptions	Cost
Off-road cycle lane	2 metre wide, tarmac pavement, with street lighting	£200 per metre (as provided by Carlisle City Council)
On-Road cycle lane	Road markings at traffic signs only	£10 per metre plus 44% cost risk
Toucan Crossing	Minimal work required to connect to network	£70,000 per crossing



The below provides a detailed description, with accompanying mapping for each of the schemes:

North Carlisle

The Figure D-0-1 shows a close-up of the route for the following three schemes in North Carlisle:

Kingstown – Etterby (Funded)

Kingstown – Etterby is a proposed scheme designed to connect the Story development with Kingstown Industrial Estate and the road network to the south.

Commencing northwest of ASDA, the cycle route continues offroad southbound, crossing the A689.

The cycle route continues south, with an eastern spur providing an off road connection towards Brunthill Road, connecting the cycle network to Kingstown Industrial Estate.

South of the spur, the cycle route veers southeast before joining Lowry Hill Road, where it joins the road network, heading south until it reaches Butterburn Close.

Route key features:

- Distance: 3203m (1450m off road)
- Estimated Cost: £371k
- Secured funding: £281k (from Story)

U16 Link

The U16 Link connects the U16 Local Plan site with the proposed Kingstown – Etterby cycle link and with the U1/2/10/11 Link.

Starting from the U16 site, the route continues eastbound off road before connecting with the Kingstown – Etterby link at Butterburn Close. The route continues eastbound, before turning south east, crossing Briar Bank, where a Toucan Crossing is required.

The route continues off-road to the south east, joining the road network at Eden Street, continuing on-road along Etterby Lea Crescent before converging with the U1/2/10/11 Link at Etterby Lea Road.

Given the cycle connection between U16, this route would require cycle route funding from the developer of this site.

Route key features:

- Distance: 1390m (1007m off-road)
- Toucan Crossing on Briar Bank
- Estimated Cost: £277k

U1/2/10/11

Beginning at the sites of U1 and U2 to the north, the cycle route continues southbound off-road with two eastern spurs connecting to U10 and U11.

The cycle route joins the road network at Turnberry Way, continuing southbound on-road via Abbotsford Drive and Gosling Drive, connecting to Morrisons and passing through the car park, rejoining the road network at Lansdowne Crescent. The route then connects to Beech Grove via a short off-road link before continuing south, and turning west onto Knowlefield Avenue, crossing Scotland Road, where a Toucan Crossing is required.

A short off road link connects Cross Street to Etterby Lea Road, before continuing southbound to Etterby Street where an additional Toucan is required.

It is anticipated that contributions from the following four sites will be used to fund this link, given that this route will provide a good link towards the city centre:

- U1
- U2
- U10
- U11

Route key features:

- Distance: 4404m (2268m off-road)
- Toucan Crossing on Scotland Road and Etterby Street
- Estimated Cost: £624k

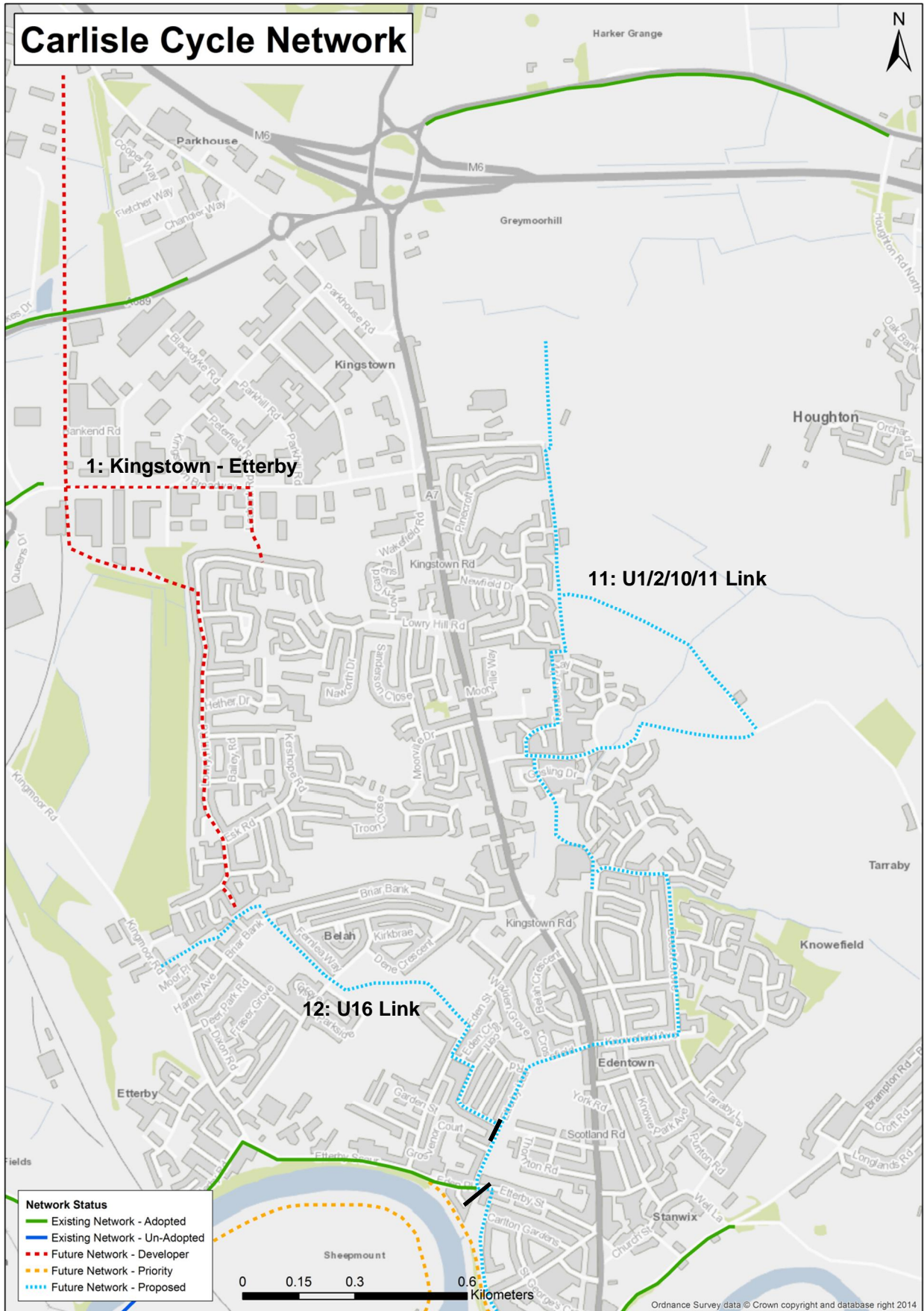


Figure D-0-1: North Carlisle Cycle Network

Eden Bridge Connections

Having established key cycle routes in North Carlisle it is key that these are connected to the city centre in order to maximise the benefit. It is therefore important that these routes are linked to the cycle lanes on Eden Bridge.

Considering the importance of this connection, it is recommended that all Local Plan sites to the north contribute to this connection.

It should also be considered that whilst at present there are two options for linking to Eden Bridge, it is not necessary for both schemes to go forward, and there may also be opportunities to merge the schemes as detailed below. Figure D-0-2 shows these schemes.

Etterby Scaur – Eden Bridge

This route, joined to the Eden Place cycle lanes at the north continues off road, initially south east along the River Eden before turning away from the river and towards Eden Bridge, where it connects with the Eden Bridge cycle lane at the western side.

Route key features:

- Distance: 710m (all off road)
- Estimated Cost: £142k

Etterby Street – Eden Bridge

This route, commencing at the new Toucan Crossing on Etterby Street (delivered as part of the U1/2/10/11 Link) continues briefly eastbound along Etterby Street before turning south, briefly off road through a footpath with limited scope for improvement where pedestrians would be required to briefly dismount.

The cost of this land acquisition has not been included as part of the costings

The route then continues southeast along Cavendish Terrace before joining the cycle lane on the west side of the Eden Bridge.

Route key features:

- Distance: 628m (32m off road)
- Estimated Cost: £15k

Alternative Options

If the narrow footway constraint at Etterby Street is an issue and/or funding is not available for Eden Bridge – Etterby Scaur, an alternative would be for the Eden Bridge – Etterby Scaur link to join the Eden Bridge – Etterby Street link at Cavendish Terrace. The cycle lanes over Eden Bridge As part of this scheme should also be repaved if additional funding is available.

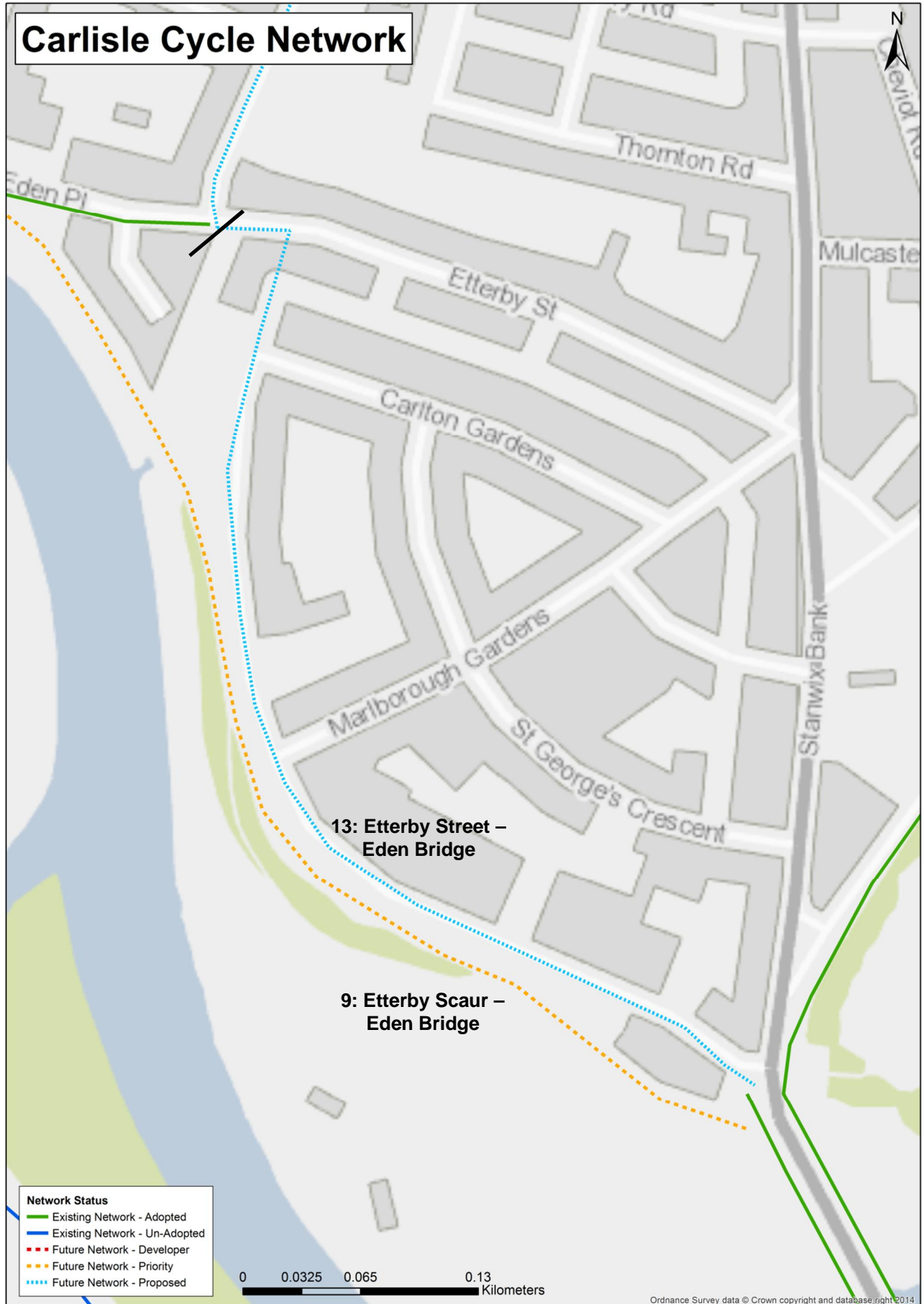


Figure D-0-2: Etterby Cycle Network

Sheepmount

Figure D-0-3 shows the three schemes located in the Sheepmount area of Carlisle.

Sheepmount

The Sheepmount scheme will provide an off road cycle lane, along the River Eden, connecting two existing unadopted cycle routes along the river.

If excess funding becomes available, adopting the unadopted routes to the west and east of the cycle routes would secure a high quality cycle link along the river.

Route key features:

- Distance: 1020m (all off road)
- Estimated Cost: £204k

Willowholme - Sheepmount

The Willowholme – Sheepmount scheme is a priority scheme, linking the funded Sheepmount scheme with the cycle lane network on Bridge Street. This link, along the River Caldew, would be wholly off road, and utilise an existing underpass beneath the railway.

If excess funding is available it would be possible to adopt the unadopted cycle lane to the south of the scheme.

Route key features:

- Distance: 335m (all off road)
- Estimated Cost: £67k

Willowholme Road

The Willowholme Road link connects the unadopted cycle lane to the west, via an off road route with Willow Holme Road, continuing southbound towards the cycle network on Bridge Street.

This link would provide a direct cycle link for local plan site U8 into the city centre, and therefore funding from U8 should be allocated to this scheme.

Route key features:

- Distance: 1347m (872m off road)
- Estimated Cost: £181k

Castle Way Crossing

The Castle Way Crossing is a priority scheme, linking residential areas via the Caldew Cycleway to the north side of Bridge Street/Castle Way and the shared footway/cycleway providing links to Bitts Park, Hadrian's Cycleway and residential areas to the north of Eden Bridge.

Different solutions have been proposed for cyclists wishing to cross Bridge Street/Castle Way, including a ramp from Viaduct Estate Road which passes under Bridge Street and links to Devonshire Walk. This proposal has funding from developer contributions, but full funding is not available. This has raised uncertainty on the deliverability of the scheme.

Due to the current uncertainty regarding deliverability, an alternative solution has been proposed which upgrades the existing pelican crossings at the Bridge Street / Shaddongate signalised junction to toucan crossings. This alternative options does not preclude the implementation of the ramp at a future date.

Route key features:

- Toucan crossing upgrade of existing pelican facilities
- Estimated cost: £140k



Figure D-0-3: Sheepmount Cycle Network

Hardwicke Circus

Figure D-0-4 shows cycle schemes in proximity to Hardwicke Circus.

Newark Terrace

Newark Terrace is an on road priority scheme that connects the adopted cycle lane adjacent to Trinity School with the unadopted cycle lanes along the river.

The scheme is relatively low cost, and there are possible opportunities to adopt cycle routes along the river to add value to this scheme.

Route key features:

- Distance: 119m (all on-road)
- Estimated Cost: £2k

Lowther Street – Georgian Way Link

This on-road cycle link alongside Carlisle City Council connects existing cycle routes on Georgian Way and Lowther Street.

Route key features:

- Distance: 91m (all on-road)
- Estimated Cost: £1.3k

Petteril Valley

Petteril Valley Link

This route, shown in Figure D-0-5, provides a cycle route on the western side of the River Petteril, providing an off road link to Jack Watt Close to the south, Delagoa Street to the west, and the existing cycle route heading westbound along Melbourne Road and eastbound across the River Petteril.

Route key features:

- Distance: 463m (all off-road)
- Estimated Cost: £93k
- Secured funding: £80k (from Persimmon Homes)

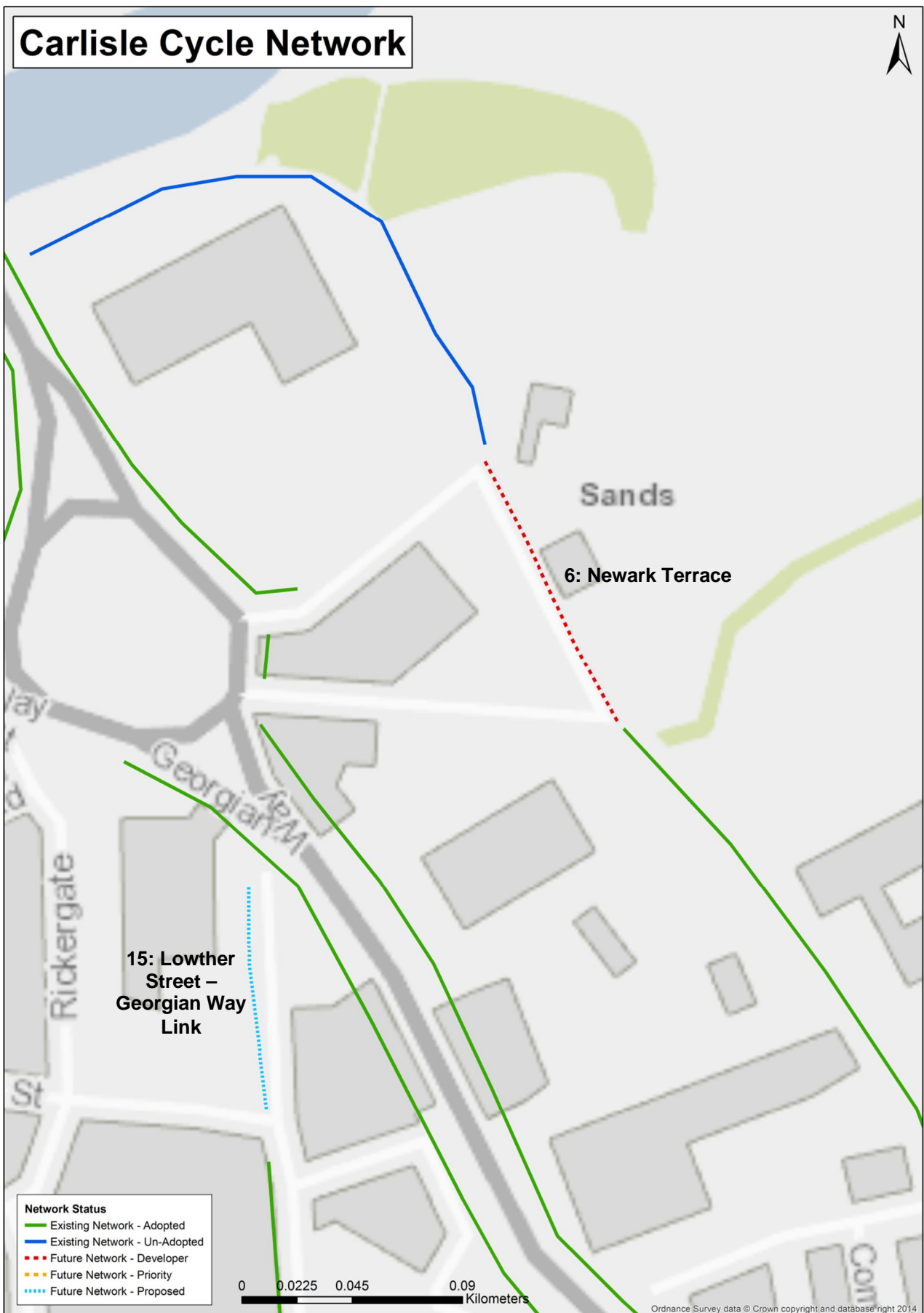


Figure D-0-4: Hardwicke Circus Cycle Network

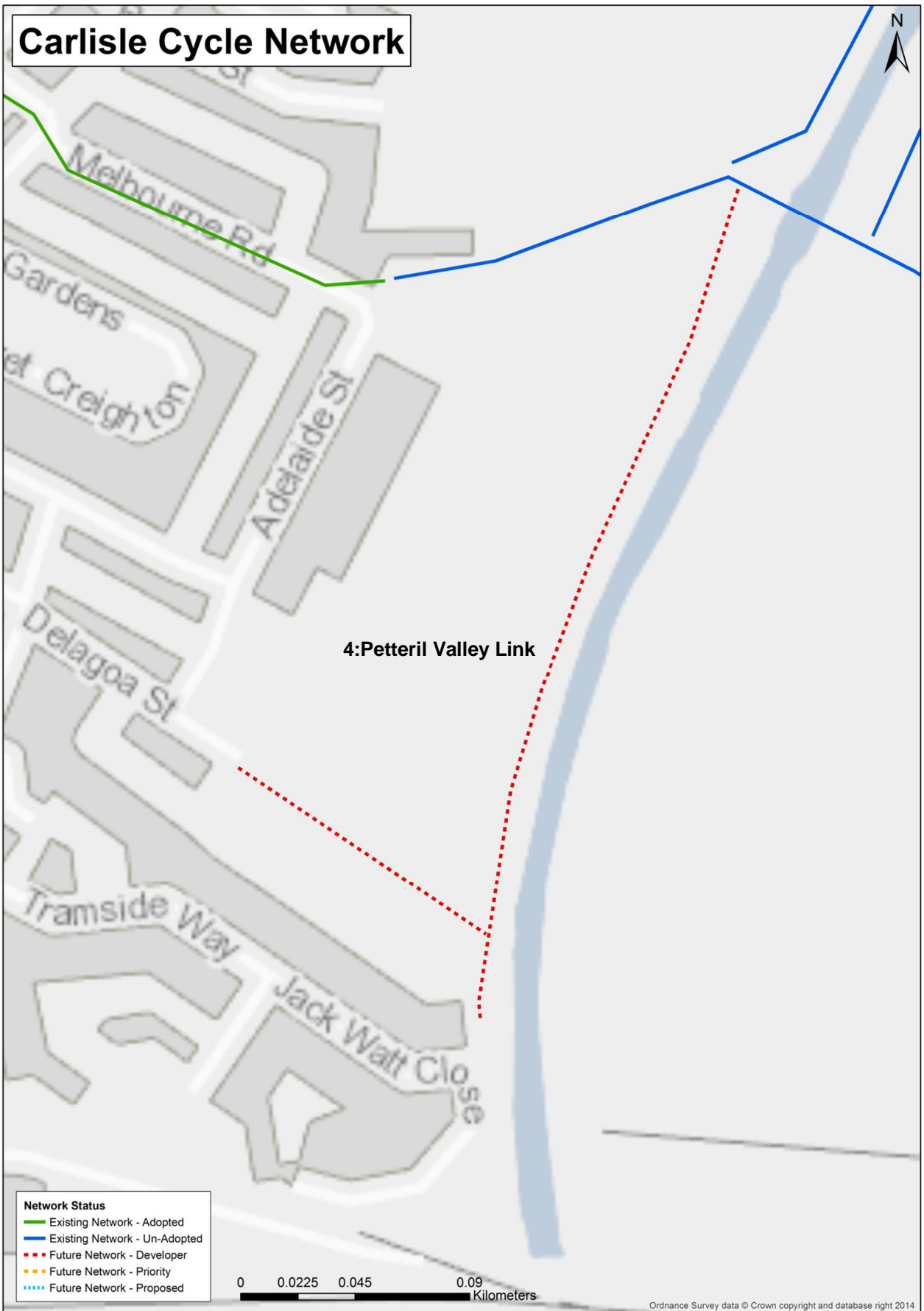


Figure D-0-5: Petteril Valley Cycle Network

BotcherbyBorland Avenue

This route, shown in Figure D-0-6 heads westbound on-road along Durranshill Road towards Eastern Way, where a Toucan Crossing will be required to cross the road and link to the existing cycle route.

This route is followed by a short off road link, connecting to Holywell Crescent and Borland Avenue, continuing westbound off-road to join existing cycle network links towards the city centre.

Whilst not directly connected, this route will serve U20 and U18 and it is expected that developers of these Local Plan sites would be required to contribute to this cycle link.

Route key features:

- Distance: 969m (143m off-road)
- Toucan Crossing across Eastern Way
- Estimated Cost: £110k

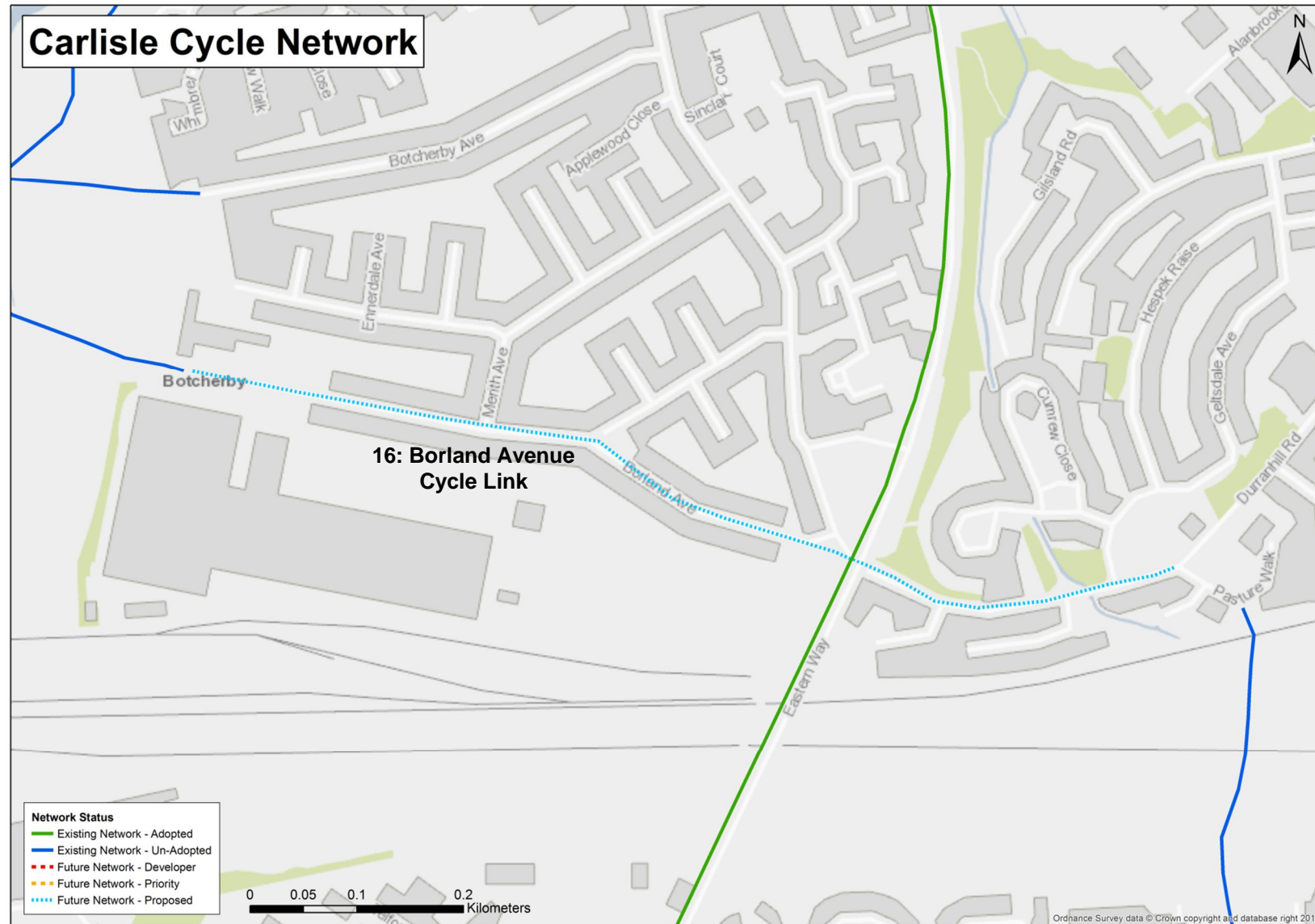


Figure D-0-6: Botcherby Cycle Network

Currock

There are significant plans presently in place to deliver a cycle connection between several committed developments in Currock and the existing cycle network on the western side of the River Caldew. These schemes are shown in Figure D-0-7.

Currock Bridge

The Currock Bridge is a key strategic scheme to replace an existing below standard rail bridge and over the River Caldew, and to deliver a high quality cycle connection with the other Currock Cycle schemes.

The bridge scheme was put forward as part of Cumbria's Local Major Scheme Prioritisation programme. Funding for the scheme has been secured from DfT.

Caldew Cycleway

The Caldew Cycleway provides an on-road connection between Blackwell Road and Currock Bridge, via Beaumont Road, Marina crescent and Lund Crescent.

This scheme requires a Toucan Crossing on Blackwell Road to facilitate the connection with Hammonds Pond.

Route key features:

- Distance: 1000m (all on-road)
- Toucan Crossing across Blackwell Road
- Estimated Cost: £34k
- Secured Funding: £25k (from Northern Developments Ltd)

Hammonds Pond

The Hammonds Pond cycle route provides cycle routes in Upperby Park, connecting the Hammonds Pond housing development with Scalegate Road to the east, and Blackwell Road to the west, where it connects with the Caldew Cycleway

Route key features:

- Distance: 1711m (all off-road)
- Estimated Cost: £342k
- Secured Funding: £TBC (from Story)

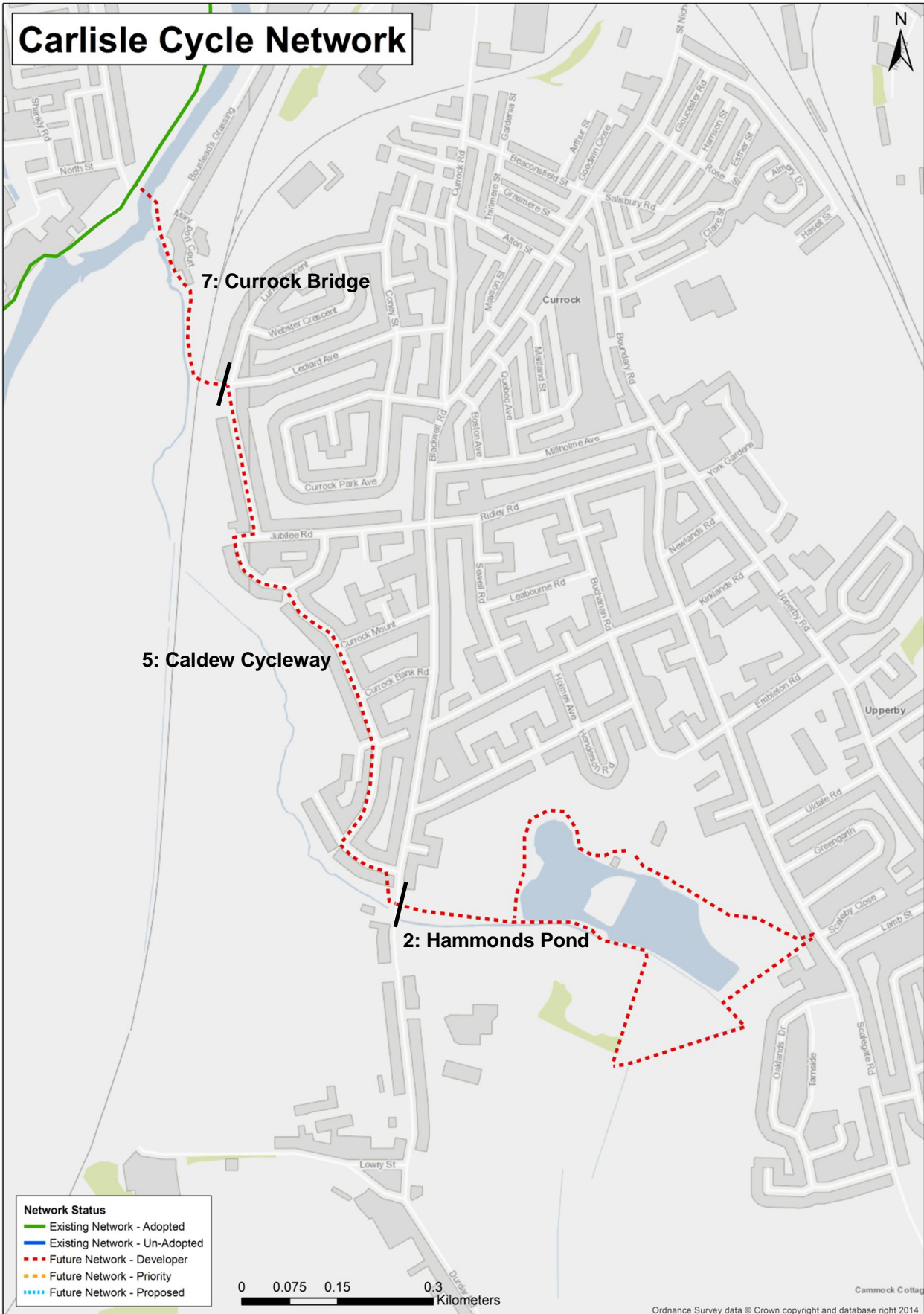


Figure D-0-7: Currock Cycle Network

Harraby

There are 6 local plan sites in Harraby which would, with no intervention have very limited cycle connectivity. The proposed link in Harraby, shown in Figure D-0-8, provides direct connections between U3, U4, and U5 to the existing cycle network, and together with the Botchergate schemes, will provide a near-complete cycle connection to the city centre. U13, U14 and U19 would be able to access this link via quiet residential roads. As such it is considered that these six sites would be required to contribute towards the Harraby Link.

Harraby Link

Starting from the southwest, the link connects to the existing cycle network off London Road. At the crossing of London Road a Toucan Crossing is required.

The route continues on-road along Malliclose Drive, Gooseland Head, Forest Hill, crossing Cumwhinton Road where another Toucan Crossing would be required.

After the Toucan crossing, the route cuts off-road briefly before rejoining Garlands Road. An existing northbound track off Hunter's Crescent will be upgraded to a cycle route, allowing cyclists to turn northbound. Spurs shall then turn northwest and northeast towards U3 and U4.

There will be a brief termination of the cycle route on Edgehill Road before continuing up Silverdale Road on the eastern side of the U3 site.

Route key features:

- Distance: 2142m (1123, off-road)
- Toucan Crossings at London Road and Cumwhinton Road
- Estimated Cost: £280k

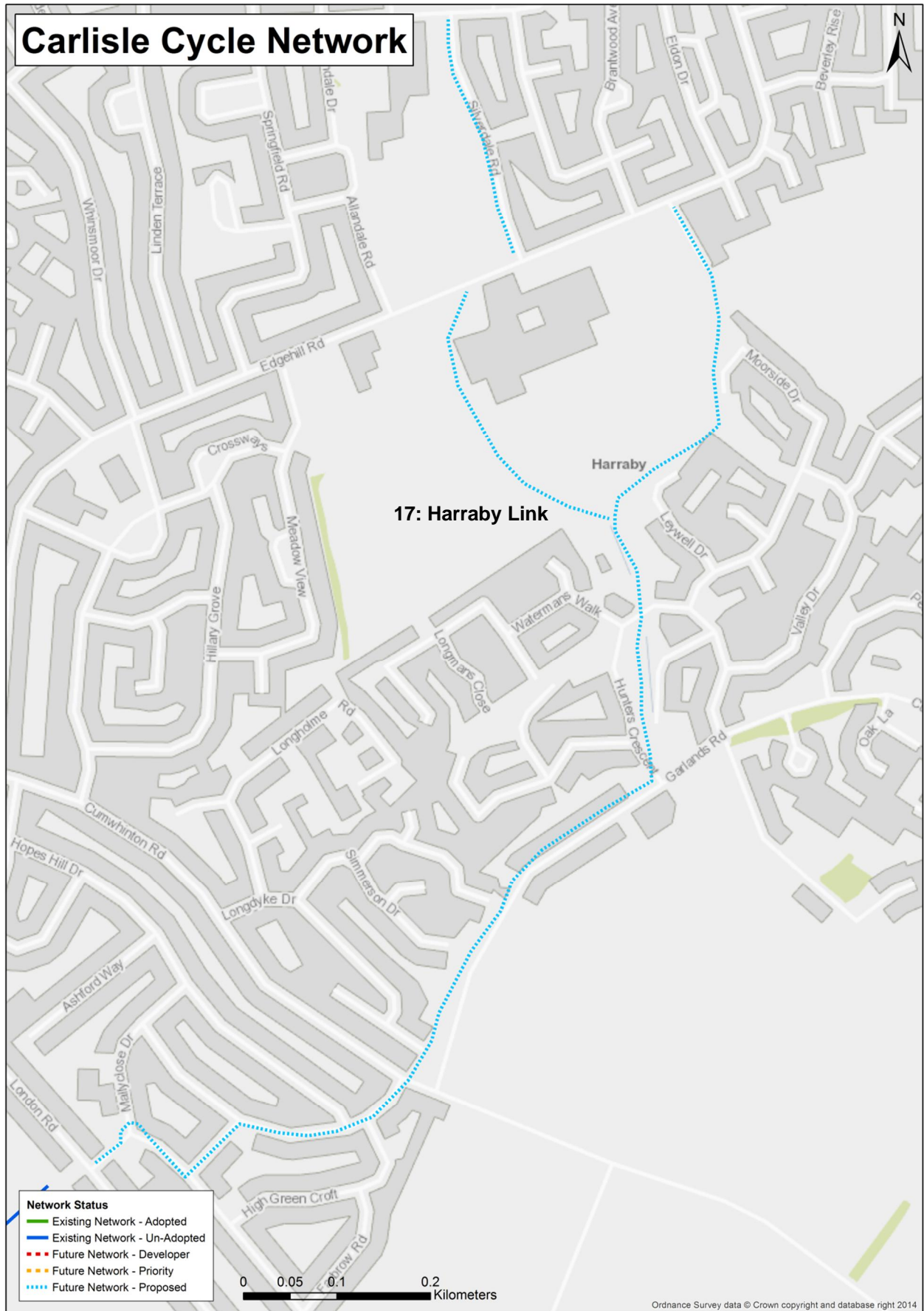


Figure D-0-8: Harraby Cycle Network

Summary of Schemes

The following list summarises the above schemes, their cost, available funding and identifies any current funding shortfall.

Developer or Other Funded Schemes					
Ref No	Name	Fund	Amount	Full Costs	Gap
1	Kingstown - Etterby	Developer - Story	£281k	£371k	£90k
2	Hammond Pond	Developer - Story	£185k but unlikely to be available till 2017/2018	£342k	£157k
4	Petteril Valley Link	Developer - Persimmon	£80k	£93k	£13k
5	Caldew Cycleway	Northern Developments Ltd	£25k	£34k	£9k
6	Newark Terrace	Developer – Carlisle College	£30k	£2k	£0
7	Currock Bridge	DfT – Local Growth Deal	£2m+	£2m+	£0

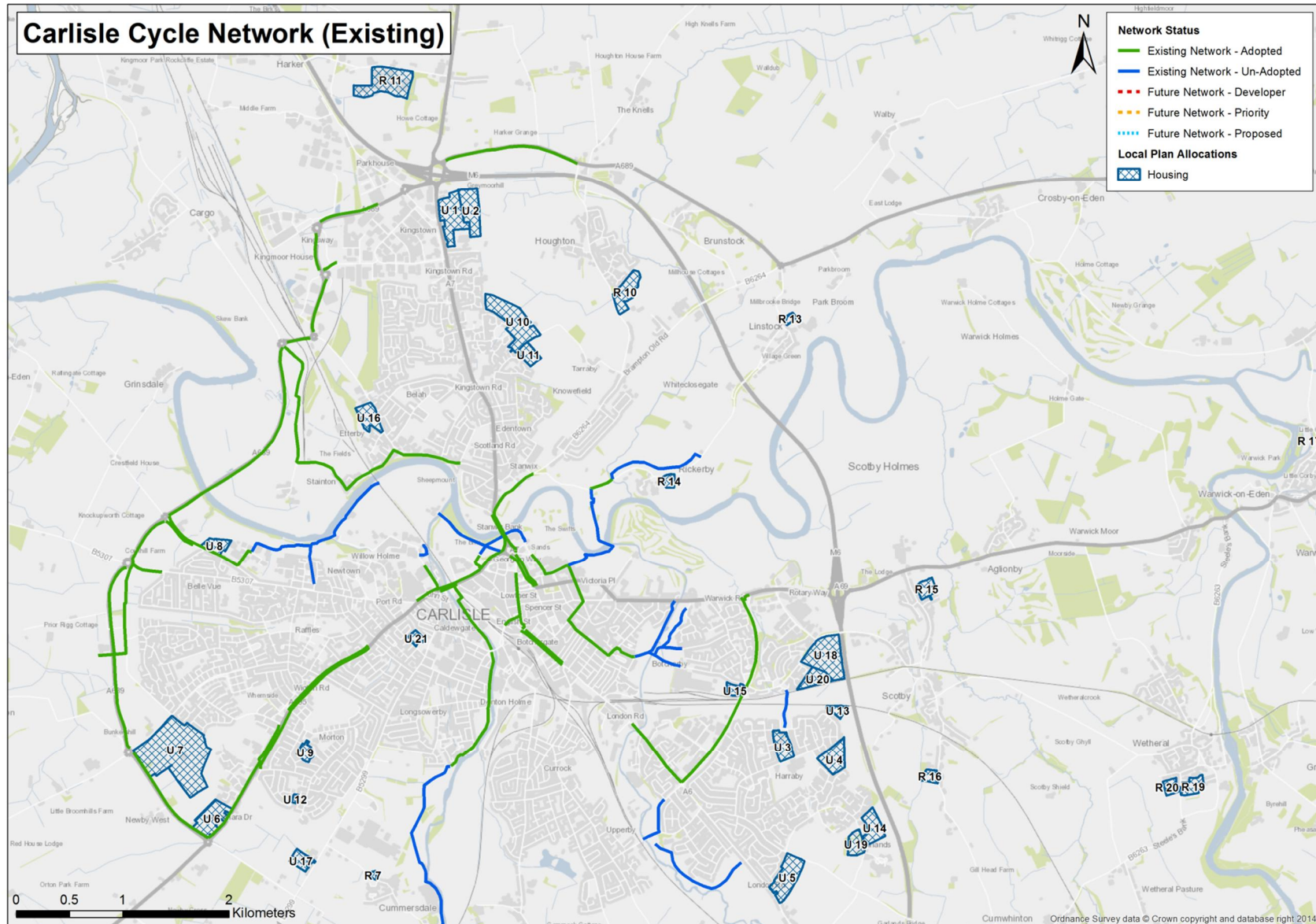
Priority Schemes					
3	Sheepmount	None	TBD	£204k	
8	Willowholme Rd - Sheepmount	None	-	£67k	-
9	Etterby Scour – Eden Bridge	None	TBD	£142k	
10	Castleway Crossing	None	TBD	£140k-280k	
	Route Signing	None	TBD	£150 per sign	
	Route Adoption Business Case Study	None	TBD	£15k	

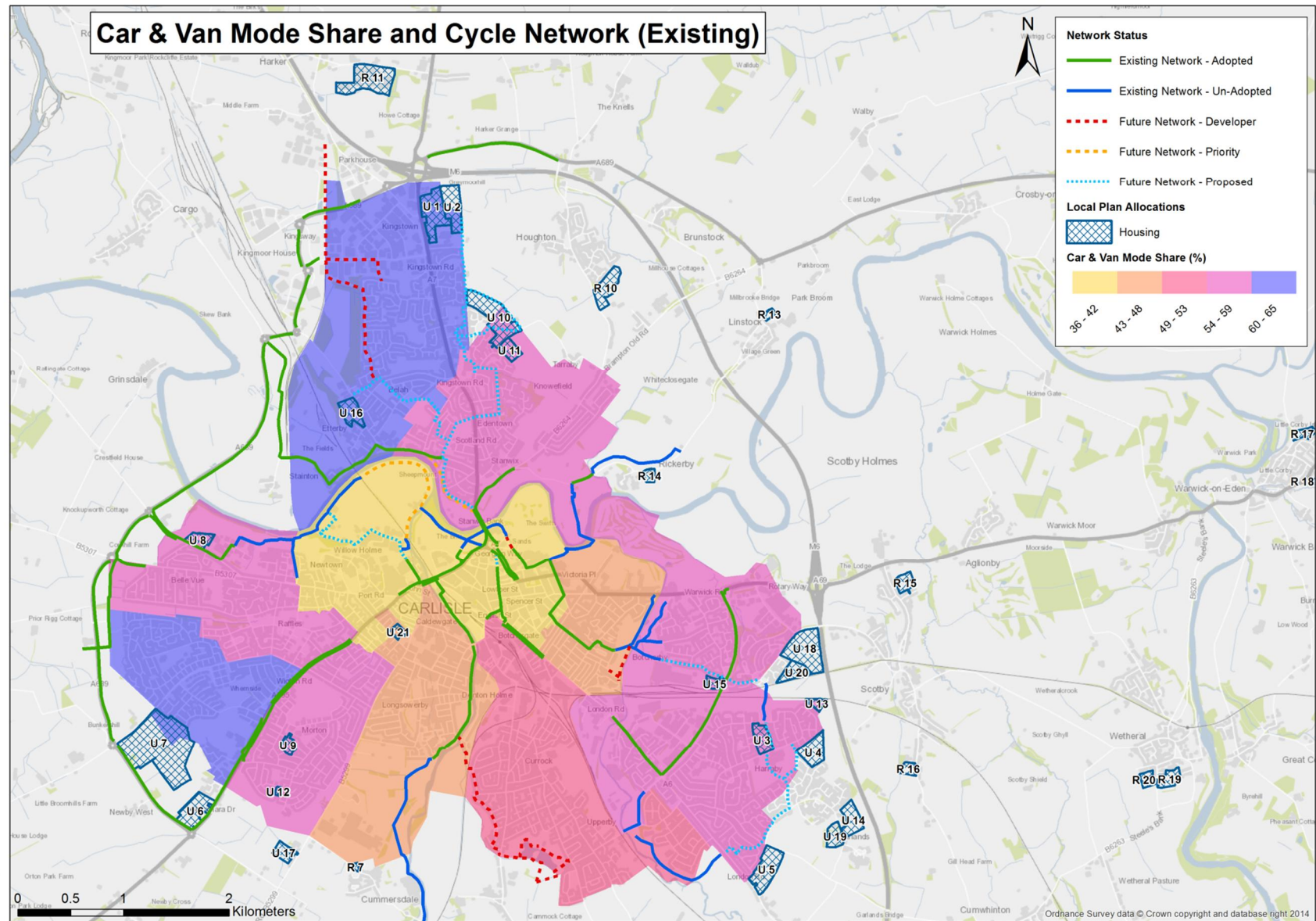
Proposed Schemes					
11	U1/2/10/11 Link	None		£624k	
12	U16 Link	None		£277k	
13	Etterby Street – Eden Bridge Cycle Route	None		£15k	
14	Willowholme Road Link	None		£181k	
15	Lowther Way - Georgian Street Link	None		£1.3k	
16	Borland Avenue Cycle Lane	None		£110k	
17	Harraby Link	None		£280k	

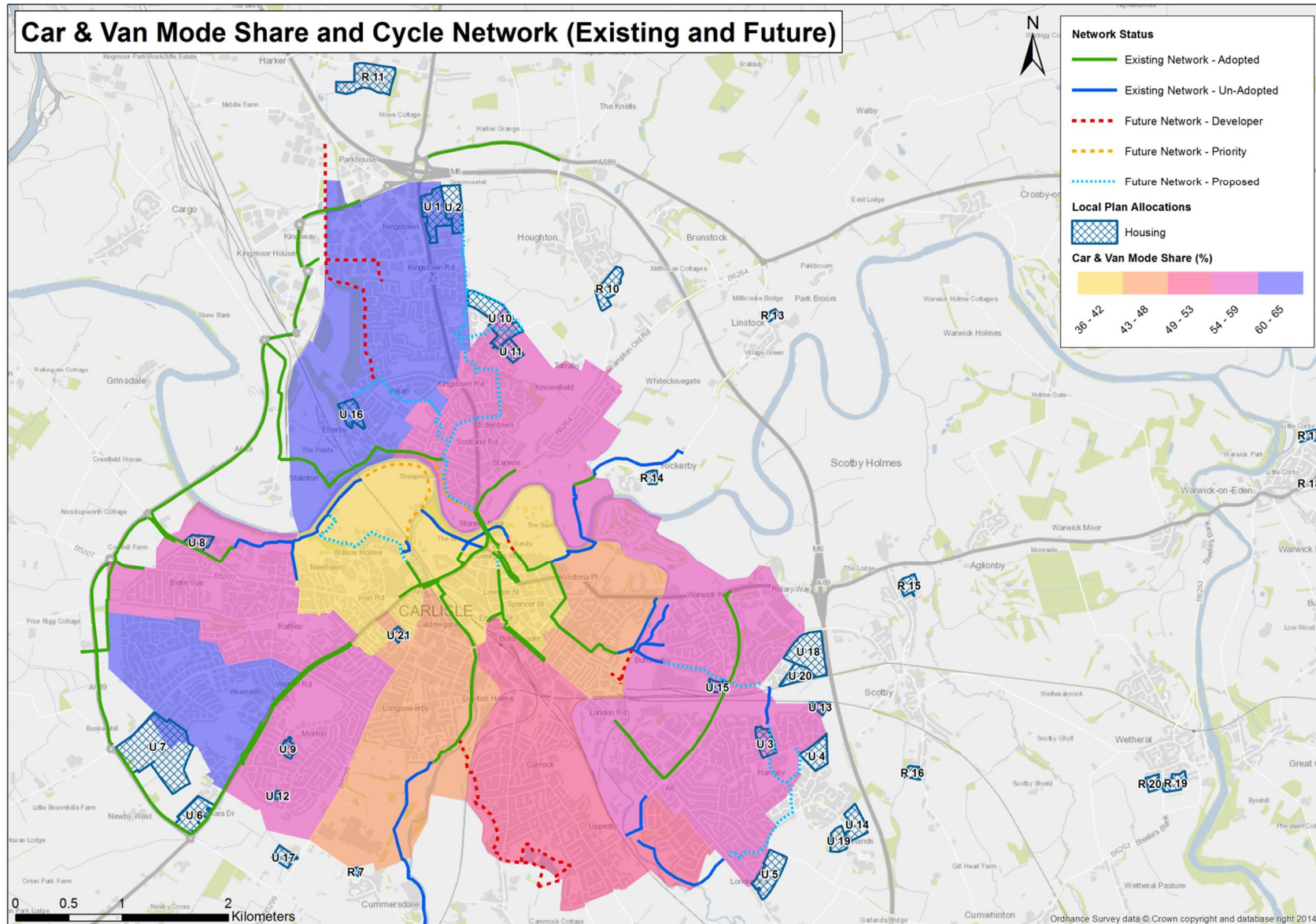
In addition to the routes discussed in this report, there are a number of other further aspirational schemes identified by Carlisle City Council and Cumbria County Council that are not considered essential to enabling local plan development, and have therefore not been reviewed in great detail or costed. Nevertheless, these routes would provide added connectivity to the cycle network and could also be considered if funding from external non-developer sources was made available:

- Kingstown to Houghton
- California Lane/Windsor Way, Kingstown (east of Scotland Road) to Rickerby Park
- Beechwood Avenue to Larch Drive link, Stanwix
- Knowefield Avenue to Brampton Road
- Stoneyholme Golf Club car park to Warwick Road
- Melbourne Park via London Road to Carlial Drive (west of Eastern Way)
- Melbourne Park via London Road to St Ninians Road , Upperby & links to Upperby Park
- Currock Road east to Hammonds Pond route & west to Caldew Cycleway
- Denton Holme links
- Chance's Park links, Morton
- Sandesfield Road to Bower Street via Raffles Estate
- Riverside Lower Viaduct & links along Castle Way

ADDITIONAL FIGURES







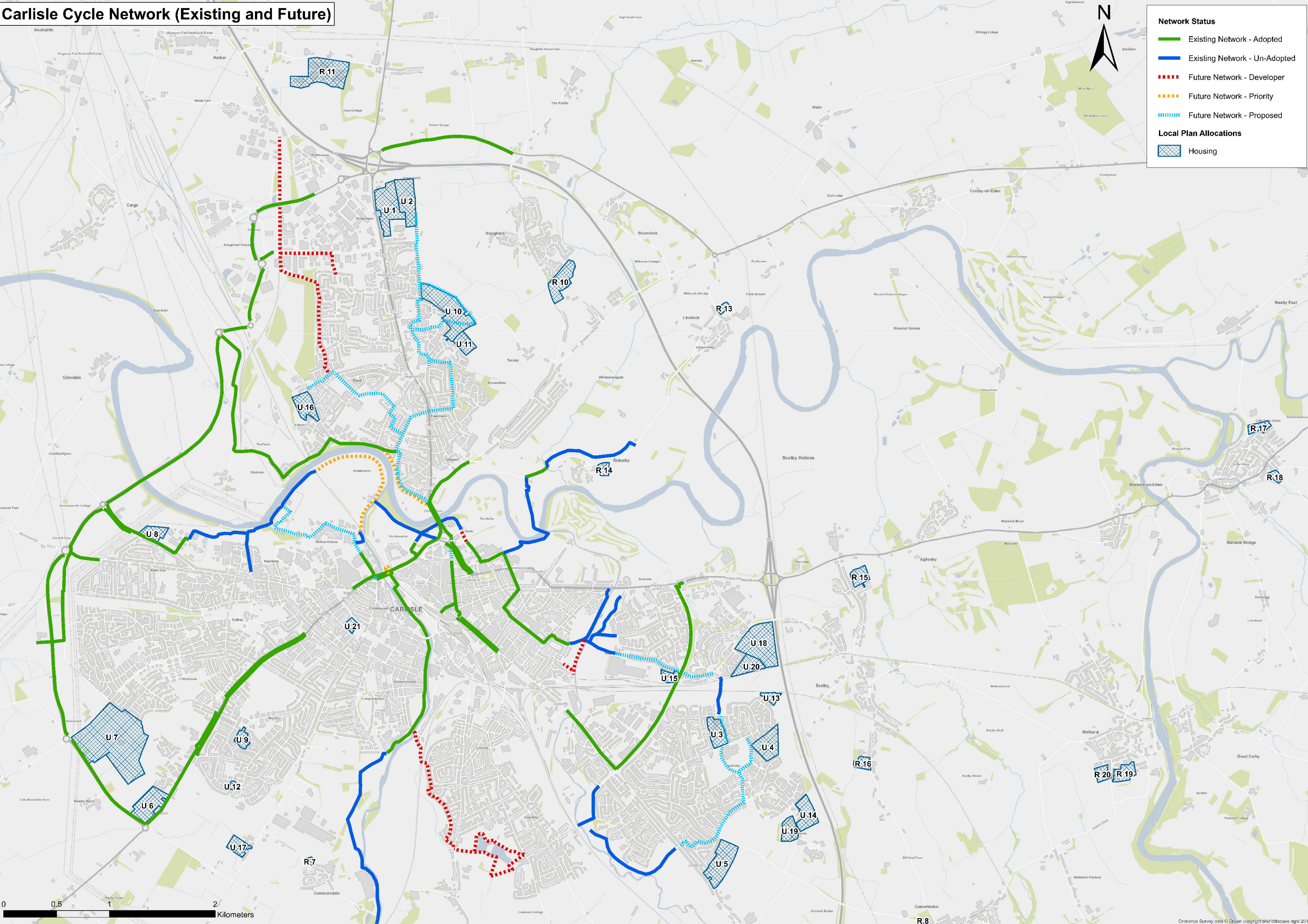
Carlisle Cycle Network (Existing and Future)

Network Status

- Existing Network - Adopted
- Existing Network - Un-Adopted
- Future Network - Developer
- Future Network - Priority
- Future Network - Proposed

Local Plan Allocations

- Housing



APPENDIX E

**CUMBRIA COUNTY COUNCIL SUMMARY OF
BUS SERVICES**

Scenario 1: 2025 Base

Completed residential developments (July 2013 – Sept 2014):

Ref	Site Name	Access	Size	Notes
02/1362	Former Highgrove Dairy	Harraby Green Road	5	39 complete in total - various applications.
03/0789	Hasell Street	Regent Street	3	Site Complete - original application 21 dwellings
04/1675	Raffles re-development	Raffles Avenue	7	Part of the original applications
07/1015	St Elizabeth's Parish Church Hall, Mayfield Avenue	Mayfield Avenue	11	Site Complete.
09/0617	Crindledyke	Crindledyke Lane	48	53 completed on site in total
09/1059	Former Sawmill, Longtown	Netherby Road	9	36 complete in total - various applications.
10/0792	Alexandra Drive	Durranshill Road	24	Site Complete.
10/1026	Brackenleigh	Wigton Road	64	86 completed on site in total to date.
11/0135	Pt former HK Campbell School, Raffles	Brookside	5	PP was for 39 dwellings, 25 on site of HK Campbell, remainder formed part of PP above [this area complete] - rest of site was Carlisle west community fire station
12/0878	Land between Station Road/Townhead Road, Dalston	Station Rd	12	Also in commitments.
12/0900	St Edmunds Social Centre, Newlaithes Avenue	Newlaithes Avenue	14	Site Complete.
TOTAL			202	202 dwellings

Service	
300etc	Only hourly out of town services
67/68	Not on route but close to frequent services
60	Close to existing high frequency services
61	Close to existing high frequency services
-	Not on bus route closest 62 / 64A (Kingmoor Park) City Council has S.106 funding for bus services.
79	nearest stop Graham Arms
76	Frequency service past site - No Evenings or Sundays past site - but service within walking distance
61A	Morton end of development is close to existing high frequency services, but Wigton Road end only has hqlf hourly long distance services
60/67/68	Good existing service
-	Not on bus route. Nearest service hourly 75 from Dalston Square. No eveing or Sunday service. Also close to rail station.
61	On existing frequent bus route

Completed mixed/other developments (July 2013 – Sept 2014):

Ref	Site Name	Access	Size	Notes
03/1362 09/0978	St Nicholas Retail Park	London Road	509 sqm non-food A1	Existing site area 10,702 sqm. Additional proposed floorspace of 2,739 sqm. 509 sqm built as of Sep 2014 (Poundland).
10/0504	Asda, St Nicholas Retail Park	London Road	4,225 sqm food retail	Includes new signalised site access junction. Includes pass-by trips.
11/0720	Stanwix Health Centre	Waverley Road	1,500 sqm D1	Primary care centre, includes pharmacy.
12/1011	Former Post Office	Warwick Road	24 bed hotel	Also A1, A3, A4, B1, B8, C1 and D2 Use To The Basement And Ground Floor Levels
13/0515	Former Baxter site, Kingmoor	Kingmoor Hub / Kingstown Broadway	6,012 sqm B8	Moved from Shaddongate.
TOTAL			6,012 sqm B8; 150 sqm D1; 24 bed hotel; 509 sqm non-food A1	

60/61/67/68	On existing high frequency routes
60/61/67/68	On existing high frequency routes
69	Limited hourly service with no evenings and Sundays. Until recently required financial support, so long term future not secure
-	Close to main bus stops
62A	Served only in am (0700-0900) and pm (1600-1800) peaks

Scenario 1: 2025 Base

Committed residential developments:

Ref	Site Name	Access	Size	Notes		
02/1362	Former Highgrove Dairy	Harraby Green Road	57	Various applications. Current position was 96 dwellings, figure reflects outstanding commitments as of Sept 2014.	60/61	Not on route but close to high frequency services
04/1675	Raffles replacement dwellings	Raffles Avenue	201	Various applications over time. Net loss of 122 dwellings in total but demolitions took place prior to base model. Figure reflects outstanding commitments as of Sept 2014.	60	Close to existing high frequency services
06/0326	Suttle House	Wigton Road	42		-	Only served by low frequency out of town service
09/0216	Land adjacent Blackwell House	Blackwell Road	42		400	Less than hourly service with no evening or Sunday service
09/0413	South Morton	Wigton Road / Peter Lane / Dalston Road	825	Also see South Morton employment.	61	A 106 agreement for an extra vehicle to extend onto the new estate has already been proposed (agreed ?)
09/0617	Crindledyke	Crindledyke Lane	796	Application was for 850 dwellings, figure reflects outstanding commitments as of Sept 2014.	-	A section 106 agreement already exists with the City Council for a bus service to this site.
09/1059 10/1248	Former Sawmill, Longtown	Netherby Road	38	Various applications. Last application [10/1248] reduced figures and changed house types to bungalows.	79	nearest stop Graham Arms
10/0164 11/0947	Former Prince of Wales, Denton Street	Northumberland Street	22		62	On existing frequent service
10/1026	Brackenleigh	Wigton Road	170	Application was for 256 dwellings, figure reflects outstanding commitments as of Sept 2014. See awaited residential development [14/0460] for potential increase by 20 dwellings.	61A	Morton end of development is close to existing high frequency services, but Wigton Road end only has half hourly long distance services
11/0120	Penguin Factory	Westmorland Street	37		--	Not on existing route but close to frequent 62
11/0308 12/0855	Land adjacent Peter Lane	Peter Lane	103	Reduced to 103 dwellings in line with [12/0855].	75	Only has hourly bus service on Dalston Road. No time in the timetable to divert. Will benefit from any new service to 09/0413
11/0814	UU Depot	Nelson Street	103		64A / 75	On two hourly (not co-ordinated) services. No evening or Sunday Service
11/0863	Land at Norfolk Street	Norfolk Street / Richardson Street	242 [bedrooms]	Application was for 492 beds. 250 beds completed.	62	On / close to frequent service
12/0025	St Augustines	Waverley Road	42	Retirement development.	62	Close to frequent existing service
12/0610	Land at Hadrian's Camp, Houghton	Houghton Rd	96	HOUG1 - Preferred Allocation. Excluded from Scenario 2 to avoid double counting.	64A / 179	Served by two (competitive) hourly services. Out of town location would benefit from improved public transport links
12/0710	Land to the rear of Scotby Steading, Scotby	Scotby Rd	33	Application was for 45 dwellings, figure reflects outstanding commitments as of Sept 2014.	75	Hourly daytime service, no evenings or Sundays. Runs past site
	Land bounded by	Dunder Rd /			400	Blackwell Road end of development had less than hourly service with no evening and Sunday service

12/0793	Hammonds Pond, Oaklands Drive and Durdar Road	Durdar Rd / Scalegate Rd	318	
12/0878	Land between Station Road/ Townhead Road, Dalston	Station Rd	121	
13/0564	Raffles Ave/Dalton Ave	Raffles Ave	37	Additional site to [04/1675]
13/0655	Former Dairy site, Holywell Crescent, Botcherby	Holywell Crescent	66	CARL21 - Preferred Allocation. Excluded from Scenario 2 to avoid double counting.
13/0856	Former Ambulance Station, Infirmary Street	Infirmary Street	29	
14/0581	Land at Petteril Bank Road	Petteril Bank Road	14	Supporting living units.
TOTAL			3,434	3,192 dwellings; 242 student bedrooms

67/68	Upperby end of development is close to very high frequency service with good evening and Sunday provision. Maybe potential to run service into estate if road network and access is suitable
-	Not on bus route. Nearest service hourly 75 from Dalston Square. No evening or Sunday service. Also close to rail station.
60	Close to existing high frequency services
76	Frequent service past site including evenings & Sundays
60/67/68	Site close to existing high frequency services
60/61	Not on route, but close to high frequency services

Committed employment developments:

Ref	Site Name	Access	Size	Notes
09/0170	Kingmoor Brunthill	A689 CNDR	16,200 sqm B1 96,400 sqm B2/B8	Assumptions based on original outline applications.
09/0413	South Morton	Wigton Road / Peter Lane / Dalston Road	40,000 sqm B1	Also see South Morton residential Also see Morton District Centre, Scenario 2
10/1116	Carlisle Airport	A689	37,000 sqm B8	Also facilitates some passenger air services.
TOTAL			56,200 sqm B1; 96,400 B2/B8; 37,000 sqm B8	

62	Part of area covered by Service 62 : 0700 - 1800. However potential for reduction of service and diversion of resources to Crindledyke (09/0617)
61	A 106 agreement for an extra vehicle to extend onto the new estate has already been proposed (agreed ?)
-	No service past this point. Workers shuttle service in planning ?

Committed mixed/other developments:

Ref	Site Name	Access	Size	Notes
03/1362 09/0978	St Nicholas Retail Park	London Road	2,230 sqm non-food A1	Existing site area 10,702 sqm. Additional proposed floorspace of 2,739 sqm. 509 sqm built as of Sep 2014. Outstanding commitment therefore 2,230 sqm.
04/1653 07/0857	Tesco Viaduct Estate	Viaduct Estate Road	3,175 sqm food retail	Includes pass-by trips
10/0815	Kingmoor Hub	A689 CNDR	130 bed hotel	Also ancillary conference centre health and fitness centre restaurants and bar. Part of Brunthill Masterplan application [09/0170]. Includes pass-by trips.
11/0475	Kingmoor Hub	A689 CNDR	720 sqm pub/ restaurant A3	180 internal & 40 external covers. Part of Brunthill Masterplan application [09/0170]. Includes pass-by trips.
11/0484	Kingmoor Hub [within existing Kingmoor East]	A689 CNDR	14,392 sqm B1	Also petrol filling station, 325 sqm restaurant, 1,114 sqm A1/A3/A5 unit, 371 sqm crèche. Includes pass-by trips.

60/61/67/ 68	Existing frequent services pass this site
-	Not on existing routes. Site would be difficult to serve with diversion of an existing service. Little opportunity for convenient bus stops nearby
62A	Served only in am (0700-0900) and pm (1600-1800) peaks
62A	Served only in am (0700-0900) and pm (1600-1800) peaks
62A	Served only in am (0700-0900) and pm (1600-1800) peaks

13/0778	Laings site, Dalston Road	Dalston Rd	1,532 sqm food A1	Includes pass-by trips.
TOTAL			14,392 sqm B1; 4,707 sqm food retail; 2,230 sqm non-food	

69	Limited hourly service with no evenings and Sundays. Until recently required financial support, so long term future not secure
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Awaited residential developments:

Ref	Site Name	Access	Size	Notes
12/0790	Land at Broomfallen Road, Scotby	Broomfallen Road	28	SCOT2 Preferred Allocation. Excluded from Scenario 2 to avoid double counting.
13/0983	Land at Cumwhinton Road	Sewell's Lonning	180	Part site of CARL5 Preferred Allocation. Residual dwellings included in Scenario 2.
14/0460	Brackenleigh	Wigton Road	20	Morton end of development is close to existing high frequency services, but Wigton Road end only has hqlf hourly long distance services
14/0761	Land at Greymoorhill	Kingstown Road	190	Part site of CARL1 Preferred Allocation. Residual dwellings included in Scenario 2.
14/0778	Land off Windsor Way	Windsor Way	277	Part site of CARL10 Preferred Allocation. Residual dwellings included in Scenario 2.
TOTAL			277	695 dwellings

--	Some distance from nearest bus stop, in centre or Scotby. Hourly service from there with no Evening or Sunday service.
60	Close to existing frequent service. Potential for diversion of service if road network is suitable.
61A	Morton end of development is close to existing high frequency services, but Wigton Road end only has hqlf hourly long distance services
79	Only on hourly out of town service. Potential for diversion of 62 or 64A
-	Not in existing route. Some distance from Scotland Road services. (potential to link with 4/0761 improvements ?)

Awaited employment developments:

Ref	Site Name	Access	Size	Notes
14/0105	Land adj Durranhill Sidings	Eastern Way	9,144 sqm B2	
TOTAL			9,144 sqm B2	

--	Not in bus routes but walking distance of 61 and 76
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Scenario 2: 2025 Local Plan

Preferred Urban Residential Developments:

Ref	Site Name	Access	Size	Notes
CARL1	Land to the south east of junction 44	Kingstown Road	27	Reduced figure to reflect remaining element of site - see [14/0761]
CARL2	Land north of California Road, east of CARL1	Kingstown Road	200	
CARL3	Site of Pennine Way Primary School	Pennine Way / Edgehill Road	112	
CARL4	Land north of Moorside Drive/Valley Drive	Moorside Drive / Valley Drive	140	
CARL5	Land between Carlton Road and Cumwhinton Road	Sewell's Lonning	24	Reduced figure to reflect remaining element of site - see [13/0983]
CARL6	Land at Garden Village, West of Wigton Road	Wigton Road	169	
CARL7	Land at Newhouse Farm, South-West of Orton Road	Orton Road x 2	509	
CARL8	Land north of Burgh Road	Burgh Road	66	

79	Only on hourly out of town service. Potential for diversion of 62 or 64 with s.106 funding
79	Only on hourly out of town service. Potential for diversion of 62 or 64 with s.106 funding
61	Close to existing frequent service
61	Close to existing frequent service
60	Close to existing frequent service. Potential for diversion of service if road network is suitable.
-	Only services are half hourly out of town routes from Wigton Road. Limited evening or Sunday provision.
-	Close to but not on routes. Need for appropriate road network suitable for buses and S106 agreement (similar to South Morton) to pump prime service
93	On low frequency route with no evening or Sunday service - need to walk to Newtown Road for more frequent service

CARL9	Site of former Morton Park Primary School, Burnrigg	Burnrigg	54	
CARL10	Land off Windsor Way	Windsor Way / Newfield Park	23	Reduced figure to reflect remaining element of site - see [14/0778]
CARL11	Land east of Lansdowne Close/Lansdowne Court	Windsor Way / Newfield Park	75	
CARL12	Land to the rear of the Border Terrier, Ashmere Drive/Ellesmere Way	Ellesmere Way	18	
CARL14	Land east of Beverley Rise	Beverley Rise	30	
CARL16	Land north of Carleton Clinic, east of Cumwhinton Drive	Cumwhinton Drive	126	
CARL17	Land at Carleton Clinic	Cumwhinton Drive	40	
CARL19	Durranhill Road	Durranhill Road	70	
CARL20	Laings site, Dalston Road	Dalston Road	50	
CARL23	Land at Deer Park	Kingmoor Road	100	
CARL24	Land to the southwest of Cummersdale Grange Farm	Dalston Road	60	
CARL25	Land opposite Rosehill Industrial Estate	Durranhill Road	150	
TOTAL			2,043	2,043 dwellings

61	Close to frequent services
-	Not in existing route. Some distance from Scotland Road services. (potential to link with 4/0761 improvements ?)
-	Not in existing route. Some distance from Scotland Road services. (potential to link with 4/0761 improvements ?)
62	Close to frequent services
61	Not on route but close to frequent service
60	Close to frequent services. Needs suitable road network for potential access into site
60	Close to frequent services. Needs suitable road network for potential access into site
76	Frequency service past site - No Evenings or Sundays past site - but service within walking distance
-	Not on main routes - closest Wigton Road
76	Close to existing frequent service
75	Hourly service with no evening or Sunday service. May benefit from 09/0413 funded service
76	Frequency service past site - No Evenings or Sundays past site - but service within walking distance

Preferred Rural Residential Developments:

Ref	Site Name	Access	Size	Notes
BRAM1	Land South of Carlisle Road, Brampton	Carlisle Road	250	
BRAM2	Land West of Kingwater Close, Brampton	Elmfield	60	
BRAM4	Land North of Greenfield Lane, Brampton	Longtown Road	140	
BURG1	Land west of Amberfield	Burgh by Sands	25	
LONG1	Former Lochinvar School, Longtown	Swan Street	106	
LONG2	Land to the South of Old Road, Longtown	Old Road	65	
CUMM1	Land east of Cummersdale Road, Cummersdale	Cummersdale	14	
CUMW1	Land West of How Croft, Cumwhinton	Cumwhinton	20	
CUMW3	Land adjacent to Beech Cottage, Cumwhinton		15	
HARK1	Harker	Harker	300	
MOOR1	Land east of Monkhill Road, Moorhouse	Moorhouse	10	
LINS1	Linstock North, Linstock	Linstock	10	

?	
?	
?	
93	Very limited service
?	
?	
75	Hourly Daytime service. No evenings or Sunday service.
75	Hourly Daytime service. No evenings or Sunday service.
75	Hourly Daytime service. No evenings or Sunday service.
64A	Hourly Daytime service. No evenings or Sunday service. Future of service unclear as operator currently scaling back services.
-	Limited public transport

RICK1	Land at Tower Farm, Rickerby	Rickerby	10	
SCOT 1	Land North of Hill Head Road, Scotby	Scotby Road	50	
WARW 1	Warwick Bridge/Little Corby North, Warwick Bridge	Warwick Bridge	45	
WARW2	Land off Heads Nook Road, Warwick Bridge		30	
WETH1	Wetheral South	Wetheral	60	
WETH2	Land west of Steel's Bank, Wetheral		40	
WREA1	Land West of Wreay School, Wreay	Wreay	10	
TOTAL			1,260	1,260 dwellings

-	No public transport
685	Half hourly daytime service plus limited evenings and hourly Sundays
685	Half hourly daytime service plus limited evenings and hourly Sundays
75	Hourly Daytime service. No evenings or Sunday service.
75	Hourly Daytime service. No evenings or Sunday service.
-	No public transport on this area

Preferred Employment Developments:

Ref	Site Name	Access	Size	Notes
A1	Kingmoor Park East	Kingmoor Park Central / Kingmoor Park South	21,575 sqm B8 15,840 sqm B2/B8	Not proposed as an allocation within the plan but is a large residual phase of a designated employment area. Assumptions based on indicative masterplan [09/0170].
TOTAL			21,575 sqm B8, 15,840 sqm B2/B8	

62A	Served only in am (0700-0900) and pm (1600-1800) peaks
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Preferred Mixed/Other Developments:

Ref	Site Name	Access	Size	Notes
A2	Morton District Centre (including previous Park & Ride site measuring 2.02 Ha)	Wigton Road	8,175 sqm food A1	also 1,025 non-food retail, PFS, restaurant/café, hot food takeaway, creche Assumptions based on expired application [10/0917]. Includes pass-by trips.
			8,000 sq m D1	Assumption based on 40% of park & ride area for community uses which covers potential for health centre, dentist, day nursery, library etc.
TOTAL			8,175 sqm food A1, 8,000 sqm D1	

300etc	Half hourly out of town services only
300etc	Half hourly out of town services only Limited evening and Sunday services

City Centre Regeneration Proposals:

Ref	Site Name	Access	Size	Notes
A3	Caldew Riverside non-food retail and leisure	Viaduct Estate Road	6,800 sqm non-food A1 6,800 sqm D2	
A4a	Lowther St non-food retail and 466 space multi-storey	Lowther Street	3,662 sqm non-food A1	Assume current car park trip rate stays constant. Car demand will increase in line with increased parking supply.
A4b	Rickergate non-food retail and leisure plus 450 space multi-storey	Drovers Lane	16,794 sqm non-food A1 1,929 sqm A3	Assume current car park trip rate stays constant. Car demand will increase in line with increased parking supply.

-	Not on existing routes. Site would be difficult to serve with diversion of an existing service. Little opportunity for convenient bus stops nearby
all	City Centre location with frequent services from all areas
all	City Centre location with frequent services from all areas

A5	Carlisle Station Hub multi-storey car park	Water Street	N/A	Move existing demand for Station car park, Lower Viaduct car park and Upper Viaduct car park to access car park via Water Street.
TOTAL			27,260 sqm non-food A1, 1,929 sqm A3,	

-	Not on existing routes. Little potential for diversion of existing services to serve
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Scenario 3: 2030 Local Plan

Preferred residential developments:

Ref	Site Name	Access	Size	Notes
S1	South Carlisle	Durdar Road Scalegate Rd/Brisco Rd A6 Carleton Road	2,825	Assumes 1/3 of total development from each access 565 dwelling per annum [5yrs]
TOTAL			2,825	2,825 dwellings

?	
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Preferred employment developments:

Ref	Site Name	Access	Size	Notes
S2	South Carlisle	Newbiggin Road	40,000 sqm	10 Ha (on basis of 2 Ha uptake per annum). Assumes 40% footprint and equal split B1, B2, B8.
TOTAL			40,000 sqm B1/B2/B8	

?	
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Scenario 4: South Carlisle (2040)

Preferred residential developments:

Ref	Site Name	Access	Size	Notes
S3	South Carlisle	Durdar Road Scalegate Rd/Brisco Rd A6 Carleton Road	5,650	Assumes 1/3 of total development from each access Total in addition to Scenario 3 at 565 dwelling per annum [10yrs]
TOTAL			5,650	5,650 dwellings

?	
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Preferred employment developments

Ref	Site Name	Access	Size	Notes
S4	South Carlisle	Newbiggin Road	80,000 sqm	20 Ha (on basis of 2 Ha uptake per annum). Assumes 40% footprint and equal split B1, B2, B8. Total in addition to Scenario 3.
TOTAL			80,000 sqm B1/B2/B8	

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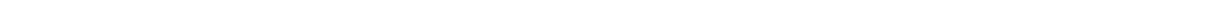
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300etc Wigton - Carlisle services 300 / 400 / 554 / 600

Not on lists

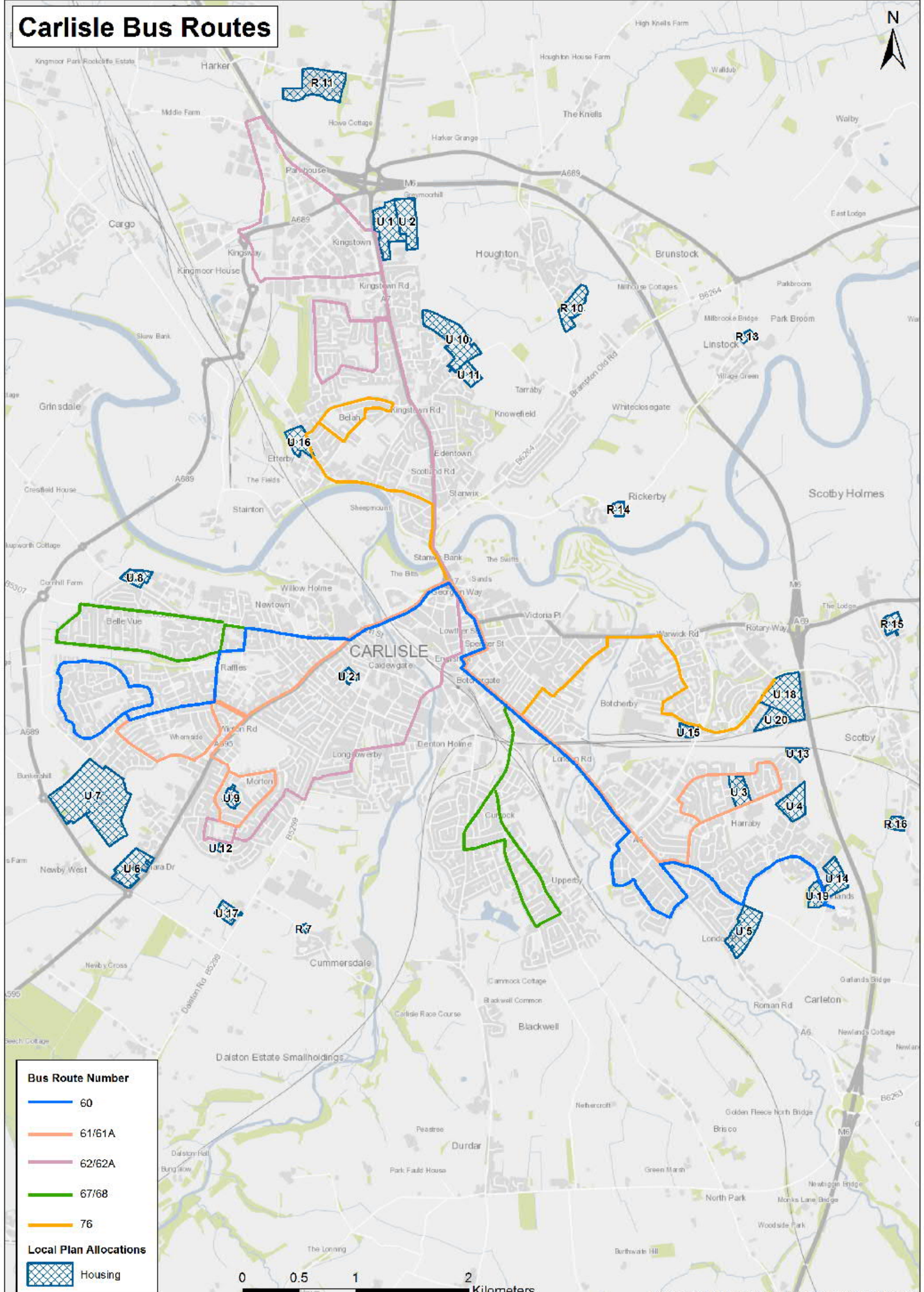
09/0815
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APPENDIX F

BUS NETWORK MAPS



Carlisle Bus Routes



Bus Route Number

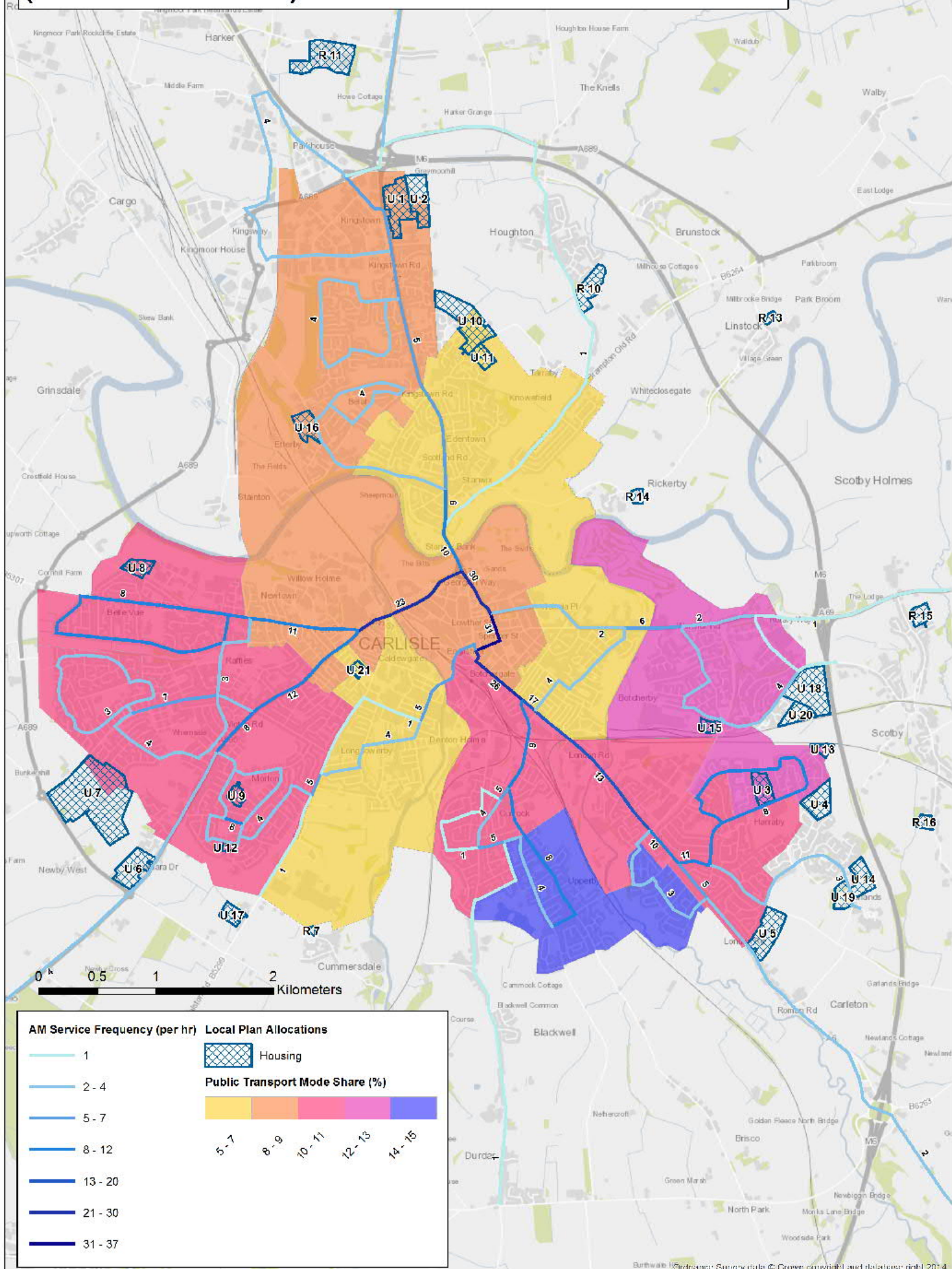
- 60
- 61/61A
- 62/62A
- 67/68
- 76

Local Plan Allocations

- Housing



Carlisle Public Transport Mode Share and Bus Frequency (AM Peak 0800-0900)



0 0.5 1 2 Kilometers

AM Service Frequency (per hr)

- 1
- 2 - 4
- 5 - 7
- 8 - 12
- 13 - 20
- 21 - 30
- 31 - 37

Local Plan Allocations

- Housing

Public Transport Mode Share (%)

- 5 - 7
- 8 - 9
- 10 - 11
- 12 - 13
- 14 - 15

APPENDIX G

MODEL RESULT SUMMARY

Hardwicke Circus

Table 5.1: Hardwicke Circus Existing Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Eden Bridge Ah	87.5%	17.8	84.8%	14.8
1/2+1/3 Eden Bridge Ah	97.3%	28.4	96.1%	23.2
2/1 Newmarket Road Circulatory Lt/Rt	77.0%	23.1	66.8%	6.0
2/2 Newmarket Road Circulatory Rt	61.3%	14.8	54.1%	6.1
2/3 Newmarket Road Circulatory Rt	40.8%	0.2	37.4%	0.8
4/1 Newmarket Road Lt	0.0%	0.0	20.4%	1.7
5/1 Dukes Road Circulatory Lt/Ah	53.0%	0.6	50.1%	0.5
5/2 Dukes Road Circulatory Ah/Rt	53.8%	0.7	45.0%	0.4
5/3 Dukes Road Circulatory Rt	35.8%	0.3	32.6%	0.2
7/1 Duke's Road Lt	4.1%	0.2	8.0%	0.5
7/2 Duke's Road Ah	12.8%	0.5	21.5%	1.4
9/1 Georgian Way Circulatory Ah	52.0%	7.9	54.5%	8.0
9/2+9/3 Georgian Way Circulatory	62.0%	10.8	63.7%	9.1
10/2+10/1 Georgian Way Ah	78.1%	7.3	81.0%	8.6
10/3 Georgian Way Ah	57.1%	5.7	62.5%	6.9
12/1 Castle Way Circulatory	20.4%	1.3	33.3%	3.4
12/2 Castle Way Circulatory	58.1%	5.5	64.7%	7.4
13/1 Castle Way Ah	75.4%	12.9	95.8%	25.2
13/2+13/3 Castle Way Ah	83.7%	11.4	97.1%	27.4
15/1 Eden Bridge Circulatory Rt	64.4%	6.4	39.1%	3.5
15/2+15/3 Eden Bridge Circulatory Rt	79.5%	8.0	42.9%	3.7

Table 5.2: Hardwicke Circus Existing Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Eden Bridge Ah	102.2%	45.1	81.6%	13.6
1/2+1/3 Eden Bridge Ah	102.7%	53.5	115.3%	130.2
2/1 Newmarket Road Circulatory	85.5%	26.8	68.0%	7.6
2/2 Newmarket Road Circulatory	63.8%	15.9	56.9%	7.7
2/3 Newmarket Road Circulatory	42.5%	0.1	39.6%	1.2
4/1 Newmarket Road Lt	0.0%	0.0	22.1%	1.8
5/1 Dukes Road Circulatory	60.2%	0.8	51.1%	0.5
5/2 Dukes Road Circulatory	56.0%	0.8	47.5%	0.5
5/3 Dukes Road Circulatory	37.3%	0.3	34.4%	0.3
7/1 Duke's Road Lt	6.5%	0.3	8.9%	0.5
7/2 Duke's Road Ah	13.5%	0.7	20.0%	1.3
9/1 Georgian Way Circulatory	47.9%	6.9	56.4%	8.1
9/2+9/3 Georgian Way Circulatory	64.9%	11.4	65.7%	9.8
10/2+10/1 Georgian Way Ah	77.1%	7.9	80.6%	8.5
10/3 Georgian Way Ah	69.6%	7.5	69.4%	7.9
12/1 Castle Way Circulatory	62.8%	6.0	61.0%	6.9
12/2 Castle Way Circulatory	70.8%	7.0	70.7%	8.3
13/1 Castle Way Ah	67.2%	10.3	94.3%	23.1
13/2+13/3 Castle Way Ah	78.6%	9.5	96.1%	25.3
15/1 Eden Bridge Circulatory	66.5%	6.7	45.4%	4.5
15/2+15/3 Eden Bridge Circulatory	87.8%	9.2	48.0%	4.5

Table 5.3: Hardwicke Circus Existing Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Eden Bridge Ah	109.6%	86.4	87.5%	16.3
1/2+1/3 Eden Bridge Ah	110.4%	104.2	116.0%	135.5
2/1 Newmarket Road Circulatory	87.0%	33.5	75.9%	22.0
2/2 Newmarket Road Circulatory	63.5%	16.3	61.7%	14.2
2/3 Newmarket Road Circulatory	44.4%	0.1	41.1%	1.6
4/1 Newmarket Road Lt	0.0%	0.0	27.2%	2.2
5/1 Dukes Road Circulatory	60.9%	0.8	57.4%	0.7
5/2 Dukes Road Circulatory	55.7%	0.8	51.8%	0.7
5/3 Dukes Road Circulatory	38.9%	0.3	36.0%	0.3
7/1 Duke's Road Lt	6.9%	0.4	11.2%	0.7
7/2 Duke's Road Ah	14.4%	0.7	20.6%	1.3
9/1 Georgian Way Circulatory	42.2%	5.4	58.4%	8.6
9/2+9/3 Georgian Way Circulatory	67.8%	12.5	67.2%	10.7
10/2+10/1 Georgian Way Ah	80.2%	8.7	82.3%	9.1
10/3 Georgian Way Ah	72.2%	8.0	70.0%	8.0
12/1 Castle Way Circulatory	66.1%	6.4	58.4%	6.7
12/2 Castle Way Circulatory	74.1%	7.4	72.6%	8.5
13/1 Castle Way Ah	72.3%	11.7	103.1%	48.6
13/2+13/3 Castle Way Ah	82.9%	10.6	103.6%	61.4
15/1 Eden Bridge Circulatory	70.7%	7.3	55.1%	5.7
15/2+15/3 Eden Bridge Circulatory	97.6%	10.7	60.5%	6.2

Table 5.4: Hardwicke Circus Upgraded Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Eden Bridge Ah	45.7%	5.5	41.8%	4.9
1/2 Eden Bridge Ah	39.6%	4.6	33.5%	3.7
1/3+1/4 Eden Bridge Ah	92.0%	19.0	87.0%	14.2
2/1 Newmarket Road Lt	0%	0.0	20.4%	1.7
3/1 Duke's Road Lt	2.4%	0.1	4.4%	0.1
3/2 Duke's Road Ah	7.2%	0.4	11.2%	0.9
4/2+4/1 Georgian Way Ah	73.4%	5.8	71.5%	5.5
4/3 Georgian Way Ah	45.3%	3.7	61.3%	5.5
4/4 Georgian Way Ah	44.5%	3.7	61.3%	5.5
5/1 Castle Way Ah	73.6%	12.2	77.1%	13.6
5/2+5/3 Castle Way Ah	83.9%	11.4	85.1%	11.7
6/1 Eden Bridge Circulatory	63.5%	4.2	14.9%	1.0
6/2+6/3 Eden Bridge Circulatory	88.0%	3.8	82.4%	3.7
7/1 Newmarket Road Circulatory	50.5%	2.8	32.8%	3.6
7/2 Newmarket Road Circulatory	54.4%	2.2	53.2%	2.5
7/3 Newmarket Road Circulatory	36.7%	3.7	35.7%	5.5
7/4 Newmarket Road Circulatory	37.5%	3.8	36.7%	5.5
8/1 Dukes Road Circulatory	29.7%	0.2	22.1%	0.1
8/3 Dukes Road Circulatory	32.2%	0.2	30.5%	0.2
8/4 Dukes Road Circulatory	32.9%	0.2	31.4%	0.3
9/1 Georgian Way Circulatory	52.0%	3.9	49.4%	5.9
9/2+9/3 Georgian Way Circulatory	53.4%	4.1	54.1%	6.4
10/1 Castle Way Circulatory	40.5%	1.8	61.9%	1.2
10/2 Castle Way Circulatory	38.0%	1.5	59.3%	0.9

Table 5.5: Hardwicke Circus Upgraded Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Eden Bridge Ah	53.9%	7.2	33.6%	3.6
1/2 Eden Bridge Ah	50.0%	6.4	29.7%	3.1
1/3+1/4 Eden Bridge Ah	95.0%	24.0	93.4%	21.4
2/1 Newmarket Road Lt	0.0%	0.0	22.1%	1.8
3/1 Duke's Road Lt	3.5%	0.1	5.8%	0.2
3/2 Duke's Road Ah	6.4%	0.4	15.0%	0.9
4/2+4/1 Georgian Way Ah	27.6%	1.7	40.0%	2.7
4/3 Georgian Way Ah	68.6%	7.0	70.8%	7.6
4/4 Georgian Way Ah	68.4%	6.9	71.4%	7.8
5/1 Castle Way Ah	72.8%	11.6	82.1%	15.4
5/2+5/3 Castle Way Ah	81.3%	10.3	90.2%	16.9
6/1 Eden Bridge Circulatory	63.6%	4.2	56.4%	4.2
6/2+6/3 Eden Bridge Circulatory	94.6%	3.8	88.4%	4.7
7/1 Newmarket Road Circulatory	55.9%	3.4	41.8%	3.1
7/2 Newmarket Road Circulatory	63.7%	2.8	47.3%	2.4
7/3 Newmarket Road Circulatory	37.6%	4.5	41.8%	5.7
7/4 Newmarket Road Circulatory	38.0%	4.5	44.7%	6.0
8/1 Dukes Road Circulatory	34.1%	0.3	29.6%	0.2
8/3 Dukes Road Circulatory	33.0%	0.3	35.3%	0.3
8/4 Dukes Road Circulatory	33.3%	0.3	38.3%	0.3
9/1 Georgian Way Circulatory	56.1%	4.7	63.2%	6.1
9/2+9/3 Georgian Way Circulatory	56.7%	4.8	67.9%	6.7
10/1 Castle Way Circulatory	58.1%	2.9	76.9%	3.1
10/2 Castle Way Circulatory	56.3%	2.7	76.7%	3.0

Table 5.6: Hardwicke Circus Upgraded Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Eden Bridge Ah	57.5%	7.9	41.3%	4.8
1/2 Eden Bridge Ah	53.8%	7.1	28.3%	3.0
1/3+1/4 Eden Bridge Ah	99.5%	37.0	97.4%	30.0
2/1 Newmarket Road Lt	0.0%	0.0	50.9%	2.7
3/1 Duke's Road Lt	4.3%	0.1	8.1%	0.3
3/2 Duke's Road Ah	7.6%	0.4	22.0%	0.9
4/2+4/1 Georgian Way Ah	28.6%	1.9	48.8%	3.3
4/3 Georgian Way Ah	72.1%	7.7	79.4%	8.6
4/4 Georgian Way Ah	71.9%	7.6	78.4%	8.4
5/1 Castle Way Ah	84.9%	15.8	89.2%	20.1
5/2+5/3 Castle Way Ah	88.9%	13.3	93.0%	20.3
6/1 Eden Bridge Circulatory	79.5%	6.8	79.2%	6.3
6/2+6/3 Eden Bridge Circulatory	93.0%	3.3	94.7%	5.8
7/1 Newmarket Road Circulatory	63.7%	3.8	51.6%	2.4
7/2 Newmarket Road Circulatory	65.6%	3.5	45.0%	1.6
7/3 Newmarket Road Circulatory	39.5%	5.8	41.9%	4.6
7/4 Newmarket Road Circulatory	39.7%	5.8	41.7%	4.6
8/1 Dukes Road Circulatory	40.0%	0.3	40.2%	0.3
8/3 Dukes Road Circulatory	34.6%	0.3	38.3%	0.3
8/4 Dukes Road Circulatory	34.8%	0.3	38.3%	0.3
9/1 Georgian Way Circulatory	59.1%	6.1	64.4%	5.2
9/2+9/3 Georgian Way Circulatory	58.8%	6.1	64.0%	5.7
10/1 Castle Way Circulatory	58.1%	2.8	82.2%	4.0
10/2 Castle Way Circulatory	56.6%	2.7	89.8%	4.9

Scotland Road Corridor

Table 6.1: Scotland Road/Briar Bank/Morrisons Existing Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1+1/2 Scotland Road (S) Ah/Rt/Lt	70.9%	15.5	94.4%	30.9
2/1 Scotland Rd (N) Ah	67.9%	15.3	80.7%	20.6
2/2+2/3 Scotland Rd (N) Ah/Rt	13.4%	1.0	27.9%	1.4
3/1 Briar Bank Rt/Lt/Ah	54.0%	3.9	46.0%	4.1
4/1 Morrisons Rt/Ah	71.6%	4.0	92.4%	9.5
9/1 Morrisons Lt	17.5%	0.9	13.7%	0.8
10/1 Scotland Rd (N) Lt	12.1%	0.1	16.4%	0.1

Table 6.2: Scotland Road/Briar Bank/Morrisons Existing Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1+1/2 Scotland Road (S) Ah/Rt/Lt	72.1%	16.1	91.6%	28.5
2/1 Scotland Rd (N) Ah	74.7%	18.4	82.0%	21.9
2/2+2/3 Scotland Rd (N) Ah/Rt	12.3%	1.1	29.5%	1.4
3/1 Briar Bank Rt/Lt/Ah	73.8%	5.0	51.7%	4.4
4/1 Morrisons Rt/Ah	70.2%	3.3	89.9%	7.2
9/1 Morrisons Lt	14.6%	0.8	12.1%	0.6
10/1 Scotland Rd (N) Lt	11.1%	0.1	14.0%	0.1

Table 6.3: Scotland Road/Briar Bank/Morrisons Existing Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1+1/2 Scotland Road (S) Ah/Rt/Lt	74.2%	16.8	92.1%	28.8
2/1 Scotland Rd (N) Ah	76.0%	19.0	84.6%	23.4
2/2+2/3 Scotland Rd (N) Ah/Rt	10.6%	1.1	25.5%	1.4
3/1 Briar Bank Rt/Lt/Ah	69.5%	4.8	87.5%	7.3
4/1 Morrisons Rt/Ah	67.4%	3.3	93.3%	8.5
9/1 Morrisons Lt	15.3%	0.8	13.1%	0.7
10/1 Scotland Rd (N) Lt	11.8%	0.1	15.5%	0.1

Table 6.4: Scotland Road/Etterby Street Existing Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Scotland Road (N) Ah	86.9%	25.0	83.6%	22.8
1/2 Scotland Road (N) Rt/Ah	66.6%	1.9	50.7%	0.9
2/2+2/1 Etterby Street Lt/Rt/Ah	86.6%	13.0	84.7%	12.0
3/1 Scotland Road (S) Lt	36.3%	5.4	37.7%	5.5
3/2 Scotland Road (S) Ah	67.1%	14.7	79.7%	20.9

Table 6.5: Scotland Road/Etterby Street Existing Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Scotland Road (N) Ah Lt	92.7%	30.6	81.4%	21.4
1/2 Scotland Road (N) Rt/Ah	76.3%	2.3	52.0%	0.9
2/2+2/1 Etterby Street Lt/Rt/Ah	90.3%	14.5	82.9%	11.5
3/1 Scotland Road (S) Lt	37.8%	5.7	39.8%	6.0
3/2 Scotland Road (S) Ah	69.6%	15.6	83.7%	23.3

Table 6.6: Scotland Road/Etterby Street Existing Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Scotland Road (N) Ah/Lt	95.4%	34.6	86.3%	24.6
1/2 Scotland Road (N) Rt/Ah	83.6%	2.8	56.0%	1.1
2/2+2/1 Etterby Street Lt/Rt/Ah	93.5%	16.4	84.1%	11.8
3/1 Scotland Road (S) Lt	39.4%	6.0	39.3%	5.9
3/2 Scotland Road (S) Ah	69.8%	15.6	84.7%	24.3

Table 6.7: Scotland Road/Etterby Street Upgraded Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Scotland Road (N) Ah/Lt	49.2%	8.8	43.0%	7.4
1/2 Scotland Road (N) Rt/Ah	49.2%	8.8	43.0%	7.4
2/2+2/1 Etterby Street Lt/Rt/Ah	71.6%	10.6	81.2%	11.4
3/1 Scotland Road (S) Lt	39.6%	6.2	38.3%	5.8
3/2 Scotland Road (S) Ah	73.1%	16.8	81.1%	21.6

Table 6.8: Scotland Road/Etterby Street Upgraded Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Scotland Road (N) Ah/Lt	51.6%	9.4	41.1%	7.0
1/2 Scotland Road (N) Rt/Ah	51.6%	9.4	41.2%	7.0
2/2+2/1 Etterby Street Lt/Rt/Ah	74.7%	11.4	82.9%	11.5
3/1 Scotland Road (S) Lt	41.1%	6.5	39.8%	6.0
3/2 Scotland Road (S) Ah	75.8%	18.1	83.7%	23.3

Table 6.9: Scotland Road/Etterby Street Upgraded Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Scotland Road (N) Ah/Lt	52.9%	9.8	43.5%	7.5
1/2 Scotland Road (N) Rt/Ah	53.0%	9.8	43.6%	7.6
2/2+2/1 Etterby Street Lt/Rt/Ah	77.4%	12.1	84.1%	11.8
3/1 Scotland Road (S) Lt	42.9%	6.9	39.3%	5.9
3/2 Scotland Road (S) Ah	76.1%	18.2	84.7%	24.3

Table 6.10: Stanwix Bank/Brampton Road Existing Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/2+1/1 Stanwix Bank (N) Lt/Ah	74.9%	16.3	86.2%	18.1
1/3 Stanwix Bank (N) Ah	76.5%	18.0	90.2%	21.2
2/1 Brampton Road Lt	50.8%	8.7	33.3%	5.4
2/2 Brampton Road Lt	52.4%	9.8	33.7%	5.9
3/1 Stanwix Bank (S) Ah	65.2%	0.9	78.6%	1.8
3/2+3/3 Stanwix Bank (S) Ah/Rt	72.7%	12.9	88.9%	23.5

Table 6.11: Stanwix Bank/Brampton Road Existing Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/2+1/1 Stanwix Bank (N) Lt/Ah	79.0%	17.9	89.6%	18.8
1/3 Stanwix Bank (N) Ah	81.8%	20.4	93.7%	23.0
2/1 Brampton Road Lt	55.6%	9.9	35.9%	5.9
2/2 Brampton Road Lt	54.8%	10.5	35.6%	6.3
3/1 Stanwix Bank (S) Ah	69.1%	1.1	82.7%	2.3
3/2+3/3 Stanwix Bank (S) Ah/Rt	78.0%	15.1	92.1%	27.0

Table 6.12: Stanwix Bank/Brampton Road Existing Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/2+1/1 Stanwix Bank (N) Lt/Ah	81.0%	18.9	94.4%	22.5
1/3 Stanwix Bank (N) Ah	84.0%	21.7	98.5%	29.4
2/1 Brampton Road Lt	58.3%	10.6	38.4%	6.5
2/2 Brampton Road Lt	57.6%	11.2	37.9%	6.8
3/1 Stanwix Bank (S) Ah	70.3%	1.2	83.2%	2.4
3/2+3/3 Stanwix Bank (S) Ah/Rt	80.3%	16.1	93.8%	28.8

Table 6.13: Stanwix Bank/Brampton Road Upgraded Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/2+1/1 Stanwix Bank (N) Lt/Ah	69.2%	14.2	86.4%	18.1
1/3 Stanwix Bank (N) Ah	70.9%	15.8	87.6%	19.7
2/1 Brampton Road Lt	51.5%	8.9	30.1%	4.8
2/2 Brampton Road Lt	53.2%	10.0	31.8%	5.5
3/1 Stanwix Bank (S) Ah	65.1%	0.9	78.4%	1.8
3/2+3/3 Stanwix Bank (S) Ah/Rt	70.5%	12.4	87.7%	21.7

Table 6.14: Stanwix Bank/Brampton Road Upgraded Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/2+1/1 Stanwix Bank (N) Lt/Ah	74.7%	16.2	89.5%	19.6
1/3 Stanwix Bank (N) Ah	76.2%	17.9	90.2%	21.2
2/1 Brampton Road Lt	56.7%	10.1	36.6%	6.0
2/2 Brampton Road Lt	58.2%	11.3	38.3%	6.9
3/1 Stanwix Bank (S) Ah	70.3%	1.2	83.1%	2.4
3/2+3/3 Stanwix Bank (S) Ah/Rt	75.5%	13.8	92.1%	25.4

Table 6.15: Stanwix Bank/Brampton Road Upgraded Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/2+1/1 Stanwix Bank (N) Lt/Ah	76.7%	16.9	90.4%	20.3
1/3 Stanwix Bank (N) Ah	78.3%	18.7	91.0%	21.9
2/1 Brampton Road Lt	60.3%	11.1	38.2%	6.4
2/2 Brampton Road Lt	61.9%	12.4	39.8%	7.3
3/1 Stanwix Bank (S) Ah	74.1%	1.4	82.7%	2.3
3/2+3/3 Stanwix Bank South Ah/Rt	77.4%	14.5	92.3%	25.4

Warwick Road Corridor**Table 7.1: Warwick Road/Montgomery Way/Tesco Existing Layout (2025 Base Results)**

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/2+1/1 Tesco (N) Lt/Ah	9.8%	0.2	40.6%	3.4
1/3 Tesco (N) Rt	37.1%	1.8	84.7%	8.3
2/1 Rotary Way (E) Lt	27.2%	4.7	18.1%	2.9
2/2+2/3 Rotary Way (E) Rt/Ah	83.0%	25.1	80.2%	21.2
3/2+3/1 Montgomery Way (S) Ah/Rt/Lt	104.3%	23.1	134.3%	89.2
4/2+4/1 Warwick Road (W) Lt/Ah	85.2%	25.6	99.3%	43.9
4/3+4/4 Warwick Road (W) Ah/Rt	80.4%	9.1	91.1%	9.4

Table 7.2: Warwick Road/Montgomery Way/Tesco Existing Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/2+1/1 Tesco (N) Lt/Ah	9.3%	0.2	40.5%	3.1
1/3 Tesco (N) Rt	34.0%	1.6	92.2%	10.0
2/1 Rotary Way (E) Lt	36.9%	6.8	22.5%	3.8
2/2+2/3 Rotary Way (E) Rt/Ah	86.2%	26.8	83.0%	23.0
3/2+3/1 Montgomery Way (S) Ah/Rt/Lt	99.7%	18.3	158.3%	130.5
4/2+4/1 Warwick Road (W) Lt/Ah	93.1%	33.0	101.9%	54.8
4/3+4/4 Warwick Road (W) Ah/Rt	87.2%	10.5	97.6%	11.2

Table 7.3: Warwick Road/Montgomery Way/Tesco Existing Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/2+1/1 Tesco (N) Lt/Ah	10.1%	0.2	48.0%	3.0
1/3 Tesco (N) Rt	34.8%	1.7	94.2%	10.8
2/1 Rotary Way (E) Lt	45.0%	8.8	22.8%	3.8
2/2+2/3 Rotary Way (E) Rt/Ah	87.3%	27.6	85.6%	24.6
3/2+3/1 Montgomery Way (S) Ah/Rt/Lt	104.4%	25.0	149.4%	117.1
4/2+4/1 Warwick Road (W) Lt/Ah	94.7%	35.3	104.8%	68.5
4/3+4/4 Warwick Road (W) Ah/Rt	88.7%	10.9	99.9%	12.4

Table 7.4: Warwick Road/Montgomery Way/Tesco Upgraded Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/2+1/1 Tesco (N) Lt/Ah	9.8%	0.2	45.4%	3.5
1/3 Tesco (N) Rt	37.1%	1.8	97.7%	11.7
2/1 Rotary Way (E) Lt	53.9%	11.9	48.9%	10.0
2/2+2/3 Rotary Way (E) Rt/Ah	57.9%	12.7	58.5%	10.0
3/2+3/1 Montgomery Way (S) Ah/Rt/Lt	82.1%	9.9	101.3%	24.3
4/2+4/1 Warwick Road (W) Lt/Ah	84.6%	24.8	103.6%	58.5
4/3+4/4 Warwick Road (W) Ah/Rt	84.9%	9.8	98.7%	12.7

Table 7.5: Warwick Road/Montgomery Way/Tesco Upgraded Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/2+1/1 Tesco (N) Lt/Ah	9.2%	0.2	42.4%	3.1
1/3 Tesco (N) Rt	34.0%	1.6	107.6%	17.6
2/1 Rotary Way (E) Lt	59.5%	13.5	54.9%	11.6
2/2+2/3 Rotary Way (E) Rt/Ah	63.5%	14.5	63.9%	11.5
3/2+3/1 Montgomery Way (S) Ah/Rt/Lt	92.1%	12.6	114.5%	57.0
4/2+4/1 Warwick Road (W) Lt/Ah	92.2%	31.5	112.9%	113.8
4/3+4/4 Warwick Road (W) Ah/Rt	92.3%	12.1	106.5%	15.8

Table 7.6: Warwick Road/Montgomery Way/Tesco Upgraded Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/2+1/1 Tesco (N) Lt/Ah	10.1%	0.2	47.5%	3.1
1/3 Tesco (N) Rt	34.8%	1.7	109.9%	19.6
2/1 Rotary Way (E) Lt	65.0%	15.1	103.7%	53.5
2/2+2/3 Rotary Way (E) Rt/Ah	69.5%	16.7	92.3%	9.4
3/2+3/1 Montgomery Way (S) Ah/Rt/Lt	89.4%	11.8	111.2%	49.5
4/2+4/1 Warwick Road (W) Lt/Ah	95.4%	35.6	113.6%	115.5
4/3+4/4 Warwick Road (W) Ah/Rt	93.9%	12.9	109.0%	18.8

Table 7.7: Warwick Road/Eastern Way Existing Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Warwick Road (E) Lt/Ah	93.0%	36.9	90.2%	36.9
2/1+2/2 Eastern Way Rt/Lt	89.7%	13.2	89.4%	13.1
3/1+3/2 Warwick Road (W) Ah/Rt	76.3%	21.6	76.8%	23.6

Table 7.8: Warwick Road/Eastern Way Existing Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Warwick Road (E) Lt/Ah	96.3%	42.5	90.4%	37.0
2/1+2/2 Eastern Way Rt/Lt	97.3%	19.3	91.3%	14.3
3/1+3/2 Warwick Road (W) Ah/Rt	76.5%	21.9	82.7%	28.5

Table 7.9: Warwick Road/Eastern Way Existing Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Warwick Road (E) Lt/Ah	99.1%	50.2	92.0%	39.0
2/1+2/2 Eastern Way Rt/Lt	98.1%	21.0	92.8%	15.6
3/1+3/2 Warwick Road (W) Ah/Rt	80.8%	24.8	86.5%	31.9

Table 7.10: Warwick Road/Eastern Way Upgraded Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Warwick Road (E) Lt/Ah	86.0%	28.5	83.1%	28.3
2/1+2/2 Eastern Way Rt/Lt	90.4%	13.6	88.6%	12.9
3/1+3/2 Warwick Road (W) Ah/Rt	77.2%	22.3	77.6%	24.3

Table 7.11: Warwick Road/Eastern Way Upgraded Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Warwick Road (E) Lt/Ah	93.2%	36.5	85.4%	30.5
2/1+2/2 Eastern Way Rt/Lt	93.7%	17.6	83.6%	12.4
3/1+3/2 Warwick Road (W) Ah/Rt	80.7%	24.6	85.6%	31.3

Table 7.12: Warwick Road/Eastern Way Upgraded Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Warwick Road (E) Lt/Ah	97.2%	44.2	87.5%	32.8
2/1+2/2 Eastern Way Rt/Lt	96.4%	20.4	87.1%	13.9
3/1+3/2 Warwick Road (W) Ah/Rt	85.3%	28.6	89.5%	35.9

Table 7.13: Warwick Road/Greystone Road Existing Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/2+1/1 Warwick Road (E) Lt/Ah	80.7%	23.3	71.4%	18.8
2/1 Greystone Road Rt/Lt	80.0%	6.2	69.0%	6.9
3/1 Warwick Road (W) Ah/Rt	59.6%	12.0	69.2%	18.8
6/1 Internal Stop-line	51.6%	0.5	43.6%	0.4

Table 7.14: Warwick Road/Greystone Road Existing Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/2+1/1 Warwick Road (E) Lt/Ah	84.8%	27.7	76.6%	22.4
2/1 Greystone Road Rt/Lt	80.6%	6.3	73.9%	7.7
3/1 Warwick Road (W) Ah/Rt	60.9%	12.5	76.1%	23.3
6/1 Internal Stop-line	55.5%	0.6	47.4%	0.5

Table 7.15: Warwick Road/Greystone Road Existing Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/2+1/1 Warwick Road (E) Lt/Ah	87.5%	31.5	80.6%	25.9
2/1 Greystone Road Rt/Lt	80.6%	6.3	81.4%	9.0
3/1 Warwick Road (W) Ah/Rt	63.6%	13.7	81.4%	28.1
6/1 Internal Stop-line	58.0%	0.7	50.1%	0.5

Table 7.16: Georgian Way/Victoria Place Existing Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Georgian Way Lt	70.0%	12.0	60.3%	9.1
1/2+1/3 Georgian Way Ah	64.6%	7.2	58.0%	6.4
2/1 Victoria Place (E) Rt/Lt	55.7%	9.3	53.5%	10.0
2/2 Victoria Place (E) Rt	56.5%	9.9	54.1%	10.5
3/1 Victoria Place (W) Lt	2.3%	0.3	18.0%	2.3
3/2 Victoria Place (W) Ah	86.8%	6.3	90.3%	7.0
3/3 Victoria Place (W) Rt	24.7%	1.0	56.8%	2.7
6/1 Internal Stop-line	19.8%	0.6	18.6%	1.6
6/2 Internal Stop-line	18.2%	0.1	14.6%	0.1

Table 7.17: Georgian Way/Victoria Place Existing Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Georgian Way Lt	78.1%	17.0	75.4%	17.2
1/2+1/3 Georgian Way Ah	77.9%	8.6	63.0%	6.7
2/1 Victoria Place (E) Rt/Lt	57.9%	10.2	58.5%	11.5
2/2 Victoria Place (E) Rt	58.6%	10.7	59.1%	12.1
3/1 Victoria Place (W) Lt	60.5%	8.2	50.5%	7.4
3/2 Victoria Place (W) Ah	61.8%	4.2	37.2%	2.6
3/3 Victoria Place (W) Rt	6.0%	0.3	25.0%	1.5
6/1 Internal Stop-line	18.0%	0.2	16.3%	0.3
6/2 Internal Stop-line	18.2%	0.7	14.0%	0.1

Table 7.18: Georgian Way/Victoria Place Existing Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Georgian Way Lt	88.0%	25.4	86.9%	26.7
1/2+1/3 Georgian Way Ah	108.9%	43.7	101.5%	24.9
2/1 Victoria Place (E) Rt/Lt	60.5%	10.8	60.1%	12.1
2/2 Victoria Place (E) Rt	61.2%	11.5	60.7%	12.6
3/1 Victoria Place (W) Lt	57.9%	7.7	56.1%	8.2
3/2 Victoria Place (W) Ah	47.5%	3.7	18.0%	1.4
3/3 Victoria Place (W) Rt	5.1%	0.3	32.6%	2.4
6/1 Internal Stop-line	14.6%	0.1	16.2%	0.3
6/2 Internal Stop-line	21.8%	1.8	20.6%	1.8

Table 7.19: Georgian Way/Victoria Place Upgraded Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Georgian Way Lt	68.2%	11.7	58.8%	8.8
1/2+1/3 Georgian Way Ah	63.9%	7.0	57.4%	6.3
2/1 Victoria Place (E) Rt/Lt	55.7%	9.3	53.5%	10.0
2/2 Victoria Place (E) Rt	56.5%	9.9	54.1%	10.5
3/1 Victoria Place (W) Lt	2.3%	0.3	18.0%	2.3
3/2 Victoria Place (W) Ah	86.8%	6.3	90.3%	7.0
3/3 Victoria Place (W) Rt	24.7%	1.0	56.8%	2.7
6/1 Internal Stop-line	19.8%	0.6	18.6%	1.6
6/2 Internal Stop-line	18.1%	1.8	14.6%	1.8

Table 7.20: Georgian Way/Victoria Place Upgraded Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Georgian Way Lt	75.1%	15.5	69.3%	12.7
1/2+1/3 Georgian Way Ah	69.1%	7.6	59.2%	6.3
2/1 Victoria Place (E) Rt/Lt	61.6%	10.9	55.5%	10.7
2/2 Victoria Place (E) Rt	62.3%	11.6	56.1%	11.3
3/1 Victoria Place (W) Lt	55.0%	7.6	55.3%	7.7
3/2 Victoria Place (W) Ah	68.0%	4.5	60.4%	3.2
3/3 Victoria Place (W) Rt	6.6%	0.3	40.7%	1.8
6/1 Internal Stop-line	17.8%	0.2	16.1%	0.8
6/2 Internal Stop-line	17.9%	2.4	13.7%	1.2

Table 7.21: Georgian Way/Victoria Place Upgraded Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Georgian Way Lt	80.0%	18.1	76.9%	16.8
1/2+1/3 Georgian Way Ah	76.8%	10.5	72.0%	10.3
2/1 Victoria Place (E) Rt/Lt	68.7%	12.6	63.4%	12.8
2/2 Victoria Place (E) Rt	69.6%	13.4	64.0%	13.4
3/1 Victoria Place (W) Lt	48.2%	6.8	51.5%	7.8
3/2 Victoria Place (W) Ah	73.9%	4.8	36.0%	1.7
3/3 Victoria Place (W) Rt	7.9%	0.3	65.2%	3.3
6/1 Internal Stop-line	15.4%	0.2	16.0%	1.8
6/2 Internal Stop-line	23.6%	4.1	20.9%	4.1

London Road Corridor

Table 8.1: London Road/Eastern Way Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1+1/2 London Rd (S) Lt/Ah/Rt	86.3%	23.1	52.4%	7.6
2/1 Carliol Drive Rt/Lt/Ah	52.0%	2.5	19.1%	0.8
3/1 London Rd (N) Ah/Lt	68.4%	13.7	89.7%	24.1
3/2 London Rd (N) Ah/Rt	10.8%	1.4	13.9%	2.0
4/2+4/1 Eastern Way Lt/Ah/Rt	81.8%	8.6	88.7%	10.2

Table 8.2: London Road/Eastern Way Existing Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1+1/2 London Rd (S) Lt/Ah/Rt	87.3%	26.9	74.3%	10.6
2/1 Carliol Drive Rt/Lt/Ah	68.3%	3.8	22.0%	1.0
3/1 London Rd (N) Ah/Lt	67.7%	14.9	90.9%	30.3
3/2 London Rd (N) Ah/Rt	10.7%	1.5	13.5%	2.3
4/2+4/1 Eastern Way Lt/Ah/Rt	83.2%	10.1	86.3%	11.5

Table 8.3: London Road/Eastern Way Existing Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1+1/2 London Rd (S) Lt/Ah/Rt	88.1%	29.9	87.2%	15.9
2/1 Carliol Drive Rt/Lt/Ah	82.1%	7.5	26.4%	1.2
3/1 London Rd (N) Ah/Lt	71.7%	17.6	94.1%	34.4
3/2 London Rd (N) Ah/Rt	12.1%	1.5	15.2%	2.3
4/2+4/1 Eastern Way Lt/Ah/Rt	88.9%	12.4	92.4%	14.3

Table 8.4: London Road/Eastern Way Upgraded Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1+1/2 London Rd (S) Lt/Ah/Rt	85.0%	21.7	51.7%	7.5
2/1 Carliol Drive Rt/Lt/Ah	52.0%	2.5	19.1%	0.8
3/1 London Rd (N) Ah/Lt	68.4%	13.7	89.7%	24.1
3/2 London Rd (N) Ah/Rt	10.5%	1.4	13.9%	2.0
4/2+4/1 Eastern Way Lt/Ah/Rt	81.6%	8.6	88.4%	10.2

Table 8.5: London Road/Eastern Way Upgraded Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1+1/2 London Rd (S) Lt/Ah/Rt	86.3%	25.7	60.3%	9.8
2/1 Carliol Drive Rt/Lt/Ah	68.3%	3.8	22.0%	1.0
3/1 London Rd (N) Ah/Lt	67.7%	14.9	90.9%	30.3
3/2 London Rd (N) Ah/Rt	10.3%	1.5	13.5%	2.3
4/2+4/1 Eastern Way Lt/Ah/Rt	82.9%	10.0	80.7%	10.6

Table 8.6: London Road/Eastern Way Upgraded Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1+1/2 London Rd (S) Lt/Ah/Rt	87.6%	29.2	67.6%	12.5
2/1 Carliol Drive Rt/Lt/Ah	82.1%	7.5	26.4%	1.2
3/1 London Rd (N) Ah/Lt	71.7%	17.6	92.6%	32.9
3/2 London Rd (N) Ah/Rt	11.8%	1.5	14.4%	2.2
4/2+4/1 Eastern Way Lt/Ah/Rt	86.4%	11.8	92.7%	14.5

Table 8.7: London Road/B&Q Existing Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1+1/2 London Rd (S) Ah/Rt	72.1%	15.7	45.4%	6.9
2/1 London Rd (N) Ah/Lt	46.3%	7.0	71.0%	15.1
3/1 Retail park Lt	7.1%	0.5	25.2%	1.9
3/2 Retail park Rt	24.2%	1.0	65.0%	3.9
7/1 Bus Priority Lane	16.4%	0.6	16.4%	0.6

Table 8.8: London Road/B&Q Existing Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ

1/1+1/2 London Rd (S) Ah/Rt	84.2%	22.9	51.6%	8.2
2/1 London Rd (N) Ah/Lt	52.8%	8.7	75.7%	17.5
3/1 Retail park Lt	8.2%	0.5	28.4%	2.1
3/2 Retail park Rt	27.5%	1.2	73.9%	4.8
7/1 Bus Priority Lane	16.4%	0.6	16.4%	0.6

Table 8.9: London Road/B&Q Existing Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1+1/2 London Rd (S) Ah/Rt	84.8%	25.7	55.5%	9.4
2/1 London Rd (N) Ah/Lt	51.4%	9.0	79.5%	19.5
3/1 Retail park Lt	9.1%	0.6	29.6%	2.2
3/2 Retail park Rt	30.6%	1.3	75.5%	4.9
7/1 Bus Priority Lane	18.2%	0.7	16.4%	0.6

Table 8.10: London Road/St Nicholas Retail Park Existing Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1+1/2 London Road (N) Ah/Rt/Lt	58.1%	12.0	79.4%	19.6
2/1 London Road (S) Lt	5.4%	0.7	8.5%	1.1
2/2+2/3 London Road (S) Ah/Rt	78.3%	23.9	78.0%	14.1
3/2+3/1 St Nicholas Ret' Park Lt/Rt/Ah	45.8%	2.4	87.5%	8.8
7/1 Brook Street Rt/Lt/Ah	47.9%	2.3	79.0%	5.7

Table 8.11: London Road/St Nicholas Retail Park Existing Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1+1/2 London Road (N) Ah/Rt/Lt	58.5%	12.5	80.8%	20.3
2/1 London Road (S) Lt	5.6%	0.8	8.9%	1.2
2/2+2/3 London Road (S) Ah/Rt	80.9%	25.9	92.0%	18.5
3/2+3/1 St Nicholas Ret' Park Lt/Rt/Ah	48.0%	2.5	89.3%	9.9
7/1 Brook Street Rt/Lt/Ah	64.1%	3.4	87.6%	7.2

Table 8.12: London Road/St Nicholas Retail Park Existing Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1+1/2 London Road (N) Ah/Rt/Lt	58.8%	12.6	74.4%	18.6
2/1 London Road (S) Lt	6.0%	0.8	9.3%	1.3
2/2+2/3 London Road (S) Ah/Rt	81.9%	26.9	105.6%	44.6
3/2+3/1 St Nicholas Ret' Park Lt/Rt/Ah	49.5%	2.6	104.0%	25.5
7/1 Brook Street Rt/Lt/Ah	64.9%	3.5	99.7%	13.0

Table 8.13: Botchergate/St Nicholas Street Existing Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 London Road Lt/Ah	88.5%	22.3	84.4%	18.2
2/1 St Nicholas Street Lt	68.0%	6.8	40.3%	3.5
2/2 St Nicholas Street Rt	44.0%	2.6	27.4%	1.5
3/1+3/2 Botchergate Ah/Rt	64.1%	8.9	85.1%	15.8

Table 8.14: Botchergate/St Nicholas Street Existing Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 London Road Lt/Ah	87.4%	21.6	87.9%	20.1
2/1 St Nicholas Street Lt	79.5%	8.8	44.9%	3.9
2/2 St Nicholas Street Rt	59.2%	3.8	26.2%	1.5
3/1+3/2 Botchergate Ah/Rt	58.1%	8.5	88.8%	20.9

Table 8.15: Botchergate/St Nicholas Street Existing Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 London Road Lt/Ah	93.5%	25.9	91.6%	22.8
2/1 St Nicholas Street Lt	91.2%	13.9	57.7%	5.4
2/2 St Nicholas Street Rt	63.0%	4.8	31.3%	1.8
3/1+3/2 Botchergate Ah/Rt	63.7%	10.2	85.6%	16.8

Table 8.16: Botchergate/Tait Street/Crown Street Existing Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Tait St (NE) Lt	45.0%	5.6	61.8%	11.5
2/1 Botchergate (SE) Ah/Lt	77.5%	17.1	54.0%	11.2
3/1 Crown Street (SW) Lt/Rt	75.9%	12.6	75.6%	12.3
4/1 Internal Stop-line	44.2%	0.4	29.2%	0.2
6/1 Botchergate (NW) Ah	119.6%	24.6	155.7%	52.0

Table 8.17: Botchergate/Tait Street/Crown Street Existing Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Tait St (NE) Lt	51.7%	5.9	65.2%	11.9
2/1 Botchergate (SE) Ah/Lt	87.3%	20.5	56.5%	12.1
3/1 Crown Street (SW) Lt/Rt	69.8%	11.6	71.7%	11.8
4/1 Internal Stop-line	46.3%	11.8	32.8%	0.2
6/1 Botchergate (NW) Ah	117.8%	23.1	157.8%	53.7

Table 8.18: Botchergate/Tait Street/Crown Street Existing Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Tait St (NE) Lt	48.8%	6.0	62.9%	11.7
2/1 Botchergate (SE) Ah/Lt	84.6%	20.8	52.5%	11.0
3/1 Crown Street (SW) Lt/Rt	77.9%	13.0	87.4%	14.7
4/1 Internal Stop-line	54.3%	14.7	34.3%	0.3
6/1 Botchergate (NW) Ah	132.5%	44.3	106.4%	20.4

Table 8.19: Botchergate/Tait Street/Crown Street Upgraded Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Tait St (NE) Left	50.4%	5.9	69.9%	12.6
2/1 Botchergate (SE) Ahead	65.4%	13.8	48.3%	9.9
3/1 Crown Street (SW) Left	29.1%	3.1	15.3%	1.6
3/2 Crown Street (SW) Right	63.6%	8.6	70.3%	10.1
4/1 Botchergate (NW) Ped Crossing Approach Ahead	44.5%	9.1	33.2%	5.2
6/1 Botchergate (NW) Approach Ahead	50.4%	5.0	69.2%	7.3

Table 8.20: Botchergate/Tait Street/Crown Street Upgraded Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Tait St (NE) Left	47.7%	5.7	70.4%	12.7
2/1 Botchergate (SE) Ahead	64.6%	13.7	49.8%	10.3
3/1 Crown Street (SW) Left	35.5%	3.8	15.9%	1.7
3/2 Crown Street (SW) Right	64.6%	8.3	69.7%	9.9
4/1 Botchergate (NW) Ped Crossing Approach Ahead	46.6%	9.1	34.2%	5.7
6/1 Botchergate (NW) Approach Ahead	47.1%	4.8	70.1%	7.4

Table 8.21: Botchergate/Tait Street/Crown Street Upgraded Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Tait St (NE) Left	52.7%	6.2	71.1%	13.0
2/1 Botchergate (SE) Ahead	64.5%	13.7	51.3%	10.7
3/1 Crown Street (SW) Left	62.5%	6.7	16.0%	1.7
3/2 Crown Street (SW) Right	56.2%	6.1	72.4%	10.3
4/1 Botchergate (NW) Ped Crossing Approach Ahead	54.3%	9.3	35.5%	6.2
6/1 Botchergate (NW) Approach Ahead	51.0%	6.4	72.8%	8.2

Table 8.22: Botchergate/The Crescent Existing Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 The Crescent Lt	22.7%	3.1	19.0%	2.6
1/2 The Crescent Ah/Rt	68.8%	5.5	69.7%	9.3
2/1 Botchergate Lt/Ah	13.5%	1.7	13.6%	1.8
2/2 Botchergate Rt	62.0%	11.9	63.9%	11.1
3/1 Court Square Brow Ah/Rt/Lt	78.0%	5.6	53.4%	4.9

Table 8.23: Botchergate/The Crescent Existing Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 The Crescent Lt	22.4%	3.1	19.8%	2.7
½ The Crescent Ah/Rt	68.6%	5.5	76.0%	10.6
2/1 Botchergate Lt/Ah	12.3%	1.6	27.5%	4.1
2/2 Botchergate Rt	67.0%	13.5	58.4%	9.7
3/1 Court Square Brow Ah/Rt/Lt	84.1%	6.5	57.8%	5.4

Table 8.24: Botchergate/The Crescent Existing Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 The Crescent Lt	23.5%	3.2	23.2%	3.3
½ The Crescent Ah/Rt	74.6%	6.3	78.6%	11.3
2/1 Botchergate Lt/Ah	22.0%	3.2	43.3%	7.1
2/2 Botchergate Rt	70.4%	14.9	44.9%	6.9
3/1 Court Square Brow Ah/Rt/Lt	95.2%	9.6	60.5%	5.8

Table 8.25: Botchergate/The Crescent Upgraded Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 The Crescent Lt	27.8%	3.6	23.0%	3.0
½ The Crescent Ah/Rt	81.3%	6.5	83.0%	10.9
2/1 Botchergate Lt/Ah	19.2%	1.6	18.0%	1.5
2/2 Botchergate Rt	88.2%	13.3	84.6%	10.7
3/1 Court Square Brow Ah/Rt/Lt	85.8%	6.5	84.5%	7.0

Table 8.26: Botchergate/The Crescent Upgraded Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 The Crescent Lt	29.2%	3.6	24.0%	3.2
½ The Crescent Ah/Rt	89.2%	7.7	82.6%	11.6
2/1 Botchergate Lt/Ah	17.0%	1.4	39.9%	3.6
2/2 Botchergate Rt	93.2%	16.6	84.8%	10.2
3/1 Court Square Brow Ah/Rt/Lt	92.5%	8.1	84.4%	7.4

Table 8.27: Botchergate/The Crescent Upgraded Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 The Crescent Lt	34.8%	4.1	26.7%	3.7
½ The Crescent Ah/Rt	96.9%	10.4	75.5%	10.9
2/1 Botchergate Lt/Ah	31.3%	2.9	74.9%	7.7
2/2 Botchergate Rt	100.1%	26.1	77.8%	7.7
3/1 Court Square Brow Ah/Rt/Lt	95.2%	9.6	76.6%	6.9

Durdar Road / Blackwell Road Corridor**Table 9.1: Durdar Road/Newbiggin Road Existing Layout (2025 Base Results)**

Turn	AM Peak		PM Peak	
	RFC	Queue (PCU)	RFC	Queue (PCU)
Newbiggin Road to Durdar Road South	0.426	0.72	0.450	0.77
Newbiggin Road to Durdar Road North and Unknown Road	0.751	2.76	0.833	4.20
Durdar Road North to all movements	0.187	0.30	0.125	0.17
Unknown Road to all movements	1.061	22.96	1.041	20.43
Newbiggin Road South to all movements	0.158	0.28	0.211	0.36

Table 9.2: Durdar Road/Newbiggin Road Existing Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	RFC	Queue (PCU)	RFC	Queue (PCU)
Newbiggin Road to Durdar Road South	1.023	8.02	1.102	7.73
Newbiggin Road to Durdar Road North and Unknown Road	1.015	16.70	1.115	26.51
Durdar Road North to all movements	0.193	0.32	0.138	0.19
Unknown Road to all movements	1.104	30.84	1.085	26.44
Newbiggin Road South to all movements	0.190	0.36	0.291	0.54

Table 9.3: Durdar Road/Newbiggin Road Existing Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	RFC	Queue (PCU)	RFC	Queue (PCU)
Newbiggin Road to Durdar Road South	1.177	14.71	1.249	17.32
Newbiggin Road to Durdar Road North and Unknown Road	1.216	33.75	1.283	46.36
Durdar Road North to all movements	0.229	0.39	0.162	0.23
Unknown Road to all movements	1.195	43.25	1.174	41.32
Newbiggin Road South to all movements	0.495	1.57	0.499	1.40

Table 9.4: Durdar Road/Newbiggin Road Upgraded Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Durdar Road (N) Lt/Ah/Rt	75.4%	8.4	51.3%	4.8
2/1 Newbiggin Road (E) Rt/Lt/Ah	77.2%	12.5	72.4%	11.9
3/1 Durdar Road (S) Ah/Rt/Lt	66.8%	9.9	71.3%	9.9
4/1 Newbiggin Road (W) Lt/Ah/Rt	77.3%	14.1	73.1%	13.8

Table 9.5: Durdar Road/Newbiggin Road Upgraded Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Durdar Road (N) Lt/Ah/Rt	84.3%	9.4	50.2%	4.8
2/1 Newbiggin Road (E) Rt/Lt/Ah	84.6%	16.5	82.8%	15.9
3/1 Durdar Road (S) Ah/Rt/Lt	79.1%	12.1	82.7%	12.8
4/1 Newbiggin Road (W) Lt/Ah/Rt	83.7%	15.4	81.8%	15.1

Table 9.6: Durdar Road/Newbiggin Road Upgraded Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Durdar Road (N) Lt/Ah/Rt	68.0%	6.9	45.5%	4.4
2/1 Newbiggin Road (E) Rt/Lt/Ah	105.7%	33.2	100.4%	27.2
3/1 Durdar Road (S) Ah/Rt/Lt	106.6%	47.7	99.3%	27.8
4/1 Newbiggin Road (W) Lt/Ah/Rt	102.6%	27.2	99.7%	24.3

Table 9.7: Upperby Road/St Ninian's Road/Lamb Street Existing Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	RFC	Queue (PCU)	RFC	Queue (PCU)
St Ninian's Road to Brisco Road and Lamb Street	0.085	0.09	0.071	0.08
St Ninian's Road to Upperby Road	0.016	0.02	0.014	0.01
Upperby Road to all movements	0.168	0.26	0.141	0.22
Lamb Street to all movements	0.695	2.17	0.890	6.16
Brisco Road to all movements	0.025	0.03	0.081	0.14

Table 9.8: Upperby Road/St Ninian's Road/Lamb Street Existing Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	RFC	Queue (PCU)	RFC	Queue (PCU)
St Ninian's Road to Brisco Road and Lamb Street	0.100	0.11	0.070	0.08
St Ninian's Road to Upperby Road	0.016	0.02	0.021	0.02
Upperby Road to all movements	0.182	0.31	0.136	0.21
Lamb Street to all movements	0.803	3.66	0.965	10.56
Brisco Road to all movements	0.022	0.03	0.034	0.05

Table 9.9: Upperby Road/St Ninian's Road/Lamb Street Existing Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	RFC	Queue (PCU)	RFC	Queue (PCU)
St Ninian's Road to Brisco Road and Lamb Street	0.097	0.11	0.077	0.08
St Ninian's Road to Upperby Road	0.025	0.03	0.025	0.03
Upperby Road to all movements	0.243	0.56	0.205	0.42
Lamb Street to all movements	1.022	15.94	1.189	38.63
Brisco Road to all movements	0.203	0.39	0.033	0.05

Table 9.10: Currock Road/Crown Street Existing Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Currock Street	0.789	3.66	0.962	17.59
Crown Street	0.693	2.21	0.935	9.59
Currock Road	0.692	2.22	0.542	1.18

Table 9.11: Currock Road/Crown Street Existing Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Currock Street	0.826	4.60	1.007	37.36
Crown Street	0.817	4.23	0.905	7.36
Currock Road	0.773	3.33	0.544	1.19

Table 9.12: Currock Road/Crown Street Existing Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Currock Street	0.859	5.82	1.092	114.25
Crown Street	0.995	19.24	0.991	15.17
Currock Road	0.895	7.64	0.560	1.27

Table 9.13: Currock Road/Crown Street Upgraded Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Currock Street	0.486	0.94	0.603	1.51
Crown Street	0.314	0.46	0.355	0.55
Currock Road	0.449	0.81	0.353	0.54

Table 9.14: Currock Road/Crown Street Upgraded Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Currock Street	0.506	1.02	0.631	1.69
Crown Street	0.364	0.57	0.337	0.51
Currock Road	0.483	0.93	0.361	0.56

Table 9.15: Currock Road/Crown Street Upgraded Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Currock Street	0.521	1.08	0.684	2.14
Crown Street	0.411	0.69	0.349	0.53
Currock Road	0.560	1.26	0.382	0.62

Table 9.16: Currock Road/Crown Street Upgraded Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/2+1/1 Currock Street Lt/Ah	65.3%	6.0	78.4%	16.0
2/2+2/1 Crown Street Rt/Lt	62.8%	6.4	76.2%	9.4
3/1+3/2 Currock Road Ah/Rt	62.8%	8.2	44.1%	6.1

Table 9.17: Currock Road/Crown Street Upgraded Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/2+1/1 Currock Street Lt/Ah	66.1%	6.2	78.6%	16.0
2/2+2/1 Crown Street Rt/Lt	72.7%	8.1	79.7%	9.2
3/1+3/2 Currock Road Ah/Rt	65.1%	8.8	43.5%	5.9

Table 9.18: Currock Road/Crown Street Upgraded Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/2+1/1 Currock Street Lt/Ah	71.5%	9.8	86.8%	23.7
2/2+2/1 Crown Street Rt/Lt	75.7%	8.7	71.8%	7.5
3/1+3/2 Currock Road Ah/Rt	74.5%	11.5	46.9%	6.6

Table 9.19: Victoria Viaduct/James Street/Nelson Bridge/Viaduct Estate Road Existing Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/2+1/1 Victoria Viaduct Ah/Rt	57.7%	3.1	75.5%	9.3
1/3 Victoria Viaduct Ah/Rt	20.4%	1.0	34.7%	3.7
2/1 James Street Lt	74.1%	17.4	91.5%	30.1
2/2 James Street Ah	63.6%	4.1	84.9%	5.5
3/2+3/1 Nelson Bridge Lt/Ah	45.8%	9.1	25.2%	4.2
3/3 Nelson Bridge Rt	72.1%	10.1	84.3%	14.0
4/1+4/2 Viaduct Estate Road Lt/Ah/Rt	77.6%	6.4	95.3%	14.5
5/1 Internal Stop-line (NB)	25.7%	0.0	17.2%	0.0
8/1+8/2 Internal Stop-line (SB)	7.1%	0.0	21.5%	0.1

Table 9.20: Victoria Viaduct/James Street/Nelson Bridge/Viaduct Estate Road Existing Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/2+1/1 Victoria Viaduct Ah/Rt	57.7%	3.1	110.7%	33.5
1/3 Victoria Viaduct Ah/Rt	29.1%	1.5	58.7%	6.1
2/1 James Street Lt	81.1%	20.8	88.1%	28.0
2/2 James Street Ah	74.6%	4.5	94.2%	7.4
3/2+3/1 Nelson Bridge Lt/Ah	51.1%	10.1	30.1%	2.1
3/3 Nelson Bridge Rt	77.2%	12.0	83.4%	16.6
4/1+4/2 Viaduct Estate Road Lt/Ah/Rt	83.4%	8.9	108.4%	30.8
5/1 Internal Stop-line (NB)	29.0%	0.0	19.3%	0.0
8/1+8/2 Internal Stop-line (SB)	7.8%	0.0	28.3%	0.2

Table 9.21: Victoria Viaduct/James Street/Nelson Bridge/Viaduct Estate Road Existing Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/2+1/1 Victoria Viaduct Ah/Rt	62.5%	4.0	128.5%	81.2
1/3 Victoria Viaduct Ah/Rt	65.5%	4.8	71.0%	9.2
2/1 James Street Lt	88.4%	25.2	91.4%	31.1
2/2 James Street Ah	91.4%	8.4	101.1%	9.7
3/2+3/1 Nelson Bridge Lt/Ah	62.1%	12.9	23.1%	1.7
3/3 Nelson Bridge Rt	82.0%	15.1	87.3%	18.1
4/1+4/2 Viaduct Estate Road Lt/Ah/Rt	94.8%	13.8	126.7%	58.9
5/1 Internal Stop-line (NB)	36.2%	0.0	20.7%	0.4
8/1+8/2 Internal Stop-line (SB)	15.8%	0.1	52.3%	6.3

Table 9.22: Victoria Viaduct/James Street/Nelson Bridge/Viaduct Estate Road Upgraded Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Victoria Viaduct	0.224	0.29	0.818	4.02
James Street	0.784	3.51	0.935	10.73
Nelson Bridge	0.963	16.14	0.822	4.44
Viaduct Estate Road	0.616	1.55	0.770	3.11

Table 9.23: Victoria Viaduct/James Street/Nelson Bridge/Viaduct Estate Road Upgraded Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Victoria Viaduct	0.268	0.36	1.088	30.42
James Street	0.822	4.41	1.032	32.02
Nelson Bridge	1.027	39.48	0.880	6.76
Viaduct Estate Road	0.819	3.89	0.846	4.70

Table 9.24: Victoria Viaduct/James Street/Nelson Bridge/Viaduct Estate Road Upgraded Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Victoria Viaduct	0.522	1.07	1.730	224.77
James Street	0.959	14.34	1.014	28.01
Nelson Bridge	1.119	97.61	0.866	6.01
Viaduct Estate Road	0.946	8.94	0.877	5.72

Wigton Road / Dalston Road Corridor

Table 10.1: Wigton Road/Orton Road/Dunmail Drive Existing Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1+1/2 Wigton Road (N) Ah/Lt	76.7%	15.1	88.1%	24.2
2/1 Dunmail Drive Lt	22.4%	0.9	37.3%	1.6
3/1 Wigton Road (S) Ah/Lt	88.4%	20.2	66.6%	14.2
4/2+4/1 Orton Road Lt/Rt	73.7%	8.1	70.1%	7.5
5/1 Internal Stop-line (N)	54.6%	0.0	60.1%	0.0
5/2 Internal Stop-line (N)	24.1%	0.0	43.6%	1.0
6/1 Internal Stop-line (S)	65.9%	0.1	51.7%	0.1
6/2 Internal Stop-line (S)	10.1%	0.1	21.1%	0.4

Table 10.2: Wigton Road/Orton Road/Dunmail Drive Existing Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1+1/2 Wigton Road (N) Ah/Lt	82.1%	19.8	88.7%	28.0
2/1 Dunmail Drive Lt	22.3%	1.2	50.7%	2.3
3/1 Wigton Road (S) Ah/Lt	87.2%	22.4	67.1%	16.4
4/2+4/1 Orton Road Lt/Rt	88.7%	13.2	86.9%	11.4
5/1 Internal Stop-line (N)	56.7%	0.0	60.3%	0.0
5/2 Internal Stop-line (N)	29.4%	0.5	57.4%	3.7
6/1 Internal Stop-line (S)	70.9%	0.1	58.2%	0.1
6/2 Internal Stop-line (S)	9.1%	0.1	20.1%	0.3

Table 10.3: Wigton Road/Orton Road/Dunmail Drive Existing Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1+1/2 Wigton Road (N) Ah/Lt	82.5%	20.0	92.3%	31.3
2/1 Dunmail Drive Lt	38.3%	2.1	55.4%	3.1
3/1 Wigton Road (S) Ah/Lt	87.9%	22.8	69.9%	17.2
4/2+4/1 Orton Road Lt/Rt	88.8%	13.3	91.0%	13.9
5/1 Internal Stop-line (N)	57.5%	0.0	61.8%	0.0
5/2 Internal Stop-line (N)	34.1%	0.3	57.5%	3.0
6/1 Internal Stop-line (S)	71.7%	0.1	59.7%	0.1
6/2 Internal Stop-line (S)	7.9%	0.1	23.5%	0.4

Table 10.4: Wigton Road/Orton Road/Dunmail Drive Upgraded Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1+1/2 Wigton Road (N) Ah/Lt	74.6%	14.5	84.8%	21.8
2/1 Dunmail Drive Lt	21.7%	0.9	36.2%	1.6
3/1 Wigton Road (S) Ah/Lt	85.7%	19.3	64.6%	13.9
4/2+4/1 Orton Road Lt/Rt	72.4%	7.9	68.8%	7.5
5/1 Internal Stop-line (N)	53.0%	0.0	58.2%	0.0
5/2 Internal Stop-line (N)	23.2%	0.0	42.2%	1.0
6/1 Internal Stop-line (S)	63.8%	0.1	50.1%	0.1
6/2 Internal Stop-line (S)	9.8%	0.2	20.5%	0.4

Table 10.5: Wigton Road/Orton Road/Dunmail Drive Upgraded Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1+1/2 Wigton Road (N) Ah/Lt	81.2%	19.2	85.1%	24.7
2/1 Dunmail Drive Lt	19.9%	1.2	49.1%	2.3
3/1 Wigton Road (S) Ah/Lt	86.4%	22.2	65.2%	16.2
4/2+4/1 Orton Road Lt/Rt	83.7%	12.0	85.3%	11.0
5/1 Internal Stop-line (N)	55.0%	0.0	58.4%	0.0
5/2 Internal Stop-line (N)	27.6%	0.5	55.5%	3.8
6/1 Internal Stop-line (S)	68.7%	0.1	56.4%	0.1
6/2 Internal Stop-line (S)	8.4%	0.2	19.5%	0.3

Table 10.6: Wigton Road/Orton Road/Dunmail Drive Upgraded Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1+1/2 Wigton Road (N) Ah/Lt	80.1%	19.0	88.7%	27.7
2/1 Dunmail Drive Lt	37.1%	2.1	53.7%	3.1
3/1 Wigton Road (S) Ah/Lt	85.1%	21.9	67.9%	16.9
4/2+4/1 Orton Road Lt/Rt	87.1%	12.7	89.3%	13.3
5/1 Internal Stop-line (N)	55.7%	0.0	59.9%	0.0
5/2 Internal Stop-line (N)	32.7%	0.3	55.8%	3.3
6/1 Internal Stop-line (S)	69.5%	0.1	57.9%	0.1
6/2 Internal Stop-line (S)	7.7%	0.1	22.8%	0.4

Table 10.7: Shaddongate/Junction Street Existing Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Shaddongate (N) Lt	59.8%	5.9	65.2%	10.6
1/2 Shaddongate (N) Ah	57.5%	6.9	71.0%	14.9
2/1 Junction Street Lt	45.6%	7.0	63.8%	13.6
2/2 Junction Street Rt	67.9%	11.5	72.7%	11.8
3/1 Shaddongate (S) Ah	58.9%	12.5	37.4%	7.6
3/2 Shaddongate (S) Rt	67.4%	11.6	72.2%	13.9

Table 10.8: Shaddongate/Junction Street Existing Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Shaddongate (N) Lt	75.8%	8.3	74.7%	12.9
1/2 Shaddongate (N) Ah	72.0%	9.4	82.4%	19.0
2/1 Junction Street Lt	54.0%	9.0	69.0%	15.6
2/2 Junction Street Rt	62.1%	10.0	68.4%	10.8
3/1 Shaddongate (S) Ah	52.7%	10.5	31.2%	6.1
3/2 Shaddongate (S) Rt	90.4%	19.4	81.4%	16.2

Table 10.9: Shaddongate/Junction Street Existing Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Shaddongate (N) Lt	75.8%	8.3	85.1%	16.5
1/2 Shaddongate (N) Ah	71.3%	9.3	86.3%	20.8
2/1 Junction Street Lt	58.4%	10.3	79.0%	20.1
2/2 Junction Street Rt	65.8%	11.0	64.0%	9.9
3/1 Shaddongate (S) Ah	55.9%	11.5	29.7%	5.7
3/2 Shaddongate (S) Rt	95.7%	23.9	92.1%	21.1

Table 10.10: Shaddongate/Junction Street Upgraded Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Shaddongate (N) Lt	55.0%	5.6	62.3%	10.2
1/2 Shaddongate (N) Ah	52.9%	6.6	67.8%	14.4
2/1 Junction Street Lt	44.3%	6.6	61.9%	13.1
2/2 Junction Street Rt	67.9%	11.5	72.7%	11.8
3/1 Shaddongate (S) Ah	56.8%	11.9	36.4%	7.3
3/2 Shaddongate (S) Rt	65.2%	11.3	70.9%	13.7

Table 10.11: Shaddongate/Junction Street Upgraded Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Shaddongate (N) Lt	72.7%	8.0	68.2%	12.0
1/2 Shaddongate (N) Ah	69.0%	9.1	75.2%	17.5
2/1 Junction Street Lt	51.8%	8.2	69.0%	15.6
2/2 Junction Street Rt	73.4%	11.5	75.0%	11.5
3/1 Shaddongate (S) Ah	45.9%	8.8	29.3%	5.4
3/2 Shaddongate (S) Rt	75.4%	14.9	76.8%	15.3

Table 10.12: Shaddongate/Junction Street Upgraded Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Shaddongate (N) Lt	72.7%	8.0	77.7%	14.8
1/2 Shaddongate (N) Ah	68.3%	9.0	78.8%	18.9
2/1 Junction Street Lt	56.0%	9.4	79.0%	20.1
2/2 Junction Street Rt	77.8%	12.6	70.2%	10.4
3/1 Shaddongate (S) Ah	48.7%	9.7	27.8%	5.1
3/2 Shaddongate (S) Rt	79.9%	16.6	87.5%	19.2

Table 10.13: Wigton Road/Port Road/Church Street Existing Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Wigton Rd Lt	53.6%	5.0	41.9%	3.2
1/2 Wigton Rd Lt	53.8%	5.0	45.7%	3.7
2/1 Port Road Lt/Ah	37.5%	0.3	25.3%	0.2
2/2 Port Road Ah	48.2%	0.5	52.9%	0.6
3/1 McVities Lt/Ah	3.3%	0.0	11.1%	0.1
10/1 Church St Ah	40.6%	6.6	62.5%	13.4
10/2 Church St Ah	54.1%	10.2	68.1%	12.4

Table 10.14: Wigton Road/Port Road/Church Street Existing Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Wigton Rd Lt	64.7%	6.4	53.9%	5.8
1/2 Wigton Rd Lt	71.6%	8.0	68.2%	10.6
2/1 Port Road Lt/Ah	51.7%	0.5	40.2%	0.3
2/2 Port Road Ah	73.2%	5.4	68.3%	1.1
3/1 McVities Lt/Ah	5.2%	0.0	16.3%	0.1
10/1 Church St Ah	66.9%	21.9	76.8%	24.6
10/2 Church St Ah	69.5%	13.2	85.6%	21.5

Table 10.15: Wigton Road/Port Road/Church Street Existing Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
1/1 Wigton Rd Lt	68.5%	8.6	63.7%	8.0
1/2 Wigton Rd Lt	87.2%	25.9	78.6%	13.9
2/1 Port Road Lt/Ah	67.1%	2.0	41.1%	0.3
2/2 Port Road Ah	87.2%	16.1	79.0%	3.8
3/1 McVities Lt/Ah	7.1%	0.0	18.8%	0.1
10/1 Church St Ah	73.5%	27.2	83.5%	26.6
10/2 Church St Ah	73.0%	15.5	91.8%	25.0

Table 10.16: Bridge Street/Shaddongate/Church Street/Sainsbury's Existing Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
Bridge St/Church St/Shaddongate/Bridge Ln				
1/2+1/1 Bridge St Left Ahead	84.9%	24.2	92.1%	29.7
1/3 Bridge St Ahead	56.8%	13.6	72.3%	20.5
2/1 Shaddongate Right Ahead	75.6%	7.3	89.1%	8.5
2/2 Shaddongate Right	76.0%	7.4	89.1%	8.5
3/2+3/1 Bridge St (internal) WB Ahead Left	64.3%	1.0	52.9%	0.8
3/3 Bridge St (internal) WB Ahead	72.8%	0.5	59.5%	0.3
3/4 Bridge St (internal) WB Right	92.2%	3.2	92.1%	4.5
4/1+4/2 Bridge Ln Left Ahead Right	21.8%	0.9	33.9%	1.5
5/1 Bridge St (ped) Ahead	54.4%	0.4	48.8%	0.5
5/2 Bridge St (ped) Ahead	63.4%	0.3	55.3%	0.4
Church St/John St/Sainsbury's				
1/1 Bridge St (internal) WB Ahead	62.2%	1.8	61.1%	3.6
1/2+1/3 Bridge St (internal) WB Right Ahead	50.4%	1.2	65.9%	3.1
2/1+2/2 John St Right Left	94.0%	14.4	87.9%	10.7
3/1 Church St EB Ahead Left	98.5%	38.4	87.5%	24.9
3/2 Church St EB Ahead	97.7%	39.4	86.7%	26.8
3/3 Church St EB Ahead	17.5%	3.0	17.0%	3.0
4/1 Sainsburys Left	29.4%	2.1	78.1%	8.0
4/2+4/3 Sainsburys Right	54.5%	3.1	79.2%	6.7

Table 10.17: Bridge Street/Shaddongate/Church Street/Sainsbury's Existing Layout (2025 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
Bridge St/Church St/Shaddongate/Bridge Ln				
1/2+1/1 Bridge St Left Ahead	95.1%	37.8	107.2%	103.3
1/3 Bridge St Ahead	59.6%	14.8	70.5%	19.9
2/1 Shaddongate Right Ahead	86.5%	8.7	106.6%	15.5
2/2 Shaddongate Right	86.6%	8.7	106.6%	15.5
3/2+3/1 Bridge St (internal) WB Ahead Left	66.5%	1.1	61.0%	0.7
3/3 Bridge St (internal) WB Ahead	73.8%	0.5	63.7%	0.4
3/4 Bridge St (internal) WB Right	95.9%	3.9	108.2%	13.0
4/1+4/2 Bridge Ln Left Ahead Right	21.8%	0.9	33.0%	1.4
5/1 Bridge St (ped) Ahead	57.5%	0.3	55.5%	0.5
5/2 Bridge St (ped) Ahead	65.8%	0.4	59.3%	0.4
Church St/John St/Sainsbury's				
1/1 Bridge St (internal) WB Ahead	69.3%	1.8	67.5%	5.5
1/2+1/3 Bridge St (internal) WB Right Ahead	53.0%	1.1	66.5%	3.6
2/1+2/2 John St Right Left	110.8%	34.4	94.9%	14.5
3/1 Church St EB Ahead Left	110.7%	84.8	93.4%	30.4
3/2 Church St EB Ahead	108.7%	81.8	92.3%	31.8
3/3 Church St EB Ahead	19.7%	3.4	17.4%	3.0
4/1 Sainsburys Left	26.5%	1.8	94.3%	11.1
4/2+4/3 Sainsburys Right	45.7%	2.5	92.7%	8.7

Table 10.18: Bridge Street/Shaddongate/Church Street/Sainsbury's Existing Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
Bridge St/Church St/Shaddongate/Bridge Ln				
1/2+1/1 Bridge St Left Ahead	98.6%	46.7	108.3%	109.2
1/3 Bridge St Ahead	69.7%	18.9	72.3%	20.6
2/1 Shaddongate Right Ahead	88.4%	9.2	109.1%	17.2
2/2 Shaddongate Right	88.0%	9.1	109.2%	17.2
3/2+3/1 Bridge St (internal) WB Ahead Left	67.3%	0.8	67.1%	0.6
3/3 Bridge St (internal) WB Ahead	73.8%	0.5	67.2%	0.4
3/4 Bridge St (internal) WB Right	97.1%	4.5	105.5%	11.0
4/1+4/2 Bridge Ln Left Ahead Right	22.6%	0.9	37.6%	1.6
5/1 Bridge St (ped) Ahead	58.3%	0.2	60.4%	0.5
5/2 Bridge St (ped) Ahead	66.1%	0.4	62.3%	0.6
Church St/John St/Sainsbury's				
1/1 Bridge St (internal) WB Ahead	70.8%	2.0	70.2%	5.7
1/2+1/3 Bridge St (internal) WB Right Ahead	60.9%	1.1	68.9%	3.5
2/1+2/2 John St Right Left	115.8%	44.0	109.0%	36.8
3/1 Church St EB Ahead Left	118.4%	120.4	107.5%	67.8
3/2 Church St EB Ahead	114.3%	109.5	106.0%	67.0
3/3 Church St EB Ahead	21.4%	4.0	18.2%	3.3
4/1 Sainsburys Left	29.8%	2.1	103.3%	17.6
4/2+4/3 Sainsburys Right	46.4%	2.6	83.1%	6.6

Table 10.19: Bridge Street/Shaddongate/Church Street/Sainsbury's Upgraded Layout (2025 Base Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
Bridge Street / Shaddongate				
1/1 Bridge St Lt	33.2%	3.2	61.1%	8.4
1/2 Bridge St Ah	72.0%	16.0	71.5%	13.0
1/3 Bridge St Ah	57.6%	9.0	83.6%	22.0
2/1 Shaddongate Lt	33.3%	2.5	35.9%	1.9
2/2 Shaddongate Ah	35.4%	2.8	40.3%	2.0
2/3 Shaddongate Ah	35.2%	2.8	40.3%	2.0
3/1 Bridge St (W) Lt/Ah	78.1%	19.0	71.6%	16.0
3/2 Bridge St (W) Ah	82.0%	21.5	73.2%	16.7
3/3 Bridge St (W) Ah	28.5%	2.7	46.7%	7.7
4/1 Bridge Ln Lt Ah	7.2%	0.0	11.1%	0.5
Bridge Street / Church Street				
1/1 Bridge St (W) Ah	51.7%	2.3	54.3%	3.1
1/2 Bridge St (W) Ah	43.2%	1.8	57.7%	2.9
2/1 Church St (E) Ah/Lt	61.0%	7.8	72.3%	12.7
2/2 Church St (E) Ah	53.9%	5.8	51.4%	6.5
2/3 Church St (E) Ah	12.0%	1.3	13.0%	1.7
3/1 Sainsburys Lt	29.7%	1.3	37.9%	3.2
3/2 Sainsburys Lt	65.8%	3.6	77.3%	8.6

Table 10.20: Bridge Street/Shaddongate/Church Street/Sainsbury's Upgraded Layout (2025 Local Plan Results)

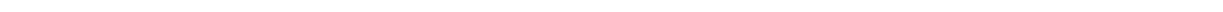
Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
Bridge Street / Shaddongate				
1/1 Bridge St Lt	36.7%	3.6	70.3%	12.3
1/2 Bridge St Ah	77.4%	20.9	86.4%	23.2
1/3 Bridge St Ah	65.3%	12.6	84.7%	22.4
2/1 Shaddongate Lt	35.5%	1.9	41.0%	2.6
2/2 Shaddongate Ah	43.3%	2.5	45.1%	2.8
2/3 Shaddongate Ah	43.3%	2.5	43.3%	2.6
3/1 Bridge St (W) Lt/Ah	87.5%	23.5	77.7%	19.1
3/2 Bridge St (W) Ah	88.8%	24.2	79.0%	18.0
3/3 Bridge St (W) Ah	26.8%	2.3	47.6%	6.9
4/1 Bridge Ln Lt Ah	8.8%	0.2	13.6%	0.5
Bridge Street / Church Street				
1/1 Bridge St (W) Ah	54.4%	1.1	62.2%	5.8
1/2 Bridge St (W) Ah	48.3%	2.7	59.5%	2.0
2/1 Church St (E) Ah/Lt	65.9%	11.1	73.8%	14.6
2/2 Church St (E) Ah	56.7%	7.6	52.2%	7.5
2/3 Church St (E) Ah	11.7%	1.3	15.8%	1.9
3/1 Sainsburys Lt	26.5%	1.1	43.9%	3.5
3/2 Sainsburys Lt	54.6%	2.8	78.4%	8.0

Table 10.21: Bridge Street/Shaddongate/Church Street/Sainsbury's Upgraded Layout (2030 Local Plan Results)

Link	AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ
Bridge Street / Shaddongate				
1/1 Bridge St Lt	36.7%	3.6	70.3%	12.3
1/2 Bridge St Ah	77.4%	20.9	86.4%	23.2
1/3 Bridge St Ah	65.3%	12.6	84.7%	22.4
2/1 Shaddongate Lt	35.5%	1.9	41.0%	2.6
2/2 Shaddongate Ah	43.3%	2.5	45.1%	2.8
2/3 Shaddongate Ah	43.3%	2.5	43.3%	2.6
3/1 Bridge St (W) Lt/Ah	87.5%	23.5	77.7%	19.1
3/2 Bridge St (W) Ah	88.8%	24.2	79.0%	18.0
3/3 Bridge St (W) Ah	26.8%	2.3	47.6%	6.9
4/1 Bridge Ln Lt Ah	8.8%	0.2	13.6%	0.5
Bridge Street / Church Street				
1/1 Bridge St (W) Ah	54.4%	1.1	62.2%	5.8
1/2 Bridge St (W) Ah	48.3%	2.7	59.5%	2.0
2/1 Church St (E) Ah/Lt	65.9%	11.1	73.8%	14.6
2/2 Church St (E) Ah	56.7%	7.6	52.2%	7.5
2/3 Church St (E) Ah	11.7%	1.3	15.8%	1.9
3/1 Sainsburys Lt	26.5%	1.1	43.9%	3.5
3/2 Sainsburys Lt	54.6%	2.8	78.4%	8.0

APPENDIX H

MODEL RESULTS OUTPUT

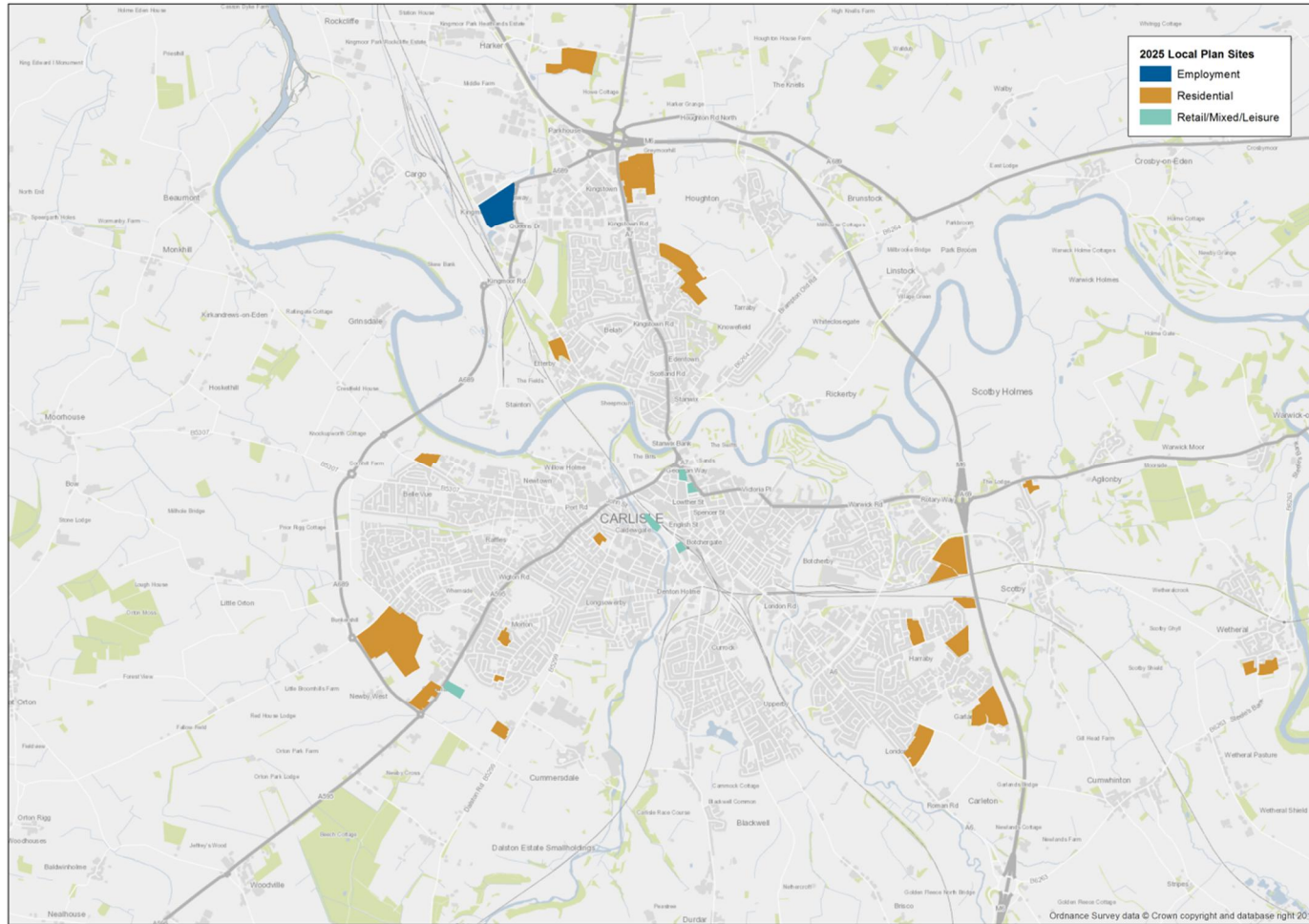


AVAILABLE ON REQUEST

APPENDIX I

LOCAL PLAN DEVELOPMENT QUANTA

Carlisle Local Plan 2025 Sites



Urban Housing Allocations – Carlisle District Local Plan

Ref	Site Name	Access	Size
U1	Land to the south east of junction 44	Kingstown Road	27*
U2	Land north of California Road, east of U1	Kingstown Road	200
U3	Site of Pennine Way Primary School	Pennine Way / Edgehill Road	112
U4	Land north of Moorside Drive/Valley Drive	Moorside Drive / Valley Drive	140
U5	Land between ton Road and Cumwhinton Road	Sewell's Lonning	24*
U6	Land at Garden Village, West of Wigton Road	Wigton Road	169
U7	Land at Newhouse Farm, South-West of Orton Road	Orton Road x 2	509
U8	Land north of Burgh Road	Burgh Road	66
U9	Site of former Morton Park Primary School, Burnrigg	Burnrigg	54
U10	Land off Windsor Way	Windsor Way / Newfield Park	23*
U11	Land east of Lansdowne Close/Lansdowne Court	Windsor Way / Newfield Park	75
U12	Land to the rear of the Border Terrier, Ashmere Drive/Ellesmere Way	Ellesmere Way	18
U13	Land east of Beverley Rise	Beverley Rise	30
U14	Land north of eton Clinic, east of Cumwhinton Drive	Cumwhinton Drive	126
U19	Land at eton Clinic	Cumwhinton Drive	40
U20	Durranhill Road	Durranhill Road	70
U21	Laings site, Dalston Road	Dalston Road	50
U16	Land at Deer Park	Kingmoor Road	100
U17	Land to the southwest of Cummersdale Grange Farm	Dalston Road	60
U18	Land opposite Rosehill Industrial Estate	Durranhill Road	150
TOTAL			2,043

* These figures are residual totals due to live planning applications for part of these sites

Rural Housing Allocations – Carlisle District Local Plan

Ref	Site Name	Access	Size
R1	Land South of Carlisle Road, Brampton	Carlisle Road	250
R2	Land West of Kingwater Close, Brampton	Elmfield	60
R3	Land North of Greenfield Lane, Brampton	Longtown Road	140
R6	Land west of Amberfield	Burgh by Sands	25
R4	Former Lochinvar School, Longtown	Swan Street	106
R5	Land to the South of Old Road, Longtown	Old Road	65
R7	Land east of Cummersdale Road, Cummersdale	Cummersdale	14
R9	Land West of How Croft, Cumwhinton	Cumwhinton	20
R8	Land adjacent to Beech Cottage, Cumwhinton		15
R11	Harker	Harker	300
R12	Land east of Monkhill Road, Moorhouse	Moorhouse	10
R13	Linstock North, Linstock	Linstock	10
R14	Land at Tower Farm, Rickerby	Rickerby	10
R15	Land North of Hill Head Road, Scotby	Scotby Road	50
R17	Warwick Bridge/Little Corby North, Warwick Bridge	Warwick Bridge	45
R18	Land off Heads Nook Road, Warwick Bridge		30
R19	Wetheral South	Wetheral	60
R20	Land west of Steel's Bank, Wetheral		40
R21	Land West of Wreay School, Wreay	Wreay	10
TOTAL			1,260

Employment Allocations – Carlisle District Local Plan

Ref	Site Name	Access	Size
A1	Kingmoor Park East	Kingmoor Park Central / Kingmoor Park South	21,575 sqm B8 15,840 sqm B2/B8
TOTAL			21,575 sqm B8, 15,840 sqm B2/B8

Mixed/Other Developments – Carlisle District Local Plan

Ref	Site Name	Access	Size
A2	Morton District Centre (including previous Park & Ride site measuring 2.02 Ha)	Wigton Road	8,175 sqm food A1
			8,000 sq m D1
TOTAL			8,175 sqm food A1, 8,000 sqm D1

City Centre Regeneration Proposals – Carlisle District Local Plan

Ref	Site Name	Access	Size
A3	Caldew Riverside non-food retail and leisure	Viaduct Estate Road	6,800 sqm non-food A1 6,800 sqm D2
A4a	Lowther St non-food retail and 466 space multi-storey	Lowther Street	3,662 sqm non-food A1
A4b	Rickergate non-food retail and leisure plus 450 space multi-storey	Drovers Lane	16,794 sqm non- food A1 1,929 sqm A3
A5	Carlisle Station Hub multi- storey car park	Water Street	N/A
TOTAL			27,260 sqm non- food A1, 1,929 sqm A3, 6,800 sqm D2

South Carlisle 2025 Residential – Carlisle District Local Plan

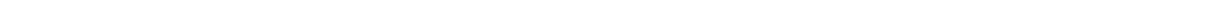
Ref	Site Name	Access	Size
S1	South Carlisle	Durdar Road Scalegate Rd/Brisco Rd A6 Carleton Road	2,825
TOTAL			2,825 dwellings

South Carlisle 2030 Employment – Carlisle District Local Plan

Ref	Site Name	Access	Size
S2	South Carlisle	Newbiggin Road	40,000 sqm
TOTAL			40,000 sqm B1/B2/B8

APPENDIX J

CONSTRUCTION COSTS BREAKDOWN



Item:	Kerbing (m)	Kerbing Cost @ £40 per m	Footway Re-Construction @ 250mm (m ²)	Footway reconstruction @ £100 per m ²	Carriageway Re-Surfacing @ 40mm (m ²)	Carriageway Re-Surfacing @ £21 per m ²	Carriageway full construction (m ²)	Carriageway full construction @ £180 per m ²	Street Lighting	Street Lighting @ £2,400 per unit	Ancillary costs (road markings, drainage etc.)	Traffic Signals (Costs estimated individually)	Sub-Total Cost	Preliminary Items (TM etc.) 30%	25% Contingency	Total Cost
Hardwicke Circus	£ 320	£ 12,800		£ -	£ -	£ 300	£ 54,000		£ -	£ 10,000	£ 30,000	£ 106,800	£ 32,040	£ 26,700	£ 165,540	
Georgian Way / Victoria Place	£ 65	£ 2,600		£ -	£ -	£ 160	£ 28,800		£ -	£ 5,000		£ 36,400	£ 10,920	£ 9,100	£ 56,420	
Currock Rd / Crown St (Traffic Signals)	£ 230	£ 9,200	£ 360	£ 36,000	£ -	£ 450	£ 81,000	£ 6	£ 14,400	£ 10,000	£ 50,000	£ 200,600	£ 60,180	£ 50,150	£ 310,930	
Currock Rd / Crown St (Roundabout)	£ 500	£ 20,000	£ 510	£ 51,000	£ -	£ 2,400	£ 432,000	£ 10	£ 24,000	£ 50,000		£ 577,000	£ 173,100	£ 144,250	£ 894,350	
Brampton Rd / Stanwix Bank	£ 20	£ 800	£ 30	£ 3,000	£ -	£ 30	£ 5,400		£ -	£ 5,000	£ 3,000	£ 17,200	£ 5,160	£ 4,300	£ 26,660	
Warwick Rd / Eastern Way	£ 160	£ 6,400	£ 320	£ 32,000	£ -	£ 225	£ 40,500	£ 3	£ 7,200	£ 10,000	£ 15,000	£ 111,100	£ 33,330	£ 27,775	£ 172,205	
Warwick Rd / Mont'ry Way / Tesco	£ 150	£ 6,000	£ 70	£ 7,000	£ -	£ 240	£ 43,200	£ 2	£ 4,800	£ 10,000	£ 50,000	£ 121,000	£ 36,300	£ 30,250	£ 187,550	
Botchergate / Tait St / Crown St		£ -		£ -	£ -	£ 1,700	£ 306,000		£ -		£ 10,000	£ 316,000	£ 94,800	£ 79,000	£ 489,800	
London Rd / Eastern Way	£ 150	£ 6,000		£ -	£ -	£ 325	£ 58,500		£ -	£ 10,000	£ 5,000	£ 79,500	£ 23,850	£ 19,875	£ 123,225	
Wigton Rd / Caldoates	£ 150	£ 6,000	£ 150	£ 15,000	£ 1,650	£ 34,650	£ -		£ -	£ 15,000	£ 50,000	£ 120,650	£ 36,195	£ 30,163	£ 187,008	
Shaddongate / Junction St	£ 30	£ 1,200	£ 50	£ 5,000	£ -	£ 20	£ 3,600		£ -	£ 5,000	£ 30,000	£ 44,800	£ 13,440	£ 11,200	£ 69,440	
Wigton Rd / Orton Road	£ 110	£ 4,400		£ -	£ -	£ 50	£ 9,000		£ -	£ 5,000	£ 40,000	£ 58,400	£ 17,520	£ 14,600	£ 90,520	
Total Costs		£ 75,400		£ 149,000		£ 34,650		£ 1,062,000		£ 50,400	£ 135,000	£ 283,000	£ 1,789,450	£ 536,835	£ 447,363	£ 2,773,648