



Proposed Residential Development, Harras Moor, Whitehaven (Ref: 4/18/2287)

Technical Note 1: Response to LHA Comments

Project Number: A090070-410

Date: 20 March 2019

1.0 Introduction

- 1.1.1 This Technical Note (TN1) has been prepared to provide additional information requested by the Local Highway Authority (LHA) Cumbria County Council (CCC) in their response to the Transport Assessment Addendum (TAA) prepared by WYG for the above application. The application is for up to 370 houses (Ref:4/18/2287/001).
- 1.1.2 The LHA's response to the TAA dated 2nd February 2019, is attached in **Appendix A**.

2.0 Response to Cumbria County Council's Comments

Accident Record

- 2.1.1 The LHA have noted in their response that there have been a 'small clusters of accidents' at both the Moresby Road/Red Lonning junction and at the Main Street/Cleator Moor Road/Moresby Road Mini-Roundabout. Given that these junctions are considered to be 'sensitive' locations due to their proximity to a secondary school, the LHA have requested that more information/analysis in relation to the types of accidents should be provided.
- 2.1.1 To provide this information, detailed accident reports have been obtained from Crashmap for the five and a half year period between 2013 and June 2018. The reports show that there have been a total of 11 Personal Injury Accidents (PIAs) at these junctions, six at the Moresby Road/Red Lonning Junction, and five at the Main Street/Cleator Moor junction.
- 2.1.2 **Table 2.1** summarises the details of each PIA with further detailed reports and a plan showing the location of each PIA presented in **Appendix B**. It is worth noting that there are no recorded PIAs at either junction in 2018 within the available data.

Table 2.1: Summary of PIAs at Moresby Road/Red Lonning and the Main Street/Cleator Moor Road/Moresby Junctions

Accident number		1	2	3	4	5	6	7	8	9	10	11
Date		15/07/15	25/03/14	09/10/14	18/05/17	21/01/14	21/11/13	22/01/13	19/05/16	08/06/16	15/06/17	24/09/17
Time		15:42	16:51	17:06	08:45	08:18	08:10	10:24	16:55	08:40	09:25	11:20
Severity		Slight	Slight	Slight	Slight	Slight	Slight	Slight	Slight	Slight	Slight	Slight
Dark/Light		Daylight	Daylight	Daylight	Daylight	Daylight	Daylight	Daylight	Daylight	Daylight	Daylight	Daylight
Weather		Fine w/o high winds	Raining w/o high winds	Other	Unknown	Fine w/o high winds	Fine w/o high winds	Fine w/o high winds	Fine w/o high winds	Fine w/o high winds	Fine w/o high winds	Fine w/o high winds
Road Surface		Dry	Wet/Damp	Wet /Damp	Dry	Dry	Dry	Wet/Damp	Dry	Dry	Dry	Dry
Vehicle Manoeuvres and Type	Veh 1	Moving Off (Car)	Slowing down/ stopping (Car)	Slowing down/ stopping (Car)	Turning Right (Car)	Moving off (Taxi)	Moving Off (Car)	Driving along carriageway (Car)	Driving along carriageway (LGV)	Moving Off (Car)	Slowing Down/ Stopping (Car)	Driving along carriageway (Car)
	Veh 2	Driving along carriageway (Car)	Waiting to turn left (Car)	Slowing down/ stopping (Car)	Driving along carriageway (Bus)	Driving along carriageway (Car)	Driving along carriageway (Bus)	Turning Right (Bicycle)	Waiting to turn right (Car)	Driving along carriageway (Car)	Driving along carriageway (Car)	Driving along carriageway (Car)
	Veh 3	-	-	Slowing down/ stopping (Car)	-	-	-	-	-	-	-	-
	Veh 4	-	-	Slowing down/ stopping (Car)	-	-	-	-	-	-	-	-
First Point of Impact	Veh 1	Front	Front	Front	No Impact	Front	No Impact	Offside	Front	Front	Front	Front
	Veh 2	Front	Back	Back	No Impact	Front	No Impact	Front	Back	Nearside	Nearside	Back
	Veh 3	-	-	Back	-	-	-	-	-	-	-	-
	Veh 4	-	-	Back	-	-	-	-	-	-	-	-
Casualties		1	1	2	1	2	9	1	1	1	2	1
Casualty Class	Cas 1	Driver/Rider	Driver/ Rider	Driver/ Rider	Passenger	Driver/Rider	All casualty's passengers	Driver/Rider	Driver/Rider	Driver/Rider	Passenger	Driver/Rider
	Cas 2	-	-	Driver /Rider	-	Driver/Rider		-	-	-	Passenger	-
Injury Severity	Cas 1	Slight	Slight	Slight	Slight	Slight	All injuries slight	Slight	Slight	Slight	Slight	Slight
	Cas 2	-	-	Slight	-	Slight		-	-	-	Slight	-

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- 2.1.3 **Table 2.1** shows that all of the recorded PIA were classified as resulting in slight injuries. The table also shows that there were no pedestrian accidents and only one accident involving a cycle.
- 2.1.4 Six of the PIA's involved either a vehicle 'moving off' or a 'vehicle waiting to turn', however this is not untypical given that the two junctions are located just a short distance between each other, resulting in a higher number of turning movements than would be expected to be the case along a similar distance of road where there is only one junction.
- 2.1.5 Only four accidents occurred before school hours (between 08:00 and 09:00) and none occurred immediately after students finish for the day (15:05).
- 2.1.6 The analysis clearly shows that there is no clear correlation between the accidents associated with the Moresby Road/Red Lanning junction or the Main Street/Cleator Moor Road/Moresby Road Mini-Roundabout and the nearby academy. Furthermore, no pedestrian casualties were recorded in any of the accidents to indicate that there is a safety issue for students crossing the road at or between the two junctions. Only two out of the 11 recorded accidents indicate that school aged children were involved and these, like all of the other recorded accidents, appear to be random accidents.
- 2.1.7 Whilst every accident is regrettable, it should be emphasised that all the accidents only resulted in 'slight' injuries and that a total of 11 PIAs across a five and a half year study period results in an average of two PIAs per year, or one PIA per year at each junction. This is not considered untypical or to indicate that there is a safety issue at the junctions which would prevent the proposed development from coming forward.
- 2.1.8 Given that based on the above there is no evidence of a safety issue at the two junctions mentioned above, we maintain that the impact of the development on safety at the Moresby Road / Cleator Moor Road / Main Street Mini Roundabout is unlikely to be significant or severe in NPPF terms.

Highway Capacity

- 2.1.1 The previous TA Addendum (TAA) showed that in 2023, the Moresby Road / Cleator Moor Road / Main Street Mini Roundabout junction is forecast to operate within capacity during the AM peak hour even with the addition of the development. However, during the PM peak period, the junction is forecast to operate over capacity under both 'without' and 'with' development

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scenarios on the Cleator Moor Road arm of the junction. All other arms of the junction are forecast to operate at below their capacity even with the addition of the development.

- 2.1.2 The results showed that in 2028, the junction is forecast to operate at just below its capacity in the AM peak period without the development but just above its capacity on the Cleator Moor Road arm of the junction only during the same peak period with the development. During the 2028 PM peak period, the results showed that the junction was forecast to operate above its capacity even without the development.
- 2.1.3 Whilst it is considered that the impact of the development on the junction is not severe including in safety terms as set out above, the TAA addendum also set out a potential junction improvement scheme at the junction. The improvements consist of widening the Cleator Moor Road arm of the junction to provide two lanes at the arm's give way line as shown in Drawing No. A090070-P006 Rev P01(attached in **Appendix C**). This will provide additional capacity at the junction.
- 2.1.1 The TAA demonstrated that the modified junction layout would provide an improved operational performance during both peak periods when compared to the existing junction layout. A comparison of the modified layout 'with development' against the existing layout 'without development' showed that in 2028, the development is forecast to increase junction delay at the junction by only 12.7 seconds per vehicle during the AM peak period (a level which will not be noticeable) while in the PM peak period, the modified junction layout would actually reduce the junction delay by 48.2 seconds per vehicle. (See the TAA Addendum for further details).
- 2.1.2 The TAA showed that the modified junction layout would more than mitigate for the impact of the proposed development at the junction.
- 2.1.3 It is also considered that the potential improved junction layout would not 'exacerbate safety issues' as there are no current safety issues at the junction or in the vicinity of it, and the potential improved junction layout is not an untypical junction layout.

3.0 Summary and Conclusions

- 3.1.1 This Technical Note has been prepared to provide additional information requested by the Local Highway Authority, Cumbria County Council (CCC), and Highways England.

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3.1.2 This note demonstrates that:

- That there are no safety issues at the Moresby Road/Red Lonning, and the Main Street/Cleator Moor junctions.
- Junction analysis set out in the previous TAA demonstrates that the impact of the development at the Main Street/Cleator Moor junction is not significant or severe in NPPF terms. The analysis also showed that a junction improvement scheme, which can be implemented within the current adopted highway boundary, would improve the operational performance of the junction with development compared to the existing junction arrangement without development.

3.1.3 We therefore conclude that it has been demonstrated that there are no highway or transport reasons why the planning application should not be approved.

Appendices

Appendix A – LHA Comments

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Kingmoor Park • Carlisle • Cumbria • CA6 4SJ
T: 07881007837 • E: graeme.innes@cumbria.gov.uk

Nick Hayhurst
Copeland Borough Council,
Catherine Street,
Cumbria,
CA28 7SJ

Date:
02 February 2019

Your reference: **4/18/2287**

Dear Nick

CONSULTATION ON PLANNING APPLICATION

Reference No: 4/18/2287

Proposal: Outline application for residential development of up to 370 houses with access, associated open space and infrastructure

Location: Land at Harras Moor, Whitehaven

Highway Authority

It is noted that all of the junctions that we have previously requested to be included and have now been assessed which shows two of them to be over capacity. In relation to Junction 5 - Moresby Road / Cleator Moor Road / Main Street Mini Roundabout, it is shown to be over capacity but it is stated that it is not considered that the impact is severe; this view is also backed up by some appeal cases. In relation to safety it is shown that there is a small cluster at both the Moresby Parks Rd/Red Lonning and Main St/Moresby Parks Rd junctions however little detail is provided on the types of accident. The Highway Authority view is that these are particularly sensitive junctions due to their proximity to the secondary school which we have previously noted. It is considered that more information / analysis in relation to the types of accidents should be provided.

In relation to comparing inquiry decisions from different planning applications, the decision is meaningless without local context, and the operation of each junction needs to be provided on its own merits.

Despite stating no mitigation is required a junction improvement (without prejudice) is suggested in Appendix T for the revised Transport Assessment. The widening Cleator Moor Road would provide additional capacity on this arm as it provides a new lane, but does not consider issues at other arms. The Highway Authority has concerns as to whether it the proposed improvement exacerbates safety issues, depending on the further information requested in relation to accidents. It is suggested that signalisation with crossing facilities should be considered by the applicant.

It is also the Highway Authority view that mitigation is required particularly as the update to the NPPF in July has separated safety from cumulative impact, in relation to safety development cannot have an unacceptable impact.

Some other additional points:-

- The analysis of changes in queue lengths are considered to be misleading; if an arm at a junction is operating over capacity, the mean maximum queue is half the total queue at the end of the modelled peak period. Therefore, the increase in queuing at the end of the modelled period between scenarios is double that which is reported.
- The statement that the future year assessment “is not normally a requirement” is inaccurate, as appropriate future years need to be agreed with the highway authority, and in any case should be in line with development phasing.

Therefore until the issues identified above are resolved the Highways Authority are not in a position to support this application and would therefore until further information is supplied recommend refusal.

Education Authority

Following the Education Authority’s previous response on the 20th September 2018 further discussions have taken place with the applicant and Copeland Borough Council. Following these discussions and the further clarity in relation to the status of the Moorside Nuclear Power station, it was agreed that the 1,500 new workers who were expected to stay permanently in Whitehaven as a result of the new nuclear power station would be removed from the assessment.

Therefore it is considered that there will be sufficient capacity for the estimated primary and secondary yield from the proposed development.

The Education Authority would like to point out that any further development within the Whitehaven area will likely generate a need for education contributions, particularly in relation to primary school provision.

School Transport

No contribution for school transport will be sought as there are sufficient safe walking routes in the vicinity of the site.

Lead Local Flood Authority

Further to the earlier County Council response on the 20th September 2018 regarding the drainage of the site the applicant has provided an updated Flood Risk Assessment and Drainage Strategy. The Lead Local Flood Authority consider that this is sufficient to demonstrate an adequate drainage system can be achieved without increasing flood risk to the site or adjacent land in particular the culverted watercourse to the eastern catchment.

However, the Lead Local Flood Authority consider that further information is required to ensure the development is carried out within a sustainable manner, which include the adequate design of a sustainable drainage system, daylighting culverted watercourses through the site, condition survey of the ordinary watercourse to the east of the site and an appropriate surface water construction management plan. The Lead Local Flood Authority have confirmed with the Environment Agency that the surveying of Midgey Gill (main river) is part of their regular asset survey program and survey of culverts within this system is not required.

Therefore, the Local Planning Authority are advised to include the following conditions within any permission they are minded to grant –

Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions (inclusive of how the scheme shall be managed after completion) shall be submitted to and approved in writing by the Local Planning Authority.

The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly.

The drainage scheme submitted for approval shall also be in accordance with the principles set out in the Flood Risk & Drainage Assessment dated May 2018 (Rev B Oct 2018) proposing surface water discharging to Midgey Gill and Bedlam Gill.

The details of the surface water drainage scheme submitted shall also include a condition survey of the culverted sections of Bedlam Gill.

The development shall be completed, maintained and managed in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of policies within the NPPF and NPPG.

No development shall commence until a construction surface water management plan has been agreed in writing with the local planning authority.

Reason: To safeguard against flooding to surrounding sites and to safeguard against pollution of surrounding watercourses and drainage systems

Conclusion

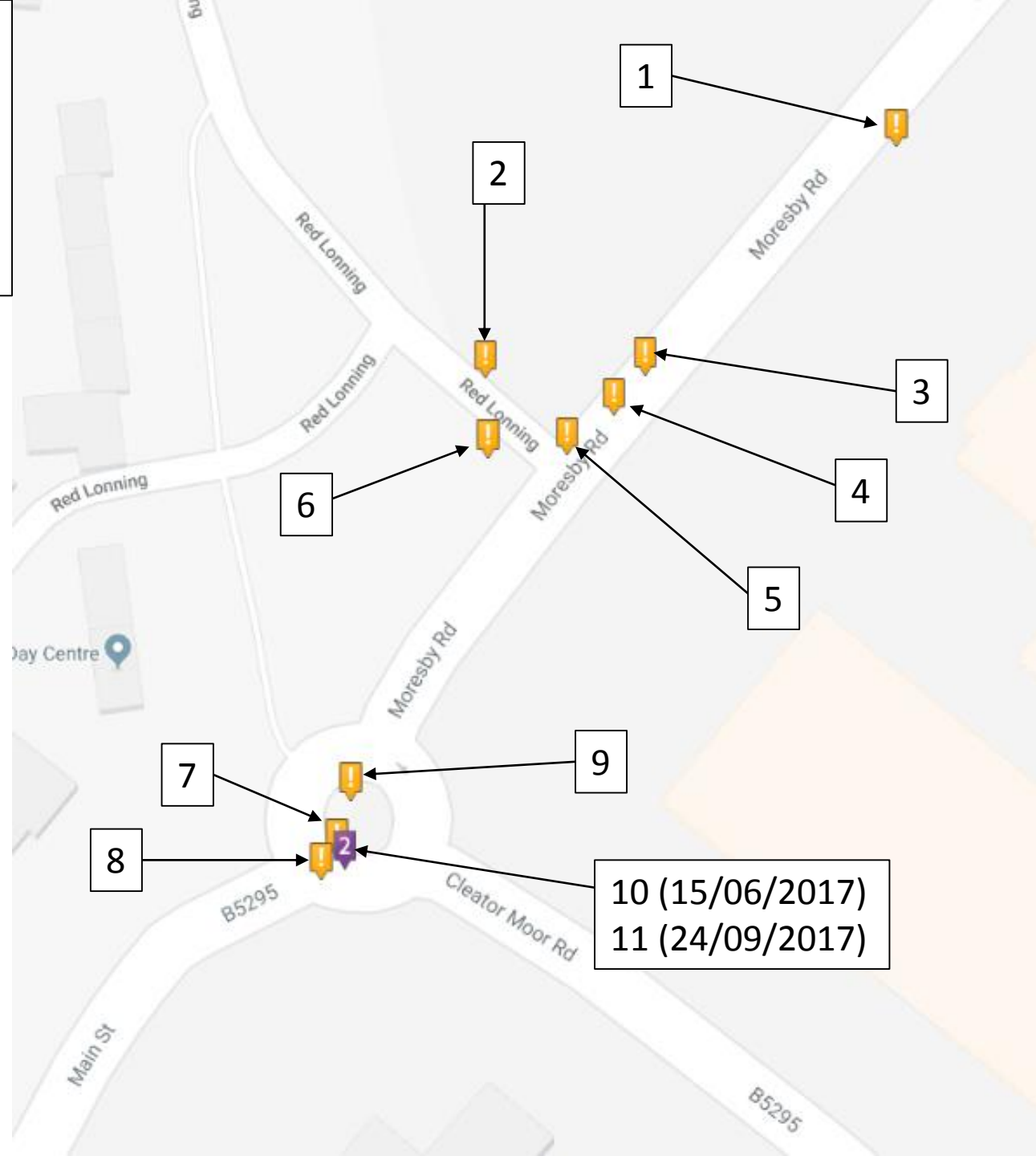
Therefore from a Lead Local Flood Authority and Education Authority perspective the County Council has no objection. However, from a Local Highway Authority perspective until the issues identified are resolved the Highways Authority are not in a position to support this application and would therefore until further information is supplied recommend refusal.

Yours sincerley

Graeme Innes
Lead Officer - Flood and Development Management

Appendix B – Accident Reports and Plan

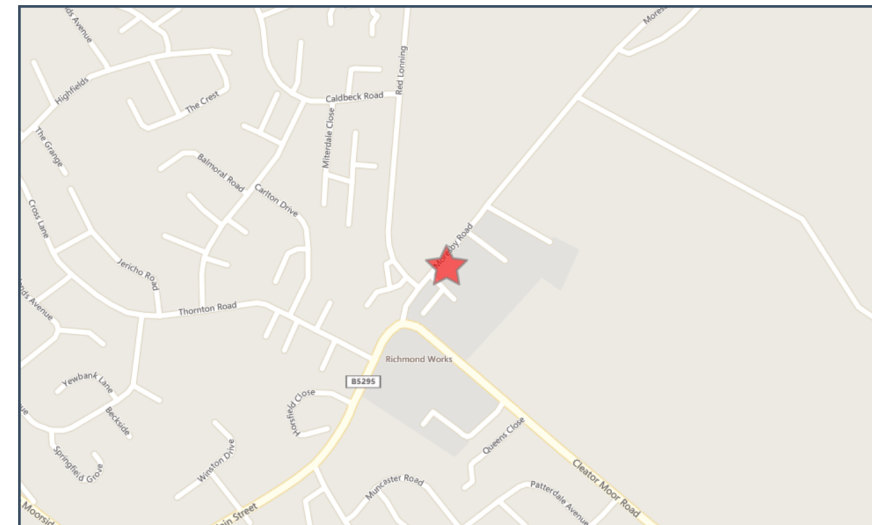
Accidents at Main St
(B5295)/Moresby
Road/Cleator Moor
Road (B5295) and Red
Lonning/Moresby Road
Junctions 2013-2018





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Crash Date:	Wednesday, July 15, 2015	Time of Crash:	3:42:00 PM	Crash Reference:	2015030001730
Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Cumbria			Number of Vehicles:	2
Local Authority:	Copeland District (B)			OS Grid Reference:	299150 517330
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		4 Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)		8 Male	46 - 55	Vehicle is moving off	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

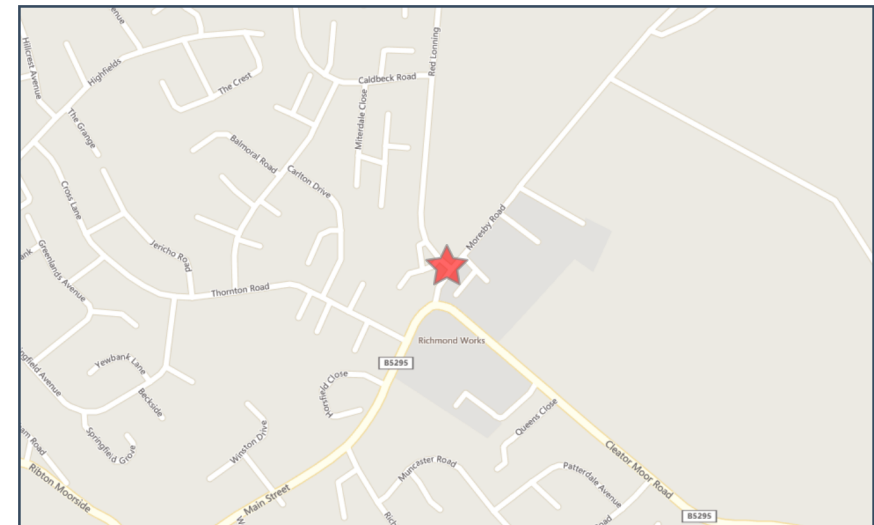
For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



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Crash Date: Tuesday, March 25, 2014 **Time of Crash:** 4:51:00 PM **Crash Reference:** 2014030000681

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Cumbria	Number of Vehicles:	2	OS Grid Reference:	299100 517300
Local Authority:	Copeland District (B)				
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Other junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	1	Male	36 - 45	Vehicle is waiting to turn left	Back	Other	None	None
1	Car (excluding private hire)	12	Male	16 - 20	Vehicle is slowing down or stopping	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

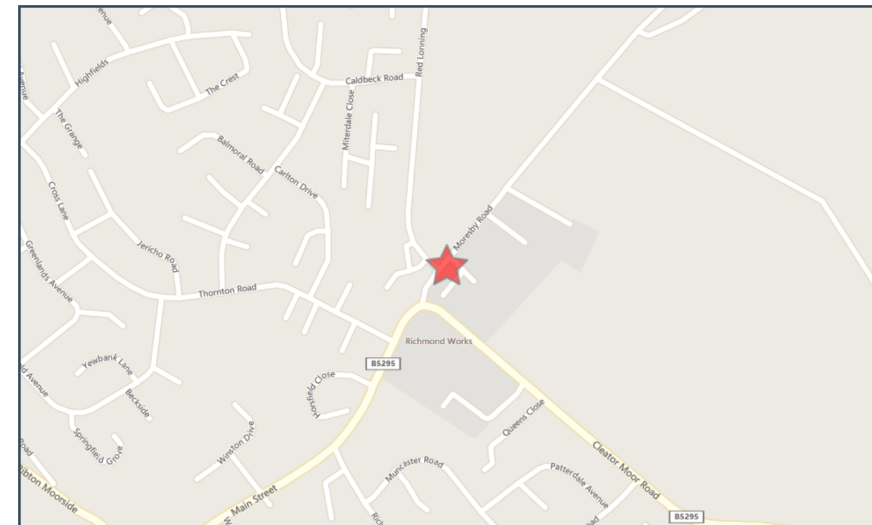
For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



crashmap.co.uk

Crash Date: Thursday, October 09, 2014 **Time of Crash:** 5:06:00 PM **Crash Reference:** 2014030002507

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	2
Highway Authority:	Cumbria			Number of Vehicles:	4
Local Authority:	Copeland District (B)			OS Grid Reference:	299120 517300
Weather Description:	Other				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
4	Car (excluding private hire)		4 Female	46 - 55	Vehicle is slowing down or stopping	Back	Other	None	None
3	Car (excluding private hire)		9 Male	46 - 55	Vehicle is slowing down or stopping	Back	Other	None	None
2	Car (excluding private hire)		13 Male	36 - 45	Vehicle is slowing down or stopping	Back	Other	None	None
1	Car (excluding private hire)		9 Male	26 - 35	Vehicle is slowing down or stopping	Front	Other	None	None

Casualties

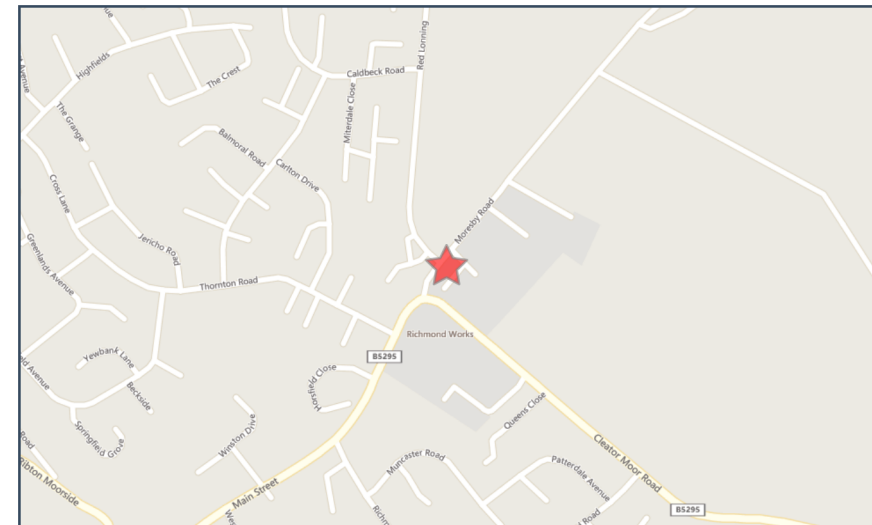
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

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



crashmap.co.uk

Crash Date:	Thursday, May 18, 2017	Time of Crash:	8:45:00 AM	Crash Reference:	2017030185312
Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Cumbria			Number of Vehicles:	2
Local Authority:	Copeland Borough			OS Grid Reference:	299114 517296
Weather Description:	Unknown				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Bus or coach (17+ passenger seats)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Taking pupil to/from school	None	None
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle is in the act of turning right	Did not impact	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other

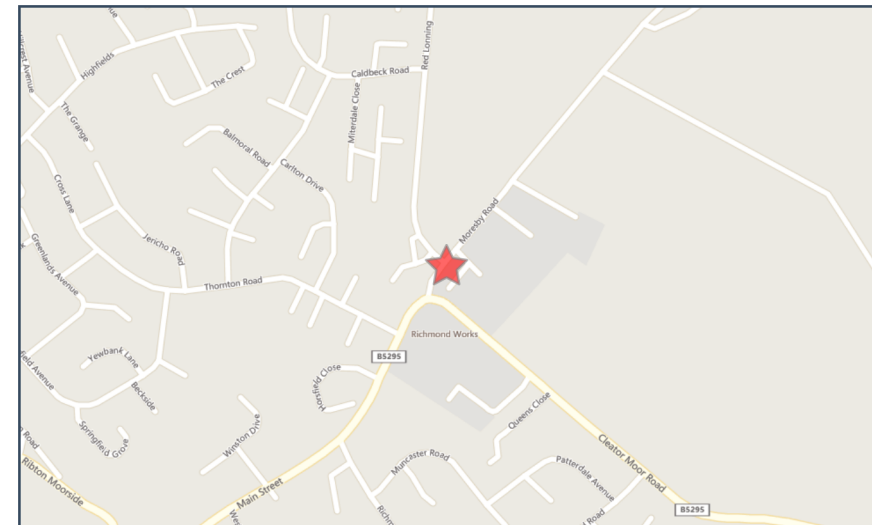
For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



crashmap.co.uk

Crash Date: Tuesday, January 21, 2014 **Time of Crash:** 8:18:00 AM **Crash Reference:** 2014030000152

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	2
Highway Authority:	Cumbria			Number of Vehicles:	2
Local Authority:	Copeland District (B)			OS Grid Reference:	299110 517290
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		4 Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Taking pupil to/from school	None	None
1	Taxi/Private hire car		13 Female	46 - 55	Vehicle is moving off	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

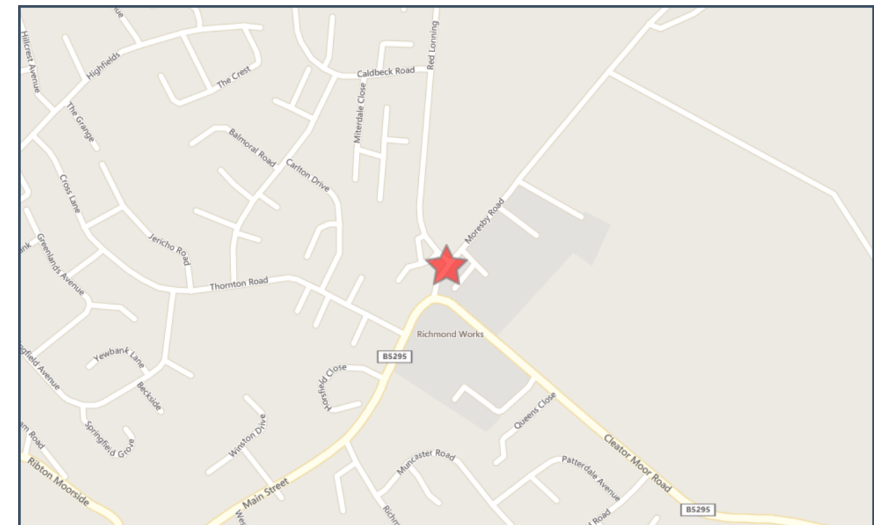
For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



crashmap.co.uk

Crash Date: Thursday, November 21, 2013 **Time of Crash:** 8:10:00 AM **Crash Reference:** 2013030002621

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	9
Highway Authority:	Cumbria			Number of Vehicles:	2
Local Authority:	Copeland District (B)			OS Grid Reference:	299100 517290
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Bus or coach (17+ passenger seats)		8 Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Journey as part of work	None	None
1	Car (excluding private hire)		-1 Unknown	Unknown	Vehicle is moving off	Did not impact	Other	None	None

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



Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Male	11 - 15	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	11 - 15	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other
2	4	Slight	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other
2	5	Slight	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other
2	6	Slight	Vehicle or pillion passenger	Male	11 - 15	Unknown or other	Unknown or other
2	7	Slight	Vehicle or pillion passenger	Male	11 - 15	Unknown or other	Unknown or other
2	8	Slight	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other
2	9	Slight	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other

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



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Crash Date: Tuesday, January 22, 2013 **Time of Crash:** 10:24:00 AM **Crash Reference:** 2013030000124

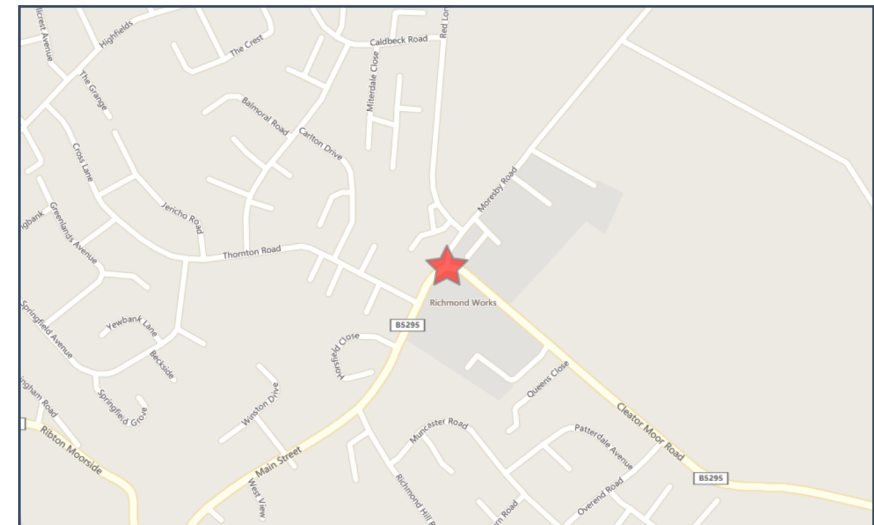
Highest Injury Severity: Slight
Highway Authority: Cumbria
Local Authority: Copeland District (B)
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Roundabout
Junction Control: Give way or uncontrolled

Road Number: B5295

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 299080 517240



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



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	46 - 55	Vehicle is in the act of turning right	Front	Other	None	None
1	Car (excluding private hire)	8	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None

Casualties

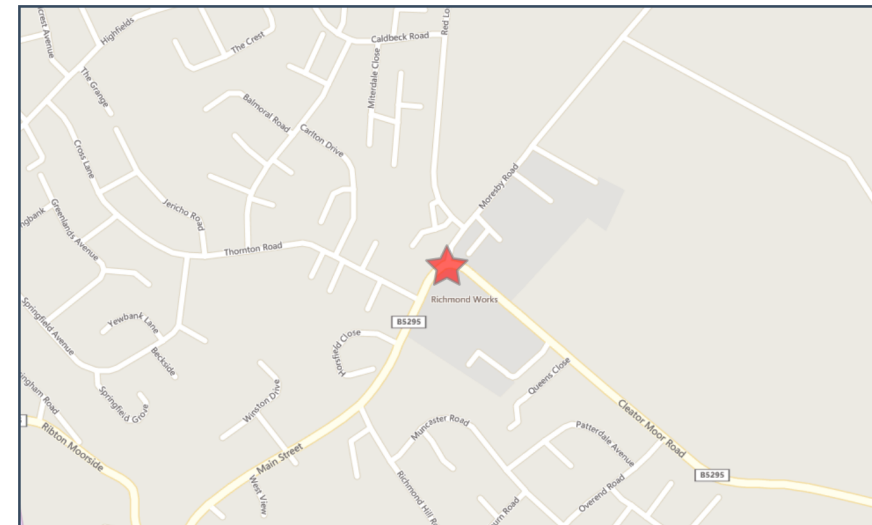
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

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



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Crash Date:	Thursday, May 19, 2016	Time of Crash:	4:55:00 PM	Crash Reference:	2016030068758
Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Cumbria			Number of Vehicles:	2
Local Authority:	Copeland Borough			OS Grid Reference:	299076 517239
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	Involvement with previous accident				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	-1	Male	26 - 35	Vehicle is waiting to turn right	Back	Other	Previous accident	None
1	Van or goods vehicle 3.5 tonnes mgw and under	3	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

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

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



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Crash Date: Wednesday, June 08, 2016 **Time of Crash:** 8:40:00 AM **Crash Reference:** 2016030080174

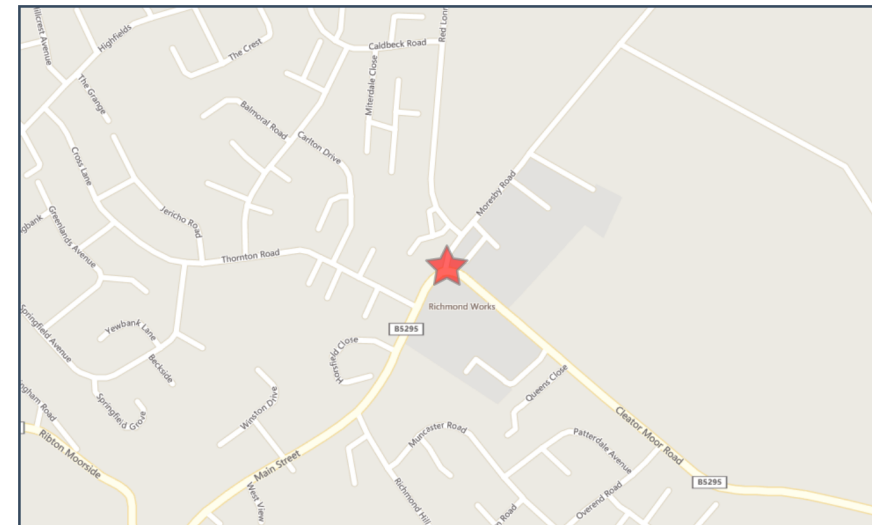
Highest Injury Severity: Slight
Highway Authority: Cumbria
Local Authority: Copeland Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: B5295

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 299080 517249



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



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		6 Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None
1	Car (excluding private hire)		-1 Female	Over 75	Vehicle is moving off	Front	Other	None	None

Casualties

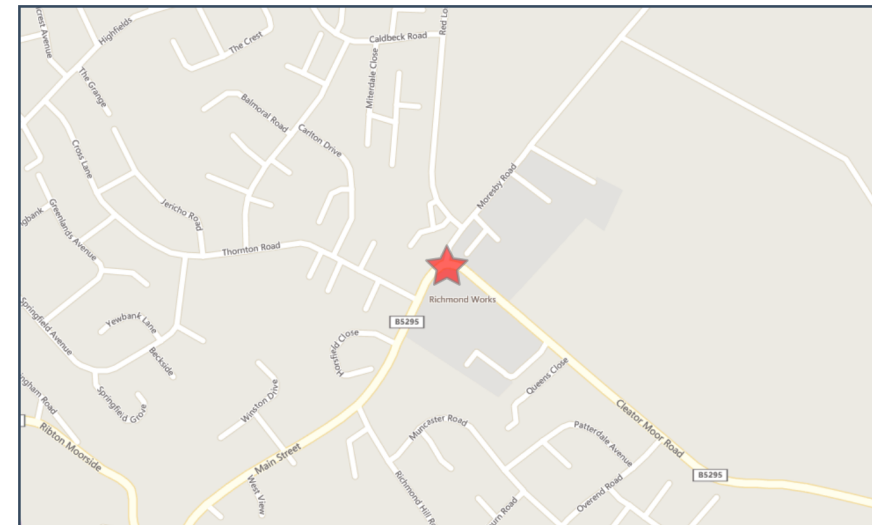
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

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



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Crash Date:	Thursday, June 15, 2017	Time of Crash:	9:25:00 PM	Crash Reference:	2017030193361
Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	2
Highway Authority:	Cumbria			Number of Vehicles:	2
Local Authority:	Copeland Borough			OS Grid Reference:	299079 517239
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Mini roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	7	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None
1	Car (excluding private hire)	5	Male	36 - 45	Vehicle is slowing down or stopping	Front	Journey as part of work	None	None

Casualties

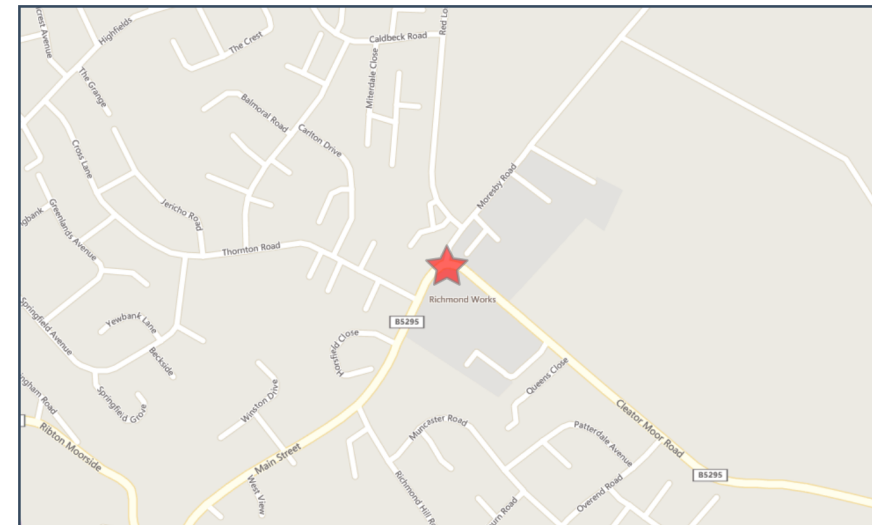
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Female	46 - 55	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	46 - 55	Unknown or other	Unknown or other

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



crashmap.co.uk

Crash Date:	Sunday, September 24, 2017	Time of Crash:	11:20:00 AM	Crash Reference:	2017030233488
Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Cumbria			Number of Vehicles:	2
Local Authority:	Copeland Borough			OS Grid Reference:	299079 517239
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	13	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None
1	Car (excluding private hire)	7	Male	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

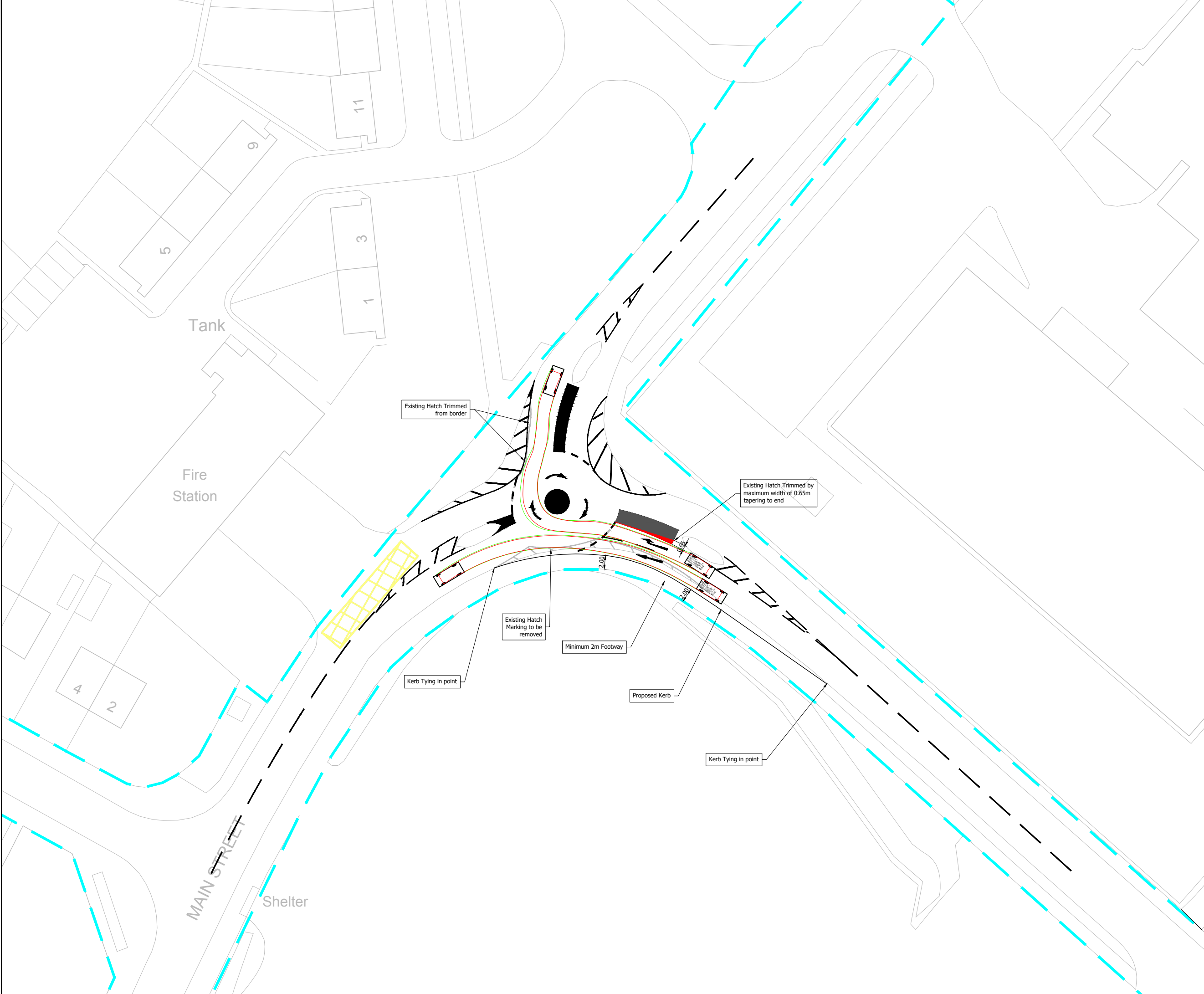
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

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

Appendix C – Potential Improved Junction Layout

FILENAME : I:\MANCHESTER\JOBS\2017\A090070 - 270 AND 410 - HARRAS ROAD, HARRAS MOOR, WHITEHAVEN\CAD\WYG DRAWINGS\A090070-P006.DWG | PLOTTED BY : UMAR AHMED | PLOTTED DATE : 23 October 2018 11:49:44



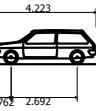
DO NOT SCALE: CONTRACTOR TO CHECK ALL DIMENSIONS AND REPORT ANY OMISSIONS OR ERRORS

1. This drawing should be read in relation to the subject of the title only. Other information shown on the drawing is to be considered indicative only. Reference should be made to appropriate drawing series/specifications for other information.
2. All dimensions are in metres unless specified otherwise.

Key:

Adopted Highways Boundary

Vehicle Specification:



DB32 Private Car
Overall Length 4.223m
Overall Width 1.715m
Overall Body Height 1.392m
Min Body Ground Clearance 0.233m
Max Track Width 1.629m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 5.780m

Design Vehicle Body Envelope
Design Vehicle Wheel Track

PRELIMINARY ISSUE

REV	DESCRIPTION	BY	CHK	APP	DATE
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TRAFFORD PARK
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FAX: +44 (0)161 872 3193
e-mail: manchester@wyg.com



Project:
PROPOSED RESIDENTIAL DEVELOPMENT AT
HARRAS MOOR, WHITEHAVEN

Drawing Title:
PROPOSED LAYOUT AND VEHICLE TRACKING FOR
MAIN STREET/CLEATOR MOOR ROAD JUNCTION
ROUNABOUT IMPROVEMENT SCHEME

Scale @	A1	Drawn	Date	Checked	Date	Approved	Date
1:250	UA	OCT 2018	LB	OCT 2018	MS	OCT 2018	
Project No.	Office	Type	Drawing No.	Revision			
A090070	27	C	A090070-P006	P01			