

Our Ref: 784-B033293

Mr S Blacker
SRE Associates

By email

Date: 12 January 2022

Dear Simon

ROUND CLOSE PARK, WHITEHAVEN – SITING OF POTENTIAL FOOTWAY, ASSOICATED WITH PROPOSED RESIDENTIAL DEVELOPMENT

As requested, on behalf of West Coast Sunshine Properties Ltd, we have investigated the potential to install a footway in connection with their proposed residential development of 9 units at Round Close Park, Whitehaven.

1. Development Site

The proposed residential site is located in the northern outskirts of Whitehaven, just south of Moresby Parks. Round Close Park is an existing residential street off Red Lonning which currently has 14 homes. West Coast Sunshine Properties propose an additional 9 units, located to the northeast and accessed from the existing stub road and field access on Round Close Park. Extracts 1 and 2 below show the site and access locations.

There is a public footpath from southern corner of site to Moresby Parks Road, a distance of approx. 280m through a single field, and is signposted at both ends.



Extract 1: Google Aerial - Site Location



Extract 2: Google Streetview - Existing Access

2. Existing Situation

Round Close Park

Round Close Park is a residential cul-de-sac which has lighting and a footway on both sides, approx. 1.5m in width. It has a carriageway width of 6.5m and forms a simple priority junction with Red Lonning. Visibility from a 2.4m set-back from Round Close Park is 160m to the north and 145m to the south (to the nearside kerb; 160m to oncoming traffic).

On the north side of Round Close Park there is a footway which terminates at Red Lonning with a dropped kerb crossing point. This gives access through a break in the wall to Scilly Banks. For pedestrians crossing to Red Lonning towards Scilly Banks, visibility to the south is very good and is in excess of 185m. To the north, the road bends and rises and, as measured on site, 160m is available. Photos 1 & 2 below show the visibility from the pedestrian crossing point.

For pedestrians crossing Red Lonning eastwards from Scilly Banks towards to Round Close Park, visibility to the south is good and is in excess of 200m. Visibility to the north is restricted by overgrown vegetation within the highway verge to some 83m.



Photo 1: Pedestrian visibility south along Red Lonning



Photo 2: Pedestrian visibility north along Red Lonning

Scilly Banks

Scilly Banks is a minor residential road where pedestrians walk on-carriageway. Immediately behind the crossing point is a bus stop and post box. Scilly Banks connects to Victoria Road some 70m west of its junction with Red Lonning.

Victoria Road

Victoria Road is a local connector road, joining the residential areas of Bleachgreen to the A595 in the west and to Red Lonning in the east. In the vicinity of Red Lonning and Scilly Banks it is a single carriageway road, approx. 5.5m in width. At its junction with Red Lonning the visibility from a 2.4m set-back is 160m to the north and in excess of 215m to the south.

Red Lonning

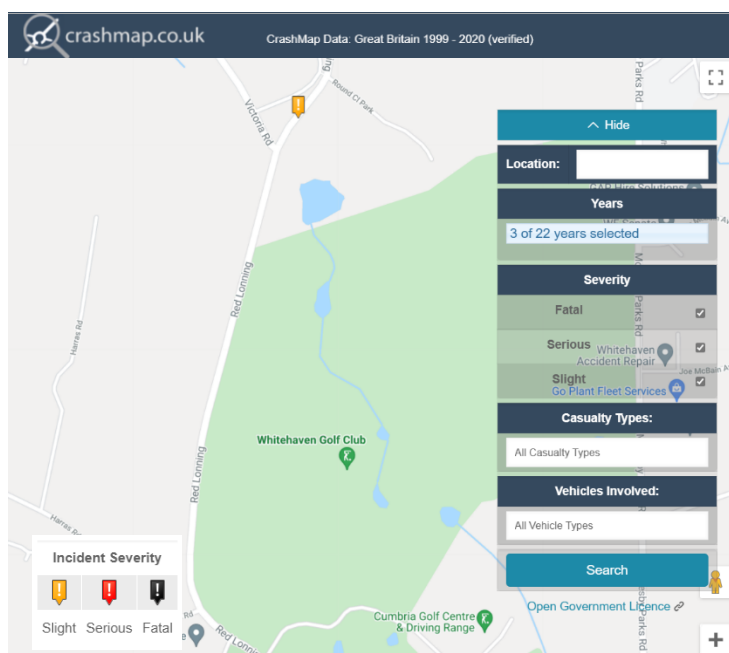
Red Lonning is a single carriageway road, approx. 6.5m-7.5m in width, running parallel to the A595 and Moresby Parks Road. Between its junctions with School Brow and Harras Road it is not lit and is subject to the national speed limit. It has grass verges on both sides: on the eastern side the verge is between 2.3m and 6m wide, bounded by a fence or wall; on the western side it is wider, up to 9m in places.

There are no footways provided on Red Lonning between its junctions with School Brow and Harras Road. The next available footway to the north is at School Brow (approx. 500m away) which leads into Moresby Parks. To the south of its junction with Harras Road there is footway on Red Lonning which continues south to Hensingham. In addition there is a footway on the south side of Harras Road which continues north west into Whitehaven.

Pedestrians currently use Red Lonning by walking along the verge. There is a trodden track and it is common to see pedestrian activity such as dog walkers and runners.

Road Safety

The Crashmap database has been used to obtain an overview of personal injury accident records in the local area, Extract 3 below refers. For the pre-Covid 3-year period 1/01/2017 to 31/12/2019 there has been 1 accident on Red Lonning, which was slight in nature. The incident occurred in 2019, involving 2 vehicles and resulting in slight injury to one casualty.



Extract 3: Crashmap – Personal Injury Accidents, 2017-2019

This good accident record does not reveal any inherent issues with road safety in the local area and does not indicate the road to be an unsafe location for a footway.

3. Footway Proposals

Scilly Banks has 20 houses, Round Close Park, which was constructed some 25 years ago has 14 houses. The inhabitants of these 34 houses have long existed with the current limited footway provision.

West Coast Sunshine Properties propose, should it be deemed necessary by Cumbria Highways, to install a footway along Red Lonning from Round Close Park to Harras Road.

Tetra Tech have obtained highway boundary records from Cumbria County Council (CCC) in order to identify the extent of the highway which may be available to be upgraded to a footway. Based on CDDG a 2.0m wide footway would be sufficient and in this case a 1.0m wide grass verge separating the footway and carriageway is suggested.

Because Round Close Park is on the eastern side of Red Lonning and the existing footway provision at Harras Road (and local facilities of Whitehaven) are located on the western side of Red Lonning, it will be necessary for pedestrians to cross the road. The preferred crossing location is adjacent to the Victoria Road / Red Lonning junction. Where crossing points for pedestrians are proposed these will include dropped kerbs and tactile paving. The visibility from the crossing point has been based on the existing junction visibility splays, that is 160m to the north, and 215m to the south.

Digital OS mapping was obtained and has been used as a basis for preliminary design. For detailed design, a full topographical survey will be required. Relevant sections of the OS mapping were checked against interval measures taken on-site.

The attached TT Drawing 784-B033293-C001-P01 shows that a footway, in principle, could be provided. The Drawing shows a potential alignment for the footway. From Round Close Park to Victoria Road, the footway is positioned on the eastern side and is 2.0m in width with a 1.0m verge. From Victoria Road to Harras Road, it is positioned on the western side and is 2.0m in width with a 1.0m verge.

The dropped kerb crossing point is located at Victoria Road, where visibility for pedestrians is good: 160m is provided to the north and 215m to the south. Detail is shown in TT Drawing 784-B033293-C002-P01, attached.

At the southern end of the footway, at Harras Road, the existing centre island can be utilised as a pedestrian refuge. This enables a connection to be made to the footway on the south side of Harras Road, which is then continuous into Whitehaven and Hensingham. Detail is shown in TT Drawing 784-B033293-C003-P01, attached.

In conclusion, should it be deemed necessary to fulfil planning requirements by Cumbria Highways, a footway can be provided from Round Close Park to Harras Road. A Stage 1 Road Safety Audit will be required by Cumbria Highways should the proposals form part of the planning application.

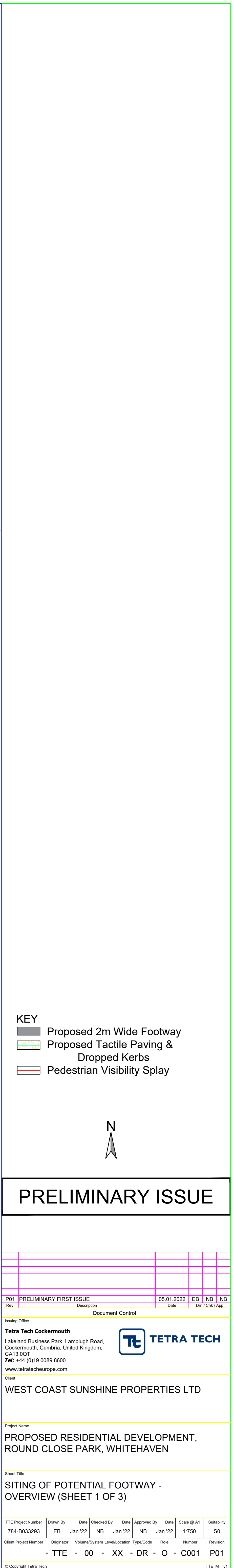
Yours sincerely,

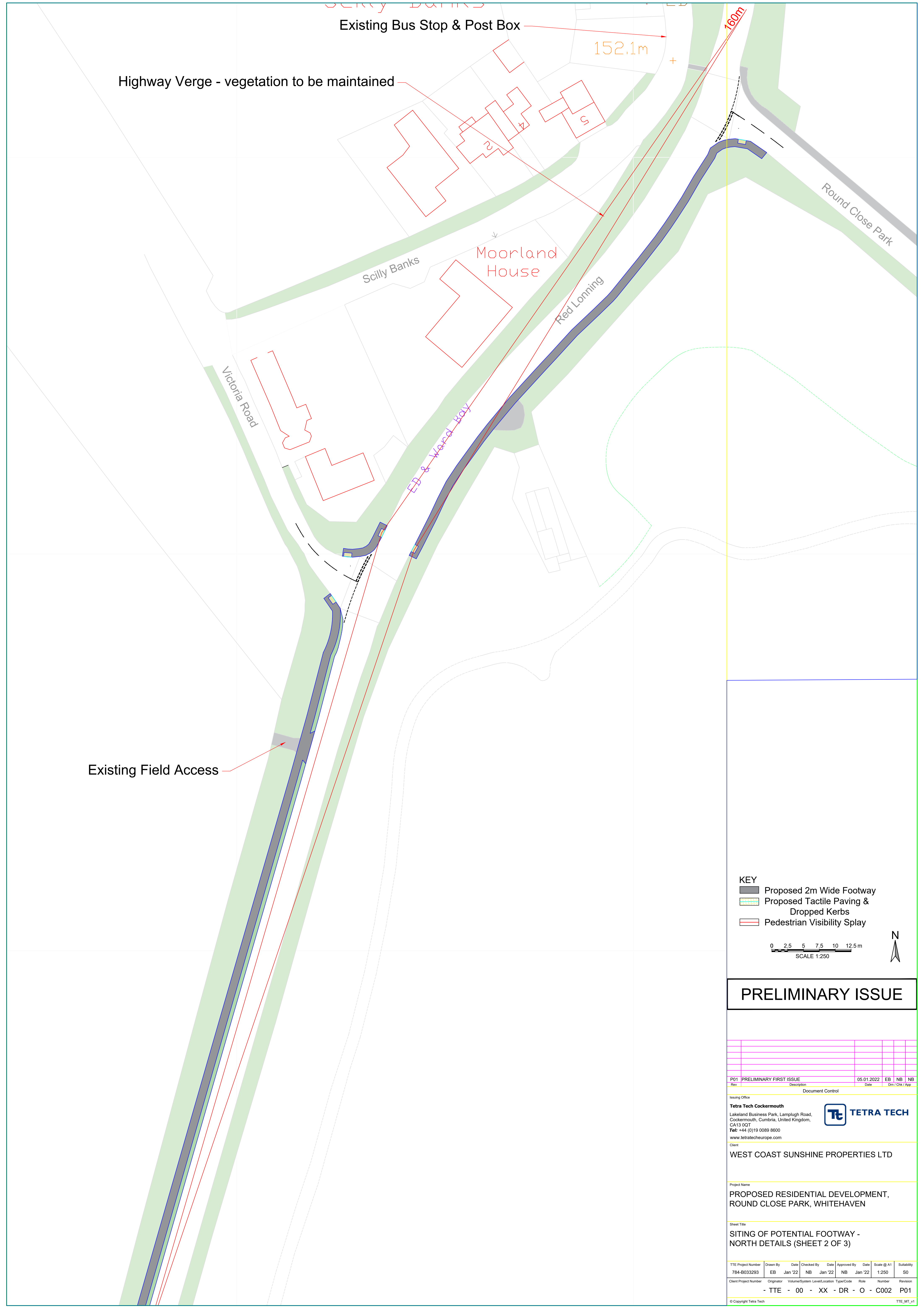
Eleanor Bunn

Senior Transport Planner

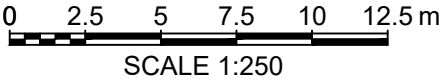
For and on behalf of TetraTech

Enc. TT Drawing 784-B033293-C001-P01 Overview
 TT Drawing 784-B033293-C002-P01 North Detail
 TT Drawing 784-B033293-C003-P01 South Detail





- KEY**
- Proposed 2m Wide Footway
 - Proposed Tactile Paving & Dropped Kerbs
 - Pedestrian Visibility Splay



PRELIMINARY ISSUE

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Client
WEST COAST SUNSHINE PROPERTIES LTD

Project Name
**PROPOSED RESIDENTIAL DEVELOPMENT,
ROUND CLOSE PARK, WHITEHAVEN**

Sheet Title
**SITING OF POTENTIAL FOOTWAY -
NORTH DETAILS (SHEET 2 OF 3)**

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