

Oliver Hoban

From: Nick Hayhurst
Sent: 05 July 2023 14:31
To: Oliver Hoban
Subject: FW: Whinnah, Lamplugh - Road Safety Assessment & summary
Attachments: Whinnah Road Safety Assessment_Issue 3_Final.pdf

From: Richard Lindsay [REDACTED]
Sent: Tuesday, July 4, 2023 3:35 PM
To: Nick Hayhurst [REDACTED]
Cc: [REDACTED]
Subject: FW: Whinnah, Lamplugh - Road Safety Assessment & summary

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Dear Nick

First I must apologise for the delay in sending you the information requested at our last site meeting. The RSA was prepared by Consultants and we then had a further meeting on site with them, and then a further meeting with Ellie from Tetra before things were finalised.

I am pleased to enclose their report with a summary attached from Ellie. My own comments acting on behalf of my clients can be summarised as set out below. The factors mentioned I think should be carefully considered.

ACCIDENTS

No serious accidents have occurred at the junction of the existing access with the main highway over the last 47 years.

USAGE

The traffic generation on the access now, is far far less than it was over the period of the last usage, that of a cattle holding facility. HGVs at that time came and went from the site 24/7.

COST

Although not always a factor taken into account in planning matters, it should be considered here. If the new junction is required the capital cost of this new access will be in the region of £80,000/£100,000, a not inconsiderable sum. This would have to be met by my clients who are a small business enterprise.

CONCLUSION

The RSA states clearly the pros and cons of each option and the words MARGINAL and FINELY BALANCED are used. I therefore do not consider that the RSA comes down strongly on one side or the other, and taking this into consideration, and the above points, I am firmly of the opinion that the existing access is safe and should be retained as the access to the Dairy business.

I further consider from the comments he made at our site meeting, that Shamus from Cumbria Highways, was minded to think the same, albeit, I accept, before the RSA had been produced.

We will await your advice and further comments with very keen interest, and I would be grateful if you could forward all to Shamus including this e mail containing my thoughts. If you require a further extension of time please let me know.

With Kind Regards

Richard

From: Bunn, Eleanor [REDACTED]
Sent: 03 July 2023 13:58
To: Richard Lindsay; [REDACTED]
Subject: Whinnah, Lamplugh - Road Safety Assessment & summary

Dear Richard, Martin, and Peter

As discussed, please find attached the Road Safety Assessment from Nicholson Sloan Consultancy. Below is a summary of the document. Please do remember that the assessment team are more than happy to be contacted if the Local Highway Authority would like to discuss the report, and I would encourage this.

The report starts by noting the current operating conditions of the A5086, it's physical characteristics and road markings. The average surveyed speed is 50mph and the 85th percentile speed is 57mph, the average daily flow is around 4000 vehicles. It has an excellent road safety record with none recorded since 2013.

The report notes the previous use of the site which comprised larger buildings and greater traffic movements than the present use. The report authors reviewed recent video footage which shows large vehicles successfully making the turn to/from the existing access with a slight encroachment into the Asby junction.

It then outlines the two different access options. At the existing access, the report notes that the favourable collision history includes complex turns by long vehicles and states this is unlikely to be a negative factor in considering the potential for future collisions (the collision risk is pertaining to the overrun of the Asby junction; and scuffing of the carriageway can lead to surface/grip risks). The proposed access complies with standards and has full visibility splays, adequate stopping sight distance, and full overtaking sight distance. The authors note that overtaking could occur in the vicinity of either access.

Chapter 4 offers a pro/con list for each option. The existing access has no collisions associated with turning vehicles, even though it is a non-standard arrangement which involves encroachment into the Asby junction. It may increase surface scuffing (although no evidence of this is seen on the ground). The proposed access, on the other hand, is a standard layout with no encroachment. However, it will cost in the region of £80,000-£100,000* and present an additional maintenance burden for Cumberland Council. [*estimate obtained by the applicant's agent and not stated in the RSAss]

The report concludes that the favourable collision history argues for the status quo and that the new access has a marginal benefit in terms of road safety, but that this should be weighed with other factors, including cost.

If the proposed access is deemed to be necessary, there are 2 other recommendations suggested in the report, comprising alterations to the white lining and restriction of some movements through the existing access. The report also suggests an opportunity to investigate the possibility of extending the 40mph speed limit.

In the Appendix there is the risk assessment matrix. It uses two pieces of evidence (no injury collisions in 10 years; and all previous collisions were slight in nature) to conclude the overall road safety risk to be low for both the existing and proposed accesses.

Eleanor Bunn BSc (Hons) MCIHT
Senior Transport Planner
Pronouns: she, her, hers

Tetra Tech

Lakeland Business Park, Lamplugh Road, Cockermouth, Cumbria, CA13 0QT



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