

Mr A McNally
Story House
Lords Way
Kingmoor Business Park
Carlisle
CA6 4SL

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By E-mail only

Dear Adam

Edgehill Park Phase 4 – Highways Contributions

This letter has been produced by i-Transport as a review of the off-site highway contributions set out in Cumbria County Council's (CCC) response, dated 7th October 2022, to the planning application at Edgehill Park (planning reference: 4/22/2332/0F1). Off-site highway contributions included in CCC's response are at the following locations:

- Cleator Moor Road / Overend Road junction.
- Mirehouse Rd / St Bees Rd junction.
- Traffic Calming Scheme on High Road and Woodville Way.
- Footway Widening scheme on Ennerdale Terrace, Ginns to Kells Road and Ginns.

CCC provided i-Transport with the 'Copeland Transport Improvements Study' (TIS) which sets out the schemes at these locations. The following provides a review of the schemes and our view on the requirements to contribute to these schemes.

[Cleator Moor Road / Overend Road Junction](#)

The Cleator Moor Road / Overend Road junction improvement scheme includes the signalising of the junction, with widening on Cleator Moor Road. The scheme is presented as ID32 on page 83 of the TIS. CCC advised that the total cost of this scheme to be £332,400, to be split between 5 sites (including Edgehill Park). However Table 9-5 of the TIS states that this is based on sites that contribute 25+trips to the junction. The current application site only adds an additional 3-4 maximum trips in the peak hours (as set out in para 7.2.6 of the TA). We therefore do not consider it is appropriate for Story Homes to be contributing to this scheme.

Mirehouse Road / St Bees Road Junction

The proposed off-site highway contribution at the Mirehouse Road / St Bees Road junction is identified as a road safety scheme, which is set out as ID36 on page 84 of the TIS. CCC identifies a contribution of £89,400 as part of the total cost towards the scheme (£178,800, split between two sites (including Edgehill Park and West Lakes Science Park)). This 'improvement' scheme removes the southbound left slip lane and introduces a few speed control measures.

This 'improvement' scheme was produced on the grounds of safety, based on Table 5-1 of the TIS. It is noted that this table is titled 'Locations in proximity to Local Plan sites with three or more serious or fatal collisions recorded between 2016 and 2020', but the table states that only two fatal/serious collisions were recorded at this junction. Using Crashmap (a free online service) the fatal collision is noted to have occurred in 2016 and was in proximity of the St Bees/Road/Wilson Pitt Road junction, rather than Mirehouse Road. We would therefore question the requirement for this scheme on the grounds of safety. In addition, if this scheme is required based on the historic safety records it would seem unreasonable for developers to be required to fund the full 'improvement' scheme given that it is being considered as a safety issue with existing traffic flows.

Furthermore, we discussed this scheme with CCC with reference to the contribution requirements for the original Edgehill Park application at this junction and they advised that this was to the same scheme and has not been implemented/commenced. Story Homes paid £35,000 on 8th December 2016 towards improvements at this junction.

Footway Widening and Traffic Calming Schemes

These schemes include the provision of traffic calming measures along High Road and Woodville Way, with the widening of footways on the western side of Ennerdale Terrace, Ginns to Kells Road and Ginns to create a shared use path. This is set out on page 45 of the TIS, but not specific plans identifying the improvements and how they will be implemented are available.

An earlier version of the TIS only included the traffic calming measures along High Road and Woodville Way, with a cost contribution of £7,700 per site (with 5 sites contributing equally to the total). The latest TIS now includes the widening of footways on western side of Ennerdale Terrace, Ginns to Kells Road and Ginns to create a shared use path, which has increased the proposed contribution to £116,200 for each site.

The Ennerdale Terrace, Ginns to Kells Road and Ginns route is not expected to be a primary route for pedestrians or cyclists from the Edgehill Park site, who are much more likely to travel to/from Whitehaven from the existing PRow link to St Bees Road. Furthermore, other developments in the area, especially the former Marchon Site, would be expected to generate significantly higher levels of pedestrian/cycle movement along the Ginns to Kells Road. We would therefore suggest that it is not reasonable to ask for equal split to any contribution to provide a shared use path on this route. We consider that the contribution set out for the traffic calming scheme only is more reasonable as this would help with reducing speeds along the road that the Edgehill Park site accesses onto, while the shared path route is unlikely to be used by residents of the Edgehill Park scheme.

Yours sincerely

A handwritten signature in black ink, appearing to read "Jon Wilkinson".

JON WILKINSON

Associate

for i-Transport LLP

Email: jon.wilkinson@i-transport.co.uk