

Proposed Residential Development Low Road, Whitehaven

Transport Assessment

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Astime Properties

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1.0 INTRODUCTION

- 1.1 Tetra Tech have been appointed by Astime Properties to produce the Transport Assessment (TA) for submission alongside their full planning application for a proposed residential development of 99 homes at Low Road, Whitehaven. The site benefits from a previous planning consent for 107 homes (ref 4/15/2007/0F1) dated December 2016 which has now lapsed. The previous consent included no conditions requiring off-site works, and the highway implications of this amount of residential development have been considered acceptable.
- 1.2 The current proposal is for the erection of a similar but reduced residential development of 99 dwellings and associated access as per the previous consent.
- 1.3 WYG (now Tetra Tech) produced the TA in support of the previous planning application (ref 4/15/2007/0F1) in 2014 which assessed the impact of 110 homes (the planning application was shortly after reduced to 107 homes). There were no highway issues raised by Cumbria County Council (CCC) and Highways England (HE) had no objection.
- 1.4 The key parameters of the TA for the current proposal have been discussed with CCC Highways. It has been agreed the same trip rates and traffic distribution used in the 2014 TA remain appropriate. While it has been agreed that the Mirehouse Road/A595 junction does not require capacity assessment (due to the improvements HE made when signalling the junction), CCC has requested that the Mirehouse Road/St Bees Road junction is subject to a capacity assessment as it was identified as having a high RFC during local plan assessments. Additionally, CCC have identified the Story Homes site at Edgehill Park which should be included as an additional committed development whose traffic generations should be taken into account. HE were also consulted on the scope of this TA and confirmed they did not require capacity assessment of the Mirehouse Road/A595 junction.
- 1.5 The report has been produced having due regard for the advice contained in:
 - National Planning Policy Framework (NPPF) published by Ministry of Housing, Communities & Local Government, June 2019.
 - MHCLG's Transport Assessment and Travel Plan guidelines set out in Planning Practice Guidance.
 - Manual for Streets (MfS) published by Department for Transport (DfT), March 2007, and MfS 2 published by Chartered Institution of Highways & Transportation (CIHT, endorsed by DfT), September 2010.
 - Cumbria Development Design Guide, 2017.

- 1.6 The main purposes of the TA are to review the accessibility of the application site by sustainable modes of travel and to consider the traffic impacts of the proposed development site on the local road network.
- 1.7 The TA has been prepared solely in connection with the proposed development. Whilst every reasonable effort has been made to ensure its accuracy, use of the information contained in the report by a third party for any other purpose is entirely at their own risk.

2.0 EXISTING CONDITIONS

- 2.1 This section of the report considers the existing conditions on the surrounding highway network.

The Site

- 2.2 The development site is located approximately 1.5km south of Whitehaven town, bound by Low Road to the east, vacant land to the south and west, and a cemetery to the north. A plan showing the site location and the adjoining highway network is shown at Figure 1 in Appendix A.

Local Road Network

- 2.3 The B5345 Low Road is a 7m wide single carriageway which runs in a general north-south direction connecting Whitehaven with Mirehouse and the village of St Bees. Along the site frontage there is a 2.2m wide footway on the western side of the carriageway. There is no footway on the eastern side. The road is lit and subject to a 30mph speed limit.
- 2.4 The road network in the vicinity of the site includes the following junctions:
- B5345 Low Road/ Meadow Road - 3 arm priority junction about 500m to the north of site access Station Road
 - B5345 Low Road/ Woodhouse Road - 3 arm priority junction about 200m to the south of site access
- 2.5 Meadow Road has a carriageway width of approximately 6m and provides access to residential area located to the east of the site, bound by Low Road, Mirehouse Road and the A595. It also provides connection to Mirehouse Road and the A595.
- 2.6 Woodhouse Road has a carriageway width of approximately 5.5m wide and provides access to residential area to the west of the site.
- 2.7 Approximately 1km south of the site is the junction of Mirehouse Road/ B5345 St Bees Road which connects to the junction of the A595(T) Egremont Road/ Mirehouse Road to the east. Mirehouse Road is a 7m wide single carriageway and is subject to a 30mph speed limit, but has a narrow bridge part way along.
- 2.8 The A595(T) runs in a north-south direction linking north to Distington, Workington and Cockermouth, and south to Egremont and Sellafield. The speed limit on the A595 at its junction with Mirehouse Road is 40mph, but this changes to the national speed limit some approximately 200m south of this junction.

Committed Development

- 2.9 WYG (now Tetra Tech) consulted with CCC Highways at the time of the 2014 TA submission. A number of committed developments were identified and included in the assessment:
- Albion Square Development (10,500sqm B1 employment).
 - Rhodia Residential Development (575 dwellings and school of 210 pupils), which includes Magellan Park.
- 2.10 For this assessment, CCC have identified the additional committed developments to be taken into account as:
- The Story Homes site at Edgehill Park. Phase 1 is occupied, Phase 2 is being constructed, Phase 3 is currently the subject of a Reserved Matters application.
- 2.11 There is an application currently lodged with the LPA for the West Cumbria Mining project located off the coast near Whitehaven. The residential development at Low Road was a committed development when the WCM application was submitted. The application has not been determined and has been recently called in by the Secretary of State. WCM may not receive planning permission and is not a committed development, therefore any potential traffic generated by it is not included in this assessment.

Traffic Flows

- 2.12 Due to the ongoing Covid-19 situation, collecting representative traffic data not feasible. Instead, flows have been obtained from CCC's West Cumbria Saturn Model which was recently updated in 2019. This methodology was confirmed with CCC at the Scoping stage.
- 2.13 The model includes all committed developments in the area, and CCC are currently in the process of including Copeland's allocated Local Plan sites. As this site was granted planning permission in 2016, it should have been included as a committed development in the model. Nevertheless, this assessment adds the generated traffic onto the WCSM base flows. This provides a robust assessment.
- 2.14 As the Story Homes Edgehill Park site is a committed development and is partially constructed, it has been assumed to be included in the model.

3.0 ACCESSIBILITY

- 3.1 NPPF was updated and revised in June 2019, replacing the 2012 version of the Framework. At Paragraph 102c it identifies “*opportunities to promote walking, cycling and public transport use are identified and pursued*” for development proposals and at Paragraph 103 it indicates “*opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making*”. The accessibility of the site has been considered based on the guidance in NPPF.
- 3.2 Table 3.1 below summarises the nearest amenities and their approximate distance from the centre of the site.

Table 3.1: Location of Nearest Amenities from Proposed Development

Route No.	Route Description	Distance (m)	Time	
			Walk (min)	Cycle (min)
1	Bus stop - Low Road opposite Cemetery Lodge	400	4	1
2	Alternative Bus Stop - Woodland Road	600	6	2
3	Railway Station - Corkickle	1600	20	8
4	Primary School - Valley Primary School	1440	18	7
5	Junior School - Monkway School	1500	20	7
6	Retail shopping - Asda Supermarket, Preston Street	1560	21	7
7	Retail Shopping - The Co-Operative Food store	1360	18	7
8	Sport facilities - Whitehaven Sports Centre	1960	24	10

Walking

- 3.3 Tetra Tech (formerly WYG) have analysed walking for all purposes as the main mode of travel (from home) by interrogating data collected through the 2010 National Travel Survey (NTS) to calculate the average and 85th percentile distances travelled. The survey data was collected from 7,700 households covering over 18,000 individuals and so provides a robust sample which can be reviewed for variations across UK regions and variations between different reasons for travelling. The analysis has revealed the average distance people walk is 1.15km and the 85th percentile distance is 1.95km. The analysis was published in Local Transport Today in October 2017.

- 3.4 For this review an acceptable maximum walking distance of 1.95km has been adopted, i.e. approximately a 24 min walk (at a typical walking speed of 1.3m per sec) from the centre of the proposed development.
- 3.5 Footway and street lighting are provided on the west side of Low Road adjacent the proposed residential site access junction, which the proposed development will connect to. The footway provision extends north into the town centre and south to Greenbank Avenue where the road becomes more rural in nature.
- 3.6 The site layout provides an additional pedestrian/cycle access to the north of the site, which also accommodates a secondary emergency vehicle access.
- 3.7 The Co-operative retail shop on Lakeland Avenue is the nearest shop within 1.2km of the site. Larger retail stores like Asda and Aldi are located around 1.5km north of site on Preston Street.
- 3.8 Whitehaven Town Centre, a number of Junior and Primary schools, railway station and leisure facilities are located within 1.9km of the site.
- 3.9 The site is therefore well located for access to the existing footway network and the proposed development suitably connects with it. There is a range of amenities and facilities as well as education and employment opportunities within a reasonable walking distance.
- 3.10 The pedestrian walking catchment from the site is shown at Figure 2 in Appendix A.

Cycling

- 3.11 Tetra Tech (formerly WYG) have analysed cycling for all purposes as the main mode of travel (from home) by interrogating data collected through the 2010 NTS to calculate the average and 85th percentile distances travelled. The survey data was again collected from 7,700 households covering over 18,000 individuals. The analysis revealed the average distance people cycle is 4.5km and the 85th percentile distance is 7.2km. The NTS data is available on request.
- 3.12 At a typical cycling speed of 200m per min, a 4.5km cycle ride takes 22 to 23 mins and a 7.2km cycle ride takes just over 35 mins.
- 3.13 Figure 3 in Appendix A shows the 4.3km and 7.25km cycle catchment areas around the site.
- 3.14 All the areas within acceptable walking distance are also accessible by bicycle. Whitehaven town centre is within the 4.5km cycling catchment giving access to more retail and leisure facilities. St Bee's town centre and areas of Hensingham are within the 7.2km catchment area providing access to West

Cumberland Hospital, a number primary and high schools and West lakes Science and Technology Park.

- 3.15 There are a number of advisory cycle, signed cycle and traffic-free routes on the network surrounding the site. Whitehaven is the starting point of the popular 140km long C2C cycle route which travels from Whitehaven to Sunderland. The Whitehaven-St Bees Circular cycle route is within 1km of the site and runs along the C2C cycle route to the east and along High Street (Blue 72 route signs) to the west of the proposed site. The local cycle routes are shown in Figure 4 in Appendix A.
- 3.16 Residents at the proposed development have a good level of accessibility to retail, leisure, recreational and educational opportunities within a reasonable distance by both walking and cycle modes.

Public Transport – Bus

- 3.17 Walking distances have been analysed for those trips where walking was the 1st stage mode of travel and bus was the 2nd stage mode of travel. The NTS data from 2002 to 2012 was used to calculate the average and 85th percentile walking distances to a bus stop. The analysis, published in Logistics and Transport Focus March 2018, showed, outside of London, the average distance people walk to a bus stop is 580m and it can be concluded at 580m there is a good prospect people would walk to a bus stop. Figure 2 in Appendix A shows bus stops located near the site.
- 3.18 The nearest bus stop is located on Low Road, opposite Cemetery Lodge, approximately within 400m (a 4-min walk) from the centre of the site. Service 2A calls at this stop. There are additional bus stops on Woodhouse Road to the south of the site within 600m walk from the site. Service 2 calls at this stop. There are also stops on Meadow Road, some 600m from the site. Service 3 and 3A call at these stops. The bus services are summarised at Table 3.2 below.

Table 3.2: Bus Routes Accessible from Proposed Development

Service No.	Route	Monday to Friday		Saturday		Sunday
		Day	Eve	Day	Eve	
2	Whitehaven- Kells-Woodhouse-Greenbank-Whitehaven	2 per hour	1 per hour till 9.30pm	2 per hour	1 per hour till 9.30pm	1 service every 2 hours
2A	Whitehaven- Kells-Woodhouse-Greenbank-Whitehaven	1 morning service only	No service	No service	No service	No service
3/3A	Whitehaven-Corkickle-Mirehouse-Whitehaven	2 per hour	1 per hour till 6.45pm	2 per hour	1 per hour till 6.45pm	2 services

- 3.19 The site is well connected to local bus services.

Public Transport - Rail

- 3.20 Walking distances have been analysed for those trips where walking was the 1st stage mode of travel and rail was the 2nd stage mode of travel. The NTS data from 2002 to 2012 was used to calculate the average and 85th percentile distances on foot to a railway station. The analysis showed, outside of London, the average distance people walk to a railway station is 1,010m and it can be concluded at 1km there is a good prospect that people will walk to a railway station.
- 3.21 The site is approximately 1,600m to the south of Corkickle Station which operates train services to Whitehaven, Workington, Carlisle and Barrow-in-Furness as well as a number of other population centres along the route. The station can be reached within a 20-min walk or an 8-min cycle.
- 3.22 Additionally, Whitehaven Station is located approximately 3km to the north of the site, near the town centre. The station lies on the same line as Corkickle Station and has services which operate to the same destinations.
- 3.23 The details of the services operating from Corkickle/Whitehaven Station are shown in Table 3.3 below.

Table 3.3: Train Service Frequencies from Corkickle/Whitehaven

Route	Mon - Sat		Sun
	Daytime	Evening	
Towards Carlisle	Approx. 1 per hour	Last train 9.30pm	Approx. 1 per hour
Towards Barrow	Approx. 1 per hour	Last train 8.20pm	Approx. 1 per hour

- 3.24 Corkickle station has a ticket machine, shelters and step-free access. Whitehaven station has shelters with waiting and seating facilities, step-free access, customer service and ticketing facilities, toilets, and car and cycle parking.
- 3.25 The location of Corkickle Station in relation to the site can be seen at Figure 2 in Appendix A.

Conclusion

- 3.26 The proposed development has good accessibility on foot, bike and public transport to a range of useful local amenities and destinations, and there is a public transport option available for journeys further afield. The proposed development includes suitable connections to facilitate access to those existing provisions. The site is therefore considered to be in a sustainable location with reference to guidance in NPPF.

4.0 DEVELOPMENT PROPOSAL

- 4.1 The proposed development would provide 99 residential dwellings with associated access off Low Road. The site benefits from a previously consented planning application for 107 homes dated 2016.
- 4.2 The indicative layout is shown on Green Swallow Drawing 1092/01 Rev A included in Appendix A.

Access

- 4.3 The main site access is 5.5m wide with 1.8m wide footways on both sides. There is a secondary emergency vehicle access located further north on Low Road. It is 3.7m wide and provides an additional pedestrian/cycle access to Low Road.
- 4.4 A new priority junction on Low Road will serve as access to the proposed development. The main access road is a single carriageway road with approximate width of 5.5m. the visibility splays are well in excess of the MfS requirement for 30mph roads. The access junction and splays were agreed with CCC as part of the previous planning consent for the site.

Proposed Parking

- 4.5 The current proposal consists of 99 dwellings, the houses ranging from 2 to 4 bedrooms. All the 3 and 4 bed houses have a garage and a driveway adequate to accommodate 2 cars. The 2 bed houses have driveway for parking at least 1 car.
- 4.6 An additional 6 visitor car parking spaces are provided across the site.

Servicing and Refuse Collection

- 4.7 The internal layout has been designed in accordance with CCC's highway design guide with adequate access and turning areas provided for service, refuse and delivery vehicles.

5.0 TRIP GENERATION AND TRAFFIC DISTRIBUTION

Trip Generation

- 5.1 The TRICS database was used to derive suitable multi-modal trip generation rates for the previously consented 107 homes during the critical weekday AM and PM peak hours. This TA will use the same rates and apply them to the current proposal of 99 homes, as agreed with CCC during scoping discussions.
- 5.2 The table below shows the agreed trip rates and the generated traffic for 99 homes.

5.3 Table 5.1: Vehicle Trip Rates and Generated Traffic Flows for 99 homes

Time Period	Trip Rate		Generated Trips	
	Arrivals	Departures	Arrivals	Departures
AM Peak Hour 08:00-09:00	0.159	0.418	16	41
PM Peak Hour 16:00-17:00	0.388	0.215	38	21

Traffic Distribution

- 5.4 The traffic distribution used in the 2014 TA for the consented 107 homes was based on 2011 Census data and NTS journey to work data. As agreed, this TA will use the same distribution and apply it to 99 homes.
- 5.5 At the site access junction, in the AM peak 57% are assigned to travel north on Low Road to/from the town centre and 43% travel to/from the south. In the PM peak, 68% travel north to/from the town centre and 32% travel to/from the south.
- 5.6 At St Bees Road/Mirehouse junction, 88% turn to/from Mirehouse Road in the AM peak and 80% in the PM peak.
- 5.7 Figure 5 in Appendix B shows the generated traffic distributed at the site access and at the Mirehouse Road junction.

6.0 FUTURE YEARS

- 6.1 A planning application for the proposed development is to be submitted in 2021. In this TA, 2031 has been taken as the future year, 10 years hence.
- 6.2 Traffic flows obtained from the West Cumbria Saturn Model 2019 have been projected to 2031 by applying factors extracted from the DfT's TEMPRO computer program using the definitive National Trip End Model (NTEM) v7.2 database and the current National Transport Model (NTM) AF15 dataset in line with WebTAG Unit 3.15.2 Use of TEMPRO Data. Whitehaven (Copeland 005) has been selected as the defined area with "Urban" Area type and "Minor" Road types selected.

Table 6.1: TEMPRO Growth Factors

	Period	
	AM Peak	PM Peak
2019 to 2031	1.1322	1.1265

- 6.3 The growth factors have been applied to the 2019 Saturn flows to obtain 2031 baseline flows. The development generated traffic has been added to the baseline to obtain 2031 With Development flows.
- 6.4 Figure 6 in Appendix B shows the 2031 With Development flows at the site access and at Mirehouse Road.

7.0 OPERATIONAL ASSESSMENT

- 7.1 CCC had requested that the following junctions should be considered within this TA
- B5345 St Bees Road/ Mirehouse Road
- 7.2 It is noted that the site currently benefits from an outline application for 107 homes and there are no planning conditions requiring off-site highway works. In granting this consent CCC were satisfied that there were no significant highway impacts on the local road network. The above junction was subject to a capacity assessment for the 2014 TA and the results showed the junction continued to operate well within capacity.
- 7.3 As discussed above only one junction was requested to undergo a capacity assessment. This was undertaken using TRL's Junctions 9 software program and using the flows reported in Figure 6, 2031 With Development. The key junction performance indicators presented below are Ratio of Flow to Capacity (RFC) values, ranging from 0 to 1.0; the average number of vehicles queuing (in PCUs); and average vehicle delay (mins per PCU). A full set of outputs are enclosed in Appendix C.

Mirehouse Road/St Bees Road Junction

- 7.4 The layout of the junction is such that St Bees Road forms the major arm and Mirehouse Road is the minor arm. There is a right turn ghost island for traffic turning right into Mirehouse Road from St Bees Road South. Additionally, there is a slip lane for traffic turning left from St Bees Road North to Mirehouse Road which gives way to right turning traffic from St Bees Road. Junctions 9 is not able to model junctions with the slip lane configurations and a standard T junction with ghost island has been used. This has the effect of including the left turn traffic in the major road flows and increasing the flow to which the right turn traffic has to give way and so provides a more robust assessment.

Table 7.1: Junction Performance Summary for St Bees/ Mirehouse Road

		2031 With Dev	
		AM Peak Hour Flows	PM Peak Hour Flows
Mirehouse Rd Left turn	Max Q	0.3	0.7
	Av Delay	8 secs	11 secs
	Max RFC	0.23	0.39
Mirehouse Rd Right turn	Max Q	0.3	0.8
	Av Delay	12 secs	16 secs
	Max RFC	0.24	0.42
St Bees South Ahead & Right	Max Q	0.6	0.3
	Av Delay	10 secs	8 secs
	Max RFC	0.36	0.19

- 7.5 The results show that all the arms of the junction continue to operate well within capacity with significant spare capacity and minimal queuing, with the development in place.
- 7.6 It can be observed that the proposed development flows do not have any significant impact on the operational capacity, queuing or delays at the junction in the AM and PM peak hours.

8.0 HIGHWAY SAFETY

- 8.1 Accident data has been obtained from Cumbria Road Safety Partnership for the most recent 5-year period available, 31 March 2016 to 31 March 2021. The study area was the B5345 Low Road from Coach Road to B5345 St Bees Road at Mirehouse Road, inclusive of both junctions. Copies of the records are attached in Appendix D.
- 8.2 A total of 17 personal injury accidents were recorded in the assessment area during the 5-year period, of which 11 resulted in slight injury, 5 in serious injury and 1 which was fatal. The data has been reviewed and is summarised in the following sections.

Low Road

- 8.3 There were no incidents reported at the Low Road/Coach Road junction. A total of four incidents were reported on Low Road; 3 resulted in slight injury, and 1 in serious injury. Table 8.1 below summarises the details.

Table 8.1: Personal Injury Accidents: Low Road

Ref No	Location	Lighting	Road Surface	Severity	Casualties
205975	Low Road	Daylight	Dry	Slight	1 Motorcycle rider
<p>A goods vehicle travelling north has attempted to negotiate parked cars outside the terraced houses and engages reverse gear but fails to see the motorcycle following behind. It collides with a motorcycle causing slight injury to the rider</p> <p>Factors: failed to look properly, stationary vehicles</p>					
82243	Southbound Low Road at Meadow Road	Darkness, street lights present and lit	Dry	Serious	1 Driver
<p>The driver of a car is drunk and is travelling in excess of the 30mph speed limit, he collides with a sandstone wall and sustains serious injury.</p> <p>Factors: Impaired by alcohol, exceeding speed limit</p>					
328650	Low Road at Meadow Road	Darkness, street lights present and lit	Dry	Slight	1 Driver
<p>A car turns right out of Meadow Road onto Low Road and collides with a taxi travelling north on Low Road.</p> <p>Factors: Poor turn or maneuver</p>					
811850	Low Road	Daylight	Wet/damp	Slight	1 motorcycle rider
<p>The rider of a motorcycle sustained slight injuries when he collided into the rear of a car that had slowed to negotiate a narrow section of carriageway as they travelled south on Low Road.</p> <p>Factors: none listed</p>					

8.4 The recorded incidents are all attributed to driver error and are not attributed to highway design.

Low Road/Woodhouse Road

8.5 A total of two incidents were reported at the junction; 1 resulted in slight injury, and 1 in serious injury. Table 8.2 below summarises the details.

Ref No	Location	Lighting	Road Surface	Severity	Casualties
274297	Low Road/St Bees Road at Woodhouse Road junction	Daylight	Dry	Slight	1 Pedestrian
A child climbs onto the tow bar of a goods vehicle as it travels northbound on St Bees Road. The child jumps off causing slight injury to himself. Factors: Dangerous action in the carriageway					
960497	Low Road/St Bees Road at Woodhouse Road junction	Daylight	Wet/damp	Serious	1 Cyclist
A young cyclist travels at speed on Woodhouse Road towards the junction with St Bees Road. He fails to stop at the give-way and collides with a car travelling north on St Bees Road. The cyclist sustained serious injuries. Factors: none listed					

Table 8.2: Personal Injury Accidents: Low Road/Woodhouse Road Junction

8.6 Both incidents were the result of dangerous actions by children and are not attributed to highway design.

St Bees Road Road/Mirehouse Road

8.7 A total of 11 incidents were reported at and around the junction; 7 resulted in slight injury, 3 in serious injury and 1 was fatal. Table 8.3 below summarises the details.

Table 8.3: Personal Injury Accidents: St Bees Road/Mirehouse Road Junction

Ref No	Location	Lighting	Road Surface	Severity	Casualties
338341	St Bees Road/Mirehouse Road	Darkness	Dry Tues, Oct, 7.45pm	Slight	1 Driver
A car travelling north on St Bees Road turns right into Mirehouse Road but fails to see another car travelling south towards them. The driver collides with the oncoming car and sustains slight injuries.					

Factors: Failed to look properly, failed to judge other person's path or speed					
190867	St Bees Road	Darkness, no street lighting	Wet/damp	Slight	1 Driver
A car travelling north on St Bees Road loses control and crosses to the opposing carriageway. The driver collides with another car travelling southbound causing slight injury to themselves. Factors: impaired by alcohol, loss of control.					
910852	St Bees Road/ Mirehouse Road	Daylight	Dry Sat, July, 1pm	Serious	2 Drivers
A car is waiting to turn right into Mirehouse Road and turns in front of another car travelling south on St Bees Road, colliding with it and causing it to overturn and collide with a third car. The driver sustains serious injuries, the driver of the overturned car sustains slight injuries. Factors: Failed to look properly, exceeding the speed limit.					
66038	Southbound on St Bees Road	Daylight	Dry	Fatal	1 Driver
A car travelling south along St Bees Road. As the vehicle passes the junction with Mirehouse Road the vehicle is seen to drive slowly off road onto nearside verge where it collides with a fence post, rolls back, and stops. The elderly driver is found slumped at wheel. Factors: Illness or disability, mental or physical					
147393	St Bees Road/ Mirehouse Road	Darkness, lighting unknown	Dry Wed, Jan, 5.45pm	Slight	1 Driver
A car is travelling north on St Bees Road and has turned right onto Mirehouse Road. The driver collides with another car which was travelling south on St Bees Road and sustains slight injuries. Factors: Failed to look properly, failed to judge other person's path or speed					
805905	St Bees Road/ Mirehouse Road	Daylight	Dry Sun, Dec, 3.30pm	Slight	2 Drivers, 2 Passengers
A car travelling north on St Bees Road wishes to turn right into Mirehouse Road. However, the driver turns too early and turns into the left-hand lane of Mirehouse Road into oncoming traffic. A car swerves to avoid him and they collide, causing slight injury to a driver and passenger from each vehicle. Factors: Poor turn or maneuver, road layout					
1005230	St Bees Road/ Mirehouse Road	Darkness, streetlights present and lit	Dry Thurs, Dec, 5pm	Serious	2 Drivers
A car travelling north on St Bees Road wishes to turn right into Mirehouse Road. The driver fails to see the oncoming vehicle travelling southbound on St Bees Road and collides with it. The driver sustains slight injuries and causes serious injuries to the other driver. Factors: Failed to look properly, failed to judge other person's path or speed, careless/reckless/in a hurry.					
181660	St Bees Road/ Mirehouse Road	Daylight	Dry Tues, May, 12.15pm	Serious	1 Motorcycle Rider
A car and a motorcycle travel southbound on St Bees Road, the car indicates to turn left into slip way onto Mirehouse Road. Another car travelling north on St Bees Road is waiting to turn right into Mirehouse Road; it begins to maneuver, knowing the other car must give way, but fails to notice the motorcycle behind which is not turning. The car collides with the motorcycle causing serious injury to the rider. Factors: Failed to look properly, poor turn or maneuver.					
195463	St Bees Road/ Mirehouse Road	Daylight	Dry Sun, June, 2pm	Slight	2 Drivers

A car travelling north on St Bees Road turns right into Mirehouse Road and collides with another car travelling south on St Bees Road, causing slight injury to both drivers. Factors: Road Layout, following too close					
201923	St Bees Road/ Mirehouse Road	Daylight	Dry Tues, July, 6pm	Slight	2 Drivers
A car travelling north on St Bees Road turns right into Mirehouse Road and collides with another car travelling southbound, causing slight injury to both drivers. Factors: Failed to look properly					
275384	St Bees Road/ Mirehouse Road	Daylight	Dry Thurs, Feb, 1.30pm	Slight	1 Driver
A car travelling north on St Bees Road attempts to turn right into Mirehouse Road, failing to see another car travelling south towards them. The driver collides with the oncoming car causing slight injury to the other driver. Factors: Failed to look properly					

- 8.8 There is a cluster of incidents reported at the Mirehouse Road junction, Of the reported incidents, 9 involved vehicles turning right into Mirehouse Road from St Bees Road (the remaining two were not regarding vehicles making turning manoeuvres and were attributed to alcohol impairment or ill health of the driver). Failing to look properly is listed as a factor in all but two of the 9 incidents that occurred at the junction. Road layout is listed as a factor in two incidents, along with driver error factors (poor turn or manoeuvre and following too close).
- 8.9 However, it is unclear why this is the case. The road layout is without issue and the visibility is excellent with around 200m of forward visibility for traffic turning right into Mirehouse Road; the visibility line is to the north and would not be affected by sunlight at any time of the day. There is no consistency to the incidents with the road conditions or lighting.
- 8.10 The data has been further interrogated to look for accident patterns. There is no consistency with the seasons or time of day or day of the week.
- 8.11 It is suggested that CCC undertake a Road Safety Assessment of the junction to investigate the cluster of accidents for right turn manoeuvres into Mirehouse Road.
- 8.12 From the 2019 WCSM, the volume of traffic using the junction is 589 in the AM peak and 821 in the PM peak. The proposed development adds a small number of additional vehicles through the junction: 25 in the AM peak and 20 in the PM peak, an increase of respectively 4% and 2%. As shown in Figure 5 in Appendix A, none of this additional traffic is making right turns into Mirehouse Road.

Conclusion

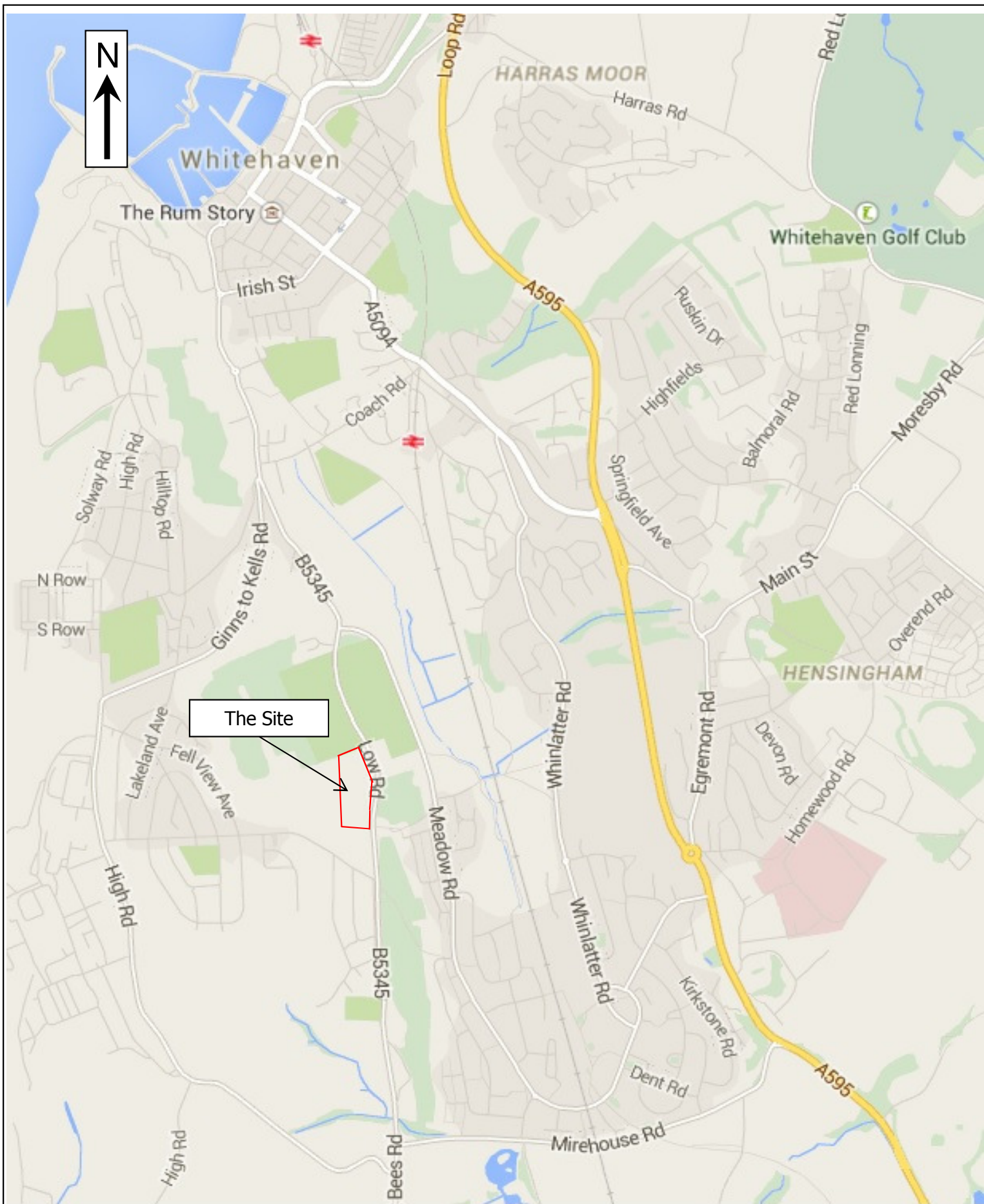
- 8.13 There were 17 accidents reported in 5 years. For the large assessment area (that is, a 2.2km stretch of road), the number of incidents is small; around 3 per year.
- 8.14 Most accidents were slight in nature. Of the 5 that were serious in nature, two were due to alcohol impairment and/or exceeding the speed limit, the rest were due to driver/cyclist error (failing to look or making a poor manoeuvre).
- 8.15 The one fatal accident involved an elderly driver who suffered a health incident at the wheel. No other vehicles were involved and the accident is not attributed to layout of the road.
- 8.16 The proposed development traffic would result in small increases in the AM and PM peak hour flows on Low Road and at the Mirehouse Road junction. Additionally, at the Mirehouse Road junction, the majority of the traffic generated by the development that would utilise this junction would be making left turns into Mirehouse Road and right turns out of it, with little traffic travelling ahead through the junction. There have been very few reported accidents involving vehicles making these manoeuvres.
- 8.17 It is therefore considered the development proposal would not have a noticeable effect on the existing road safety record of the local road network.

9.0 SUMMARY AND CONCLUSIONS

- 9.1 Tetra Tech were appointed on behalf of Astime Properties to produce this Transport Assessment (TA) for submission alongside their full planning application for a proposed residential development at Low Road, Whitehaven. The application site benefits from a previous consent for 107 dwellings. The current proposal is for 99 dwellings.
- 9.2 The site is an accessible location and provides good opportunities for sustainable means of transport. There is a good network of footways surrounding the site and there are facilities and amenities within walking distance. There are local cycle routes and all of Whitehaven town centre is within a reasonable cycle. There are bus stops within 400m (4-min walk) of the site which provide services to useful local destinations. There is also a train station 1.6km from the site (20-min walk, 8-min cycle) for journeys further afield.
- 9.3 The site will be accessed by a new priority junction onto Low Road as per the consented application. The internal road has a 5.5m carriageway and 1.8m footways. There is an emergency vehicle access 3.7m wide which doubles as an additional pedestrian/cycle connection. There is sufficient parking and turning areas provided.
- 9.4 The development generates 57 movements in the AM peak and 59 in the PM peak. This is a decrease from the consented development whose traffic was deemed acceptable. The generated trips can easily be accommodated at the site access on Low Road and on the surrounding network.
- 9.5 Mirehouse Road/St Bees Road junction has been subject to a capacity assessment at the request of CCC. The junction was modelled for the 2014 application and the results revealed it would continue to operate well within capacity including the committed developments within West Cumbria Saturn Model . The junction has been re-assessed with the reduced number of generated trips and the results reveal there is little queuing or delays and the junction continues to operate well.
- 9.6 The road network local to the site has a good accident record. There is a cluster of accidents at Mirehouse Road for the right-turn in manoeuvre. The proposed development does not add any traffic to this movement and adds very little traffic to the junction overall (4% increase in the AM peak and 2% in the PM peak). Nevertheless, it is suggested that CCC carry out a safety assessment to determine the cause.
- 9.7 In conclusion, it has been shown, the application site is accessible by a range of sustainable modes of travel, the proposed development can be accessed in a safe manner and the impacts of traffic generated are minimal and can be accommodated on the local road network. It is therefore concluded

there are no justifiable transportation reasons why planning permission should not be granted in accordance with NPPF.

APPENDIX A - FIGURES AND PLANS



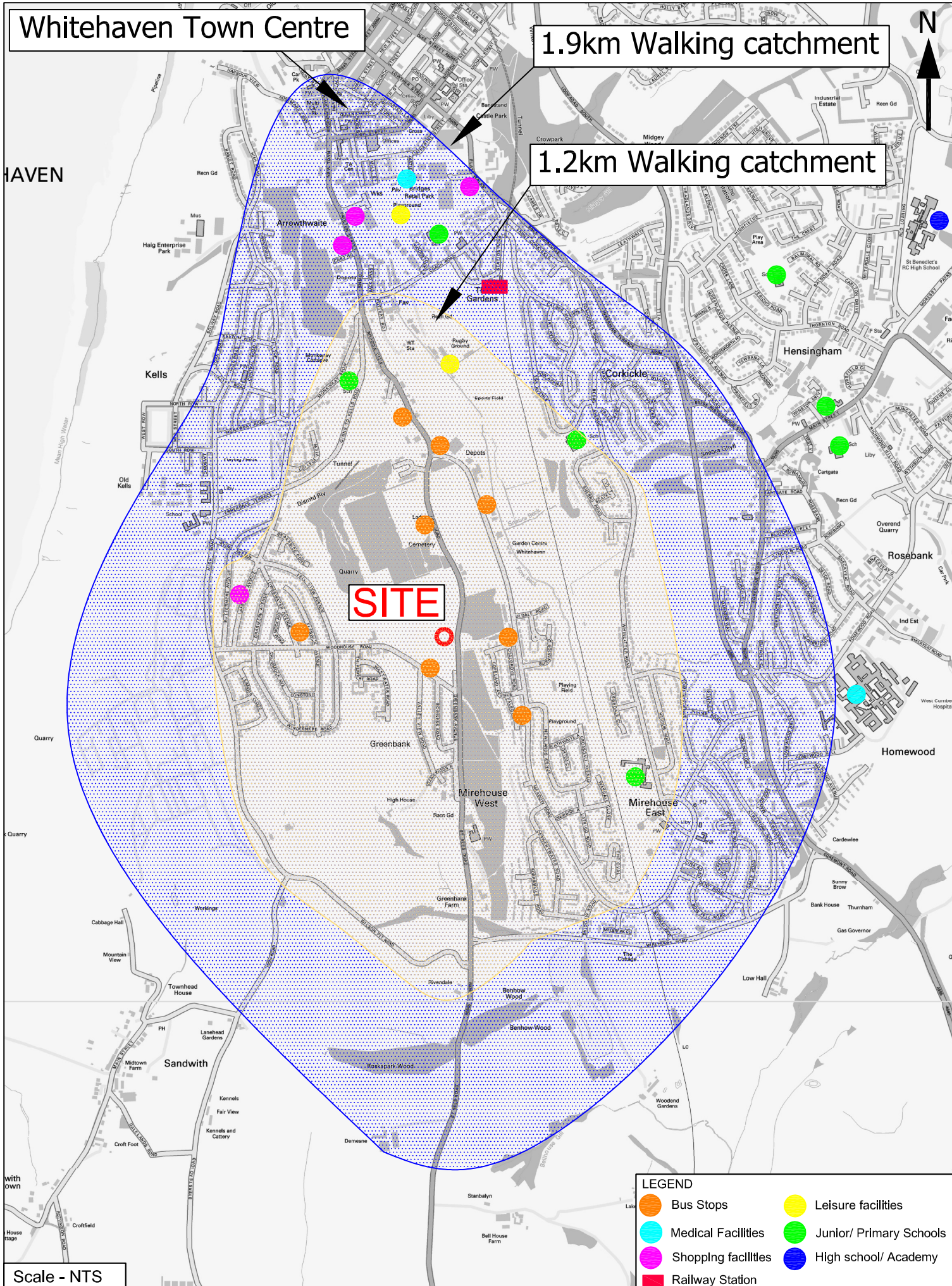
Low Road, Whitehaven

Site Location Plan

Figure 1



TETRA TECH

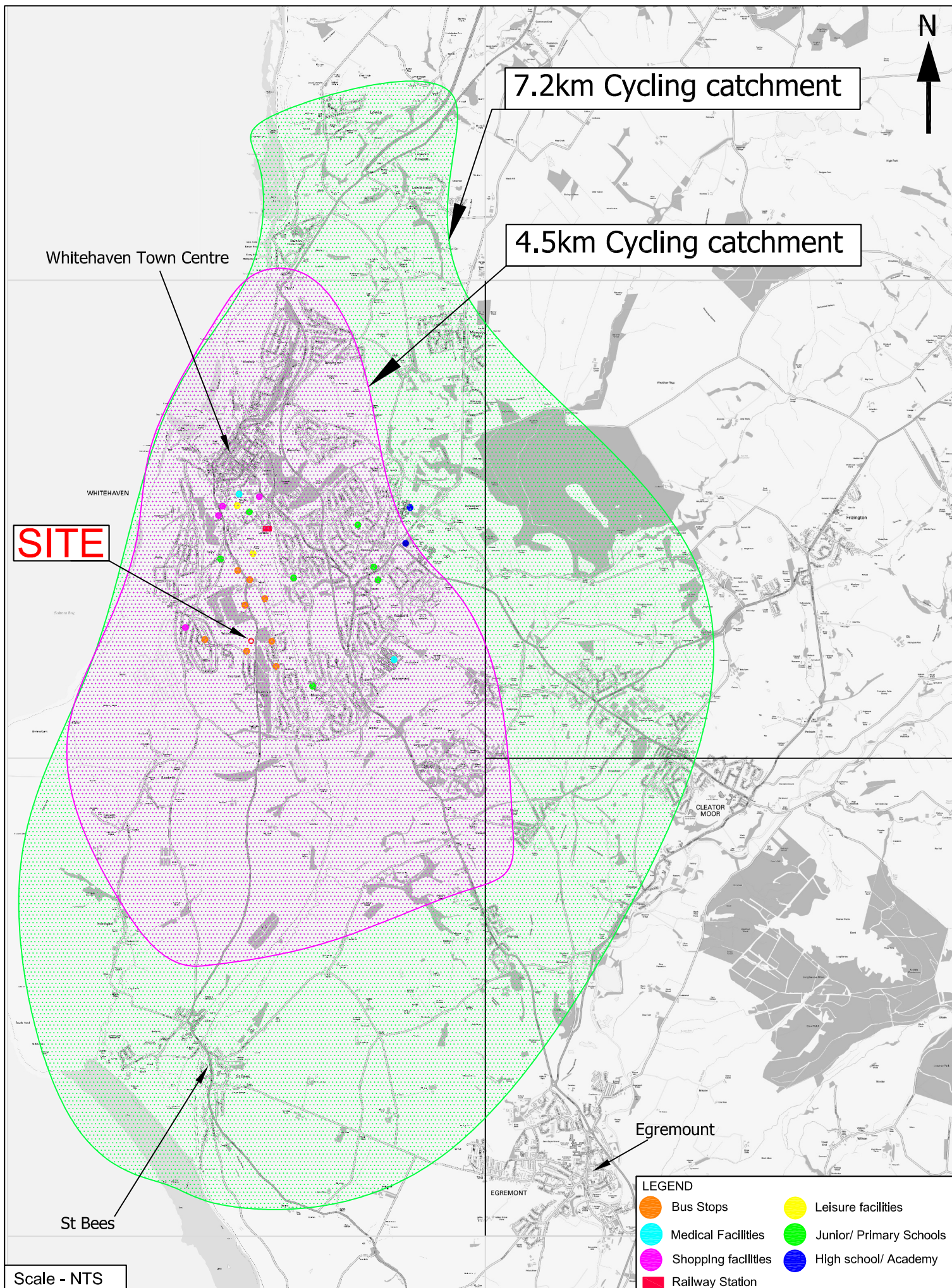


Low Road, Whitehaven

1.2km and 1.9km Walking Catchments

Figure 2

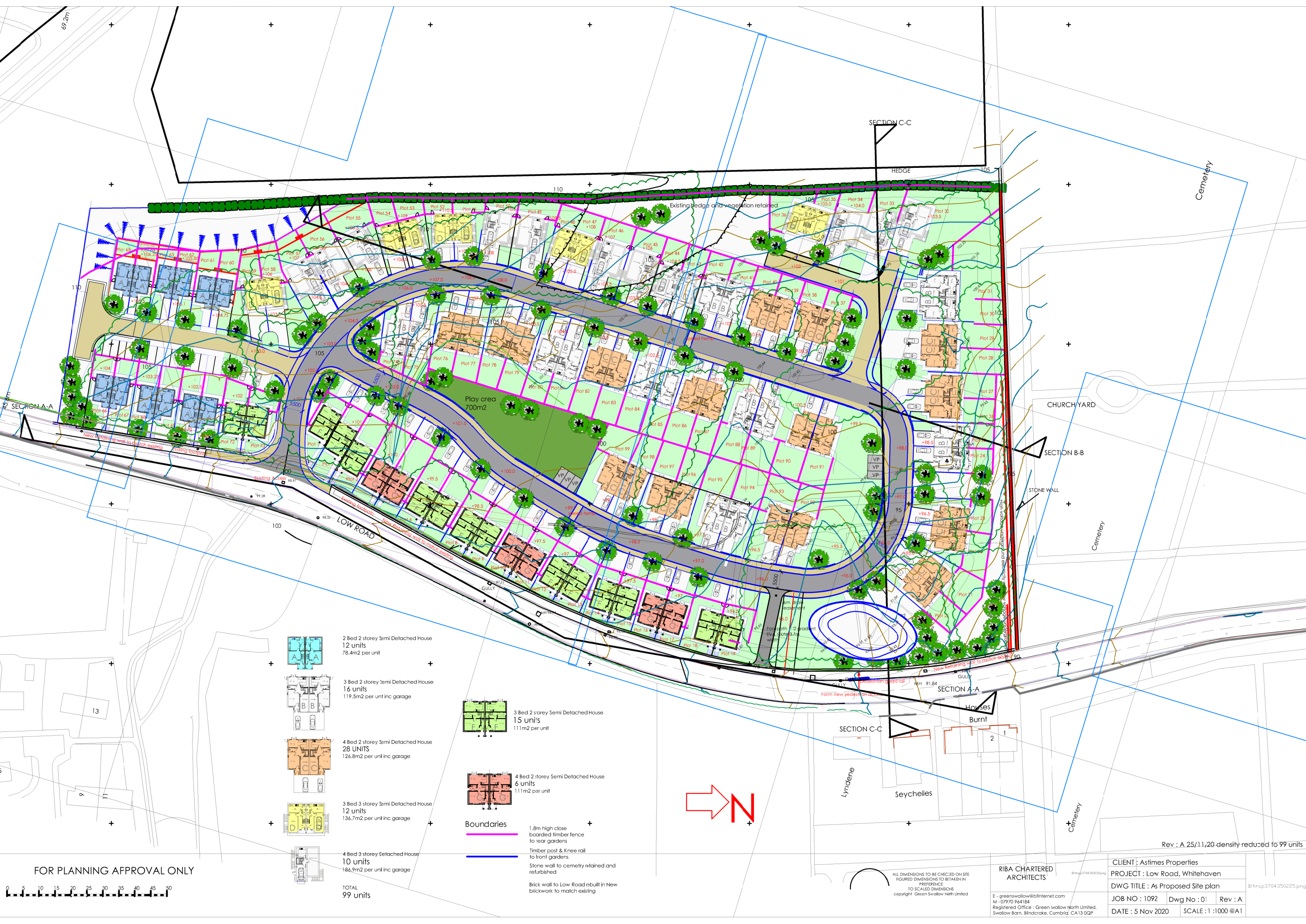




Low Road, Whitehaven






4.5km and 7.2km Cycling Catchments



Figure 3



FOR PLANNING APPROVAL ONLY

0 5 10 15 20 25 30 35 40 45 50

-  2 Bed 2 storey Semi Detached House
12 units
78.4m2 per unit
 -  3 Bed 2 storey Semi Detached House
16 units
119.5m2 per unit inc garage
 -  4 Bed 2 storey Semi Detached House
28 units
126.8m2 per unit inc garage
 -  3 Bed 3 storey Semi Detached House
12 units
136.7m2 per unit inc garage
 -  4 Bed 3 storey Detached House
10 units
186.7m2 per unit inc garage
- TOTAL
99 units

-  3 Bed 2 storey Semi Detached House
15 units
111m2 per unit
 -  4 Bed 2 storey Semi Detached House
6 units
111m2 per unit
- Boundaries**
- 1.8m high close boarded timber fence to rear gardens
 - Timber post & knee rail to front gardens
 - Stone wall to cemetery retained and refurbished
 - Brick wall to Low Road rebuilt in New brickwork to match existing



Lyndene
Seychelles

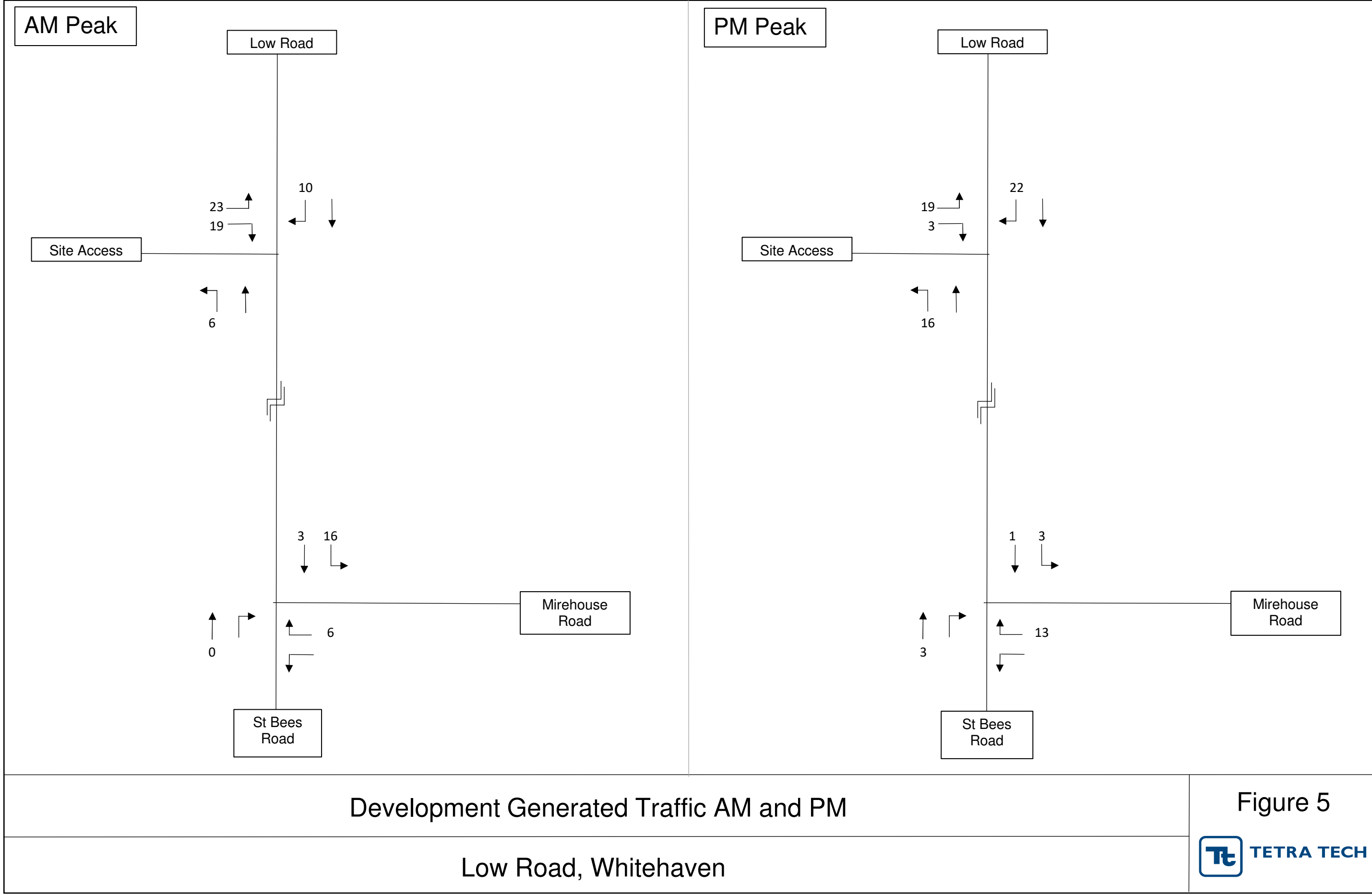
ALL DIMENSIONS TO BE CHECKED ON SITE
FIGURED DIMENSIONS TO BE TAKEN IN
PREFERENCE
TO SCALED DIMENSIONS
copyright Green Swallow North Limited

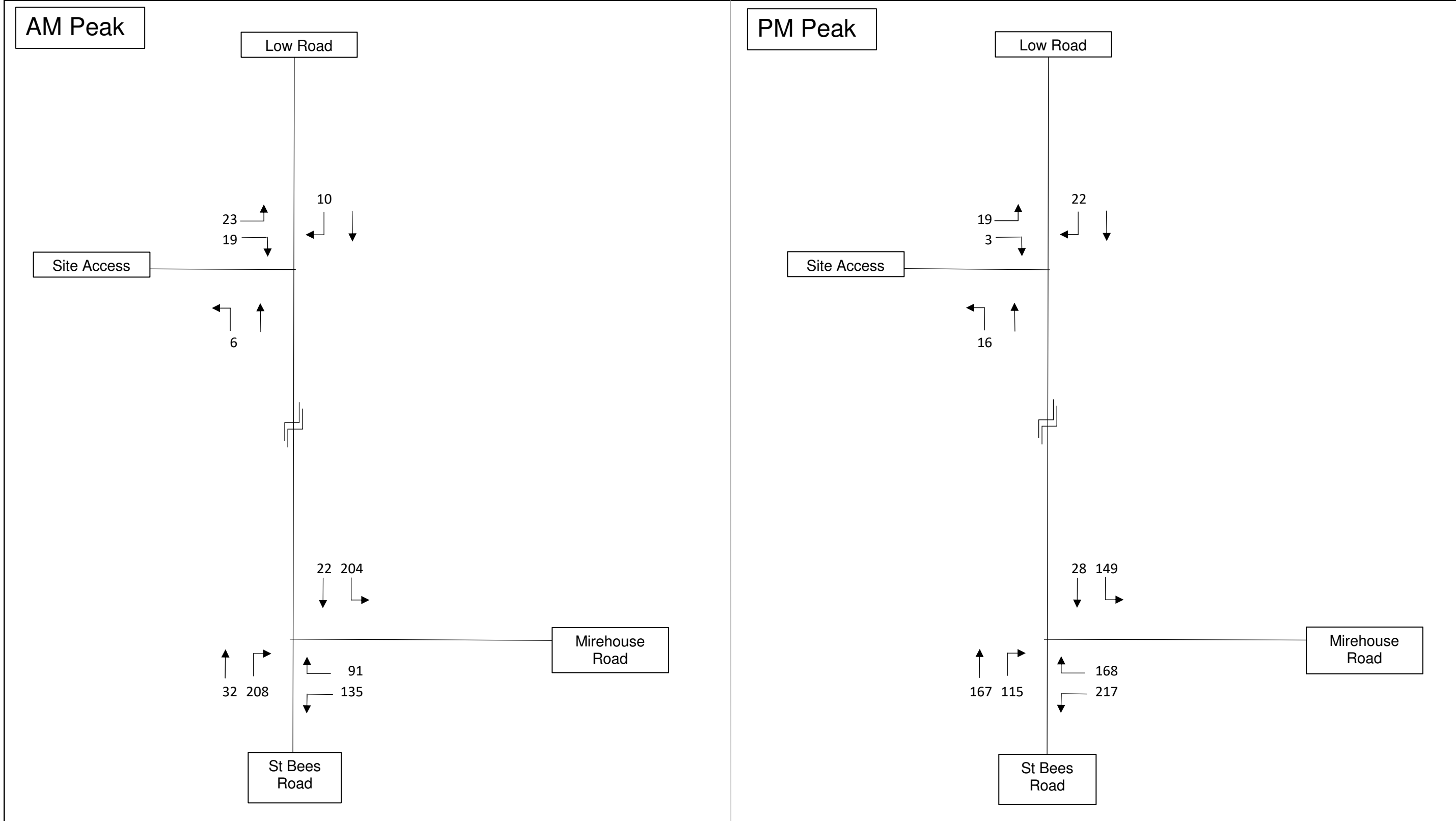
RIBA CHARTERED
ARCHITECTS

E - greenswallow@btinternet.com
M - 07970 964184
Registered Office : Green Swallow North Limited,
Swallow Barn, Blindcrake, Cumbria, CA13 0GP

CLIENT : Astimes Properties			Bitrap3704350225.png
PROJECT : Low Road, Whitehaven			
DWG TITLE : As Proposed Site plan			
JOB NO : 1092	Dwg No : 01	Rev : A	
DATE : 5 Nov 2020	SCALE : 1 : 1000 @A1		

APPENDIX B – NETWORK DIAGRAMS





2031 With Development Flows AM and PM

Low Road, Whitehaven

Figure 6



APPENDIX C – MODEL OUTPUTS

Junctions 9						
PICADY 9 - Priority Intersection Module						
Version: 9.5.0.6896						
© Copyright TRL Limited, 2018						
For sales and distribution information, program advice and maintenance, contact TRL:						
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk						
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution						

Filename: St Bees-Mirehouse Rd.j9

Path: I:\Projects\B028001 - B028500\B028073 - Low Road Whitehaven\50 Project Input\52 Generated Data\Traffic Models

Report generation date: 26/05/2021 15:19:03

«2031 With Dev, AM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2031 With Dev						
Stream B-C	0.3	7.83	0.23	0.7	10.62	0.39
Stream B-A	0.3	12.47	0.24	0.8	15.60	0.42
Stream C-AB	0.6	9.68	0.36	0.3	7.52	0.19

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

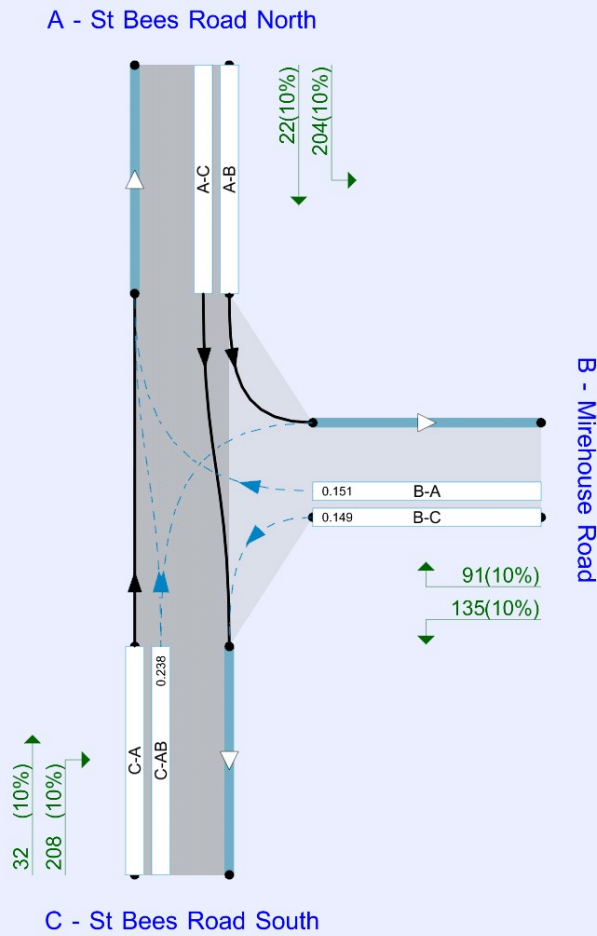
File summary

File Description

Title	Mirehouse Road/ St Bees Road
Location	Whitehaven
Site number	
Date	06/11/2014
Version	
Status	Completed
Identifier	
Client	Astime Properties
Jobnumber	A089228
Enumerator	narendra.sadhale [2147LT]
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031 With Dev	AM	ONE HOUR	08:00	09:30	15	✓

2031 With Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	St Bees Road North		Major
B	Mirehouse Road		Minor
C	St Bees Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - St Bees Road South	6.00		✓	3.50	75.0	✓	3.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Mirehouse Road	One lane plus flare	10.00	8.50	5.60	5.30	4.70	✓	3.00	60	75

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	532	0.097	0.245	0.154	0.350
1	B-C	729	0.112	0.283	-	-
1	C-B	705	0.273	0.273	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Bees Road North		ONE HOUR	✓	226	100.000
B - Mirehouse Road		ONE HOUR	✓	226	100.000
C - St Bees Road South		ONE HOUR	✓	240	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - St Bees Road North	B - Mirehouse Road	C - St Bees Road South
From	A - St Bees Road North	0	204	22
	B - Mirehouse Road	91	0	135
	C - St Bees Road South	32	208	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - St Bees Road North	B - Mirehouse Road	C - St Bees Road South
From	A - St Bees Road North	0	10	10
	B - Mirehouse Road	10	0	10
	C - St Bees Road South	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.23	7.83	0.3	A	124	186
B-A	0.24	12.47	0.3	B	84	125
C-AB	0.36	9.68	0.6	A	191	287
C-A					29	43
A-B					187	281
A-C					20	30

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	102	25	681	0.149	101	0.0	0.2	6.822	A
B-A	69	17	455	0.151	68	0.0	0.2	10.217	B
C-AB	157	39	659	0.238	155	0.0	0.3	7.845	A
C-A	24	6			24				
A-B	154	38			154				
A-C	17	4			17				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	121	30	670	0.181	121	0.2	0.2	7.217	A
B-A	82	20	439	0.186	82	0.2	0.2	11.070	B
C-AB	187	47	650	0.288	187	0.3	0.4	8.538	A
C-A	28	7			28				
A-B	183	46			183				
A-C	20	5			20				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	149	37	654	0.227	148	0.2	0.3	7.820	A
B-A	100	25	418	0.240	100	0.2	0.3	12.431	B
C-AB	230	57	639	0.360	229	0.4	0.6	9.645	A
C-A	34	9			34				
A-B	225	56			225				
A-C	24	6			24				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	149	37	654	0.227	149	0.3	0.3	7.833	A
B-A	100	25	418	0.240	100	0.3	0.3	12.467	B
C-AB	230	57	639	0.360	230	0.6	0.6	9.677	A
C-A	34	9			34				
A-B	225	56			225				
A-C	24	6			24				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	121	30	669	0.181	122	0.3	0.2	7.233	A
B-A	82	20	439	0.186	82	0.3	0.3	11.116	B
C-AB	187	47	650	0.288	188	0.6	0.5	8.577	A
C-A	28	7			28				
A-B	183	46			183				
A-C	20	5			20				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	102	25	680	0.149	102	0.2	0.2	6.854	A
B-A	69	17	454	0.151	69	0.3	0.2	10.284	B
C-AB	157	39	659	0.238	157	0.5	0.3	7.902	A
C-A	24	6			24				
A-B	154	38			154				
A-C	17	4			17				

APPENDIX D – ACCIDENT DATA

Full Collision Report



Report date range

Start Date = 31/Mar/2016
End Date = 31/Mar/2021

Accident No:	66038	Weather:	FINE (WITHOUT HIGH WINDS)
Severity:	FATAL	Road Surface:	DRY
Date:	Wednesday 4-May-16 at 0730	Lighting:	DAYLIGHT
No. Casualties:	1 No. 1	Special Conds:	NONE
Easting:	297638 Northing: 515130	Carriageway Hazds	

Road:	B5345	Speed Limit:	30	Road	SINGLE CARRIAGEWAY
Location:	ST BEES ROAD UNSPECIFIED ROAD OR LOCATION MIREHOUSE ROAD				
Description:	V1 HAS BEEN TRAVELLING ALONG ST BEES ROAD FROM WHITEHAVEN TOWARDS ST BEES. AS THE VEHICLE PASSES THE JUNCTION WITH MIREHOUSE ROAD THE VEHICLE IS SEEN TO DRIVE SLOWLY OFF ROAD ONTO NEAR SIDE VERGE WHERE IT STOPS AND ROLLS BACKWARDS AFTER COLLIDING WITH WOODEN FENCE POST. VEHICLE ROLLS BACK AND COMES TO STOP. DRIVER FOUND SLUMPED AT WHEEL.				

Causation Factors: Pre 2005	Confidence:
Factor 1:	UNKNOWN
Factor 2:	UNKNOWN
Factor 3:	UNKNOWN
Factor 4:	UNKNOWN

Contributory Factors: Post 2005	Confidence:
Factor 1:	ILLNESS OR DISABILITY, MENTAL OR PHYSICAL
	VERY LIKELY

Junction Details:	"T" OR STAGGERED JUNCTION
Junction Control:	GIVE WAY OR UNCONTROLLED
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	Journey Purpose:	NOT KNOWN
Vehicle Type:	CAR	Veh. Manoeuvres:	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	Veh. Loc. In Road:	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	Junction Location:	VEHICLE IN MIDDLE OF JUNCTION
Reg. Number:	0	Skidding & Overturn:	NO SKIDDING/JACK-KNIFING
Driver Sex:	MALE	Object in Cway:	NONE
Driver Age:	74	Veh. Leaving Cway:	LEFT CARRIAGEWAY NEAR SIDE
Driver Postcode:	CA28	Object off Cway:	NONE
Breath Test:	NOT REQUESTED	First Point of Impact:	FRONT
		Hit and Run:	OTHER
Direction:	N S	Vehicle Make:	?
	N S		

Casualties

Casualty :	1	Pedestrian Location	NOT PEDESTRIAN
Severity:	FATAL	Pedestrian Movement:	NOT PEDESTRIAN
Age:	74	Pedestrian Direction:	NOT PEDESTRIAN
Sex:	MALE	Pedestrian Roadworker	NO
Casualty Class:	DRIVER	Car Passenger:	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	PSV Passenger:	NOT A BUS OR COACH PASSENGER

Accident No:	82243	Weather:	UNKNOWN
Severity:	SERIOUS	Road Surface:	DRY
Date:	Saturday 25-Jun-16 at 0223	Lighting:	DARKNESS: STREET LIGHTS PRESENT AND LIT
No. Casualties:	1 No. 1	Special Conds:	NONE
Easting:	297441 Northing: 516965	Carriageway Hazds	

Road:	B5345	Speed Limit:	30	Road	SINGLE CARRIAGEWAY
Location:	LOW ROAD B5345 MEADOW ROAD				
Description:	Driver of Vehicle 1 has been drunk and travelling in excess of the 30mph speed limit and collided with sandstone wall on the offside of the road.				

Causation Factors: Pre 2005	Confidence:
Factor 1:	UNKNOWN
Factor 2:	UNKNOWN
Factor 3:	UNKNOWN
Factor 4:	UNKNOWN

Contributory Factors: Post 2005	Confidence:
Factor 1:	IMPAIRED BY ALCOHOL
Factor 2:	EXCEEDING SPEED LIMIT
	VERY LIKELY
	VERY LIKELY

Junction Details:	NOT AT OR WITHIN 20 METRES OF JUNCTION
Junction Control:	NOT APPLICABLE
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	Journey Purpose:	OTHER
------------------	---	------------------	-------

Vehicle Type:	CAR	Veh. Manoeuvres:	GOING AHEAD LEFT HAND BEND
Towing Artic:	NO TOW/ARTICULATION	Veh. Loc. In Road:	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	Junction Location:	NOT AT JUNCTION (OR WITHIN 20M/22 YARDS)
Reg. Number:	0	Skidding & Overturn:	SKIDDED
Driver Sex:	MALE	Object in Cway:	NONE
Driver Age:	28	Veh. Leaving Cway:	LEFT CARRIAGEWAY OFFSIDE AND REBOUNDED
Driver Postcode:	CA28	Object off Cway:	WALL OR FENCE
Breath Test:	NOT REQUESTED	First Point of Impact:	FRONT
Direction:	N S	Hit and Run:	OTHER
	N S	Vehicle Make:	?

Casualties

Casualty :	1	Pedestrian Location	NOT PEDESTRIAN
Severity:	SERIOUS	Pedestrian Movement:	NOT PEDESTRIAN
Age:	28	Pedestrian Direction:	NOT PEDESTRIAN
Sex:	MALE	Pedestrian Roadworker	NO
Casualty Class:	DRIVER	Car Passenger:	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	PSV Passenger:	NOT A BUS OR COACH PASSENGER

Accident No:	147393	Weather:	FINE (WITHOUT HIGH WINDS)
Severity:	SLIGHT	Road Surface:	DRY
Date:	Wednesday 18-Jan-17 at 1740	Lighting:	DAYLIGHT
No. Casualties:	1	No.	2
Easting:	297639	Northing:	515176
		Special Conds:	NONE
		Carriageway Hazds	
Road:	B5345	Speed Limit:	30
Location:	ST BEES ROAD UNSPECIFIED ROAD OR LOCATION MIREHOUSE ROAD	Road	SINGLE CARRIAGEWAY
Description:	Vehicle 001 has been travelling from ST Bees direction towards Whitejaven and has turned right onto Mirehouse Road, Vehicle 1 has collided into oncoming vehicle 2 which was travelling from Whitehaven to ST BEES.		

Causation Factors: Pre 2005	Confidence:
Factor 1:	UNKNOWN
Factor 2:	UNKNOWN
Factor 3:	UNKNOWN
Factor 4:	UNKNOWN

Contributory Factors: Post 2005	
Factor 1:	FAILED TO LOOK PROPERLY
Factor 2:	FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED
Confidence:	UNKNOWN
Confidence:	UNKNOWN

Junction Details:	"T" OR STAGGERED JUNCTION
Junction Control:	GIVE WAY OR UNCONTROLLED
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	Journey Purpose:	NOT KNOWN
Vehicle Type:	CAR	Veh. Manoeuvres:	TURNING RIGHT
Towing Artic:	NO TOW/ARTICULATION	Veh. Loc. In Road:	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	Junction Location:	VEHICLE APPROACHING JUNC OR PARKED JUNC APPROACH
Reg. Number:	0	Skidding & Overturn:	NO SKIDDING/JACK-KNIFING
Driver Sex:	FEMALE	Object in Cway:	NONE
Driver Age:	57	Veh. Leaving Cway:	DID NOT LEAVE CARRIAGEWAY
Driver Postcode:	CA28	Object off Cway:	NONE
Breath Test:	DRIVER NOT CONTACTED AT TIME OF AC	First Point of Impact:	NEARSIDE
Direction:	N S	Hit and Run:	OTHER
	N S	Vehicle Make:	CITROEN

Casualties

Casualty :	1	Pedestrian Location	NOT PEDESTRIAN
Severity:	SLIGHT	Pedestrian Movement:	NOT PEDESTRIAN
Age:	57	Pedestrian Direction:	NOT PEDESTRIAN
Sex:	FEMALE	Pedestrian Roadworker	NO
Casualty Class:	DRIVER	Car Passenger:	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	PSV Passenger:	NOT A BUS OR COACH PASSENGER

Vehicle Number :	2	Journey Purpose:	NOT KNOWN
Vehicle Type:	CAR	Veh. Manoeuvres:	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	Veh. Loc. In Road:	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	Junction Location:	VEHICLE APPROACHING JUNC OR PARKED JUNC APPROACH
Reg. Number:	0	Skidding & Overturn:	NO SKIDDING/JACK-KNIFING
Driver Sex:	FEMALE	Object in Cway:	NONE
Driver Age:	44	Veh. Leaving Cway:	DID NOT LEAVE CARRIAGEWAY
Driver Postcode:	CA22	Object off Cway:	NONE
Breath Test:	NEGATIVE	First Point of Impact:	OFFSIDE
Direction:	N S	Hit and Run:	OTHER
	N S	Vehicle Make:	MERCEDES

Casualties

Conditions

Accident No: 181660

Severity: SERIOUS

Date: Tuesday9-May-17at 1213

No. Casualties: 1No. 3

Easting: 297638Northing: 515261

Weather: FINE (WITHOUT HIGH WINDS)

Road Surface: DRY

Lighting: DAYLIGHT

Special Conds: NONE

Carriageway Hazds

Road: B5345Speed Limit: 30Road SINGLE CARRIAGEWAY

Location: ST BEES ROAD B5345 MIREHOUSE ROAD

Description: VEH 1 TURNS RIGHT INTO MIREHOUSE ROAD, VEH 3 TRAVELLING DOWN ST BEES ROAD AS WELL AS VEH 2 , VEH 3 INDICATED TO TURN LEFT INTO SLIP WAY ONTO MIREHOUSE ROAD, AS VEH 3 WOULD NEED TO GIVE WAY TO VEH 1, VEH 1 HAS GONE TO TURN NOT NOTICING THE DIRECTION OF VEH 2 AND A COLLISION OCCURED

Causation Factors: Pre 2005

Factor 1: UNKNOWN

Factor 2: UNKNOWN

Factor 3: UNKNOWN

Factor 4: UNKNOWN

Confidence: UNKNOWN

Confidence: UNKNOWN

Confidence: UNKNOWN

Confidence: UNKNOWN

Contributory Factors: Post 2005

Factor 1: FAILED TO LOOK PROPERLY

Factor 2: POOR TURN OR MANOEUVRE

Factor 3: FAILED TO LOOK PROPERLY

Confidence: VERY LIKELY

Confidence: UNKNOWN

Confidence: UNKNOWN

Junction Details: SLIP ROAD

Junction Control: GIVE WAY OR UNCONTROLLED

Ped Xing Human Contro NO CROSSING FACILITY OR NO HUMAN CONTROL

Ped Xing Physical Facs: NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number : 1

Vehicle Type: CAR

Towing Artic: NO TOW/ARTICULATION

Foreign Vehicle: NOT FOREIGN REGISTERED VEHICLE

Reg. Number: 0

Driver Sex: FEMALE

Driver Age: 45

Driver Postcode: CA28

Breath Test: NEGATIVE

Direction: S E

S E

Journey Purpose: NOT KNOWN

Veh. Manoeuvres: TURNING RIGHT

Veh. Loc. In Road: NOT ON MAIN CARRAIGEWAY

Junction Location:

Skidding & Overturn: NO SKIDDING/JACK-KNIFING

Object in Cway: NONE

Veh. Leaving Cway: DID NOT LEAVE CARRIAGEWAY

Object off Cway: NONE

First Point of Impact: NEARSIDE

Hit and Run: OTHER

Vehicle Make: VAUXHALL

Casualties

Vehicle Number : 2

Vehicle Type: MOTORCYCLE OVER 500CC

Towing Artic: NO TOW/ARTICULATION

Foreign Vehicle: NOT FOREIGN REGISTERED VEHICLE

Reg. Number: 0

Driver Sex: MALE

Driver Age: 43

Driver Postcode: NE9

Breath Test: NEGATIVE

Direction: N S

N S

Journey Purpose: NOT KNOWN

Veh. Manoeuvres: GOING AHEAD OTHER

Veh. Loc. In Road: NOT ON MAIN CARRAIGEWAY

Junction Location: VEHICLE APPROACHING JUNC OR PARKED JUNC APPROACH

Skidding & Overturn: OVERTURNED

Object in Cway: NONE

Veh. Leaving Cway: DID NOT LEAVE CARRIAGEWAY

Object off Cway: NONE

First Point of Impact: FRONT

Hit and Run: OTHER

Vehicle Make: BMW(M/CYCLES)

Casualties

Casualty : 1

Severity: SERIOUS

Age: 43

Sex: MALE

Casualty Class: DRIVER

Pupil: NOT A SCHOOL PUPIL

Pedestrian Location NOT PEDESTRIAN

Pedestrian Movement: NOT PEDESTRIAN

Pedestrian Direction: NOT PEDESTRIAN

Pedestrian Roadworker NO

Car Passenger: NOT A CAR PASSENGER

PSV Passenger: NOT A BUS OR COACH PASSENGER

Vehicle Number : 3

Vehicle Type: CAR

Towing Artic: NO TOW/ARTICULATION

Foreign Vehicle: NOT FOREIGN REGISTERED VEHICLE

Reg. Number: 0

Driver Sex: FEMALE

Driver Age: 37

Driver Postcode: CA22

Breath Test: DRIVER NOT CONTACTED AT TIME OF AC

Direction: N E

N E

Journey Purpose: NOT KNOWN

Veh. Manoeuvres: WAITING TO TURN LEFT

Veh. Loc. In Road: NOT ON MAIN CARRAIGEWAY

Junction Location: VEHICLE APPROACHING JUNC OR PARKED JUNC APPROACH

Skidding & Overturn: NO SKIDDING/JACK-KNIFING

Object in Cway: NONE

Veh. Leaving Cway: DID NOT LEAVE CARRIAGEWAY

Object off Cway: NONE

First Point of Impact: DID NOT IMPACT

Hit and Run: OTHER

Vehicle Make: SEAT

Casualties

Accident No: 195463

Severity: SLIGHT

Date: Sunday18-Jun-17at 1345

No. Casualties: 2No. 2

Weather: FINE (WITHOUT HIGH WINDS)

Road Surface: DRY

Lighting: DAYLIGHT

Special Conds: NONE

Easting:	297598	Northing:	516038	Carriageway Hazds	
Road:	B5345	Speed Limit:	60	Road	SINGLE CARRIAGEWAY
Location:	ST BEES ROAD B5345 AT JN WITH MIREHOUSE ROAD				
Description:	VEH 1 TURNED INTO MIREHOUSE ROAD COLLIDING WITH VEH 2 TRAVELLING SOUTHBOUND ON B5345				

Causation Factors: Pre 2005		Confidence:
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005			
Factor 1:	ROAD LAYOUT (EG. BEND, HILL, NARROW CARRIAGEWAY)	Confidence:	VERY LIKELY
Factor 2:	FOLLOWING TOO CLOSE	Confidence:	UNKNOWN
Factor 3:	ROAD LAYOUT (EG. BEND, HILL, NARROW CARRIAGEWAY)	Confidence:	VERY LIKELY
Factor 4:	FOLLOWING TOO CLOSE	Confidence:	UNKNOWN

Junction Details:	"T" OR STAGGERED JUNCTION
Junction Control:	GIVE WAY OR UNCONTROLLED
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	Journey Purpose:	OTHER
Vehicle Type:	CAR	Veh. Manoeuvres:	TURNING RIGHT
Towing Artic:	NO TOW/ARTICULATION	Veh. Loc. In Road:	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	Junction Location:	
Reg. Number:	0	Skidding & Overturn:	NO SKIDDING/JACK-KNIFING
Driver Sex:	MALE	Object in Cway:	NONE
Driver Age:	81	Veh. Leaving Cway:	DID NOT LEAVE CARRIAGEWAY
Driver Postcode:	LA19	Object off Cway:	NONE
Breath Test:	NEGATIVE	First Point of Impact:	FRONT
		Hit and Run:	OTHER
Direction:	S E	Vehicle Make:	NISSAN(UK)
	S E		

Casualties

Casualty :	1	Pedestrian Location	NOT PEDESTRIAN
Severity:	SLIGHT	Pedestrian Movement:	NOT PEDESTRIAN
Age:	81	Pedestrian Direction:	NOT PEDESTRIAN
Sex:	MALE	Pedestrian Roadworker	NO
Casualty Class:	DRIVER	Car Passenger:	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	PSV Passenger:	NOT A BUS OR COACH PASSENGER

Vehicle Number :	2	Journey Purpose:	OTHER
Vehicle Type:	CAR	Veh. Manoeuvres:	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	Veh. Loc. In Road:	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	Junction Location:	
Reg. Number:	0	Skidding & Overturn:	NO SKIDDING/JACK-KNIFING
Driver Sex:	MALE	Object in Cway:	NONE
Driver Age:	60	Veh. Leaving Cway:	DID NOT LEAVE CARRIAGEWAY
Driver Postcode:	1	Object off Cway:	NONE
Breath Test:	NEGATIVE	First Point of Impact:	FRONT
		Hit and Run:	OTHER
Direction:	N S	Vehicle Make:	SUZUKI(CARS)
	N S		

Casualties

Casualty :	2	Pedestrian Location	NOT PEDESTRIAN
Severity:	SLIGHT	Pedestrian Movement:	NOT PEDESTRIAN
Age:	60	Pedestrian Direction:	NOT PEDESTRIAN
Sex:	MALE	Pedestrian Roadworker	NO
Casualty Class:	DRIVER	Car Passenger:	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	PSV Passenger:	NOT A BUS OR COACH PASSENGER

Accident No:	190867	Weather:	FINE WITH HIGH WINDS		
Severity:	SLIGHT	Road Surface:	WET / DAMP		
Date:	Saturday 10-Jun-17 at 2334	Lighting:	DARKNESS: NO STREET LIGHTING		
No. Casualties:	1	No.	2	Special Conds:	NONE
Easting:	297638	Northing:	515209	Carriageway Hazds	

Road:	B5345	Speed Limit:	60	Road	SINGLE CARRIAGEWAY
Location:	B5345				
Description:	VEH 2 TRAVELLING SOUTH, VEH 1 NORTHBOUND LOST CONTROL AND CROSSED INTO THE OTHER SIDE OF THE ROAD COLLIDING WITH VEH 2				

Causation Factors: Pre 2005		Confidence:
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005			
Factor 1:	IMPAIRED BY ALCOHOL	Confidence:	UNKNOWN
Factor 2:	LOSS OF CONTROL	Confidence:	UNKNOWN

Junction Details:	NOT AT OR WITHIN 20 METRES OF JUNCTION
Junction Control:	NOT APPLICABLE
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	Journey Purpose:	OTHER
Vehicle Type:	CAR	Veh. Manoeuvres:	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	Veh. Loc. In Road:	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	Junction Location:	NOT AT JUNCTION (OR WITHIN 20M/22 YARDS)
Reg. Number:	0	Skidding & Overturn:	NO SKIDDING/JACK-KNIFING
Driver Sex:	FEMALE	Object in Cway:	NONE
Driver Age:	35	Veh. Leaving Cway:	DID NOT LEAVE CARRIAGEWAY
Driver Postcode:	CA28	Object off Cway:	NONE
Breath Test:	POSITIVE	First Point of Impact:	FRONT
Direction:	S N	Hit and Run:	OTHER
	S N	Vehicle Make:	FORD(EUROPE)

Casualties

Casualty :	1	Pedestrian Location	NOT PEDESTRIAN
Severity:	SLIGHT	Pedestrian Movement:	NOT PEDESTRIAN
Age:	35	Pedestrian Direction:	NOT PEDESTRIAN
Sex:	FEMALE	Pedestrian Roadworker	NO
Casualty Class:	DRIVER	Car Passenger:	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	PSV Passenger:	NOT A BUS OR COACH PASSENGER

Vehicle Number :	2	Journey Purpose:	JOURNEY AS PART OF WORK
Vehicle Type:	CAR	Veh. Manoeuvres:	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	Veh. Loc. In Road:	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	Junction Location:	NOT AT JUNCTION (OR WITHIN 20M/22 YARDS)
Reg. Number:	0	Skidding & Overturn:	NO SKIDDING/JACK-KNIFING
Driver Sex:	MALE	Object in Cway:	NONE
Driver Age:	53	Veh. Leaving Cway:	DID NOT LEAVE CARRIAGEWAY
Driver Postcode:	CA15	Object off Cway:	NONE
Breath Test:	NEGATIVE	First Point of Impact:	FRONT
Direction:	N S	Hit and Run:	OTHER
	N S	Vehicle Make:	MERCEDES

Casualties

Accident No:	201923	Weather:	UNKNOWN
Severity:	SLIGHT	Road Surface:	DRY
Date:	Tuesday 11-Jul-17 at 1752	Lighting:	DAYLIGHT
No. Casualties:	2	Special Conds:	NONE
Easting:	297607	Carriageway Hazds	
	No. 2		
	Northing: 515567		
Road:	B5345	Speed Limit:	30
Location:	ST BEES ROAD B5345 NEAR JN WITH MIREHOUSE ROAD		
Description:	V001 has been waiting in the filter lane on St Bees Road to turn right into Mirehouse Road. V002 has been travelling along St Bees road from Whitehaven in the direction of St Bees. As V002 has reached the junction V001 has turned right into Mirehouse road, hitting the front end of V002 as it passed the junction.		

Causation Factors: Pre 2005	Confidence:
Factor 1:	UNKNOWN
Factor 2:	UNKNOWN
Factor 3:	UNKNOWN
Factor 4:	UNKNOWN

Contributory Factors: Post 2005	Confidence:
Factor 1:	FAILED TO LOOK PROPERLY
	UNKNOWN

Junction Details:	NOT AT OR WITHIN 20 METRES OF JUNCTION
Junction Control:	NOT APPLICABLE
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	Journey Purpose:	NOT KNOWN
Vehicle Type:	CAR	Veh. Manoeuvres:	TURNING RIGHT
Towing Artic:	NO TOW/ARTICULATION	Veh. Loc. In Road:	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	Junction Location:	NOT AT JUNCTION (OR WITHIN 20M/22 YARDS)
Reg. Number:	0	Skidding & Overturn:	NO SKIDDING/JACK-KNIFING
Driver Sex:	MALE	Object in Cway:	NONE
Driver Age:	33	Veh. Leaving Cway:	DID NOT LEAVE CARRIAGEWAY
Driver Postcode:	CA28	Object off Cway:	NONE
Breath Test:	NEGATIVE	First Point of Impact:	FRONT
Direction:	N S	Hit and Run:	OTHER
	N S	Vehicle Make:	HONDA

Casualties

Casualty :	1	Pedestrian Location	NOT PEDESTRIAN
Severity:	SLIGHT	Pedestrian Movement:	NOT PEDESTRIAN
Age:	33	Pedestrian Direction:	NOT PEDESTRIAN
Sex:	MALE	Pedestrian Roadworker	NO
Casualty Class:	DRIVER	Car Passenger:	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	PSV Passenger:	NOT A BUS OR COACH PASSENGER

Vehicle Number :	2	Journey Purpose:	NOT KNOWN
Vehicle Type:	CAR	Veh. Manoeuvres:	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	Veh. Loc. In Road:	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	Junction Location:	NOT AT JUNCTION (OR WITHIN 20M/22 YARDS)
Reg. Number:	0	Skidding & Overturn:	NO SKIDDING/JACK-KNIFING
Driver Sex:	MALE	Object in Cway:	NONE
Driver Age:	45	Veh. Leaving Cway:	DID NOT LEAVE CARRIAGEWAY
Driver Postcode:	CA27	Object off Cway:	NONE
Breath Test:	NEGATIVE	First Point of Impact:	FRONT
Direction:	E W	Hit and Run:	OTHER
	E W	Vehicle Make:	BMW

Casualties

Casualty :	2	Pedestrian Location	NOT PEDESTRIAN
Severity:	SLIGHT	Pedestrian Movement:	NOT PEDESTRIAN
Age:	45	Pedestrian Direction:	NOT PEDESTRIAN
Sex:	MALE	Pedestrian Roadworker	NO
Casualty Class:	DRIVER	Car Passenger:	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	PSV Passenger:	NOT A BUS OR COACH PASSENGER

Accident No:	205975	Weather:	UNKNOWN
Severity:	SLIGHT	Road Surface:	DRY
Date:	Tuesday 25-Jul-17 at 1930	Lighting:	DAYLIGHT
No. Casualties:	1 No. 2	Special Conds:	NONE
Easting:	297350 Northing: 517120	Carriageway Hazds	
Road:	B5345	Speed Limit:	30
Location:	LOW ROAD	Road	SINGLE CARRIAGEWAY
Description:	V001 has been travelling towards Whitehaven with V002 following. V001 has attempted to negotiate passed parked vehicles but stopped and then engaged reverse - collides with V002 and causes rider to fall from motorcycle. Driver of V001 eventually remains at scene but left without exchanging details		

Causation Factors: Pre 2005	Confidence:
Factor 1:	UNKNOWN UNKNOWN
Factor 2:	UNKNOWN UNKNOWN
Factor 3:	UNKNOWN UNKNOWN
Factor 4:	UNKNOWN UNKNOWN

Contributory Factors: Post 2005	
Factor 1:	FAILED TO LOOK PROPERLY Confidence: UNKNOWN
Factor 2:	STATIONARY OR PARKED VEHICLE(S) Confidence: UNKNOWN

Junction Details:	NOT AT OR WITHIN 20 METRES OF JUNCTION
Junction Control:	NOT APPLICABLE
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	Journey Purpose:	NOT KNOWN
Vehicle Type:	VAN/GOODS VEHICLE 3.5 TONNES MAXIMUM GROSS WEIGHT (MGW) AND UNDER	Veh. Manoeuvres:	REVERSING
Towing Artic:	NO TOW/ARTICULATION	Veh. Loc. In Road:	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	Junction Location:	NOT AT JUNCTION (OR WITHIN 20M/22 YARDS)
Reg. Number:	0	Skidding & Overturn:	NO SKIDDING/JACK-KNIFING
Driver Sex:	MALE	Object in Cway:	NONE
Driver Age:	0	Veh. Leaving Cway:	DID NOT LEAVE CARRIAGEWAY
Driver Postcode:	1	Object off Cway:	NONE
Breath Test:	DRIVER NOT CONTACTED AT TIME OF AC	First Point of Impact:	BACK
Direction:	E W	Hit and Run:	NON-STOP VEHICLE NOT HIT
	E W	Vehicle Make:	?

Casualties

Vehicle Number :	2	Journey Purpose:	NOT KNOWN
Vehicle Type:	MOTORCYCLE OVER 50CC AND UP TO 125CC	Veh. Manoeuvres:	WAITING TO GO AHEAD BUT HELD UP
Towing Artic:	NO TOW/ARTICULATION	Veh. Loc. In Road:	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	Junction Location:	NOT AT JUNCTION (OR WITHIN 20M/22 YARDS)
Reg. Number:	0	Skidding & Overturn:	NO SKIDDING/JACK-KNIFING
Driver Sex:	MALE	Object in Cway:	NONE
Driver Age:	61	Veh. Leaving Cway:	DID NOT LEAVE CARRIAGEWAY
Driver Postcode:	CA28	Object off Cway:	NONE
Breath Test:	DRIVER NOT CONTACTED AT TIME OF AC	First Point of Impact:	FRONT
		Hit and Run:	OTHER

Direction:

E W

E W

Vehicle Make:

YAMAHA

Casualties

Casualty :

1

Pedestrian Location

NOT PEDESTRIAN

Severity:

SLIGHT

Pedestrian Movement:

NOT PEDESTRIAN

Age:

61

Pedestrian Direction:

NOT PEDESTRIAN

Sex:

MALE

Pedestrian Roadworker

NO

Casualty Class:

DRIVER

Car Passenger:

NOT A CAR PASSENGER

Pupil:

NOT A SCHOOL PUPIL

PSV Passenger:

NOT A BUS OR COACH PASSENGER

Accident No:

274297

Weather:

UNKNOWN

Severity:

SLIGHT

Road Surface:

DRY

Date:

Wednesday

28-Feb-18

at

1500

Lighting:

DAYLIGHT

No. Casualties:

1

No.

1

Special Conds:

NONE

Easting:

297587

Northing:

516042

Carriageway Hazds

Road:

U4380

Speed Limit:

30

Road

SINGLE CARRIAGEWAY

Location:

ST BEES ROAD AT JN WITH WOODHOUSE ROAD

Description:

C001 has climbed onto the tow bar of a V001 - as V001 was driven down St Bees Road towards Whitehaven - C001 jumped off and landed on the road causing minor injury.

Causation Factors: Pre 2005

Confidence:

Factor 1:

UNKNOWN

UNKNOWN

Factor 2:

UNKNOWN

UNKNOWN

Factor 3:

UNKNOWN

UNKNOWN

Factor 4:

UNKNOWN

UNKNOWN

Contributory Factors: Post 2005

Factor 1:

DANGEROUS ACTION IN CARRIAGEWAY (EG. PLAYING)

Confidence:

UNKNOWN

Junction Details:

OTHER JUNCTION

Junction Control:

GIVE WAY OR UNCONTROLLED

Ped Xing Human Contro

NO CROSSING FACILITY OR NO HUMAN CONTROL

Ped Xing Physical Facs:

NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :

1

Journey Purpose:

NOT KNOWN

Vehicle Type:

VAN/GOODS VEHICLE 3.5 TONNES
MAXIMUM GROSS WEIGHT (MGW) AND
UNDER

Veh. Manoeuvres:

GOING AHEAD OTHER

Towing Artic:

NO TOW/ARTICULATION

Veh. Loc. In Road:

NOT ON MAIN CARRAIGEWAY

Foreign Vehicle:

NOT FOREIGN REGISTERED VEHICLE

Junction Location:

VEHICLE IN MIDDLE OF JUNCTION

Reg. Number:

0

Skidding & Overturn:

NO SKIDDING/JACK-KNIFING

Driver Sex:

MALE

Object in Cway:

NONE

Driver Age:

56

Veh. Leaving Cway:

DID NOT LEAVE CARRIAGEWAY

Driver Postcode:

1

Object off Cway:

NONE

Breath Test:

DRIVER NOT CONTACTED AT TIME OF AC

First Point of Impact:

DID NOT IMPACT

Hit and Run:

OTHER

Direction:

S N

Vehicle Make:

?

S N

Casualties

Casualty :

1

Pedestrian Location

IN CARRIAGEWAY, NOT CROSSING

Severity:

SLIGHT

Pedestrian Movement:

UNKNOWN OR OTHER

Age:

8

Pedestrian Direction:

N

Sex:

MALE

Pedestrian Roadworker

NO

Casualty Class:

PEDESTRIAN

Car Passenger:

NOT A CAR PASSENGER

Pupil:

NOT A SCHOOL PUPIL

PSV Passenger:

NOT A BUS OR COACH PASSENGER

Accident No:

275384

Weather:

FINE (WITHOUT HIGH WINDS)

Severity:

SLIGHT

Road Surface:

DRY

Date:

Thursday

8-Feb-18

at

1335

Lighting:

DAYLIGHT

No. Casualties:

1

No.

2

Special Conds:

NONE

Easting:

297598

Northing:

516038

Carriageway Hazds

Road:

B5345

Speed Limit:

30

Road

SINGLE CARRIAGEWAY

Location:

ST BEES ROAD B5345 AT JN WITH MIREHOUSE ROAD

Description:

V2 WAS TRAVELLING ALONG ST BEES ROAD IN DIRECTION OF ST BEES. V1 HAS BEEN COMING IN THE OPPOSITE DIRECTION AND GONE TO TURN RIGHT ONTO MIREHOUSE ROAD. IN DOING SO, V1 HAS TURNED ACROSS THE PATH OF V2 CAUSING A COLLISION, FRONT TO FRONT, AND CAUSING V2 TO MOUNT A TRAFFIC ISLAND AND DAMAGE A BOLLARD.

Causation Factors: Pre 2005

Confidence:

Factor 1:

UNKNOWN

UNKNOWN

Factor 2:

UNKNOWN

UNKNOWN

Factor 3:

UNKNOWN

UNKNOWN

Factor 4:

UNKNOWN

UNKNOWN

Contributory Factors: Post 2005

Factor 1:

FAILED TO LOOK PROPERLY

Confidence:

UNKNOWN

Junction Details:

"T" OR STAGGERED JUNCTION

Junction Control:

GIVE WAY OR UNCONTROLLED

Ped Xing Human Contro

NO CROSSING FACILITY OR NO HUMAN CONTROL

Ped Xing Physical Facs:

NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	Journey Purpose:	NOT KNOWN
Vehicle Type:	CAR	Veh. Manoeuvres:	TURNING RIGHT
Towing Artic:	NO TOW/ARTICULATION	Veh. Loc. In Road:	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	Junction Location:	
Reg. Number:	0	Skidding & Overturn:	NO SKIDDING/JACK-KNIFING
Driver Sex:	MALE	Object in Cway:	NONE
Driver Age:	27	Veh. Leaving Cway:	DID NOT LEAVE CARRIAGEWAY
Driver Postcode:	1	Object off Cway:	NONE
		First Point of Impact:	FRONT
Breath Test:	NEGATIVE	Hit and Run:	OTHER
Direction:	?		
	?	Vehicle Make:	KIA

Casualties

Vehicle Number :	2	Journey Purpose:	NOT KNOWN
Vehicle Type:	CAR	Veh. Manoeuvres:	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	Veh. Loc. In Road:	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	Junction Location:	
Reg. Number:	0	Skidding & Overturn:	NO SKIDDING/JACK-KNIFING
Driver Sex:	FEMALE	Object in Cway:	NONE
Driver Age:	49	Veh. Leaving Cway:	LEFT CARRIAGEWAY NEARSIDE
Driver Postcode:	1	Object off Cway:	ROAD SIGN / TRAFFIC SIGNAL
		First Point of Impact:	FRONT
Breath Test:	NEGATIVE	Hit and Run:	OTHER
Direction:	?		
	?	Vehicle Make:	SUZUKI

Casualties

Casualty :	1	Pedestrian Location	NOT PEDESTRIAN
Severity:	SLIGHT	Pedestrian Movement:	NOT PEDESTRIAN
Age:	49	Pedestrian Direction:	NOT PEDESTRIAN
Sex:	FEMALE	Pedestrian Roadworker	NO
Casualty Class:	DRIVER	Car Passenger:	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	PSV Passenger:	NOT A BUS OR COACH PASSENGER

Accident No:	328650	Weather:	FINE (WITHOUT HIGH WINDS)
Severity:	SLIGHT	Road Surface:	DRY
Date:	Sunday 16-Sep-18 at 2041	Lighting:	DARKNESS: STREET LIGHTS PRESENT AND LIT
No. Casualties:	1 No. 2	Special Conds:	NONE
Easting:	297494 Northing: 516797	Carriageway Hazds	
Road:	B5345	Speed Limit:	30
Location:	LOW ROAD AT JN WITH MEADOW ROAD	Road	SINGLE CARRIAGEWAY
Description:	V001 pulled out of a junction turning right and collided with V002 which has been travelling straight along the road causing damage to both.		

Causation Factors: Pre 2005	Confidence:
Factor 1:	UNKNOWN
Factor 2:	UNKNOWN
Factor 3:	UNKNOWN
Factor 4:	UNKNOWN

Contributory Factors: Post 2005	
Factor 1:	POOR TURN OR MANOEUVRE
Confidence:	UNKNOWN

Junction Details:	"T" OR STAGGERED JUNCTION
Junction Control:	GIVE WAY OR UNCONTROLLED
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	Journey Purpose:	OTHER
Vehicle Type:	CAR	Veh. Manoeuvres:	TURNING RIGHT
Towing Artic:	NO TOW/ARTICULATION	Veh. Loc. In Road:	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	Junction Location:	
Reg. Number:	0	Skidding & Overturn:	NO SKIDDING/JACK-KNIFING
Driver Sex:	MALE	Object in Cway:	NONE
Driver Age:	22	Veh. Leaving Cway:	DID NOT LEAVE CARRIAGEWAY
Driver Postcode:	1	Object off Cway:	NONE
		First Point of Impact:	OFFSIDE
Breath Test:	NEGATIVE	Hit and Run:	OTHER
Direction:	W S		
	W S	Vehicle Make:	SEAT

Casualties

Casualty :	1	Pedestrian Location	NOT PEDESTRIAN
Severity:	SLIGHT	Pedestrian Movement:	NOT PEDESTRIAN
Age:	22	Pedestrian Direction:	NOT PEDESTRIAN
Sex:	MALE	Pedestrian Roadworker	NO
Casualty Class:	DRIVER	Car Passenger:	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	PSV Passenger:	NOT A BUS OR COACH PASSENGER

Easting:

297640

Northing:

515188

Carriageway Hazds

Road:

B5345

Speed Limit:

30

Road

SINGLE CARRIAGEWAY

Location:

ST BEES ROAD (B5345) NEAR JUNCTION WITH MIREHOUSE ROAD

Description:

V1 HAS BEEN TRAVELLING NORTH ON ST BEES ROAD, V2 HAS BEEN TRAVELLING SOUTH ON ST BEES ROAD TOWARDS ST BEES. V1 HAS ATTEMPTED TO TURN RIGHT AT THE JUNCTION OF MIREHOUSE ROAD, HOWEVER HAS TURNED TOO EARLY INTO ONCOMMING TRAFFIC, LEFT LANE OF MIREHOUSE ROAD. V2 HAS SWERVED TO AVOID V1 AND DRIVEN LIGHTLY ONTO THE PAVEMENT, BUT BOTH VEHICLES HAVE COLLIDED. EXTENSIVE DAMAGE TO V1 OFFSIDE AND FRONT OF VEHICLE AND SEVER DAMAGE TO V2 OFFSIDE FRONT OF VEHICLE.

Causation Factors: Pre 2005

Factor 1:

UNKNOWN

Factor 2:

UNKNOWN

Factor 3:

UNKNOWN

Factor 4:

UNKNOWN

Confidence:

UNKNOWN

UNKNOWN

UNKNOWN

UNKNOWN

Contributory Factors: Post 2005

Factor 1:

POOR TURN OR MANOEUVRE

Factor 2:

ROAD LAYOUT (EG. BEND, HILL, NARROW CARRIAGEWAY)

Confidence:

VERY LIKELY

Confidence:

UNKNOWN

Junction Details:

OTHER JUNCTION

Junction Control:

GIVE WAY OR UNCONTROLLED

Ped Xing Human Contro

NO CROSSING FACILITY OR NO HUMAN CONTROL

Ped Xing Physical Facs:

NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :

1

Journey Purpose:

OTHER

Vehicle Type:

CAR

Veh. Manoeuvres:

TURNING RIGHT

Towing Artic:

NO TOW/ARTICULATION

Veh. Loc. In Road:

NOT ON MAIN CARRAIGEWAY

Foreign Vehicle:

NOT FOREIGN REGISTERED VEHICLE

Junction Location:

Reg. Number:

0

Skidding & Overturn:

SKIDDED

Driver Sex:

MALE

Object in Cway:

NONE

Driver Age:

22

Veh. Leaving Cway:

DID NOT LEAVE CARRIAGEWAY

Driver Postcode:

CA28

Object off Cway:

NONE

Breath Test:

NEGATIVE

First Point of Impact:

OFFSIDE

Hit and Run:

OTHER

Direction:

S N

Vehicle Make:

FORD

S N

Casualties

Casualty :

1

Severity:

SLIGHT

Age:

22

Sex:

MALE

Casualty Class:

DRIVER

Pupil:

NOT A SCHOOL PUPIL

Pedestrian Location

NOT PEDESTRIAN

Pedestrian Movement:

NOT PEDESTRIAN

Pedestrian Direction:

NOT PEDESTRIAN

Pedestrian Roadworker

NO

Car Passenger:

NOT A CAR PASSENGER

PSV Passenger:

NOT A BUS OR COACH PASSENGER

Casualty :

3

Severity:

SLIGHT

Age:

14

Sex:

MALE

Casualty Class:

VEHICLE OR PILLION PASSENGER

Pupil:

NOT A SCHOOL PUPIL

Pedestrian Location

NOT PEDESTRIAN

Pedestrian Movement:

NOT PEDESTRIAN

Pedestrian Direction:

NOT PEDESTRIAN

Pedestrian Roadworker

NO

Car Passenger:

FRONT SEAT CAR PASSENGER

PSV Passenger:

NOT A BUS OR COACH PASSENGER

Vehicle Number :

2

Journey Purpose:

OTHER

Vehicle Type:

CAR

Veh. Manoeuvres:

GOING AHEAD OTHER

Towing Artic:

NO TOW/ARTICULATION

Veh. Loc. In Road:

NOT ON MAIN CARRAIGEWAY

Foreign Vehicle:

NOT FOREIGN REGISTERED VEHICLE

Junction Location:

Reg. Number:

0

Skidding & Overturn:

SKIDDED

Driver Sex:

MALE

Object in Cway:

NONE

Driver Age:

55

Veh. Leaving Cway:

DID NOT LEAVE CARRIAGEWAY

Driver Postcode:

CA27

Object off Cway:

NONE

Breath Test:

NEGATIVE

First Point of Impact:

OFFSIDE

Hit and Run:

OTHER

Direction:

N S

Vehicle Make:

KIA

N S

Casualties

Casualty :

2

Severity:

SLIGHT

Age:

55

Sex:

MALE

Casualty Class:

DRIVER

Pupil:

NOT A SCHOOL PUPIL

Pedestrian Location

NOT PEDESTRIAN

Pedestrian Movement:

NOT PEDESTRIAN

Pedestrian Direction:

NOT PEDESTRIAN

Pedestrian Roadworker

NO

Car Passenger:

NOT A CAR PASSENGER

PSV Passenger:

NOT A BUS OR COACH PASSENGER

Casualty :

4

Severity:

SLIGHT

Age:

54

Sex:

FEMALE

Casualty Class:

VEHICLE OR PILLION PASSENGER

Pupil:

NOT A SCHOOL PUPIL

Pedestrian Location

NOT PEDESTRIAN

Pedestrian Movement:

NOT PEDESTRIAN

Pedestrian Direction:

NOT PEDESTRIAN

Pedestrian Roadworker

NO

Car Passenger:

FRONT SEAT CAR PASSENGER

PSV Passenger:

NOT A BUS OR COACH PASSENGER

Accident No:

811850

Severity:

SLIGHT

Date:

Wednesday

16-Jan-19

at

1133

No. Casualties:

1

No.

2

Weather:

FINE (WITHOUT HIGH WINDS)

Road Surface:

WET / DAMP

Lighting:

DAYLIGHT

Special Conds:

NONE

Easting:	297595	Northing:	516245	Carriageway Hazds	
Road:	B5345	Speed Limit:	30	Road	SINGLE CARRIAGEWAY
Location:	LOW ROAD (B5345)				
Description:	V001 has collided to the rear of V002. V002 has been driving down a narrow part of a road - driver of V002 has braked to let another vehicle pass and V001 has collided with the rear of V002.				

Causation Factors: Pre 2005		Confidence:
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005			
Factor 1:	UNKNOWN	Confidence:	VERY LIKELY

Junction Details:	NOT AT OR WITHIN 20 METRES OF JUNCTION
Junction Control:	NOT APPLICABLE
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	Journey Purpose:	OTHER
Vehicle Type:	MOTORCYCLE OVER 500CC	Veh. Manoeuvres:	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	Veh. Loc. In Road:	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	Junction Location:	NOT AT JUNCTION (OR WITHIN 20M/22 YARDS)
Reg. Number:	0	Skidding & Overturn:	NO SKIDDING/JACK-KNIFING
Driver Sex:	MALE	Object in Cway:	NONE
Driver Age:	23	Veh. Leaving Cway:	DID NOT LEAVE CARRIAGEWAY
Driver Postcode:	CA28	Object off Cway:	NONE
Breath Test:	NEGATIVE	First Point of Impact:	BACK
		Hit and Run:	OTHER
Direction:	N S	Vehicle Make:	BENELLI
	N S		

Casualties

Casualty :	1	Pedestrian Location	NOT PEDESTRIAN
Severity:	SLIGHT	Pedestrian Movement:	NOT PEDESTRIAN
Age:	23	Pedestrian Direction:	NOT PEDESTRIAN
Sex:	MALE	Pedestrian Roadworker	NO
Casualty Class:	DRIVER	Car Passenger:	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	PSV Passenger:	NOT A BUS OR COACH PASSENGER

Vehicle Number :	2	Journey Purpose:	OTHER
Vehicle Type:	CAR	Veh. Manoeuvres:	STOPPING
Towing Artic:	NO TOW/ARTICULATION	Veh. Loc. In Road:	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	Junction Location:	NOT AT JUNCTION (OR WITHIN 20M/22 YARDS)
Reg. Number:	0	Skidding & Overturn:	NO SKIDDING/JACK-KNIFING
Driver Sex:	FEMALE	Object in Cway:	NONE
Driver Age:	20	Veh. Leaving Cway:	DID NOT LEAVE CARRIAGEWAY
Driver Postcode:	CA28	Object off Cway:	NONE
Breath Test:	NEGATIVE	First Point of Impact:	DID NOT IMPACT
		Hit and Run:	OTHER
Direction:	N S	Vehicle Make:	RENAULT
	N S		

Casualties

Accident No:	910852	Weather:	UNKNOWN		
Severity:	SERIOUS	Road Surface:	DRY		
Date:	Saturday 27-Jul-19 at 1255	Lighting:	DAYLIGHT		
No. Casualties:	2	No.	3	Special Conds:	NONE
Easting:	297640	Northing:	515194	Carriageway Hazds	

Road:	B5345	Speed Limit:	30	Road	SINGLE CARRIAGEWAY
Location:	ST BEES ROAD (B5345) AT JUNCTION WITH MIREHOUSE ROAD				
Description:	VEH 1 WAITING IN FILTER LANE, VEH 1 HAS TURNED INFRONT OF VEH 2 AND COLLIDED, VEH 2 OVERTURNED AND COLLIDED WITH VEH 3				

Causation Factors: Pre 2005		Confidence:
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005			
Factor 1:	FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED	Confidence:	POSSIBLE
Factor 2:	FAILED TO LOOK PROPERLY	Confidence:	VERY LIKELY
Factor 3:	LOSS OF CONTROL	Confidence:	POSSIBLE
Factor 4:	EXCEEDING SPEED LIMIT	Confidence:	VERY LIKELY
Factor 5:	SLIPPERY ROAD (DUE TO WEATHER)	Confidence:	POSSIBLE
Factor 6:	FAILED TO SIGNAL/MISLEADING SIGNAL	Confidence:	POSSIBLE

Junction Details:	"T" OR STAGGERED JUNCTION
Junction Control:	GIVE WAY OR UNCONTROLLED
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	CENTRAL REFUGE - NO OTHER CONTROLS

Vehicle & Driver

Vehicle Number : 1		Journey Purpose: OTHER	
Vehicle Type:	CAR	Veh. Manoeuvres:	TURNING RIGHT
Towing Artic:	NO TOW/ARTICULATION	Veh. Loc. In Road:	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	Junction Location:	
Reg. Number:	0	Skidding & Overturn:	NO SKIDDING/JACK-KNIFING
Driver Sex:	FEMALE	Object in Cway:	NONE
Driver Age:	21	Veh. Leaving Cway:	DID NOT LEAVE CARRIAGEWAY
Driver Postcode:	CA28	Object off Cway:	NONE
		First Point of Impact:	NEARSIDE
Breath Test:	NOT PROVIDED (MEDICAL REASONS)	Hit and Run:	OTHER
Direction:	S E		
	S E	Vehicle Make:	MINI

Casualties

Casualty :	1	Pedestrian Location	NOT PEDESTRIAN
Severity:	SERIOUS	Pedestrian Movement:	NOT PEDESTRIAN
Age:	21	Pedestrian Direction:	NOT PEDESTRIAN
Sex:	FEMALE	Pedestrian Roadworker	NO
Casualty Class:	DRIVER	Car Passenger:	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	PSV Passenger:	NOT A BUS OR COACH PASSENGER

Vehicle Number : 2		Journey Purpose: OTHER	
Vehicle Type:	CAR	Veh. Manoeuvres:	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	Veh. Loc. In Road:	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	Junction Location:	VEHICLE APPROACHING JUNC OR PARKED JUNC APPROACH
Reg. Number:	0	Skidding & Overturn:	NO SKIDDING/JACK-KNIFING
Driver Sex:	FEMALE	Object in Cway:	NONE
Driver Age:	51	Veh. Leaving Cway:	DID NOT LEAVE CARRIAGEWAY
Driver Postcode:	CA28	Object off Cway:	NONE
		First Point of Impact:	FRONT
Breath Test:	NEGATIVE	Hit and Run:	OTHER
Direction:	N S		
	N S	Vehicle Make:	KIA

Casualties

Casualty :	2	Pedestrian Location	NOT PEDESTRIAN
Severity:	SLIGHT	Pedestrian Movement:	NOT PEDESTRIAN
Age:	51	Pedestrian Direction:	NOT PEDESTRIAN
Sex:	FEMALE	Pedestrian Roadworker	NO
Casualty Class:	DRIVER	Car Passenger:	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	PSV Passenger:	NOT A BUS OR COACH PASSENGER

Vehicle Number : 3		Journey Purpose: OTHER	
Vehicle Type:	CAR	Veh. Manoeuvres:	WAITING TO TURN RIGHT
Towing Artic:	NO TOW/ARTICULATION	Veh. Loc. In Road:	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	Junction Location:	VEHICLE APPROACHING JUNC OR PARKED JUNC APPROACH
Reg. Number:	0	Skidding & Overturn:	NO SKIDDING/JACK-KNIFING
Driver Sex:	MALE	Object in Cway:	NONE
Driver Age:	66	Veh. Leaving Cway:	DID NOT LEAVE CARRIAGEWAY
Driver Postcode:	CA22	Object off Cway:	NONE
		First Point of Impact:	FRONT
Breath Test:	NEGATIVE	Hit and Run:	OTHER
Direction:	E N		
	E N	Vehicle Make:	SKODA

Casualties

				Conditions	
Accident No: 960497		Weather:		RAINING (WITHOUT HIGH WINDS)	
Severity: SERIOUS		Road Surface:		WET / DAMP	
Date:	Friday	19-Jun-20	at	1846	Lighting: DAYLIGHT
No. Casualties:	1	No.	2	Special Conds:	NONE
Easting:	297598	Northing:	516038	Carriageway Hazds	
Road:	B5345	Speed Limit:	30	Road SINGLE CARRIAGEWAY	
Location:	LOW ROAD (B5345) AT JUNCTION WITH WOODHOUSE ROAD				
Description:	Young male has been riding his bike at speed down woodhouse road towards st Bees road. At the junction of the two roads he has not stopped at the give way and has proceeded l to the nearside of the road and into vehicle 1 the peugeot which was travelling at 30 mph north bound. The cyclist has hit the windscreen of the vehicle and then rebounded off and landed on the offside carriageway on the floor.				
Causation Factors: Pre 2005					Confidence:
Factor 1:	UNKNOWN				UNKNOWN
Factor 2:	UNKNOWN				UNKNOWN
Factor 3:	UNKNOWN				UNKNOWN
Factor 4:	UNKNOWN				UNKNOWN
Contributory Factors: Post 2005					
Factor 1:	UNKNOWN				Confidence: UNKNOWN
Junction Details:	"T" OR STAGGERED JUNCTION				
Junction Control:	GIVE WAY OR UNCONTROLLED				
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL				
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES				

Vehicle & Driver

Vehicle Number :	1	Journey Purpose:	NOT KNOWN
Vehicle Type:	CAR	Veh. Manoeuvres:	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	Veh. Loc. In Road:	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	Junction Location:	
Reg. Number:	0	Skidding & Overturn:	NO SKIDDING/JACK-KNIFING
Driver Sex:	MALE	Object in Cway:	OTHER OBJECT
Driver Age:	25	Veh. Leaving Cway:	DID NOT LEAVE CARRIAGEWAY
Driver Postcode:	WA5	Object off Cway:	NONE
Breath Test:	NEGATIVE	First Point of Impact:	FRONT
Direction:	S N	Hit and Run:	OTHER
	S N	Vehicle Make:	PEUGEOT

Casualties

Vehicle Number :	2	Journey Purpose:	NOT KNOWN
Vehicle Type:	PEDAL CYCLE	Veh. Manoeuvres:	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	Veh. Loc. In Road:	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	Junction Location:	
Reg. Number:	0	Skidding & Overturn:	NO SKIDDING/JACK-KNIFING
Driver Sex:	MALE	Object in Cway:	NONE
Driver Age:	14	Veh. Leaving Cway:	DID NOT LEAVE CARRIAGEWAY
Driver Postcode:	CA25	Object off Cway:	NONE
Breath Test:	NOT APPLICIABLE	First Point of Impact:	FRONT
Direction:	E W	Hit and Run:	OTHER
	E W	Vehicle Make:	?

Casualties

Casualty :	1	Pedestrian Location	NOT PEDESTRIAN
Severity:	SERIOUS	Pedestrian Movement:	NOT PEDESTRIAN
Age:	14	Pedestrian Direction:	NOT PEDESTRIAN
Sex:	MALE	Pedestrian Roadworker	NO
Casualty Class:	DRIVER	Car Passenger:	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	PSV Passenger:	NOT A BUS OR COACH PASSENGER

Accident No:	1005230	Weather:	FINE (WITHOUT HIGH WINDS)
Severity:	SERIOUS	Road Surface:	DRY
Date:	Thursday 3-Dec-20 at 1700	Lighting:	DARKNESS: STREET LIGHTS PRESENT AND LIT
No. Casualties:	2 No. 2	Special Conds:	NONE
Easting:	297644 Northing: 515200	Carriageway Hazds	

Road:	C4035	Speed Limit:	30	Road	UNKNOWN
Location:	MIREHOUSE ROAD NEAR JUNCTION WITH ST BEES ROAD (B5345)				
Description:	V1 HAS TURNED RIGHT OFF THE ST BEES ROAD TOWARDS MIREHOUSE ROAD INTO THE PATH OF V2 WHICH WAS TRAVELLING ON ST BEES ROAD TOWARDS ST BEES. BOTH VEHICLES HAVE IMPACTED EACH OTHER TO THE FRONT				

Causation Factors: Pre 2005	Confidence:	
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005	Confidence:	
Factor 1:	FAILED TO LOOK PROPERLY	VERY LIKELY
Factor 2:	FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED	VERY LIKELY
Factor 3:	CARELESS/RECKLESS/IN A HURRY	VERY LIKELY

Junction Details:	"T" OR STAGGERED JUNCTION
Junction Control:	GIVE WAY OR UNCONTROLLED
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	Journey Purpose:	NOT KNOWN
Vehicle Type:	CAR	Veh. Manoeuvres:	TURNING RIGHT
Towing Artic:	NO TOW/ARTICULATION	Veh. Loc. In Road:	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	Junction Location:	
Reg. Number:	0	Skidding & Overturn:	NO SKIDDING/JACK-KNIFING
Driver Sex:	MALE	Object in Cway:	NONE
Driver Age:	37	Veh. Leaving Cway:	DID NOT LEAVE CARRIAGEWAY
Driver Postcode:	CA28	Object off Cway:	NONE
Breath Test:	NEGATIVE	First Point of Impact:	DID NOT IMPACT
Direction:	S E	Hit and Run:	OTHER
	S E	Vehicle Make:	SKODA

Casualties

Casualty :	1	Pedestrian Location	NOT PEDESTRIAN
Severity:	SLIGHT	Pedestrian Movement:	NOT PEDESTRIAN
Age:	37	Pedestrian Direction:	NOT PEDESTRIAN

Sex:	MALE	Pedestrian Roadworker	NO
Casualty Class:	DRIVER	Car Passenger:	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	PSV Passenger:	NOT A BUS OR COACH PASSENGER

Vehicle Number :	2	Journey Purpose:	JOURNEY AS PART OF WORK
Vehicle Type:	CAR	Veh. Manoeuvres:	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	Veh. Loc. In Road:	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	Junction Location:	VEHICLE APPROACHING JUNC OR PARKED JUNC APPROACH
Reg. Number:	0	Skidding & Overturn:	NO SKIDDING/JACK-KNIFING
Driver Sex:	MALE	Object in Cway:	NONE
Driver Age:	52	Veh. Leaving Cway:	LEFT CARRIAGEWAY NEARSIDE
Driver Postcode:	CA14	Object off Cway:	NONE
Breath Test:	NEGATIVE	First Point of Impact:	DID NOT IMPACT
Direction:	N S	Hit and Run:	OTHER
	N S	Vehicle Make:	CITROEN

Casualties

Casualty :	2	Pedestrian Location	NOT PEDESTRIAN
Severity:	SERIOUS	Pedestrian Movement:	NOT PEDESTRIAN
Age:	52	Pedestrian Direction:	NOT PEDESTRIAN
Sex:	MALE	Pedestrian Roadworker	NO
Casualty Class:	DRIVER	Car Passenger:	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	PSV Passenger:	NOT A BUS OR COACH PASSENGER

FATAL : 1	SERIOUS: 5	SLIGHT: 11	DAMAGE ONLY: 0	TOTAL: 17
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