Former Jewson's Yard, Coach Road, Whitehaven

784-B074839

Transport Assessment

High Grange Developments

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Document prepared on behalf of Tetra Tech Limited. Registered in England number: 01959704

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APPENDICES

1.0 INTRODUCTION

1.1 Tetra Tech (TT) have been engaged by High Grange Developments Ltd to prepare this Transport Assessment (TA) in support of their planning application for a proposed 95 space car park on a former Jewson's Yard off Coach Road, Whitehaven.

1.2 This report has been produced having due regard where appropriate for the advice contained in:

- National Planning Policy Framework (NPPF) published by Ministry for Housing, Communities & Local Government (MHCLG),
- MHCLG's Transport Assessment and Travel Plan Guidelines set out in Planning Practice Guidance,
- Department for Transport's (DfT's) Manual for Streets (MfS), and
- CCC Development Design Guide (2023).

1.3 The primary purposes of the TA are to consider impacts of the traffic generated by the proposed development off Coach Lane on the local road network and to consider the accessibility of the development.

1.4 The report follows pre-application discussions held with highway officers at Cumberland Council (CC). During discussions, officers confirmed the junctions to be modelled and agreed on the proposed surveys to be undertaken to obtain base count data.

Disclaimer

1.5 This 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 SITUATION

Application Site

2.1 The site is a former Jewson builders merchants' yard located off Coach Road, accessed via Woodstock Lane. The site is bounded to the north by The Playground, a sports field currently being used by Whitehaven Cricket Club, to the east by Woodstock Lane providing access to a small residential development, to the south by Woodstock Lane and Coach Road, and to the west by National Cycle Routes 7 and 72 (NCN 7 & 72). **Figure 1** in **Appendix A** shows the site location.

2.2 The southern part of the former Jewson's store and also accessed via Woodstock Lane is Argo Fitness, a gym operating seven days a week between the hours of 0500 and 2100.

Local Road Network

2.3 Coach Road runs from east to west, connecting the B5345 Ginns and Preston Street in the west to the A5094 Flatt Walks and Corkickle in the east. The A5094 Corkickle provides access onto the A595, a primary route and part of the Strategic Road Network between the A66 at Chapel Brow in the north and Calderbridge (for Sellafield) in the south.

2.4 In the vicinity of the site, Coach Road is some 6m wide with a typically 2m wide footway on both sides of the carriageway. There are some wider sections, at circa 2.7m, and some narrower sections, circa 1.8m. There are traffic calming measures in place along Coach Road, in the form of speed humps, and parking restrictions present along the majority of Coach Road in the form of double yellow lines. Coach Road is street lit and subject to a 20mph speed limit. St Begh's Catholic Junior School and Saint Begh's Priory are both located along Coach Road, to the east of the Coach Road/Woodstock Lane junction.

2.5 On the eastern end of Coach Road is a signalised junction providing access to the A5094 Flatt Walks in the north and A5094 Corkickle to the south. Flatt Walks is a street lit, single carriageway some 10m wide with additional right and left turn lanes into Morrisons and onto Coach Road. It is subjected to a speed limit of 30mph. Flatt Walks has kerbside bus stops and a footway of some 2m wide along both sides of the carriageway. Corkickle is also a street lit, single carriageway some 6m wide with a some 2m side footway along its eastern edge and some 1.5m wide along the western edge.

2.6 To the west of Coach Road is a priority junction with the B5345 Preston Street in the north and B5345 Ginns to the south. The B5345 is a street lit single carriageway with a width of some 7.5m and is subjected to a speed limit of 30mph. There are footways of some 3m on both the eastern and western side of the carriageway and there are bus lay-bys.

2.7 Woodstock Lane is a dead-end road accessed via a priority junction with Coach Road and provides access to residential dwellings and the Argo gym. Woodstock Lane is some 4.8m wide, is street lit, and has a footway of some 1.8m on the eastern site and a service strip of some 0.5m on the western side.

Walking and Cycling

2.8 Adjacent to the access onto Woodstock Lane, there is continuous footway on the northern side of Coach Road. It is of varying width between some 2.7m and 1.8m. There is also a 1.8m (approx.) wide footway running along the southern side of Coach Road. There are no formal crossing facilities, although a dropped crossings are provided along Coach Road, along with a refuge island located in the centre of the carriageway adjacent to St Begh's Catholic Junior School.

2.9 The NCN7 and 72 cycle routes runs from north to south to the west of the site and to the south of Coach Road. NCN 7 is the Coast to Coast or C2C cycle route between Whitehaven and Sunderland or Newcastle. NCN 72 is a 170-mile route, also known as Hadrian's Cycleway, runs from Ravenglass in Cumbria to South Shields in Tyne and Wear. The accessibility of the proposed car park on foot or by cycle is considered further in Chapter 3 below.

Public Transport

2.10 There are no bus stops along the length of Coach Road. The nearest bus stops to the site are located on B5345 Preston Street at 290m to the southbound bus lay by and some 330m to the northbound bus layby from the Woodstock Lane junction. Both bus laybys have a flag and pole, but no timetable information or shelter facilities. There is also a bus stop located to the east at the Coach Road/ Station Road junction.

2.11 The accessibility of the proposed car park by public transport is considered further in **Chapter 3** below.

Traffic Surveys

2.12 An Automatic Traffic Counter (ATC) was installed on Coach Road by TrafficSense Ltd and recorded a full week of data between and including Saturday 5th and Friday 11th July 2025. For analysis, a weekday average of the ATC results has been used.

2.13 Manual Classified Counts (MCC) were undertaken by TrafficSense Ltd on Tuesday 8th July and Wednesday 9th July 2025, for the AM period of 0700 to 0930 and the PM period of 1430 to 1830, at the following locations.

- B5345 / Coach Road,
- Coach Road / Woodstock Lane,
- Coach Road / Station Road / Front Corkickle, and
- Coach Road / Flatt Walks / Corkickle.

2.14 An average of the MCC counts at each location across the two surveyed days has been used to calculate turning proportions at each of the junctions. The AM and PM peak hour surveyed traffic flows are shown at **Figure 2** in **Appendix A.**

2.15 Pedestrian and cyclist counts were also undertaken at the cycle route crossing of Coach Road for the same time periods as the MCC data on Tuesday 8th July. The pedestrian and cycle flows are also shown on **Figure 2** in **Appendix A**.

2.16 Queue surveys were conducted by TrafficSense Ltd on Tuesday 8th July and Wednesday 9th July for the time period including and between 0700 – 2130 at the following locations:

- B5345 / Coach Road,
- Coach Road / Station Road / Front Corkickle, and
- Coach Road / Flatt Walks / Corkickle.

2.17 The queue survey results are attached at **Appendix B**.

Committed Developments

2.18 There are several committed developments being brought forward in the surrounds of the development site which are listed below:

- Land at Preston Street, Preston Street (Planning application reference number 4/23/2314/0F1) – development comprises of a new food store with associated access and parking,
- Former Marchon Chemical Factory, High Road (Planning application reference number 4/21/2432/0F1) – development comprises of 139 residential dwellings,
- Land adjacent to Border Yard, Coach Road (Planning application reference number 4/22/2466/0F1) – Redevelopment of former builders' yard to construct 35 dwellings,
- Edgehill Park (Planning application reference number (4/13/2235/0O1) – development comprises of 335 dwellings, and
- Land at Low Road, Whitehaven (Planning application reference number 4/20/2514/0F1) – development comprises of 99 dwellings.

3.0 ACCESSIBILITY

Introduction

3.1 The latest revision of the NPPF was published in December 2024. At paragraph 109 e), NPPF suggests "identifying and pursuing opportunities to promote walking, cycling and public transport use" and at paragraph 115 b), NPPF explains development proposals should ensure "safe and suitable access to the site can be achieved for all users".

3.2 As the proposal is for a car park, the section below primarily focuses on access by walking to and from the site.

Walking

3.3 Based on the results of a study published in Local Transport Today in 2017, the 85th percentile distance people walk outside of London for all purposes is 1.95km. This accords well with the upper limit of 2km recommended in MfS. Assuming a typical walking speed of 80m per minute, this equates to 24 to 25 minutes of walking. **Figure 3** in **Appendix A** shows a catchment area based on the average walking distance from the site.

3.4 A wide range of amenities can be reached from the site with a 24 to 25-minute walk, including but not limited to:

- Corkickle and Whitehaven train stations,
- Shopping facilities including Aldi, Home Bargains, Morrisons, and Tesco,
- Tourist locations including National Trust – Whitehaven Coast and Whitehaven Harbour and Marina,
- Employment areas including Haig Enterprise Park, Albion Street and Whitehaven town centre
- Sports grounds including Whitehaven Rugby League Football Club and Whitehaven Football Club.

Cycling

3.5 The proposed development is a car park and is therefore not expected to generate or attract a significant number of cycling trips. Notwithstanding this, cycling accessibility has been reviewed as part of this TA and is set out below.

3.6 TT have analysed cycling for all purposes as the main mode of travel by interrogating NTS data to calculate the average and 85th percentile distances people cycle. It should be noted the NTS data interrogated was trips originating from home. Although the trip purposes are different, this analysis provides a basic understanding of distance people are willing to cycle. The analysis revealed, outside of London, the average distance people cycle is 4.5km and the 85th percentile distance 7.2km. At a typical cycle speed of 200m per minute, a 4.5km bike ride will take 22 to 23 minutes. **Figure 4** in **Appendix A** shows a catchment area based on average cycle distance from the site.

3.7 As well as this, as mentioned previously, the site is bounded to the west by National Cycle Routes 7 and 72 which provide links to Parton, Workington, Moor Row, Egremont as well as other local towns.

3.8 **Figure 5** in **Appendix A** shows the route of both National Cycle Routes 72 and 7.

Buses

3.9 A study undertaken and published in Logistics and Transport Focus in March 2018 researched walk distances to public transport. The study provides an indication of the average and 85th percentile distances people walk for a bus. Based on the analysis, outside of London, the average distance walked to a bus stop is 580m (7 to 8 minutes) and the 85th percentile is 840m (10 to 11 minutes).

3.10 Paragraph 2.9 of this TA provides details of a pair of bus stops located on B5345 Preston Street at distances of some 290m and 330m from the junction between Coach Road and Woodstock Lane. There is also a bus stop located some 310m from the Coach Road / Woodstock Lane junction, on Station Road.

3.11 The location of the nearest bus stops can be seen in **Figure 6** in **Appendix A**.

3.12 **Table 3.1** below provides a summary of the bus stops and routes.

Table 3.1: Accessible Bus Routes

Stop Location	Route No.	Route Description	Monday to Friday		Saturday	Sunday
			Daytime	Evening	Daytime	
B5345 Preston Road	2	Whitehaven, Kells, Woodhouse, Greenbank, Whitehaven	Every 30 mins	Hourly	Every 30 mis	Hourly
	2A	Whitehaven, Kells, Woodhouse, Greenbank, Whitehaven	Every 30 mins	Hourly	Every 30 mis	/
	3A	Whitehaven, Corkickle, Mirehouse, Whitehaven	Every 30 mins	Every 30 mins	Every 30 mins	/
Coach Road	3	Whitehaven, Corkickle, Mirehouse, Whitehaven	Every 30 mins	Every 30 mins	Every 30 mins	/

Conclusion

3.13 The proposed development has a good level of accessibility on foot to a range of local destinations including shopping, employment, and tourist areas. The site is also well positioned with regards to public transport and is within walking distance of a number of bus stops which provide regular bus services for journeys further afield.

4.0 HIGHWAY SAFETY

4.1 Accident records have been provided by CC for the most recent five-year period, excluding 2020 and 2021. This provides data for five complete years leading up to the travel restrictions imposed in response to the Covid 19 pandemic.

4.2 This data can be seen in **Appendix C.**

4.3 **Table 4.1** below summarises the accidents which have occurred on an around Coach Road.

Table 4.1: Highway Safety Summary

Reference/ Date	Location	Lighting	Dry/ Wet	Severity	Causation / Contributory Factors	Casualties
824876/12 Mar 19	The Gardens – 39m from junction with Calder Avenue	Daylight	Dry	Slight	• Unknown	1 Pedestrian
Pedestrian stepped out into road and clipped by unknown vehicle						
826801/22 Mar 19	Coach Road – near junction with The Gardens	Daylight	Dry	Serious	• Failure to look • Careless • Failed to judge vehicles speed or path	1 Pedestrian
Pedestrian ran out into road and collided with side vehicle						
865567/24 Jul 19	Coach Road – near junction with The Gardens	Daylight	Dry	Serious	• Failed to judge cyclists speed or path	1 Cyclist
Harsh braking from vehicle caused cyclist following behind to fall off bicycle						
867716/27 Jul 19	Coach Road – 29m from junction with Coast Road	Daylight	Dry	Serious	• Failure to look • Sudden braking	1 Pedestrian
Pedestrian ran into road to retrieve their football and has not seen the oncoming vehicle						
1226863/05 Oct 22	B5345 – At junction with Ginns	Daylight	Wet	Slight	• Slippery road due to weather	1 Motorcycle driver
Motorcycle has skidded due to the wet road surface and driver has fallen off						
1227618/07 Oct 22	Coach Road – Near	Daylight	Wet	Slight	• Slippery road due to weather	1 Vehicle driver

Reference/ Date	Location	Lighting	Dry/ Wet	Severity	Causation / Contributory Factors	Casualties
	junction with B5345					
Vehicle 1 has entered the junction and has not seen vehicle 2, causing injury to the driver of vehicle 2						
1278506/20 Feb 23	B5345 – 21m from junction with Cockpit	Daylight	Dry	Slight	• Failure to look • Careless	1 Pedestrian
Pedestrian ran into road and has not seen the oncoming vehicle						
1592022/18 May 25	Coach Road – Near junction with The Gardens	Daylight	Dry	Serious	• Unknown	1 Cyclist
Vehicle 1 emerging from hidden junction from Church and has not seen and collided with vehicle 2, a cyclist.						

4.4 **Table 4.1** shows a total of eight collisions have occurred on or around Coach Road in the most recent five-year period, excluding the covid affected years. Four serious collisions have occurred, two of which involved a pedestrian, and the other two involved cyclists.

4.5 The causation and contributory factors show the collisions have been caused by a number of different reasons including driver and pedestrian error and weather conditions.

Summary

4.6 The network operates in a safe manner, the number of collisions on the local road network is low and there is no common cluster or cause. No further consideration of highway safety is required.

5.0 PROPOSED DEVELOPMENT

5.1 The development proposal comprises of a 95-space ground level car park. An illustrative layout is shown in Alpha Design's drawing number 17/03/903 – 02, attached in **Appendix D**.

5.2 The car park will operate as a pay and display parking area comprising of 88 standard spaces and 7 disabled parking spaces.

Vehicle Access

5.3 The proposed development will be accessed from the existing site access on Woodstock Lane as shown in the Alpha Design drawing. The car park and will share access with the gym related traffic. Visibility from the existing access is limited to some 2.4m by 7m by the existing palisade fence, as shown below in **image 5.1**.

Image 5.1: Site access, Google Maps

5.4 For the proposed car park visibility will be improved by removal of the palisade fence to provide 2.4m by 20m visibility to the left for vehicles exiting the site. This visibility is considered to be appropriate given the bend on Woodstock Lane and is a significant improvement for existing users of the site. Visibility to the right from the access is clear to Coach Road.

Pedestrian and Cyclist Access

5.5 It is expected that most users of the car park will wish to walk into the town centre, and a convenient pedestrian access is provided via a new link from the car park onto NCN 7 & 72. A pedestrian walkway is provided within the car park for users walking to/ from Coach Road

6.0 TRIP GENERATION

Trip Generation

6.1 It has been assumed that two thirds of the 95 spaces will fill within the AM peak hour, and a similar proportion will be vacated within the PM peak hour, as summarised in **Table 6.1** below. Trip rates have been shown per parking space.

Table 6.1: Vehicle Trip Rates and Predicted Generated Traffic

Time Period	Arrivals		Departures	
	Trip Rate	Trips	Trip Rate	Trips
Weekday AM Peak Hour (0800 – 0900)	0.66	63	N/A	N/A
Weekday PM Peak Hour (1600 – 1700)	N/A	N/A	0.66	63

Traffic Assignment

6.2 A combination of ATC and MCC data has been used to assign the development trips onto the network.

6.3 The ATC counter on Coach Road has been used to calculate the proportion of vehicles travelling east and west on Coach Road. This has been used to calculate the proportion of left and right turning vehicles into and out of Woodstock Lane.

6.4 Analysis of the ATC data shows that in the AM peak, 61% of traffic into the site comes from the east, and the remaining 39% from the west. Traffic has been distributed at the junctions on either end of Coach Road in accordance with the count proportions calculated using MCC data.

6.5 ATC data shows 61% of traffic comes from the east and turns right into the site. MCC data at the eastern junction of Flatt Walks / Corkickle / Coach Road shows 40% of traffic comes from Corkickle, and 21% from Flatt Walks.

6.6 ATC data shows 39% of traffic comes from the west and turns left into the site. MCC data at the western junction of B5345 Preston Street / Coach Road shows 20% of traffic comes from Preston Street, and 19% from B5345 Ginns.

6.7 The proportion east and west travelling traffic can be seen in **Figure 7** and the turning count proportions calculated from the MCC data in **Figure 8,** both found in **Appendix A**.

Traffic Growth

6.8 Traffic counts surveyed in 2025 have been projected to 2030 by applying factors extracted from the DFt's TEMPro v8.1 programme using the definitive NRTP 22 Core database in line with Transport Analysis Guidance (TAG) Unit M4 Forecasting and Uncertainty. The MSOA Copeland 002 has been selected as the defined area. 'All' was selected for the road type. To ensure a robust assessment, no adjustments have been made to future TEMPro household or employment projections.

6.9 **Table 6.2** below presents the growth factors to be applied to the 2025 traffic surveys.

Table 6.2: TEMPro Growth Factors

	AM Peak Hour	PM Peak Hour
2025-2030	1.0504	1.0480

6.10 Traffic distribution, and the applied growth factors can be seen in **Figure 9** in **Appendix A.**

Committed Developments

6.11 As discussed in Chapter 2, the following committed developments have been considered within this TA. Traffic flow diagrams for each of the developments can also be found in Appendix A, with figure numbers provided below:

- Land at Preston Street, Preston Street (Planning application reference number 4/23/2314/0F1) – **Figure 10** in **Appendix A**,
- Former Marchon Chemical Factory, High Road (Planning application reference number 4/21/2432/0F1) – **Figure 11** in **Appendix A**,
- Land adjacent to Border Yard, Coach Road (Planning application reference number 4/22/2466/0F1) – **Figure 12** in **Appendix A**,
- Edgehill Park (Planning application reference number 4/13/2235/0O1) - – **Figure 13** in **Appendix A**, and
- Land at Low Road, Whitehaven (Planning application reference number 4/20/2514/0F1 – **Figure 14** in **Appendix A**.

6.12 On review of the supporting TAs for each committed development, their associated traffic flows have been found to have some impacts on the local road network being considered as part of the assessment undertaken for this TA, namely Coach Road and its eastern and western access junctions.

6.13 In the AM peak, the cumulative impact of all committed sites is an additional 110 vehicles travelling along Coach Road from both access junctions. In the PM peak, the impact of all sites is an additional 104 vehicles travelling along Coach Road. This can be seen on the traffic flow diagram **Figure 15** found in **Appendix A.**

6.14 The 'Without Development' scenario comprises of the predicted 2030 traffic flows, based on the 2025 survey data, and traffic generated by committed developments, shown in **Figure 16** in **Appendix A.**

Proposed Development Traffic

6.15 Applying the turning proportions shown on **Figure 8** of **Appendix A** to the 63 trips from the development gives the following predicted arrivals in the AM peak hour:

- 24 trips turn left onto Woodstock Lane,
  - 19 originating from B5345 Ginns,
  - 5 originating from B5345 Preston Street,

- 39 trips turn right onto Woodstock Lane,
    - 25 originating from Corkickle, and
    - 13 originating from Flatt Walks.

6.16 PM departure trips from the site have been calculated using the method described above.

6.17 ATC data shows 61% of traffic is expected to leave the site by turning left and travelling east on Coach Road. MCC data at the eastern junction of Flatt Walks / Corkickle / Coach Road shows 32% of development traffic is expected to turn left up to Flatt Walks, and 30% is expected to turn right onto Corkickle. The remaining 39% of traffic leaving the site is expected to turn right and travel west on Coach Road. At the western junction of Preston Street / B5345 Ginns / Coach Road, MCC data shows 26% of traffic is expected to turn left onto B5345 Ginns and 12% is expected to turn right onto Preston Street.

6.18 Applying these proportions to the 63 trips from the development gives the following predicted departures in the PM Peak hour:

- 39 trips turning left from Woodstock Lane,
    - 20 turning left onto Flatt Walks.
    - 19 turning right onto Corkickle, and
- 24 trips turning left from Woodstock Lane,
    - 17 turning left onto B5345 Ginns,
    - 8 turning right onto B5345 Preston Street

6.19 The total traffic generated by the proposed development can be seen in **Figure 17** in **Appendix A.**

6.20 The 'With Development' scenario builds upon the 'Without Development' scenario by including the traffic generated by the proposed car park.

6.21 The 'With Development' traffic flow diagram is shown in **Figure 18** in **Appendix A.**

7.0 OPERATIONAL ASSESSMENT

7.1 The Junctions 9 computer programme has been used to assess the B5345 Preston Street / Coach Road and Coach Road / Woodstock Lane junction. Junctions 9 models report the Ratio of Flow to Capacity (RFC), the average number of vehicles queueing and the average delay per vehicle for all approaches during each 15 minute interval throughout the assessment period.

7.2 The signalised Flatt Walks / Corkickle / Coach Road junction has been assessed using the LinSig v3 modelling software. LinSig v3 report the Degree of Saturation (DoS), the Mean Maximum Queue (MMQ) and the average delay per vehicle for all approaches throughout the assessment period. The MMQ represents the average maximum number of vehicles queuing on any approach during each traffic signal cycle.

7.3 The outputs files can be found in **Appendix E.**

Coach Road / Woodstock Lane

7.4 **Table 7.1** below shows the assessment results for 2030 With and Without Development Flows during both the AM and PM peak hours.

Table 7.1: Coach Road / Woodstock Lane Junction, Capacity Assessment Results

		2030 Without Development		2030 With Development	
Entry Arm	**Parameter**	**AM Peak**	**PM Peak**	**AM Peak**	**PM Peak**
Woodstock Lane LT & RT onto Coach Road	RFC Ave Queue Ave Delay	0.04 0 7 secs	0.04 0 9 secs	0.04 0 7 secs	0.19 0 10 secs
Coach Road RT on Woodstock Lane	RFC Ave Queue Ave Delay	0.03 0 5 secs	0.04 0 5 secs	0.12 0 6 secs	0.04 0 5 secs

7.5 **Table 7.1** above shows the proposed car park development is predicted to have a minimal impact on the Coach Road / Woodstock Lane junction in both the AM and PM peak scenarios. With the inclusion of the development traffic. all movements are predicted to operate with ample spare capacity.

B5345 Preston Street / Coach Road

7.6 **Table 7.2** below shows the assessment results for 2030 With and Without Development Flows during both the AM and PM peak hours.

Table 7.2: B5345 Preston Street / Coach Road Junction, Capacity Assessment Results

		2030 Without Development		2030 With Development	
Entry Arm	**Parameter**	**AM Peak**	**PM Peak**	**AM Peak**	**PM Peak**
B5345 Preston Street Ahead / Right Turn onto Coast Road	RFC Ave Queue Ave Delay	0.72 4 15 secs	0.67 3 15 secs	0.79 6 20 secs	0.67 3 15 secs
Coach Road Left and Right Turn onto B5345 Preston Street	RFC Ave Queue Ave Delay	0.52 1 19 secs	0.75 3 45 secs	0.53 1 19 secs	0.84 4 66 secs

7.7 The results in **Table 7.2** above show the impact of the proposed car park on the B5345 Preston Street / Coach Road junction. From the above table, it can be seen the largest increase in delay during the AM peak occurs on the B5345 Preston Street where right turning/straight ahead traffic is predicted to experience an additional 5 seconds of delay. During the PM peak, the largest increase in delay occurs on the traffic joining the B5345 Preston Street from Coach Road, a predicted increase of 21 seconds.

7.8 All movements are predicted to operate within capacity with the inclusion of the development traffic.

Flatt Walks / Corkickle / Coach Road Signalised Junction

7.9 **Table 7.3** below shows the assessment results for 2030 With and Without Development Flows during both the AM and PM peak hours. Both scenarios have been assessed using the existing cycle timings as supplied by CC.

Table 7.3: Flatt Walks / Corkickle / Coach Road Junction, Capacity Assessment Results

		2030 Without Development		2030 With Development	
Entry Arm	**Parameter**	**AM Peak**	**PM Peak**	**AM Peak**	**PM Peak**
Flatt Walks (Straight Ahead + RT)	DoS (%) MMQ	29.7 3	50.0 8	33.4 3	50.0 8
Corkickle (Straight Ahead + LT)	DoS (%) MMQ	69.6 15	65.0 13	72.5 16	65.0 13
Coach Road (LT + RT)	DoS MMQ	62.9 6	74.6 9	62.9 6	80.2 11
Overall PRC (%)		29.3	20.7	24.2	12.2
Total Traffic Delay (PCU/Hr)		11.1	13.0	11.7	14.0

7.10 The results in **Table 7.3** above show the proposed development is expected to have a minimal impact on the operation of the Flatt Walks / Corkickle / Coach Road Junction. The largest increase in DoS occurs on Coach Road in the PM peak, rising up to 80.2%.

7.11 Although there is spare capacity on this approach arm, this is approaching the recommended limit of 85%. Therefore, the model has been reassessed using LinSig's internal signal optimisation. Results of this can be seen in **Table 7.4**.

Table 7.4: Flatt Walks / Corkickle / Coach Road Junction, Capacity Assessment Results – Optimised

		2030 With Development (Optimised)	
Entry Arm	**Parameter**	**AM Peak**	**PM Peak**
Flatt Walks (Straight Ahead + RT)	DoS (%) MMQ	31.3 3	55.9 10
Corkickle (Straight Ahead + LT)	DoS (%) MMQ	67.0 15	66.4 14
Coach Road (LT + RT)	DoS MMQ	66.3 7	67.4 8
Overall PRC (%)		34.3	33.5
Total Traffic Delay (PCU/Hr)		11.0	13.2

7.12 **Table 7.4** above shows the junction is predicted to operate with ample spare capacity with the inclusion of the development traffic and the optimisation of the junction. Where Coach Road was predicted to experience a DoS of 80.2%, this has reduced to 67.4% after optimisation.

Summary

7.13 The assessed junctions are predicted to operate well with ample spare capacity with the inclusion of development traffic. Therefore, no further consideration of junction operation is required.

8.0 SUMMARY

8.1 Tetra Tech (TT) have been engaged by High Grange Developments Ltd to prepare this Transport Assessment (TA) in support of their planning application for a proposed 95 space car park on a former Jewson's Yard off Coach Road, Whitehaven.

8.2 This report has been produced having due regard where appropriate for the advice contained in national and local guidance, and the pre-app comments by Cumberland Council (CC).

8.3 The car park itself is proposed to operate as a pay and display car park and includes 88 standard spaces and an additional 7 reserved disabled parking spaces.

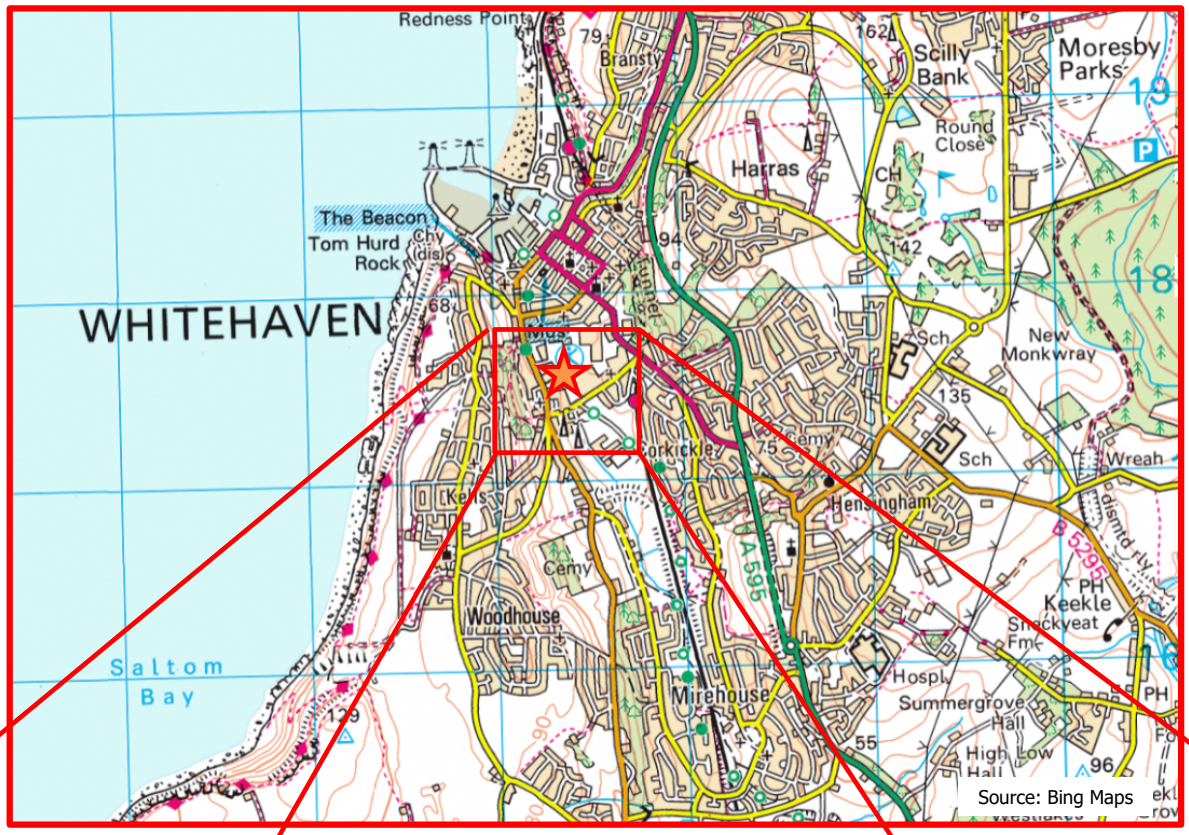
8.4 The site is well positioned and is accessible by a number of users. Vehicles can access the development via the existing Coach Road / Woodstock Lane junction, whilst a new link from the site onto NCN 7 & 72 is proposed for cyclists and pedestrians. The proposed development site is also well served by public transport with a number of bus stops located within walking distance from the site, providing a regular and frequent service to many employment areas and facilities.

8.5 Coach Road, and the surrounding network, operates in a safe manner with eight recorded collisions in the latest five-year period.

8.6 The proposed car park is predicted to have a minimal impact on the operation of the junctions on Coach Road. The greatest impact occurs at the B5345 Preston Street/ Coach Road junction in the PM peak where the delay for vehicles turning from Coach Road onto the B5345 Preston Street increases by 21 seconds with the inclusion of the development generated traffic. The average queue of this movement increases by 1 PCU.

8.7 On the above bases there is no justifiable transportation or highway reason why consent cannot be granted for the proposed car park located off Coach Lane, Whitehaven.

APPENDIX A - Figures

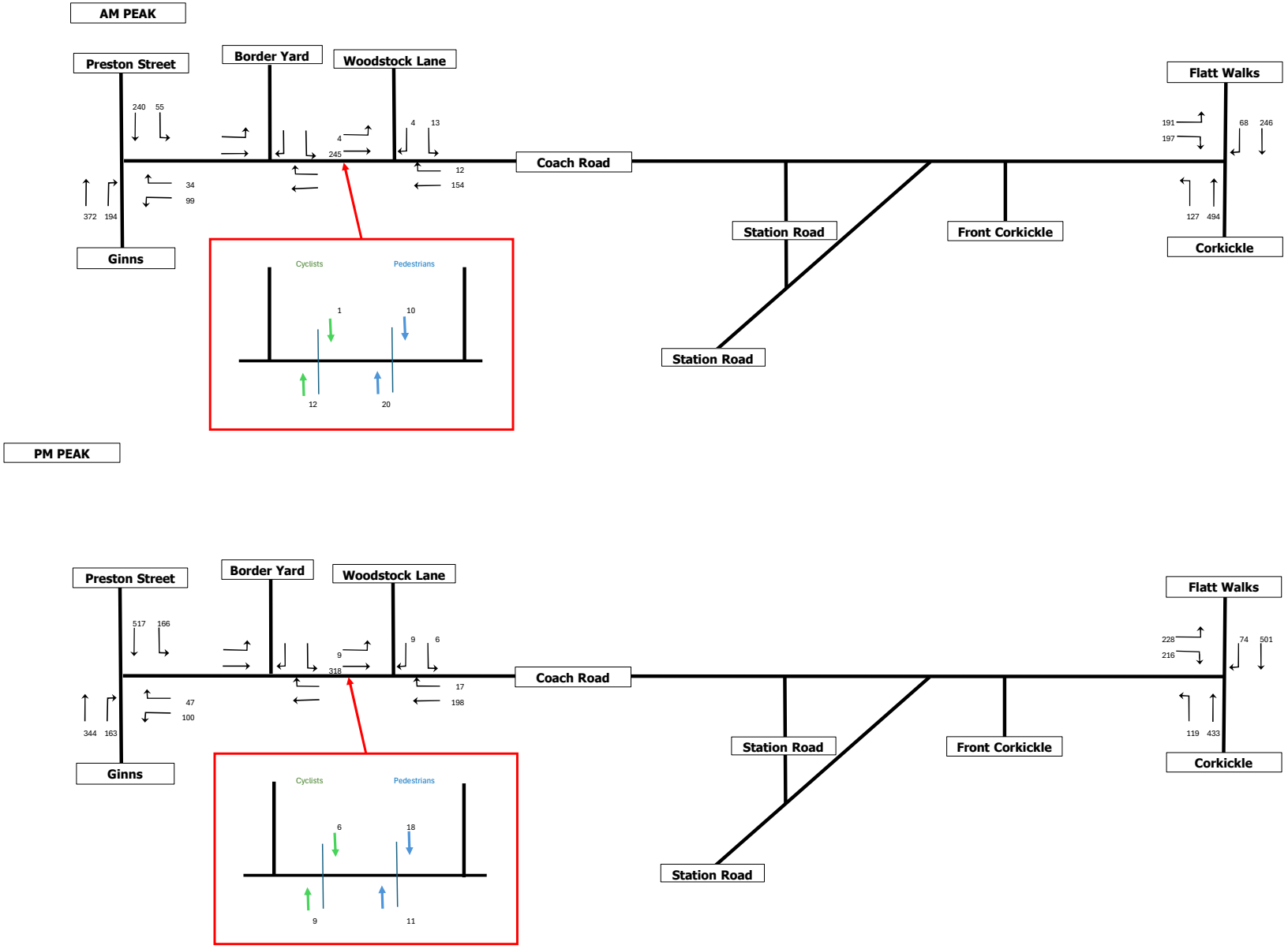


Coach Road, Workington

Site Location Plan

Figure 1

TETRA TECH



Coach Road, Whitehaven
2025 Surveyed Flows

Figure 2

TETRA TECH

Source: Bing Maps

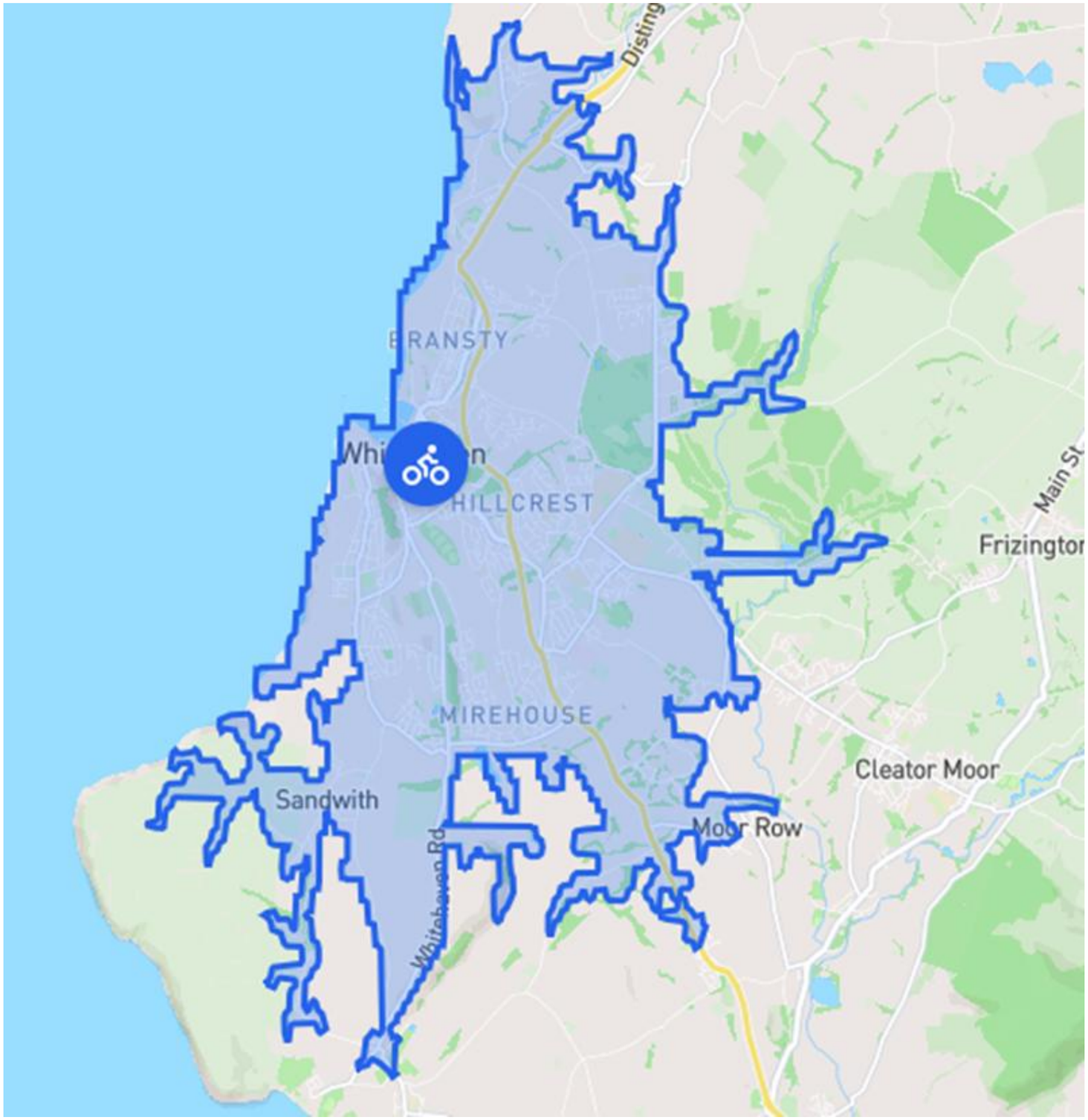
Coach Road, Whitehaven

Walk Catchment

Figure 3

TETRA TECH

N



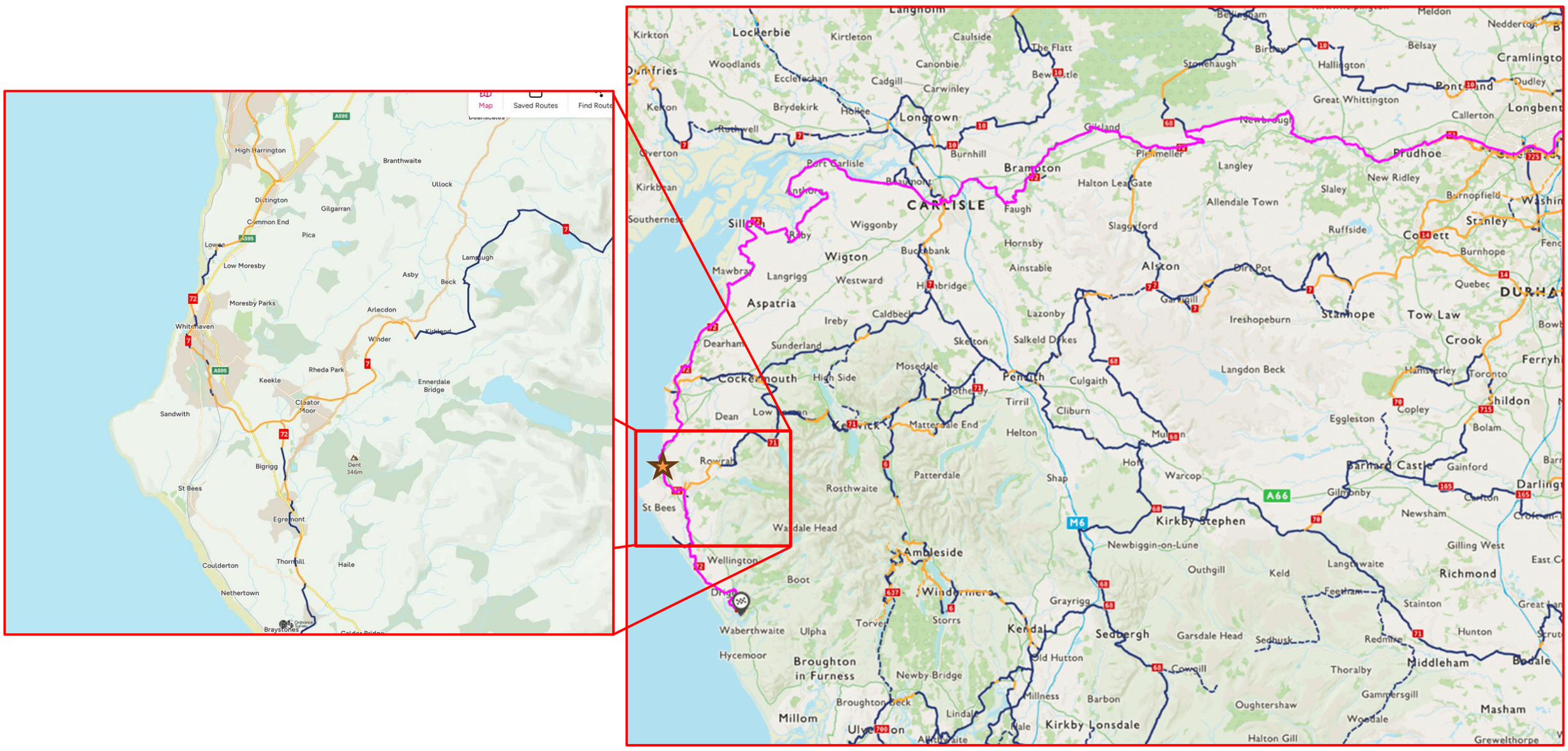
Source: Bing Maps

Coach Road, Whitehaven

Cycle Catchment

Figure 4

TETRA TECH



Source: Sustrans

Coach Road, Whitehaven

Local Cycle Routes

Figure 5

TETRA TECH

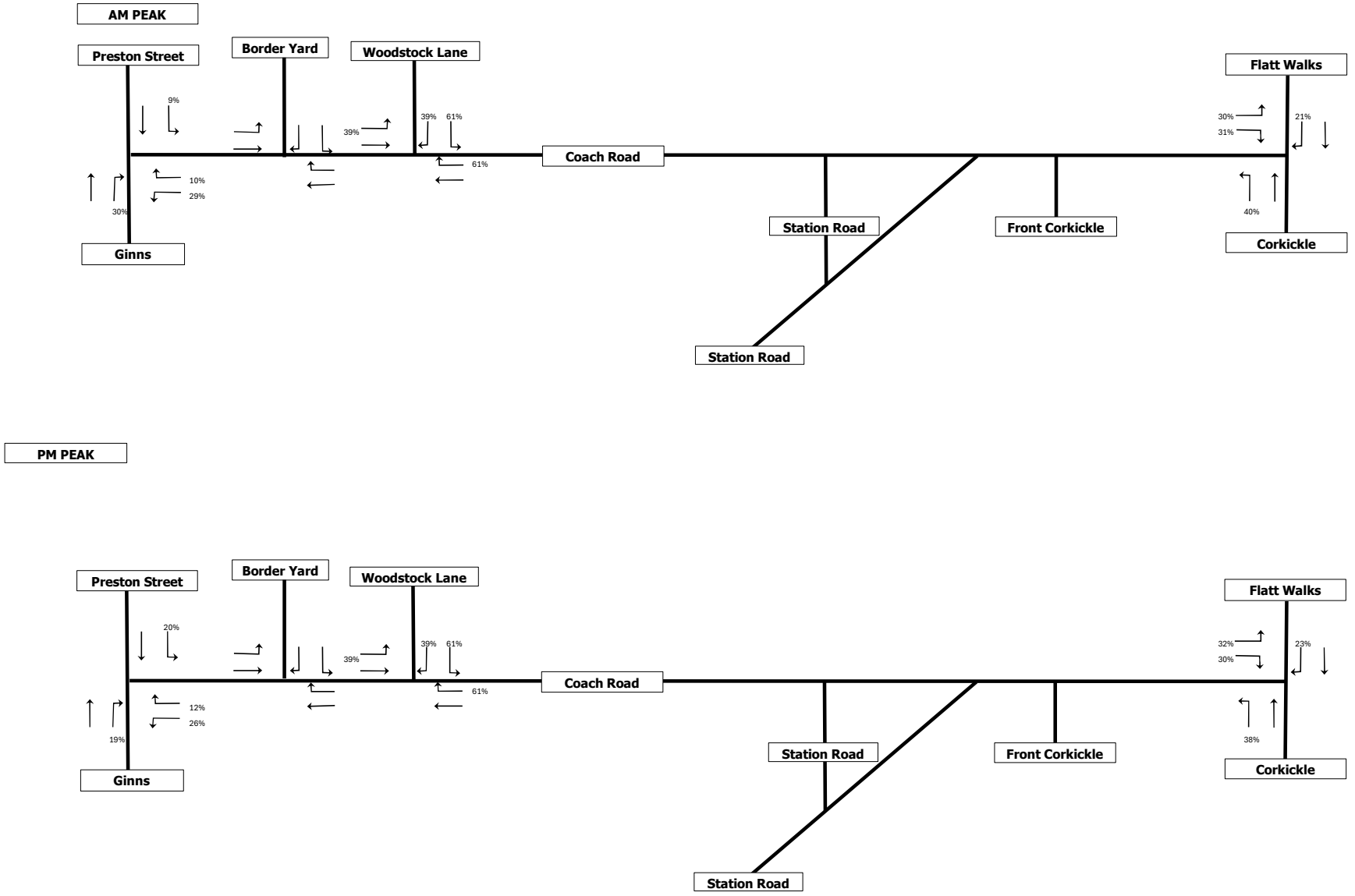
Source: Bing Maps

Coach Road, Whitehaven

Local Bus Stops

Figure 6

TETRA TECH

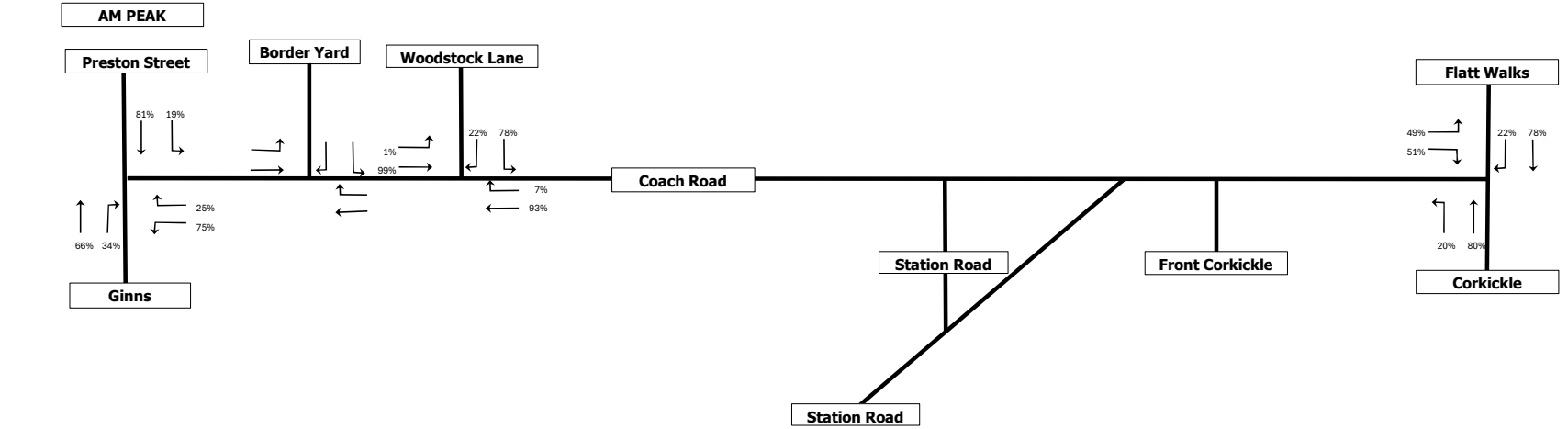


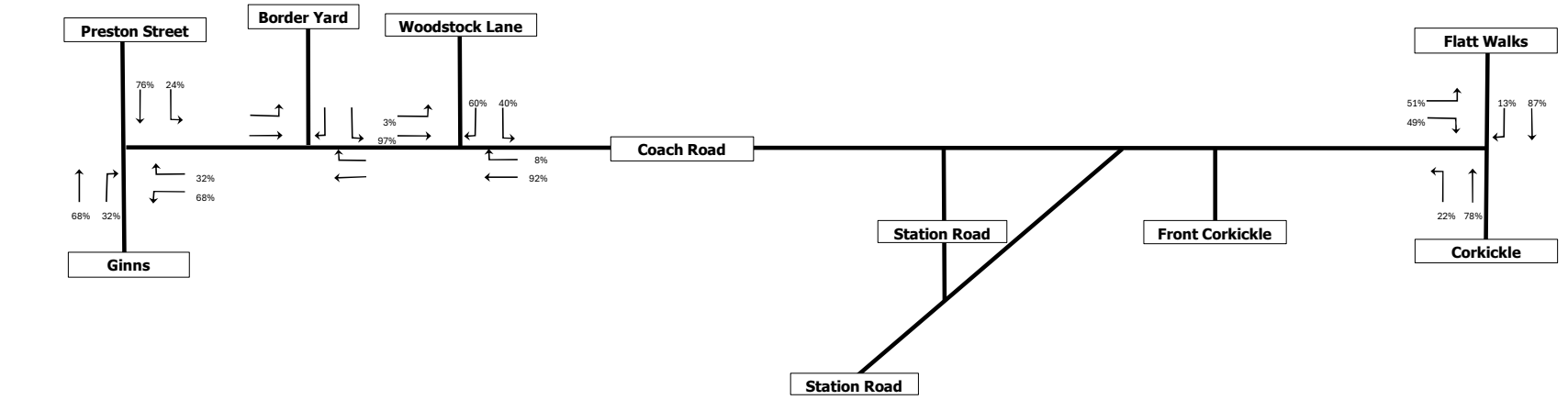
Coach Road, Whitehaven

ATC Data

Figure 7

TETRA TECH

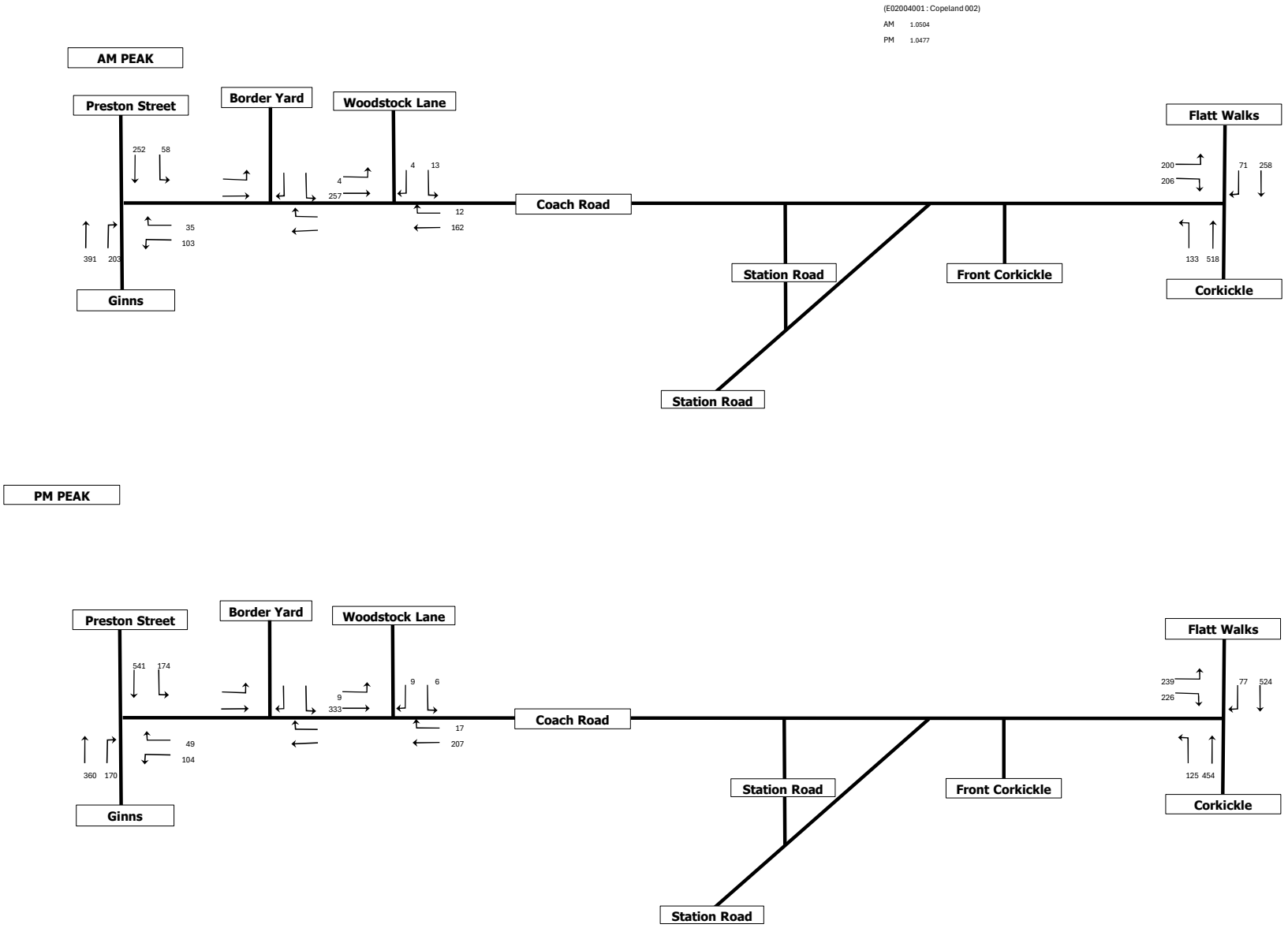




Coach Road, Whitehaven
Count Proportions

Figure 8

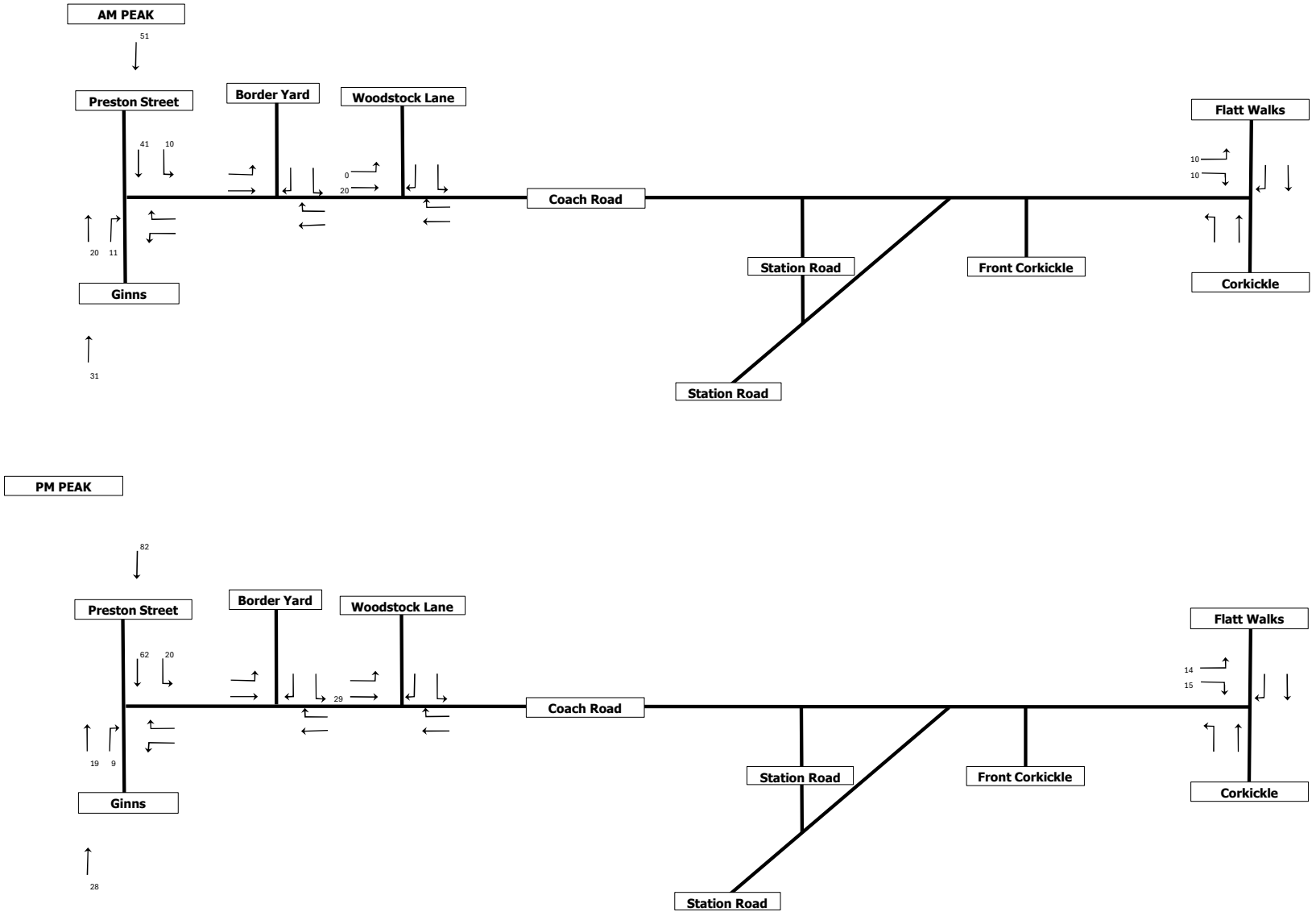
TETRA TECH



Coach Road, Whitehaven
Growth 2030

Figure 9

TETRA TECH



Coach Road, Whitehaven
Land at Preston Street (4/23/2314/0F1)

Figure 10

TETRA TECH

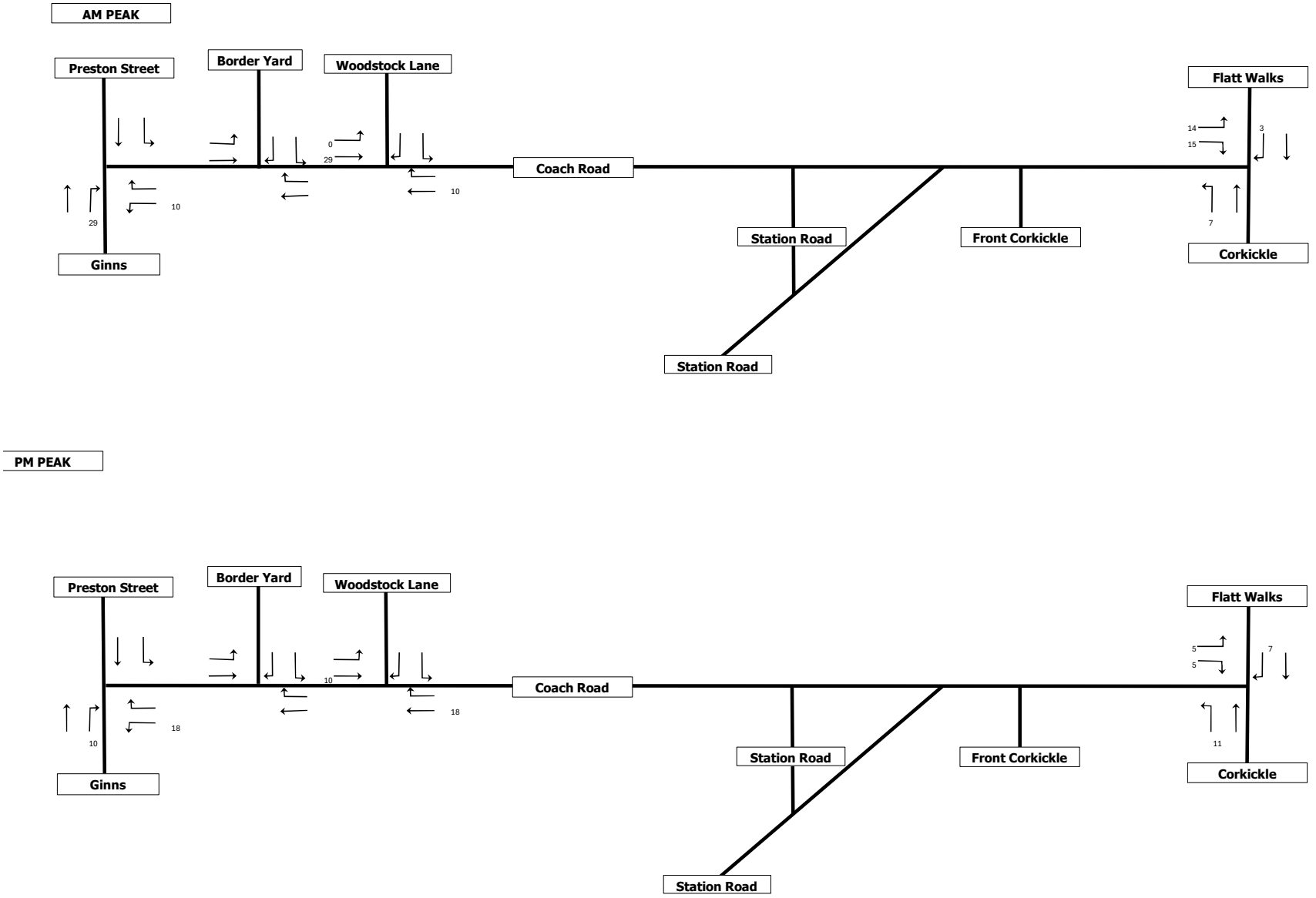
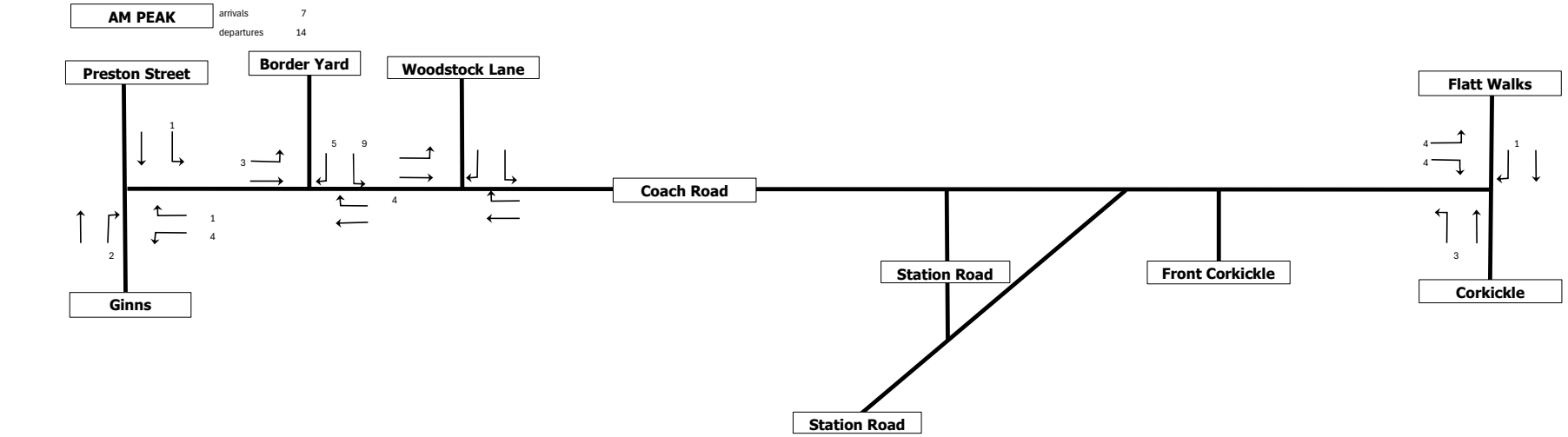
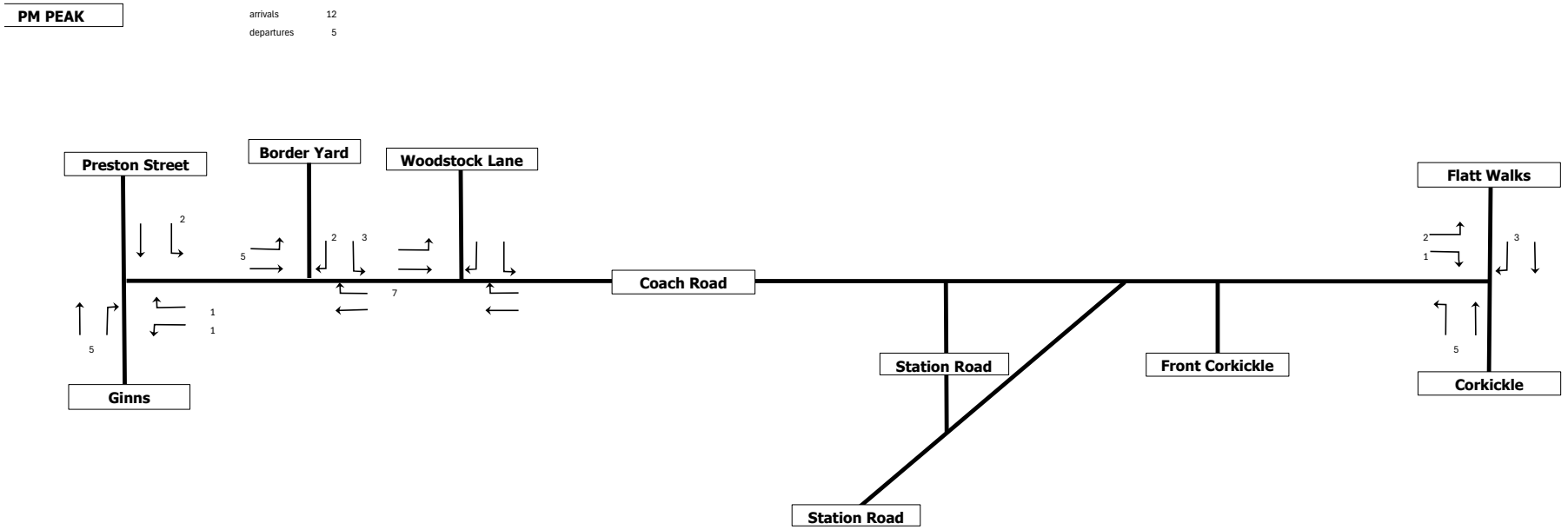


Figure 11

Coach Road, Whitehaven

Former Marchon Chemical Factory (4/21/2432/0F1)

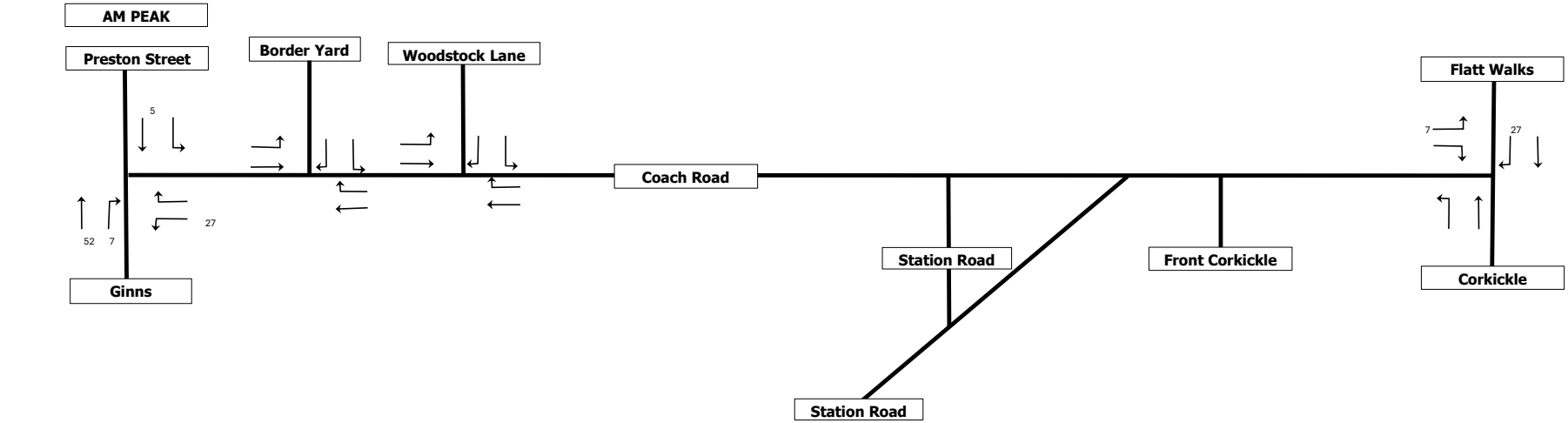


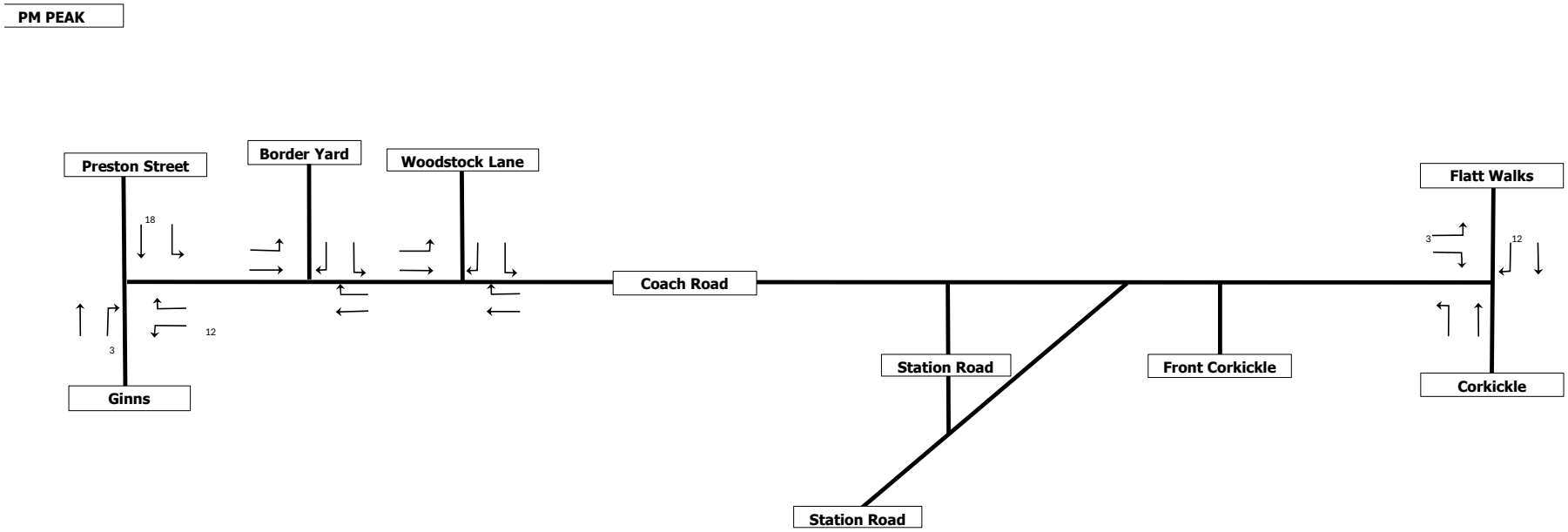


Coach Road, Whitehaven
Land Adjacent to Border Yard (4/22/2466/0F1)

Figure 12

TETRA TECH



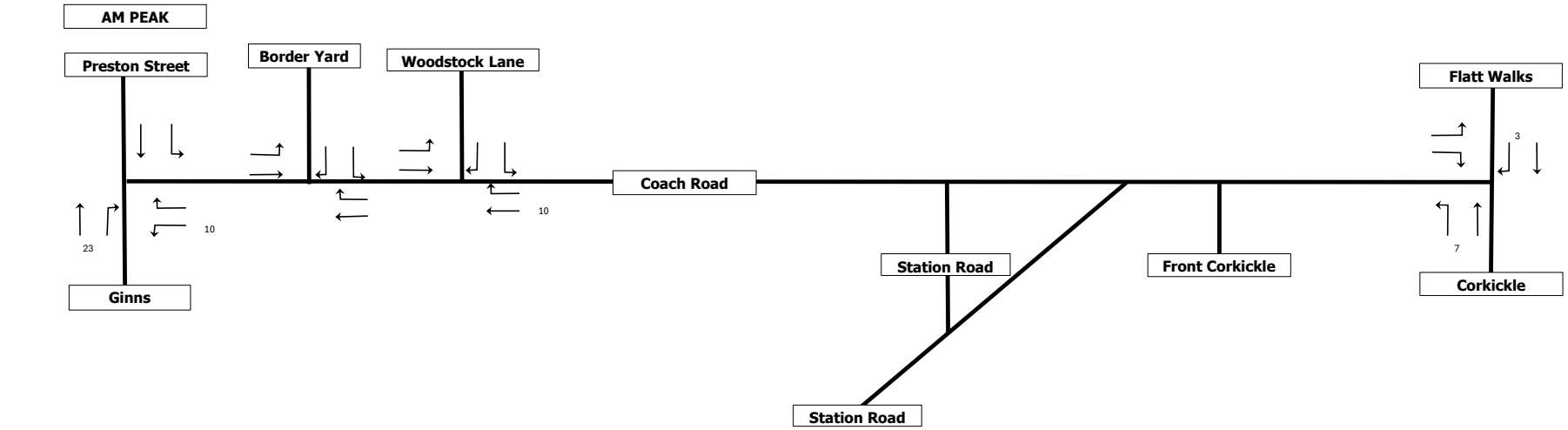


Coach Road, Whitehaven

Edgehill Park (4/13/2235/0O1)

Figure 13

TETRA TECH



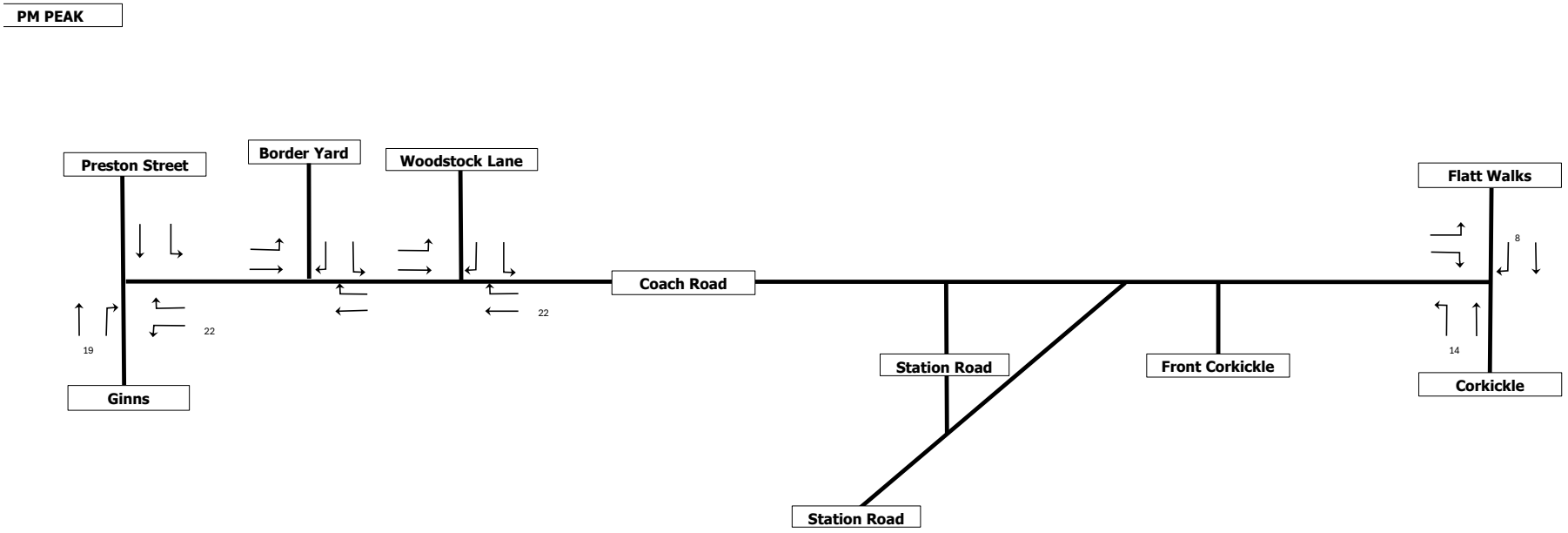
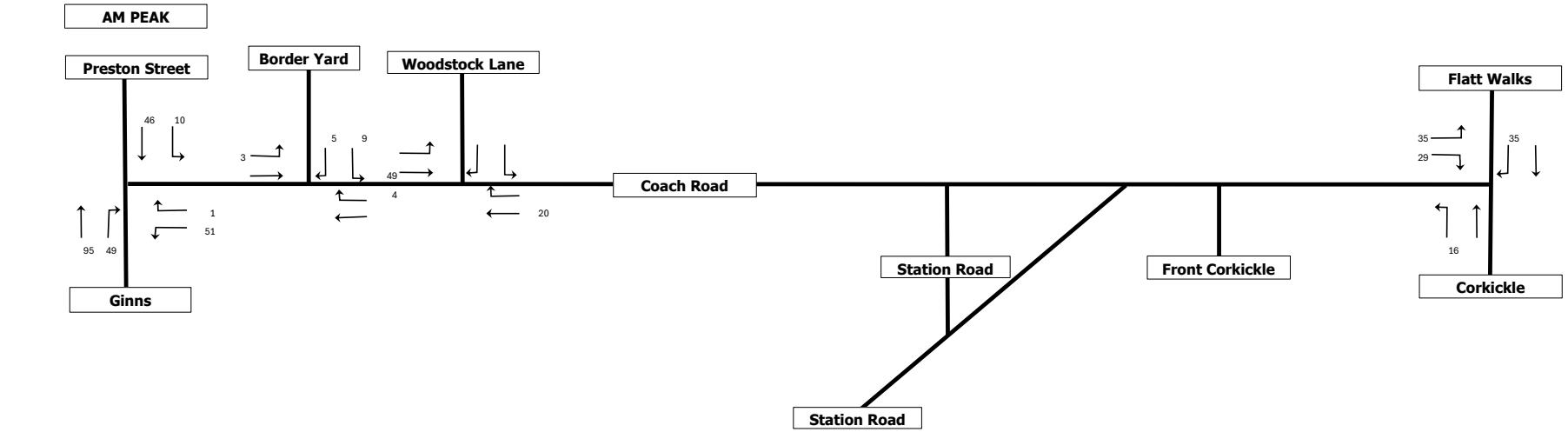


Figure 14

Coach Road, Whitehaven
Land at Low Road (4/20/2514/0F190)

TETRA TECH



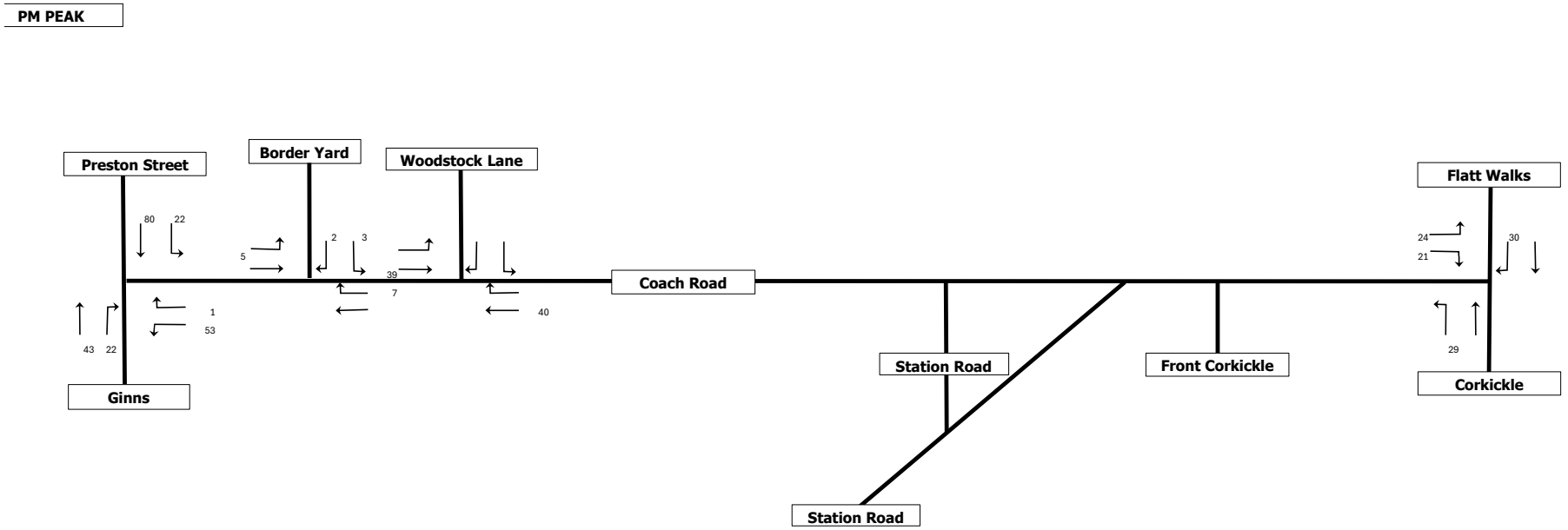
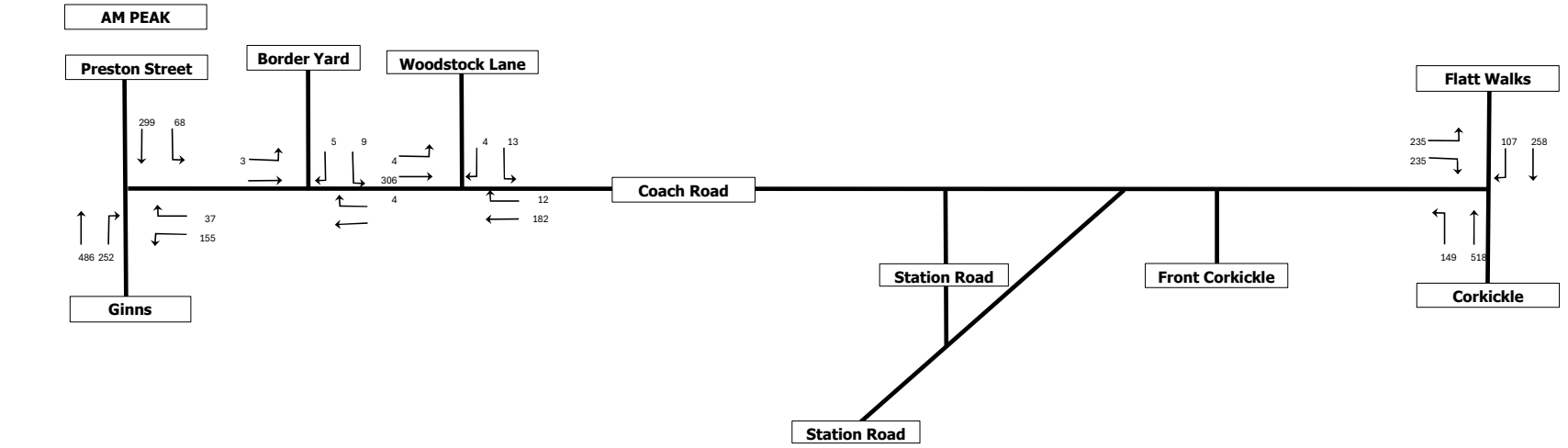


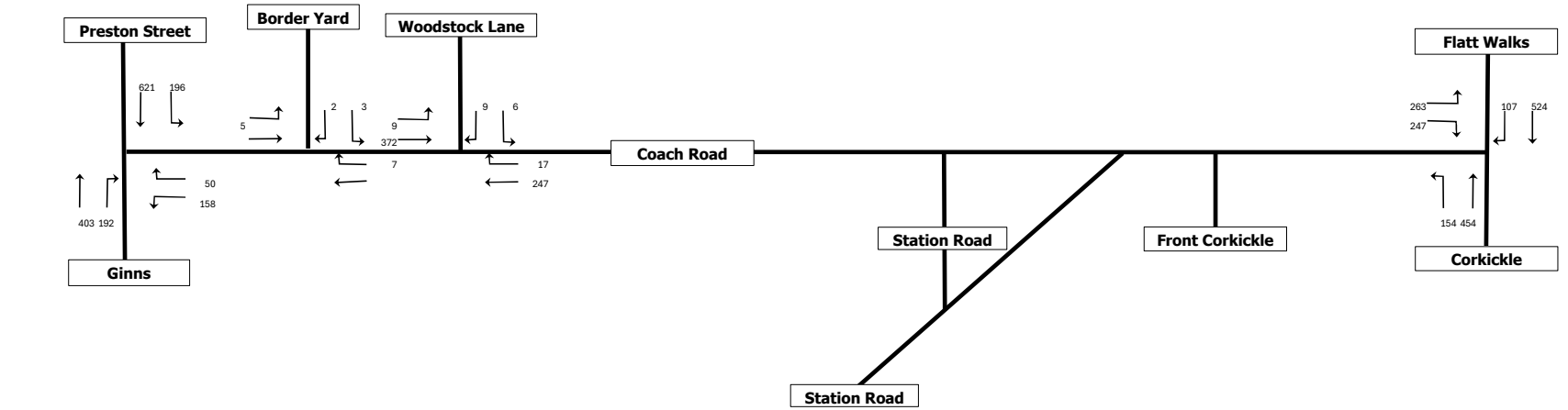
Figure 15

Coach Road, Whitehaven

Total Commited Developments

TETRA TECH



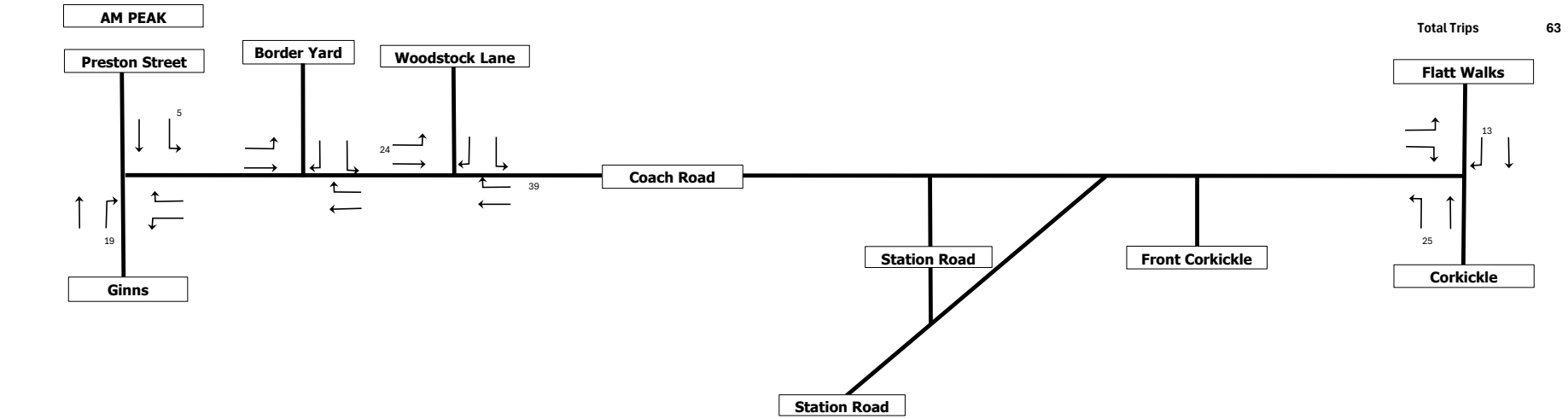


Coach Road, Whitehaven

2030 Without Development Flows

Figure 16

TETRA TECH



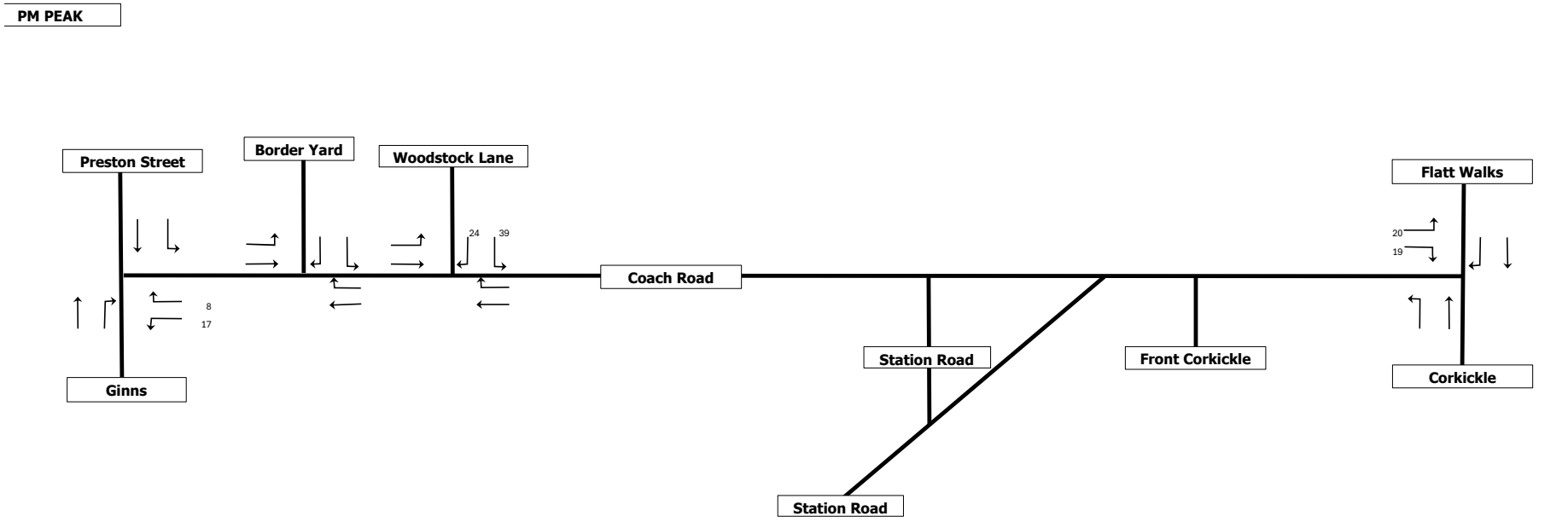
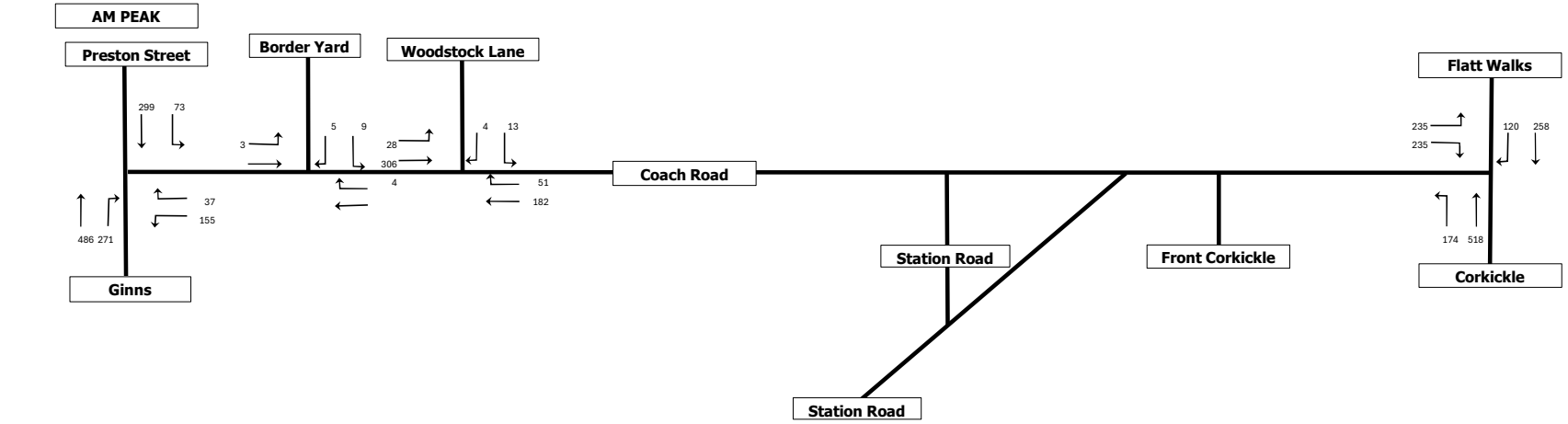


Figure 17

Coach Road, Whitehaven

Development Generated Traffic

TETRA TECH



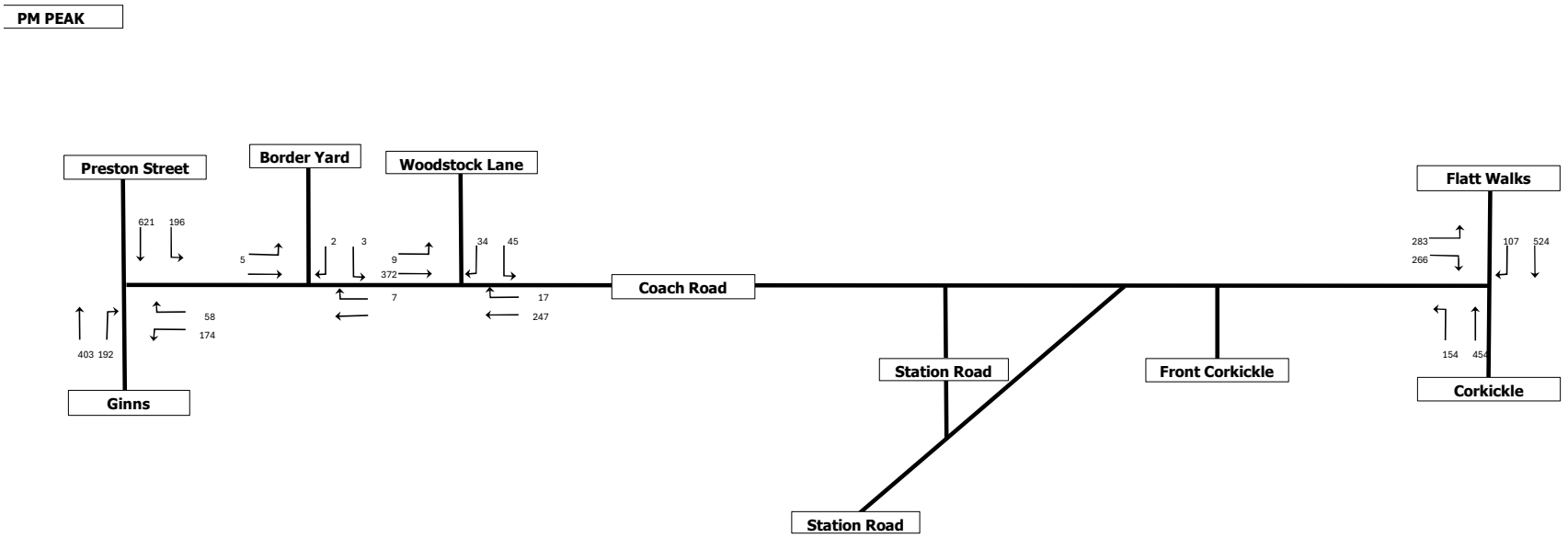


Figure 18

Coach Road, Whitehaven

2030 With Development Flows

TETRA TECH

APPENDIX B – Traffic Surveys

Queue Lengths, Whitehaven

DATE: TUESDAY 8th JULY 2025

LOCATION: B5345 GINNS / THE RISE

ARM: THE RISE

	LANE 1
7:00 - 7:05	1
7:05 - 7:10	2
7:10 - 7:15	1
7:15 - 7:20	1
7:20 - 7:25	1
7:25 - 7:30	1
7:30 - 7:35	2
7:35 - 7:40	2
7:40 - 7:45	2
7:45 - 7:50	3
7:50 - 7:55	2
7:55 - 8:00	2
8:00 - 8:05	1
8:05 - 8:10	2
8:10 - 8:15	1
8:15 - 8:20	1
8:20 - 8:25	3
8:25 - 8:30	3
8:30 - 8:35	2
8:35 - 8:40	2
8:40 - 8:45	4
8:45 - 8:50	3
8:50 - 8:55	2
8:55 - 9:00	6
9:00 - 9:05	3
9:05 - 9:10	4
9:10 - 9:15	3
9:15 - 9:20	2
9:20 - 9:25	3
9:25 - 9:30	2
14:30 - 14:35	2
14:35 - 14:40	1
14:40 - 14:45	3
14:45 - 14:50	2
14:50 - 14:55	3
14:55 - 15:00	4
15:00 - 15:05	2
15:05 - 15:10	3
15:10 - 15:15	3
15:15 - 15:20	3
15:20 - 15:25	4
15:25 - 15:30	6
15:30 - 15:35	4
15:35 - 15:40	2
15:40 - 15:45	2
15:45 - 15:50	2
15:50 - 15:55	2
15:55 - 16:00	4
16:00 - 16:05	2
16:05 - 16:10	2
16:10 - 16:15	4
16:15 - 16:20	4
16:20 - 16:25	3
16:25 - 16:30	3
16:30 - 16:35	4
16:35 - 16:40	4
16:40 - 16:45	3
16:45 - 16:50	2
16:50 - 16:55	3
16:55 - 17:00	4
17:00 - 17:05	4
17:05 - 17:10	5
17:10 - 17:15	3
17:15 - 17:20	5
17:20 - 17:25	3
17:25 - 17:30	3
17:30 - 17:35	2
17:35 - 17:40	3
17:40 - 17:45	1
17:45 - 17:50	4
17:50 - 17:55	4
17:55 - 18:00	3
18:00 - 18:05	2
18:05 - 18:10	4
18:10 - 18:15	4
18:15 - 18:20	3
18:20 - 18:25	4
18:25 - 18:30	2

ARM: B5345 GINNS (SOUTH)

	RIGHT TURN
7:00 - 7:05	0
7:05 - 7:10	0
7:10 - 7:15	1
7:15 - 7:20	1
7:20 - 7:25	0
7:25 - 7:30	3
7:30 - 7:35	1
7:35 - 7:40	0
7:40 - 7:45	0
7:45 - 7:50	2
7:50 - 7:55	0
7:55 - 8:00	1
8:00 - 8:05	0
8:05 - 8:10	1
8:10 - 8:15	1
8:15 - 8:20	1
8:20 - 8:25	2
8:25 - 8:30	3
8:30 - 8:35	3
8:35 - 8:40	2
8:40 - 8:45	1
8:45 - 8:50	3
8:50 - 8:55	2
8:55 - 9:00	1
9:00 - 9:05	4
9:05 - 9:10	1
9:10 - 9:15	1
9:15 - 9:20	2
9:20 - 9:25	2
9:25 - 9:30	2
14:30 - 14:35	2
14:35 - 14:40	3
14:40 - 14:45	1
14:45 - 14:50	1
14:50 - 14:55	2
14:55 - 15:00	3
15:00 - 15:05	2
15:05 - 15:10	2
15:10 - 15:15	2
15:15 - 15:20	3
15:20 - 15:25	2
15:25 - 15:30	2
15:30 - 15:35	2
15:35 - 15:40	2
15:40 - 15:45	1
15:45 - 15:50	2
15:50 - 15:55	3
15:55 - 16:00	2
16:00 - 16:05	2
16:05 - 16:10	2
16:10 - 16:15	1
16:15 - 16:20	4
16:20 - 16:25	4
16:25 - 16:30	1
16:30 - 16:35	4
16:35 - 16:40	3
16:40 - 16:45	3
16:45 - 16:50	2
16:50 - 16:55	2
16:55 - 17:00	4
17:00 - 17:05	2
17:05 - 17:10	3
17:10 - 17:15	3
17:15 - 17:20	2
17:20 - 17:25	2
17:25 - 17:30	1
17:30 - 17:35	2
17:35 - 17:40	2
17:40 - 17:45	2
17:45 - 17:50	2
17:50 - 17:55	2
17:55 - 18:00	3
18:00 - 18:05	3
18:05 - 18:10	4
18:10 - 18:15	1
18:15 - 18:20	2
18:20 - 18:25	2
18:25 - 18:30	2

Queue Lengths, Whitehaven

DATE: TUESDAY 8th JULY 2025

LOCATION: COACH ROAD / FRONT CORKICKLE / STATION ROAD

	ARM: COACH ROAD (EAST)	ARM: FRONT CORKICKLE	ARM: STATION ROAD	ARM: STATION ROAD	ARM: STATION ROAD (LINK ROAD)	
	RIGHT TURN	LANE 1	RIGHT TURN TO LINK ROAD	LANE 1	NORTHBOUND	SOUTHBOUND
7:00 - 7:05	0	0	0	0	0	1
7:05 - 7:10	0	0	0	0	0	0
7:10 - 7:15	0	0	0	0	0	0
7:15 - 7:20	0	0	0	0	0	0
7:20 - 7:25	1	0	0	0	0	0
7:25 - 7:30	0	0	0	0	0	0
7:30 - 7:35	0	0	0	0	0	1
7:35 - 7:40	0	0	0	0	0	0
7:40 - 7:45	0	0	0	1	0	0
7:45 - 7:50	0	0	0	1	0	0
7:50 - 7:55	0	0	0	3	0	0
7:55 - 8:00	0	0	0	0	0	0
8:00 - 8:05	0	0	0	1	0	0
8:05 - 8:10	0	0	0	0	0	1
8:10 - 8:15	0	0	0	2	1	0
8:15 - 8:20	0	0	0	0	0	1
8:20 - 8:25	1	0	0	0	1	0
8:25 - 8:30	0	0	0	1	1	1
8:30 - 8:35	2	0	0	1	1	1
8:35 - 8:40	0	0	0	0	1	1
8:40 - 8:45	2	2	0	1	1	1
8:45 - 8:50	0	0	0	1	1	1
8:50 - 8:55	0	1	0	3	1	1
8:55 - 9:00	2	1	0	0	1	1
9:00 - 9:05	0	0	0	3	1	1
9:05 - 9:10	0	0	0	2	0	1
9:10 - 9:15	0	0	0	0	0	1
9:15 - 9:20	0	0	0	1	0	0
9:20 - 9:25	0	0	0	2	0	1
9:25 - 9:30	0	0	0	5	1	0
14:30 - 14:35	0	0	0	1	0	0
14:35 - 14:40	0	0	0	0	1	1
14:40 - 14:45	0	0	0	3	1	1
14:45 - 14:50	0	0	0	0	0	0
14:50 - 14:55	1	0	0	3	1	1
14:55 - 15:00	0	0	0	0	0	1
15:00 - 15:05	1	0	0	1	0	1
15:05 - 15:10	0	0	0	0	1	1
15:10 - 15:15	2	0	0	1	4	1
15:15 - 15:20	0	1	0	3	1	1
15:20 - 15:25	0	0	0	0	1	1
15:25 - 15:30	1	0	0	0	1	2
15:30 - 15:35	0	0	0	4	1	1
15:35 - 15:40	0	0	0	3	0	1
15:40 - 15:45	0	0	0	1	0	1
15:45 - 15:50	0	0	0	0	0	0
15:50 - 15:55	0	0	0	0	0	1
15:55 - 16:00	0	0	0	3	1	1
16:00 - 16:05	0	1	0	0	1	0
16:05 - 16:10	0	0	0	1	1	1
16:10 - 16:15	0	0	0	0	1	1
16:15 - 16:20	0	0	0	2	1	2
16:20 - 16:25	0	0	0	1	1	1
16:25 - 16:30	0	0	0	0	1	1
16:30 - 16:35	1	0	0	1	1	1
16:35 - 16:40	0	0	0	4	1	1
16:40 - 16:45	0	0	0	0	0	0
16:45 - 16:50	0	0	0	0	0	1
16:50 - 16:55	0	0	0	0	0	1
16:55 - 17:00	0	0	0	2	0	1
17:00 - 17:05	0	0	0	0	1	0
17:05 - 17:10	0	0	0	1	1	0
17:10 - 17:15	0	0	0	1	1	1
17:15 - 17:20	0	0	0	0	0	0
17:20 - 17:25	0	0	0	0	1	0
17:25 - 17:30	0	0	0	1	0	1
17:30 - 17:35	0	0	0	0	1	1
17:35 - 17:40	0	0	0	0	1	1
17:40 - 17:45	0	1	0	0	1	1
17:45 - 17:50	1	0	0	1	1	1
17:50 - 17:55	0	0	0	2	1	0
17:55 - 18:00	0	0	0	2	0	1
18:00 - 18:05	0	1	0	2	2	0
18:05 - 18:10	0	1	0	3	0	1
18:10 - 18:15	0	1	0	2	1	0
18:15 - 18:20	0	0	0	1	1	0
18:20 - 18:25	0	0	0	0	0	1
18:25 - 18:30	0	0	0	1	0	0

ARM: COACH ROAD (WEST)

	RIGHT TURN TO STATION ROAD	AHEAD	RIGHT TURN TO FRONT CORKICLE
7:00 - 7:05	0	0	0
7:05 - 7:10	0	0	0
7:10 - 7:15	0	1	0
7:15 - 7:20	0	0	0
7:20 - 7:25	0	0	0
7:25 - 7:30	0	1	0
7:30 - 7:35	1	1	0
7:35 - 7:40	0	0	0
7:40 - 7:45	0	0	0
7:45 - 7:50	0	2	0
7:50 - 7:55	0	2	0
7:55 - 8:00	0	2	0
8:00 - 8:05	0	2	0
8:05 - 8:10	0	1	0
8:10 - 8:15	0	2	0
8:15 - 8:20	0	2	0
8:20 - 8:25	0	1	0
8:25 - 8:30	1	1	0
8:30 - 8:35	0	1	0
8:35 - 8:40	1	7	0
8:40 - 8:45	1	6	0
8:45 - 8:50	1	8	0
8:50 - 8:55	0	3	0
8:55 - 9:00	0	7	0
9:00 - 9:05	0	4	0
9:05 - 9:10	0	1	0
9:10 - 9:15	0	0	0
9:15 - 9:20	1	3	0
9:20 - 9:25	0	3	0
9:25 - 9:30	0	3	0
14:30 - 14:35	0	0	0
14:35 - 14:40	0	2	0
14:40 - 14:45	0	5	0
14:45 - 14:50	0	0	0
14:50 - 14:55	0	4	0
14:55 - 15:00	0	1	0
15:00 - 15:05	1	2	1
15:05 - 15:10	0	0	0
15:10 - 15:15	0	5	0
15:15 - 15:20	0	3	0
15:20 - 15:25	1	3	0
15:25 - 15:30	2	15	0
15:30 - 15:35	2	18	0
15:35 - 15:40	0	13	0
15:40 - 15:45	0	2	0
15:45 - 15:50	0	1	1
15:50 - 15:55	0	2	0
15:55 - 16:00	0	7	0
16:00 - 16:05	0	4	0
16:05 - 16:10	1	4	0
16:10 - 16:15	1	3	0
16:15 - 16:20	1	5	0
16:20 - 16:25	0	3	0
16:25 - 16:30	0	1	0
16:30 - 16:35	0	13	0
16:35 - 16:40	1	2	0
16:40 - 16:45	0	1	0
16:45 - 16:50	0	2	0
16:50 - 16:55	0	2	0
16:55 - 17:00	0	7	0
17:00 - 17:05	0	1	0
17:05 - 17:10	0	6	0
17:10 - 17:15	0	1	0
17:15 - 17:20	0	2	0
17:20 - 17:25	0	2	0
17:25 - 17:30	0	4	0
17:30 - 17:35	0	1	0
17:35 - 17:40	0	1	0
17:40 - 17:45	1	2	0
17:45 - 17:50	1	1	0
17:50 - 17:55	0	2	0
17:55 - 18:00	1	3	0
18:00 - 18:05	0	6	0
18:05 - 18:10	1	17	0
18:10 - 18:15	1	19	0
18:15 - 18:20	1	18	0
18:20 - 18:25	0	0	0
18:25 - 18:30	0	2	0

Queue Lengths, Whitehaven

DATE: TUESDAY 8th JULY 2025

LOCATION: A5094 CORKICKLE / COACH ROAD / A5094 FLAT WORKS

ARM: A5094 CORKICKLE

	LANE 1
7:00 - 7:05	2
7:05 - 7:10	2
7:10 - 7:15	3
7:15 - 7:20	3
7:20 - 7:25	2
7:25 - 7:30	3
7:30 - 7:35	6
7:35 - 7:40	4
7:40 - 7:45	7
7:45 - 7:50	9
7:50 - 7:55	11
7:55 - 8:00	5
8:00 - 8:05	10
8:05 - 8:10	9
8:10 - 8:15	12
8:15 - 8:20	7
8:20 - 8:25	15
8:25 - 8:30	6
8:30 - 8:35	8
8:35 - 8:40	10
8:40 - 8:45	19
8:45 - 8:50	18
8:50 - 8:55	17
8:55 - 9:00	14
9:00 - 9:05	7
9:05 - 9:10	7
9:10 - 9:15	14
9:15 - 9:20	10
9:20 - 9:25	15
9:25 - 9:30	16
14:30 - 14:35	5
14:35 - 14:40	13
14:40 - 14:45	5
14:45 - 14:50	8
14:50 - 14:55	10
14:55 - 15:00	18
15:00 - 15:05	11
15:05 - 15:10	7
15:10 - 15:15	14
15:15 - 15:20	13
15:20 - 15:25	12
15:25 - 15:30	6
15:30 - 15:35	9
15:35 - 15:40	14
15:40 - 15:45	13
15:45 - 15:50	19
15:50 - 15:55	15
15:55 - 16:00	15
16:00 - 16:05	7
16:05 - 16:10	8
16:10 - 16:15	11
16:15 - 16:20	9
16:20 - 16:25	9
16:25 - 16:30	5
16:30 - 16:35	7
16:35 - 16:40	9
16:40 - 16:45	10
16:45 - 16:50	10
16:50 - 16:55	14
16:55 - 17:00	16
17:00 - 17:05	8
17:05 - 17:10	10
17:10 - 17:15	7
17:15 - 17:20	14
17:20 - 17:25	5
17:25 - 17:30	8
17:30 - 17:35	7
17:35 - 17:40	4
17:40 - 17:45	11
17:45 - 17:50	16
17:50 - 17:55	18
17:55 - 18:00	10
18:00 - 18:05	10
18:05 - 18:10	13
18:10 - 18:15	10
18:15 - 18:20	13
18:20 - 18:25	9
18:25 - 18:30	12

ARM: COACH ROAD

	LANE 1	LANE 2
7:00 - 7:05	3	1
7:05 - 7:10	1	1
7:10 - 7:15	1	2
7:15 - 7:20	3	2
7:20 - 7:25	2	2
7:25 - 7:30	2	2
7:30 - 7:35	3	4
7:35 - 7:40	3	2
7:40 - 7:45	3	3
7:45 - 7:50	7	2
7:50 - 7:55	6	4
7:55 - 8:00	6	2
8:00 - 8:05	2	4
8:05 - 8:10	2	4
8:10 - 8:15	7	4
8:15 - 8:20	5	3
8:20 - 8:25	5	2
8:25 - 8:30	6	4
8:30 - 8:35	7	3
8:35 - 8:40	10	4
8:40 - 8:45	7	4
8:45 - 8:50	12	3
8:50 - 8:55	9	4
8:55 - 9:00	12	3
9:00 - 9:05	13	3
9:05 - 9:10	7	4
9:10 - 9:15	3	4
9:15 - 9:20	8	4
9:20 - 9:25	8	2
9:25 - 9:30	7	3
14:30 - 14:35	3	4
14:35 - 14:40	7	3
14:40 - 14:45	10	4
14:45 - 14:50	4	2
14:50 - 14:55	4	4
14:55 - 15:00	5	3
15:00 - 15:05	4	4
15:05 - 15:10	3	4
15:10 - 15:15	13	4
15:15 - 15:20	9	3
15:20 - 15:25	7	4
15:25 - 15:30	10	4
15:30 - 15:35	12	4
15:35 - 15:40	11	4
15:40 - 15:45	8	3
15:45 - 15:50	5	4
15:50 - 15:55	5	3
15:55 - 16:00	7	3
16:00 - 16:05	5	4
16:05 - 16:10	5	4
16:10 - 16:15	7	3
16:15 - 16:20	9	4
16:20 - 16:25	7	4
16:25 - 16:30	5	3
16:30 - 16:35	6	3
16:35 - 16:40	12	4
16:40 - 16:45	8	3
16:45 - 16:50	7	2
16:50 - 16:55	6	4
16:55 - 17:00	11	4
17:00 - 17:05	5	4
17:05 - 17:10	5	3
17:10 - 17:15	2	3
17:15 - 17:20	7	4
17:20 - 17:25	5	4
17:25 - 17:30	6	4
17:30 - 17:35	2	3
17:35 - 17:40	5	4
17:40 - 17:45	7	3
17:45 - 17:50	6	4
17:50 - 17:55	8	4
17:55 - 18:00	7	4
18:00 - 18:05	12	3
18:05 - 18:10	14	3
18:10 - 18:15	13	4
18:15 - 18:20	12	4
18:20 - 18:25	2	4
18:25 - 18:30	10	4

ARM: A5094 FLAT WORKS

	LANE 1	LANE 2	RIGHT TURN
7:00 - 7:05	1	0	1
7:05 - 7:10	1	0	0
7:10 - 7:15	1	0	0
7:15 - 7:20	1	1	0
7:20 - 7:25	2	0	0
7:25 - 7:30	2	0	1
7:30 - 7:35	1	2	2
7:35 - 7:40	2	0	1
7:40 - 7:45	2	0	1
7:45 - 7:50	0	0	1
7:50 - 7:55	1	0	1
7:55 - 8:00	2	0	0
8:00 - 8:05	2	0	1
8:05 - 8:10	2	1	1
8:10 - 8:15	3	4	1
8:15 - 8:20	4	1	1
8:20 - 8:25	5	1	1
8:25 - 8:30	3	0	1
8:30 - 8:35	5	1	1
8:35 - 8:40	5	1	1
8:40 - 8:45	4	2	1
8:45 - 8:50	4	2	2
8:50 - 8:55	1	3	2
8:55 - 9:00	1	0	2
9:00 - 9:05	7	0	0
9:05 - 9:10	7	1	1
9:10 - 9:15	4	0	1
9:15 - 9:20	3	0	0
9:20 - 9:25	4	1	1
9:25 - 9:30	2	3	0
14:30 - 14:35	5	2	1
14:35 - 14:40	7	1	1
14:40 - 14:45	7	1	0
14:45 - 14:50	8	0	2
14:50 - 14:55	9	1	1
14:55 - 15:00	13	0	1
15:00 - 15:05	5	2	2
15:05 - 15:10	6	0	1
15:10 - 15:15	9	3	2
15:15 - 15:20	9	2	1
15:20 - 15:25	8	2	2
15:25 - 15:30	11	2	2
15:30 - 15:35	12	3	1
15:35 - 15:40	6	0	1
15:40 - 15:45	17	2	1
15:45 - 15:50	4	2	2
15:50 - 15:55	14	1	1
15:55 - 16:00	6	3	2
16:00 - 16:05	12	1	1
16:05 - 16:10	8	2	2
16:10 - 16:15	5	2	2
16:15 - 16:20	12	1	1
16:20 - 16:25	10	1	1
16:25 - 16:30	12	4	1
16:30 - 16:35	8	3	1
16:35 - 16:40	13	2	2
16:40 - 16:45	8	1	1
16:45 - 16:50	17	1	1
16:50 - 16:55	9	4	2
16:55 - 17:00	11	1	2
17:00 - 17:05	11	0	2
17:05 - 17:10	10	1	2
17:10 - 17:15	8	3	1
17:15 - 17:20	5	3	2
17:20 - 17:25	4	3	1
17:25 - 17:30	10	2	2
17:30 - 17:35	6	3	2
17:35 - 17:40	14	1	1
17:40 - 17:45	5	1	1
17:45 - 17:50	6	4	1
17:50 - 17:55	3	2	1
17:55 - 18:00	16	2	2
18:00 - 18:05	4	2	2
18:05 - 18:10	9	1	1
18:10 - 18:15	4	1	1
18:15 - 18:20	7	4	1
18:20 - 18:25	7	2	2
18:25 - 18:30	6	1	2

Queue Lengths, Whitehaven

DATE: WEDNESDAY 9th JULY 2025

LOCATION: B5345 GINNS / THE RISE

ARM: THE RISE

	LANE 1
7:00 - 7:05	0
7:05 - 7:10	0
7:10 - 7:15	2
7:15 - 7:20	1
7:20 - 7:25	0
7:25 - 7:30	2
7:30 - 7:35	2
7:35 - 7:40	1
7:40 - 7:45	1
7:45 - 7:50	1
7:50 - 7:55	1
7:55 - 8:00	3
8:00 - 8:05	4
8:05 - 8:10	3
8:10 - 8:15	3
8:15 - 8:20	1
8:20 - 8:25	2
8:25 - 8:30	4
8:30 - 8:35	2
8:35 - 8:40	1
8:40 - 8:45	3
8:45 - 8:50	7
8:50 - 8:55	2
8:55 - 9:00	3
9:00 - 9:05	6
9:05 - 9:10	3
9:10 - 9:15	2
9:15 - 9:20	2
9:20 - 9:25	3
9:25 - 9:30	4
14:30 - 14:35	4
14:35 - 14:40	3
14:40 - 14:45	3
14:45 - 14:50	1
14:50 - 14:55	1
14:55 - 15:00	2
15:00 - 15:05	5
15:05 - 15:10	9
15:10 - 15:15	4
15:15 - 15:20	4
15:20 - 15:25	3
15:25 - 15:30	13
15:30 - 15:35	11
15:35 - 15:40	4
15:40 - 15:45	10
15:45 - 15:50	4
15:50 - 15:55	3
15:55 - 16:00	5
16:00 - 16:05	3
16:05 - 16:10	9
16:10 - 16:15	12
16:15 - 16:20	4
16:20 - 16:25	2
16:25 - 16:30	3
16:30 - 16:35	6
16:35 - 16:40	3
16:40 - 16:45	4
16:45 - 16:50	6
16:50 - 16:55	6
16:55 - 17:00	2
17:00 - 17:05	4
17:05 - 17:10	1
17:10 - 17:15	3
17:15 - 17:20	10
17:20 - 17:25	2
17:25 - 17:30	4
17:30 - 17:35	7
17:35 - 17:40	6
17:40 - 17:45	2
17:45 - 17:50	1
17:50 - 17:55	4
17:55 - 18:00	6
18:00 - 18:05	4
18:05 - 18:10	3
18:10 - 18:15	3
18:15 - 18:20	5
18:20 - 18:25	3
18:25 - 18:30	4

ARM: B5345 GINNS (SOUTH)

	RIGHT TURN
7:00 - 7:05	0
7:05 - 7:10	0
7:10 - 7:15	0
7:15 - 7:20	0
7:20 - 7:25	0
7:25 - 7:30	1
7:30 - 7:35	1
7:35 - 7:40	1
7:40 - 7:45	1
7:45 - 7:50	1
7:50 - 7:55	1
7:55 - 8:00	3
8:00 - 8:05	3
8:05 - 8:10	3
8:10 - 8:15	1
8:15 - 8:20	1
8:20 - 8:25	2
8:25 - 8:30	1
8:30 - 8:35	1
8:35 - 8:40	4
8:40 - 8:45	4
8:45 - 8:50	2
8:50 - 8:55	5
8:55 - 9:00	3
9:00 - 9:05	3
9:05 - 9:10	2
9:10 - 9:15	2
9:15 - 9:20	3
9:20 - 9:25	2
9:25 - 9:30	2
14:30 - 14:35	3
14:35 - 14:40	1
14:40 - 14:45	1
14:45 - 14:50	1
14:50 - 14:55	2
14:55 - 15:00	2
15:00 - 15:05	1
15:05 - 15:10	3
15:10 - 15:15	3
15:15 - 15:20	4
15:20 - 15:25	4
15:25 - 15:30	2
15:30 - 15:35	1
15:35 - 15:40	4
15:40 - 15:45	2
15:45 - 15:50	3
15:50 - 15:55	2
15:55 - 16:00	3
16:00 - 16:05	2
16:05 - 16:10	4
16:10 - 16:15	2
16:15 - 16:20	4
16:20 - 16:25	4
16:25 - 16:30	3
16:30 - 16:35	4
16:35 - 16:40	4
16:40 - 16:45	3
16:45 - 16:50	4
16:50 - 16:55	3
16:55 - 17:00	3
17:00 - 17:05	5
17:05 - 17:10	3
17:10 - 17:15	2
17:15 - 17:20	3
17:20 - 17:25	3
17:25 - 17:30	2
17:30 - 17:35	4
17:35 - 17:40	2
17:40 - 17:45	2
17:45 - 17:50	3
17:50 - 17:55	2
17:55 - 18:00	1
18:00 - 18:05	4
18:05 - 18:10	3
18:10 - 18:15	3
18:15 - 18:20	1
18:20 - 18:25	3
18:25 - 18:30	2

Queue Lengths, Whitehaven

DATE: WEDNESDAY 9th JULY 2025

LOCATION: COACH ROAD / FRONT CORKICKLE / STATION ROAD

	ARM: COACH ROAD (EAST)	ARM: FRONT CORKICKLE	ARM: STATION ROAD	ARM: STATION ROAD	ARM: STATION ROAD (LINK ROAD)	
	RIGHT TURN	LANE 1	RIGHT TURN TO LINK ROAD	LANE 1	NORTHBOUND	SOUTHBOUND
7:00 - 7:05	0	0	0	0	0	1
7:05 - 7:10	0	0	0	0	0	0
7:10 - 7:15	2	0	0	0	0	0
7:15 - 7:20	0	0	0	0	0	0
7:20 - 7:25	0	0	0	0	0	0
7:25 - 7:30	0	0	0	0	0	0
7:30 - 7:35	0	0	0	0	1	1
7:35 - 7:40	0	0	0	0	0	0
7:40 - 7:45	0	0	0	2	0	0
7:45 - 7:50	0	0	0	0	0	0
7:50 - 7:55	0	0	0	0	0	1
7:55 - 8:00	0	0	0	1	0	0
8:00 - 8:05	1	0	0	1	0	0
8:05 - 8:10	0	0	0	0	0	1
8:10 - 8:15	0	0	0	1	0	1
8:15 - 8:20	0	0	0	0	0	1
8:20 - 8:25	0	0	0	0	0	1
8:25 - 8:30	0	0	0	1	1	1
8:30 - 8:35	0	0	0	0	1	2
8:35 - 8:40	1	0	0	2	1	1
8:40 - 8:45	0	0	0	2	1	2
8:45 - 8:50	0	1	0	2	1	2
8:50 - 8:55	0	0	0	3	1	1
8:55 - 9:00	0	0	0	4	1	2
9:00 - 9:05	2	0	0	7	1	1
9:05 - 9:10	0	0	0	5	0	1
9:10 - 9:15	0	0	0	1	0	0
9:15 - 9:20	0	0	0	1	0	0
9:20 - 9:25	0	0	0	0	0	0
9:25 - 9:30	2	0	0	0	1	1
14:30 - 14:35	2	0	0	0	1	0
14:35 - 14:40	0	0	0	0	1	1
14:40 - 14:45	0	0	0	0	0	1
14:45 - 14:50	0	0	0	0	0	1
14:50 - 14:55	0	0	0	0	0	1
14:55 - 15:00	1	0	0	0	1	1
15:00 - 15:05	1	0	0	1	1	1
15:05 - 15:10	2	0	0	2	1	1
15:10 - 15:15	2	0	0	1	1	0
15:15 - 15:20	0	0	0	0	2	1
15:20 - 15:25	0	0	0	4	2	1
15:25 - 15:30	0	0	0	0	2	2
15:30 - 15:35	0	0	0	0	1	1
15:35 - 15:40	0	0	0	1	0	1
15:40 - 15:45	0	0	0	0	1	0
15:45 - 15:50	0	1	0	1	2	1
15:50 - 15:55	2	0	0	3	1	1
15:55 - 16:00	0	0	0	1	0	0
16:00 - 16:05	0	0	0	2	1	1
16:05 - 16:10	1	0	0	5	1	1
16:10 - 16:15	1	0	0	3	1	2
16:15 - 16:20	0	0	0	1	0	0
16:20 - 16:25	0	0	0	0	2	0
16:25 - 16:30	1	0	0	1	2	0
16:30 - 16:35	0	0	0	0	2	1
16:35 - 16:40	0	0	0	5	1	2
16:40 - 16:45	2	1	0	5	1	2
16:45 - 16:50	0	2	0	3	1	1
16:50 - 16:55	1	1	0	4	1	1
16:55 - 17:00	0	0	0	3	0	1
17:00 - 17:05	0	1	0	1	0	1
17:05 - 17:10	0	1	0	5	0	0
17:10 - 17:15	2	0	0	1	0	0
17:15 - 17:20	1	1	0	1	0	1
17:20 - 17:25	0	0	0	1	1	1
17:25 - 17:30	0	0	0	2	1	0
17:30 - 17:35	0	0	0	3	0	1
17:35 - 17:40	0	0	0	1	1	1
17:40 - 17:45	0	0	0	2	0	1
17:45 - 17:50	2	0	0	0	0	0
17:50 - 17:55	0	0	0	3	0	1
17:55 - 18:00	2	0	0	4	0	1
18:00 - 18:05	1	0	0	2	0	0
18:05 - 18:10	1	0	0	2	0	1
18:10 - 18:15	0	0	0	1	0	1
18:15 - 18:20	1	0	0	2	0	0
18:20 - 18:25	0	1	0	0	0	1
18:25 - 18:30	2	0	0	2	1	0

ARM: COACH ROAD (WEST)

	RIGHT TURN TO STATION ROAD	AHEAD	RIGHT TURN TO FRONT CORKICLE
7:00 - 7:05	0	1	0
7:05 - 7:10	0	0	0
7:10 - 7:15	0	1	0
7:15 - 7:20	0	0	0
7:20 - 7:25	0	0	0
7:25 - 7:30	0	0	0
7:30 - 7:35	0	0	0
7:35 - 7:40	0	0	0
7:40 - 7:45	0	1	0
7:45 - 7:50	0	1	0
7:50 - 7:55	0	0	0
7:55 - 8:00	0	3	0
8:00 - 8:05	0	0	0
8:05 - 8:10	1	0	0
8:10 - 8:15	0	2	0
8:15 - 8:20	0	1	0
8:20 - 8:25	1	4	0
8:25 - 8:30	0	2	0
8:30 - 8:35	2	2	0
8:35 - 8:40	0	3	0
8:40 - 8:45	2	1	0
8:45 - 8:50	1	5	0
8:50 - 8:55	1	9	0
8:55 - 9:00	1	4	0
9:00 - 9:05	0	6	0
9:05 - 9:10	1	7	0
9:10 - 9:15	0	3	0
9:15 - 9:20	0	3	0
9:20 - 9:25	0	5	0
9:25 - 9:30	0	2	0
14:30 - 14:35	0	1	0
14:35 - 14:40	0	1	0
14:40 - 14:45	0	1	0
14:45 - 14:50	0	2	0
14:50 - 14:55	0	3	0
14:55 - 15:00	1	1	0
15:00 - 15:05	0	1	0
15:05 - 15:10	0	1	0
15:10 - 15:15	0	2	0
15:15 - 15:20	0	4	0
15:20 - 15:25	0	5	0
15:25 - 15:30	4	22	0
15:30 - 15:35	1	23	0
15:35 - 15:40	3	22	0
15:40 - 15:45	0	5	0
15:45 - 15:50	1	12	0
15:50 - 15:55	1	4	0
15:55 - 16:00	1	10	0
16:00 - 16:05	0	12	0
16:05 - 16:10	1	10	0
16:10 - 16:15	0	4	0
16:15 - 16:20	0	4	0
16:20 - 16:25	0	3	0
16:25 - 16:30	0	4	0
16:30 - 16:35	0	11	0
16:35 - 16:40	3	13	0
16:40 - 16:45	2	19	0
16:45 - 16:50	1	12	0
16:50 - 16:55	0	10	0
16:55 - 17:00	1	12	0
17:00 - 17:05	0	6	0
17:05 - 17:10	0	11	0
17:10 - 17:15	0	3	0
17:15 - 17:20	1	1	0
17:20 - 17:25	0	4	0
17:25 - 17:30	0	2	0
17:30 - 17:35	1	9	0
17:35 - 17:40	2	8	0
17:40 - 17:45	1	3	0
17:45 - 17:50	0	2	0
17:50 - 17:55	0	5	0
17:55 - 18:00	1	3	0
18:00 - 18:05	1	9	0
18:05 - 18:10	0	5	0
18:10 - 18:15	0	11	0
18:15 - 18:20	0	7	0
18:20 - 18:25	0	5	0
18:25 - 18:30	0	6	0

Queue Lengths, Whitehaven

DATE: WEDNESDAY 9th JULY 2025

LOCATION: A5094 CORKICKLE / COACH ROAD / A5094 FLAT WORKS

ARM: A5094 CORKICKLE

	LANE 1
7:00 - 7:05	2
7:05 - 7:10	3
7:10 - 7:15	3
7:15 - 7:20	5
7:20 - 7:25	9
7:25 - 7:30	2
7:30 - 7:35	8
7:35 - 7:40	8
7:40 - 7:45	7
7:45 - 7:50	11
7:50 - 7:55	5
7:55 - 8:00	8
8:00 - 8:05	9
8:05 - 8:10	3
8:10 - 8:15	7
8:15 - 8:20	16
8:20 - 8:25	18
8:25 - 8:30	19
8:30 - 8:35	9
8:35 - 8:40	18
8:40 - 8:45	20
8:45 - 8:50	20
8:50 - 8:55	11
8:55 - 9:00	19
9:00 - 9:05	21
9:05 - 9:10	10
9:10 - 9:15	16
9:15 - 9:20	7
9:20 - 9:25	14
9:25 - 9:30	20
14:30 - 14:35	5
14:35 - 14:40	7
14:40 - 14:45	6
14:45 - 14:50	11
14:50 - 14:55	13
14:55 - 15:00	9
15:00 - 15:05	9
15:05 - 15:10	12
15:10 - 15:15	12
15:15 - 15:20	6
15:20 - 15:25	13
15:25 - 15:30	14
15:30 - 15:35	10
15:35 - 15:40	9
15:40 - 15:45	10
15:45 - 15:50	18
15:50 - 15:55	17
15:55 - 16:00	16
16:00 - 16:05	16
16:05 - 16:10	10
16:10 - 16:15	8
16:15 - 16:20	8
16:20 - 16:25	9
16:25 - 16:30	13
16:30 - 16:35	15
16:35 - 16:40	21
16:40 - 16:45	18
16:45 - 16:50	18
16:50 - 16:55	1
16:55 - 17:00	4
17:00 - 17:05	4
17:05 - 17:10	18
17:10 - 17:15	13
17:15 - 17:20	6
17:20 - 17:25	8
17:25 - 17:30	18
17:30 - 17:35	8
17:35 - 17:40	4
17:40 - 17:45	7
17:45 - 17:50	10
17:50 - 17:55	19
17:55 - 18:00	17
18:00 - 18:05	16
18:05 - 18:10	18
18:10 - 18:15	12
18:15 - 18:20	11
18:20 - 18:25	10
18:25 - 18:30	8

ARM: COACH ROAD

	LANE 1	LANE 2
7:00 - 7:05	1	3
7:05 - 7:10	1	3
7:10 - 7:15	1	1
7:15 - 7:20	1	2
7:20 - 7:25	1	1
7:25 - 7:30	2	1
7:30 - 7:35	3	3
7:35 - 7:40	4	3
7:40 - 7:45	2	4
7:45 - 7:50	4	3
7:50 - 7:55	3	2
7:55 - 8:00	5	4
8:00 - 8:05	4	3
8:05 - 8:10	4	3
8:10 - 8:15	5	4
8:15 - 8:20	6	4
8:20 - 8:25	8	3
8:25 - 8:30	3	1
8:30 - 8:35	4	4
8:35 - 8:40	8	3
8:40 - 8:45	4	4
8:45 - 8:50	14	4
8:50 - 8:55	14	3
8:55 - 9:00	12	4
9:00 - 9:05	9	4
9:05 - 9:10	11	3
9:10 - 9:15	9	4
9:15 - 9:20	7	4
9:20 - 9:25	8	2
9:25 - 9:30	5	4
14:30 - 14:35	4	3
14:35 - 14:40	5	4
14:40 - 14:45	3	4
14:45 - 14:50	3	4
14:50 - 14:55	2	3
14:55 - 15:00	3	4
15:00 - 15:05	3	4
15:05 - 15:10	3	4
15:10 - 15:15	4	4
15:15 - 15:20	8	4
15:20 - 15:25	10	4
15:25 - 15:30	17	4
15:30 - 15:35	7	4
15:35 - 15:40	11	4
15:40 - 15:45	7	3
15:45 - 15:50	10	4
15:50 - 15:55	9	4
15:55 - 16:00	8	4
16:00 - 16:05	11	4
16:05 - 16:10	12	4
16:10 - 16:15	9	4
16:15 - 16:20	4	4
16:20 - 16:25	6	4
16:25 - 16:30	9	4
16:30 - 16:35	12	4
16:35 - 16:40	12	4
16:40 - 16:45	14	4
16:45 - 16:50	16	4
16:50 - 16:55	15	4
16:55 - 17:00	13	4
17:00 - 17:05	9	4
17:05 - 17:10	15	4
17:10 - 17:15	12	4
17:15 - 17:20	10	4
17:20 - 17:25	7	4
17:25 - 17:30	9	3
17:30 - 17:35	15	4
17:35 - 17:40	8	4
17:40 - 17:45	6	3
17:45 - 17:50	6	4
17:50 - 17:55	8	4
17:55 - 18:00	8	4
18:00 - 18:05	12	4
18:05 - 18:10	10	4
18:10 - 18:15	15	4
18:15 - 18:20	12	3
18:20 - 18:25	3	4
18:25 - 18:30	12	3

ARM: A5094 FLAT WORKS

	LANE 1	LANE 2	RIGHT TURN
7:00 - 7:05	1	0	0
7:05 - 7:10	2	0	0
7:10 - 7:15	3	0	0
7:15 - 7:20	2	0	1
7:20 - 7:25	2	0	0
7:25 - 7:30	2	0	0
7:30 - 7:35	1	1	0
7:35 - 7:40	4	1	1
7:40 - 7:45	2	1	1
7:45 - 7:50	3	0	0
7:50 - 7:55	5	0	1
7:55 - 8:00	8	0	1
8:00 - 8:05	0	0	1
8:05 - 8:10	2	2	1
8:10 - 8:15	3	1	1
8:15 - 8:20	4	1	2
8:20 - 8:25	4	2	2
8:25 - 8:30	3	3	2
8:30 - 8:35	4	1	1
8:35 - 8:40	3	4	1
8:40 - 8:45	5	5	2
8:45 - 8:50	8	2	2
8:50 - 8:55	4	2	1
8:55 - 9:00	14	3	2
9:00 - 9:05	3	1	2
9:05 - 9:10	6	0	0
9:10 - 9:15	4	0	1
9:15 - 9:20	9	1	1
9:20 - 9:25	11	1	2
9:25 - 9:30	5	0	2
14:30 - 14:35	7	0	1
14:35 - 14:40	13	1	0
14:40 - 14:45	9	0	0
14:45 - 14:50	10	1	1
14:50 - 14:55	7	0	1
14:55 - 15:00	7	2	2
15:00 - 15:05	8	1	2
15:05 - 15:10	4	1	1
15:10 - 15:15	7	0	1
15:15 - 15:20	11	1	1
15:20 - 15:25	12	1	1
15:25 - 15:30	11	0	1
15:30 - 15:35	15	1	1
15:35 - 15:40	14	0	0
15:40 - 15:45	10	2	2
15:45 - 15:50	8	2	2
15:50 - 15:55	14	1	2
15:55 - 16:00	13	0	2
16:00 - 16:05	17	1	1
16:05 - 16:10	9	2	2
16:10 - 16:15	13	1	1
16:15 - 16:20	9	2	2
16:20 - 16:25	8	1	2
16:25 - 16:30	11	2	2
16:30 - 16:35	2	2	2
16:35 - 16:40	14	2	2
16:40 - 16:45	12	2	2
16:45 - 16:50	10	2	2
16:50 - 16:55	15	1	2
16:55 - 17:00	14	1	1
17:00 - 17:05	14	1	0
17:05 - 17:10	10	0	2
17:10 - 17:15	10	2	2
17:15 - 17:20	9	3	2
17:20 - 17:25	17	2	2
17:25 - 17:30	14	2	2
17:30 - 17:35	12	1	2
17:35 - 17:40	7	2	2
17:40 - 17:45	12	1	1
17:45 - 17:50	6	2	2
17:50 - 17:55	11	1	1
17:55 - 18:00	13	3	2
18:00 - 18:05	11	0	1
18:05 - 18:10	15	0	2
18:10 - 18:15	8	2	2
18:15 - 18:20	13	3	2
18:20 - 18:25	10	1	2
18:25 - 18:30	9	3	1

APPENDIX C - Highway Safety

Full Collision Report

Report date range

Start Date =
31/Aug/2018
End Date =
31/Aug/2025

Accident No: 824876 — **Severity:** SLIGHT — **Date:** Tuesday 12-Mar-19 at 0940 — **No. Casualties:** 1 — **No. Vehicles** 1 — **Easting:** 297732 — **Northing:** 517548

Conditions

Weather:	UNKNOWN
Road Surface:	DRY
Lighting:	DAYLIGHT
Special Conds:	NONE
Carriageway Hazds	

Road: U4354 **Speed Limit:** 30 **Road** SINGLE CARRIAGEWAY
Location: THE GARDENS - 39 METRES FROM JUNCTION WITH CALDER AVENUE
Description: PEDESTRIAN STEPPED INTO ROAD AND WAS CLIPPED BY UNKNOWN VEHICLE

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:	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

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:	UNKNOWN	**Object in Cway:**	NONE
Driver Age:	0	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Postcode:	1	**Object off Cway:**	NONE
		First Point of Impact:	NEARSIDE
Breath Test:	DRIVER NOT CONTACTED AT TIME OF AC	**Hit and Run:**	HIT AND RUN
Direction:	N S		
	N S	**Vehicle Make:**	?

Casualties

Casualty : 1

Severity:	SLIGHT	**Pedestrian Location**	IN CARRIAGEWAY, CROSSING ELSEWHERE
Age:	9	**Pedestrian Movement:**	CROSSING FROM DRIVER'S NEARSIDE
Sex:	MALE	**Pedestrian Direction:**	UNKNOWN
Casualty	PEDESTRIAN	**Pedestrian Roadworker**	NO
		Car Passenger:	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Accident No: 826801 — **Severity:** SERIOUS — **Date:** Friday 22-Mar-19 at 0830 — **No. Casualties:** 1 — **No. Vehicles** 1 — **Easting:** 297564 — **Northing:** 517491

Conditions

Weather:	UNKNOWN
Road Surface:	DRY
Lighting:	DAYLIGHT
Special Conds:	NONE
Carriageway Hazds	

Road: C4033 **Speed Limit:** 30 **Road** SINGLE CARRIAGEWAY
Location: COACH ROAD NEAR JUNCTION WITH THE GARDENS
Description: PEDESTRIAN RAN OUT INTO ROAD AND COLLIDED WITH SIDE OF VEHICLE

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:**	VERY LIKELY
Factor 2:	CARELESS/RECKLESS/IN A HURRY	**Confidence:**	VERY LIKELY
Factor 3:	FAILED TO JUDGE VEHICLE'S PATH OR SPEED	**Confidence:**	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:**	TAKING PUPIL TO/FROM SCHOOL
Vehicle Type:	CAR	**Veh. Manoeuvres:**	STARTING
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
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	63		
Driver Postcode:	CA28	**Object off Cway:**	NONE
		First Point of Impact:	OFFSIDE
Breath Test:	DRIVER NOT CONTACTED AT TIME OF AC	**Hit and Run:**	OTHER
Direction:	SW NE SW NE	**Vehicle Make:**	VAUXHALL

Casualties

Casualty :	1	**Pedestrian Location**	UNKNOWN OR OTHER
Severity:	SERIOUS	**Pedestrian Movement:**	CROSSING FROM DRIVER'S OFFSIDE
Age:	11	**Pedestrian Direction:**	UNKNOWN
Sex:	MALE	**Pedestrian Roadworker**	NO
Casualty	PEDESTRIAN	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Conditions

Accident No:	**865567**			**Weather:**	FINE (WITHOUT HIGH WINDS)
Severity:	**SERIOUS**			**Road Surface:**	DRY
Date:	Wednesday	24-Jul-19	at 1550	**Lighting:**	DAYLIGHT
No. Casualties:	1	**No. Vehicles**	2	**Special Conds:**	NONE
Easting:	297641	**Northing:**	517545	**Carriageway Hazds**	

Road:	C4033	**Speed Limit:**	20	**Road**	SINGLE CARRIAGEWAY

Location:	COACH ROAD NEAR JUNCTION WITH THE GARDENS
Description:	V1 HAS BEEN APPROACHING THE END OF THE DRIVEWAY OF ST BEGH CHURCH TO JOIN COACH ROAD. V2 HAS BEEN TRAVELLING DOWNWARDS ALONG COACH ROAD AND HAS BRAKED AS SHE HAS SEEN CAR APPROCHING JUNCTION, THIS HAS RESULTED IN CYCLIST BEEN THROWN OVER HANDLEBARS FROM BRAKING HARD, REPORTS FROM WITNESS THAT NO COLLISION OCCURED.

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

Junction Details:	USING PRIVATE DRIVE OR ENTRANCE
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:**	JOURNEY AS PART OF WORK
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
		Object in Cway:	NONE
Driver Sex:	FEMALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	34		
Driver Postcode:	CA28	**Object off Cway:**	NONE
		First Point of Impact:	DID NOT IMPACT
Breath Test:	NOT REQUESTED	**Hit and Run:**	OTHER
Direction:	SE N		
	SE N	**Vehicle Make:**	MERCEDES

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:**	VEHICLE APPROACHING JUNC OR PARKED JUNC APPROACH
Reg. Number:	0	**Skidding & Overturn:**	SKIDDED
		Object in Cway:	NONE
Driver Sex:	FEMALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	37		
Driver Postcode:	CA28	**Object off Cway:**	NONE
		First Point of Impact:	DID NOT IMPACT
Breath Test:	NOT APPLICIABLE	**Hit and Run:**	OTHER
Direction:	NE SW		
	NE SW	**Vehicle Make:**	?

Casualties

Casualty :	1	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SERIOUS	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	37	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	FEMALE	**Pedestrian Roadworker**	NO
Casualty	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Conditions

Accident No:	867716			**Weather:**	UNKNOWN
Severity:	SERIOUS			**Road Surface:**	DRY
Date:	Saturday	27-Jul-19	at 2009	**Lighting:**	DAYLIGHT
No. Casualties:	1	**No. Vehicles**	1	**Special Conds:**	NONE
Easting:	297519	**Northing:**	517466	**Carriageway Hazds**	

Road:	C4033	**Speed Limit:**	30	**Road**	SINGLE CARRIAGEWAY

Location: COACH ROAD - 29 METRES FROM JUNCTION WITH COACH ROAD

Description: Vehicle attended football ground to deliver trophy - when leaving several young children were kicking a ball around on the road. Vehicle has pulled away from stationary position approx. 10 meters away and C01 has ran in front of Vehicle - vehicle braked harshly but C01 hit vehicle bonnet then fell onto the ground.

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:**	POSSIBLE
Factor 2:	SUDDEN BRAKING	**Confidence:**	VERY LIKELY
Factor 3:	FAILED TO LOOK PROPERLY	**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:	CAR	**Veh. Manoeuvres:**	STARTING
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
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	17		

Driver Age:	17		
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:**	SKODA

Casualties

Casualty :	1	**Pedestrian Location**	UNKNOWN OR OTHER
Severity:	SERIOUS	**Pedestrian Movement:**	UNKNOWN OR OTHER
Age:	8	**Pedestrian Direction:**	UNKNOWN
Sex:	MALE	**Pedestrian Roadworker**	NO
Casualty	PEDESTRIAN	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Conditions

Accident No:	1108265	**Weather:**	FINE (WITHOUT HIGH WINDS)
Severity:	SLIGHT	**Road Surface:**	DRY
Date:	Wednesday 22-Sep-21 at 1157	**Lighting:**	DAYLIGHT
No. Casualties:	1 **No. Vehicles** 2	**Special Conds:**	NONE
Easting:	297455 **Northing:** 517427	**Carriageway Hazds**	

Road: C4033 **Speed Limit:** 30 **Road** SINGLE CARRIAGEWAY
Location: UNCLASSIFIED ROAD AT JUNCTION WITH COACH ROAD
Description: VEH 1 TURNED RIGHT INTO ENTRANCE AND COLLIDED WITH ONCOMING VEHICLE 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:	TRAFFIC CALMING (EG. SPEED CUSHIONS, ROAD HUMPS, CHICANES)	**Confidence:**	POSSIBLE
Factor 2:	FAILED TO LOOK PROPERLY	**Confidence:**	VERY LIKELY
Factor 3:	FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED	**Confidence:**	VERY LIKELY
Factor 4:	POOR TURN OR MANOEUVRE	**Confidence:**	VERY LIKELY
Factor 5:	RIDER WEARING DARK CLOTHING	**Confidence:**	VERY LIKELY
Factor 6:	DAZZLING SUN	**Confidence:**	POSSIBLE

Junction Details: USING PRIVATE DRIVE OR ENTRANCE
Junction Control:
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:		**Junction Location:**	
Reg. Number:	-999	**Skidding & Overturn:**	NO SKIDDING, JACK-KNIFING OR OVERTURNING
		Object in Cway:	NONE
Driver Sex:	FEMALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	30		
Driver Postcode:	CA28	**Object off Cway:**	NONE
		First Point of Impact:	NEARSIDE
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	W S		
	W S	**Vehicle Make:**	HONDA

Casualties

Vehicle Number :	2	**Journey Purpose:**	NOT KNOWN
Vehicle Type:	MOTORCYCLE - UNKNOWN CC	**Veh. Manoeuvres:**	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:		**Junction Location:**	VEHICLE APPROACHING JUNC OR PARKED JUNC APPROAC
Reg. Number:	-999	**Skidding & Overturn:**	NO SKIDDING, JACK-KNIFING OR OVERTURNING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	18		
Driver Postcode:	CA28	**Object off Cway:**	NONE

		First Point of Impact:	FRONT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	E W E W	**Vehicle Make:**	BENELLI

Casualties

Casualty :	1	**Pedestrian Location**	
Severity:	SLIGHT	**Pedestrian Movement:**	
Age:	18	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	MALE	**Pedestrian Roadworker**	NO
Casualty	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	

Conditions

Accident No:	1226863	**Weather:**	RAINING WITH HIGH WINDS
Severity:	SLIGHT	**Road Surface:**	FLOOD (SURFACE WATER OVER 3CMS (1 INCH) DEEP)
Date:	Wednesday 5-Oct-22 at 0845	**Lighting:**	DAYLIGHT
No. Casualties:	1 **No. Vehicles** 1	**Special Conds:**	NONE
Easting:	297270 **Northing:** 517314	**Carriageway Hazds**	

Road:	B5345	**Speed Limit:**	30	**Road**	SINGLE CARRIAGEWAY

Location: LOW MONKWRAY (B5345) AT JUNCTION WITH GINNS, WHITEHAVEN, CUMBRIA

Description: VEHICLE 1 HAS BEEN DRIVING AND HAS LOST CONTROL AND SKIDDED ON THE WET ROAD, COMING OFF THEIR MOTORCYCLE.

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:	SLIPPERY ROAD (DUE TO WEATHER)	**Confidence:**	POSSIBLE

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:**	COMMUTING TO/FROM WORK
Vehicle Type:	MOTORCYCLE OVER 50CC AND UP TO 125CC	**Veh. Manoeuvres:**	STOPPING
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:		**Junction Location:**	
Reg. Number:	-999	**Skidding & Overturn:**	SKIDDED
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	19		
Driver Postcode:	1	**Object off Cway:**	NONE
		First Point of Impact:	NEARSIDE
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	S N S N	**Vehicle Make:**	KEEWAY

Casualties

Casualty :	1	**Pedestrian Location**	
Severity:	SLIGHT	**Pedestrian Movement:**	
Age:	19	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	MALE	**Pedestrian Roadworker**	NO
Casualty	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	

Conditions

Accident No:	1227618	**Weather:**	RAINING (WITHOUT HIGH WINDS)
Severity:	SLIGHT	**Road Surface:**	WET / DAMP
Date:	Friday 7-Oct-22 at 0853	**Lighting:**	DAYLIGHT
No. Casualties:	1 **No. Vehicles** 2	**Special Conds:**	NONE
Easting:	297276 **Northing:** 517361	**Carriageway Hazds**	

Road:	C4033	**Speed Limit:**	30	**Road**	SINGLE CARRIAGEWAY
Location:	COACH ROAD NEAR JUNCTION WITH LOW MONKWRAY (B5345), WHITEHAVEN, CUMBRIA				
Description:	Driver of vehicle 1 has pulled out of the junction without paying attention to the red mail van approaching him from the right. Driver 1 has then driven into driver 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:	SLIPPERY ROAD (DUE TO WEATHER)	**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:	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:		**Junction Location:**	
Reg. Number:	-999	**Skidding & Overturn:**	NO SKIDDING, JACK-KNIFING OR OVERTURNING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	30		
Driver Postcode:	1	**Object off Cway:**	NONE
		First Point of Impact:	FRONT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	E N E N	**Vehicle Make:**	AUDI

Casualties

Vehicle Number :	2	**Journey Purpose:**	JOURNEY AS PART OF WORK
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:		**Junction Location:**	VEHICLE APPROACHING JUNC OR PARKED JUNC APPROAC
Reg. Number:	-999	**Skidding & Overturn:**	NO SKIDDING, JACK-KNIFING OR OVERTURNING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	44		
Driver Postcode:	1	**Object off Cway:**	NONE
		First Point of Impact:	NEARSIDE
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	N S N S	**Vehicle Make:**	PEUGEOT

Casualties

Casualty :	1	**Pedestrian Location**	
Severity:	SLIGHT	**Pedestrian Movement:**	
Age:	44	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	MALE	**Pedestrian Roadworker**	NO
Casualty	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	

Conditions

Accident No:	**1278506**	**Weather:**	FINE (WITHOUT HIGH WINDS)
Severity:	**SLIGHT**	**Road Surface:**	DRY
Date:	Monday 20-Feb-23 at 1700	**Lighting:**	DAYLIGHT
No. Casualties:	1 **No. Vehicles** 1	**Special Conds:**	NONE
Easting:	297264 **Northing:** 517397	**Carriageway Hazds**	

Road:	B5345	**Speed Limit:**	30	**Road**	SINGLE CARRIAGEWAY
Location:	THE GINNS (B5345) - 21 METRES FROM JUNCTION WITH COCKPIT, WHITEHAVEN, CUMBRIA				
Description:	VEHICLE 1 HAS BEEN TRAVELLING ALONG GINNS TOWARDS WHITEHAVEN WHEN THE PEDESTRIAN HAS RUN OUT INTO THE ROAD AND HAS RUN INTO THE DRIVERSIDE FRONT WHEEL ARCH CAUSING SMALL DENT TO VEHICLE AND MINOR CUTS AND BRUISES TO PEDESTRIAN				

BRUISES TO PEDESTRIAN.

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:	VERY LIKELY
Factor 2:	CARELESS/RECKLESS/IN A HURRY	Confidence:	VERY LIKELY

Junction Details:	NOT AT OR WITHIN 20 METRES OF JUNCTION
Junction Control:	
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:		Junction Location:	NOT AT JUNCTION (OR WITHIN 20M/22 YARDS)
Reg. Number:	-999	Skidding & Overturn:	NO SKIDDING, JACK-KNIFING OR OVERTURNING
		Object in Cway:	NONE
Driver Sex:	MALE	Veh. Leaving Cway:	DID NOT LEAVE CARRIAGEWAY
Driver Age:	78		
Driver Postcode:	1	Object off Cway:	NONE
		First Point of Impact:	NEARSIDE
Breath Test:	NEGATIVE	Hit and Run:	NON-STOP VEHICLE NOT HIT
Direction:	S N		
	S N	Vehicle Make:	NISSAN

Casualties

Casualty :	1	Pedestrian Location	IN CARRIAGEWAY, CROSSING ELSEWHERE
Severity:	SLIGHT	Pedestrian Movement:	CROSSING FROM DRIVER'S NEARSIDE
Age:	16	Pedestrian Direction:	W
Sex:	FEMALE	Pedestrian Roadworker	NO
Casualty	PEDESTRIAN	Car Passenger:	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	PSV Passenger:	

Conditions

Accident No:	1592022			Weather:	FINE (WITHOUT HIGH WINDS)
Severity:	SERIOUS			Road Surface:	DRY
Date:	Sunday	18-May-25	at 1225	Lighting:	DAYLIGHT
No. Casualties:	1	No. Vehicles	2	Special Conds:	
Easting:	297640	Northing:	517549	Carriageway Hazds	

Road:	C4033	Speed Limit:	20	Road	SINGLE CARRIAGEWAY
Location:	COACH ROAD NEAR JUNCTION WITH THE GARDENS, WHITEHAVEN, CUMBRIA				
Description:	V002 travelling along pavement at around 10-15mph, V001 emerging from hidden junction from Church parking has edged out and V002 has collided with front of the vehicle. V002 suffered laceration to groin, no serious injuries. V002 was pedal cyclist travelling on pavement				

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:	OTHER JUNCTION
Junction Control:	
Ped Xing Human Contro	
Ped Xing Physical Facs:	FOOTBRIDGE OR SUBWAY

Vehicle & Driver

Vehicle Number :	1	Journey Purpose:	OTHER
Vehicle Type:	CAR	Veh. Manoeuvres:	TURNING LEFT
Towing Artic:	NO TOW/ARTICULATION	Veh. Loc. In Road:	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:		Junction Location:	

Reg. Number:	-999	**Skidding & Overturn:**	NO SKIDDING, JACK-KNIFING OR OVERTURNING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	44		
Driver Postcode:	1	**Object off Cway:**	NONE
		First Point of Impact:	DID NOT IMPACT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	NW E		
	NW E	**Vehicle Make:**	SKODA

Casualties

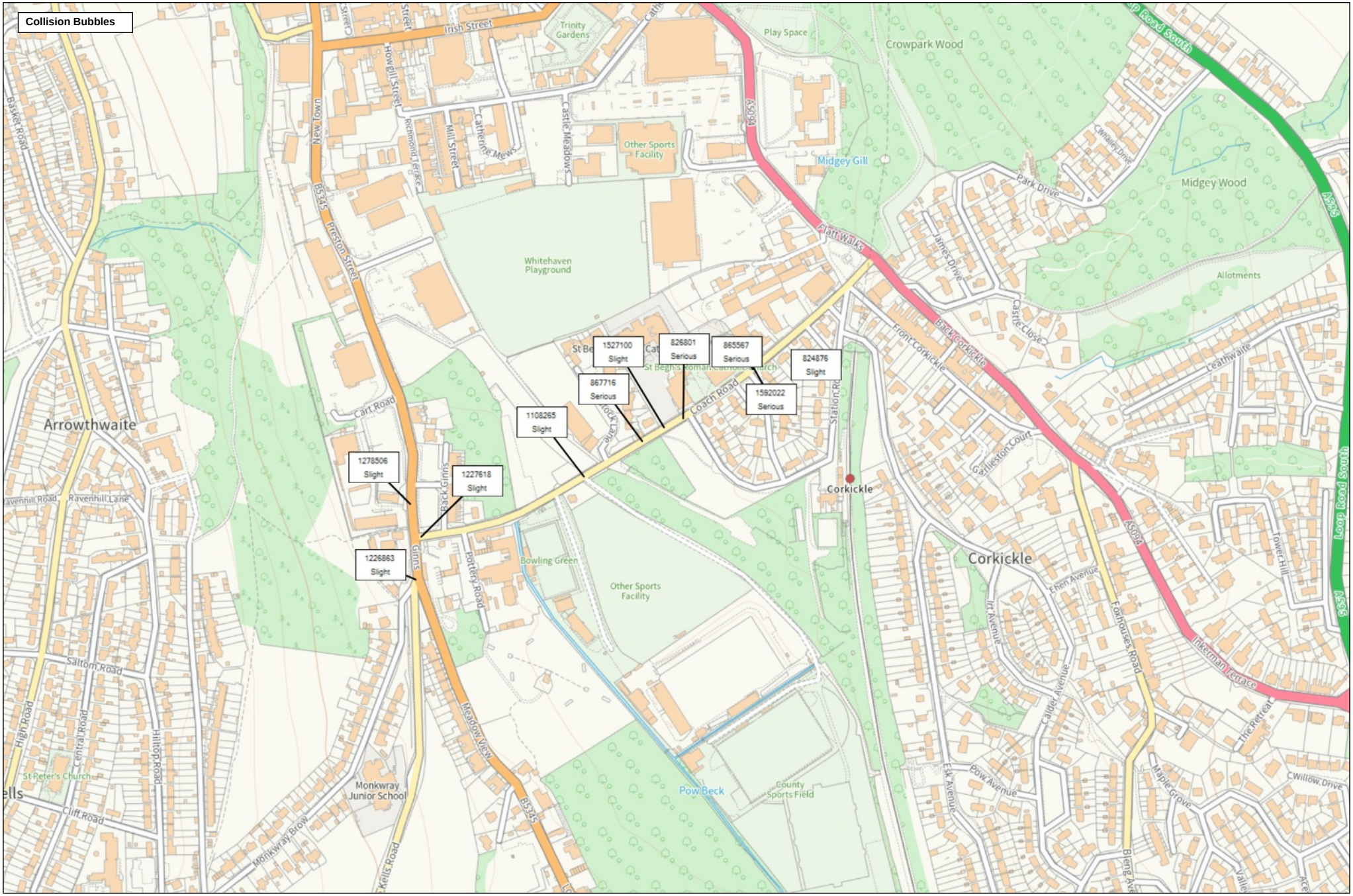
Vehicle Number :	2	**Journey Purpose:**	OTHER
Vehicle Type:	PEDAL CYCLE	**Veh. Manoeuvres:**	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:		**Junction Location:**	VEHICLE APPROACHING JUNC OR PARKED JUNC APPROAC
Reg. Number:	-999	**Skidding & Overturn:**	NO SKIDDING, JACK-KNIFING OR OVERTURNING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	13		
Driver Postcode:	1	**Object off Cway:**	NONE
		First Point of Impact:	FRONT
Breath Test:	NOT REQUESTED	**Hit and Run:**	OTHER
Direction:	NE SW		
	NE SW	**Vehicle Make:**	

Casualties

Casualty :	1	**Pedestrian Location**	
Severity:	SERIOUS	**Pedestrian Movement:**	
Age:	13	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	MALE	**Pedestrian Roadworker**	NO
Casualty	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	

FATAL : **0** SERIOUS: **4** SLIGHT: **5** DAMAGE ONLY: **0** TOTAL: **9**

Print on: 04 September 2025 at 07:37 AM



APPENDIX D – Site Drawing

No.	Date	Revision	Initial

ALPHA DESIGN

Architectural Services
Member of the Chartered Institute of Architectural Technologists

Tel: 01900 829199

Project

LAND OFF WOODSTOCK LANE, WHITEHAVEN

Client

HIGH GRANGE DEVELOPMENTS LTD.

Drawing

SITE PLAN

Scale 1:500 @ A1 Drawn GB

Checked Date SEPT. 2025

Drawing No.

17/03/903 - 02

APPENDIX E – Modelling Outputs

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

Filename: Coach Road Site Access.j9
Path: \\lds-dc-vm-101\Data\Projects\784-B074839_Coach_Road_Whitehaven\50_Input\52_Generated\5202_Junction_Mods
Report generation date: 22/09/2025 17:19:42

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2025									
Stream B-AC	D1	0.0	6.78	0.03	A	D2	0.0	8.24	0.04	A
Stream C-AB		0.0	5.43	0.03	A		0.1	5.41	0.04	A
	2030 No Dev									
Stream B-AC	D3	0.0	7.04	0.04	A	D4	0.0	8.68	0.04	A
Stream C-AB		0.0	5.41	0.03	A		0.1	5.29	0.04	A
	2030 With Dev									
Stream B-AC	D5	0.0	7.17	0.04	A	D6	0.2	9.60	0.19	A
Stream C-AB		0.2	5.91	0.12	A		0.1	5.29	0.04	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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	Coach Road/ Access Road
Location	54.541850, -3.586200 54.541850, -3.586200 54°32'30.7"N 3°35'10.3"W
Site number	784-B074839
Date	26/08/2025
Version	
Status	(new file)
Identifier	AJA
Client	
Jobnumber	784-B074839
Enumerator	TT\ANGUS.ATKIN
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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	AM	ONE HOUR	00:00	01:30	15
D2	2025	PM	ONE HOUR	00:00	01:30	15
D3	2030 No Dev	AM	ONE HOUR	00:00	01:30	15
D4	2030 No Dev	PM	ONE HOUR	00:00	01:30	15
D5	2030 With Dev	AM	ONE HOUR	00:00	01:30	15
D6	2030 With Dev	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Coach Road Westbound - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Coach Road Eastbound		Major
B	Woodstock Lane		Minor
C	Coach Road Westbound		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Coach Road Westbound	5.16			123.0	✓	0.00

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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Woodstock Lane	One lane	3.70	19	15

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	526	0.099	0.251	0.158	0.358
B-C	678	0.108	0.272	-	-
C-B	645	0.259	0.259	-	-

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

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Coach Road Eastbound		✓	249	100.000
B - Woodstock Lane		✓	17	100.000
C - Coach Road Westbound		✓	166	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Coach Road Eastbound	B - Woodstock Lane	C - Coach Road Westbound
From	A - Coach Road Eastbound	0	4	245
	B - Woodstock Lane	4	0	13
	C - Coach Road Westbound	154	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Coach Road Eastbound	B - Woodstock Lane	C - Coach Road Westbound
From	A - Coach Road Eastbound	0	0	0
	B - Woodstock Lane	0	0	0
	C - Coach Road Westbound	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	6.78	0.0	A
C-AB	0.03	5.43	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	577	0.022	13	0.0	6.381	A
C-AB	11	674	0.016	11	0.0	5.427	A
C-A	114			114			
A-B	3			3			
A-C	184			184			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	566	0.027	15	0.0	6.541	A
C-AB	14	680	0.020	14	0.0	5.397	A
C-A	136			136			
A-B	4			4			
A-C	220			220			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	550	0.034	19	0.0	6.777	A
C-AB	18	690	0.025	18	0.0	5.355	A
C-A	165			165			
A-B	4			4			
A-C	270			270			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	550	0.034	19	0.0	6.777	A
C-AB	18	690	0.025	18	0.0	5.356	A
C-A	165			165			
A-B	4			4			
A-C	270			270			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	566	0.027	15	0.0	6.544	A
C-AB	14	680	0.020	14	0.0	5.400	A
C-A	136			136			
A-B	4			4			
A-C	220			220			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	577	0.022	13	0.0	6.381	A
C-AB	11	674	0.016	11	0.0	5.430	A
C-A	114			114			
A-B	3			3			
A-C	184			184			

2025, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Coach Road Westbound - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Coach Road Eastbound		✓	327	100.000
B - Woodstock Lane		✓	15	100.000
C - Coach Road Westbound		✓	215	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Coach Road Eastbound	B - Woodstock Lane	C - Coach Road Westbound
From	A - Coach Road Eastbound	0	9	318
	B - Woodstock Lane	9	0	6
	C - Coach Road Westbound	198	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Coach Road Eastbound	B - Woodstock Lane	C - Coach Road Westbound
From	A - Coach Road Eastbound	0	0	0
	B - Woodstock Lane	0	0	0
	C - Coach Road Westbound	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	8.24	0.0	A
C-AB	0.04	5.41	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	493	0.023	11	0.0	7.469	A
C-AB	16	682	0.024	16	0.0	5.405	A
C-A	145			145			
A-B	7			7			
A-C	239			239			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	477	0.028	13	0.0	7.772	A
C-AB	21	691	0.030	21	0.0	5.371	A
C-A	173			173			
A-B	8			8			
A-C	286			286			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	454	0.036	16	0.0	8.235	A
C-AB	27	703	0.039	27	0.1	5.325	A
C-A	210			210			
A-B	10			10			
A-C	350			350			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	454	0.036	17	0.0	8.236	A
C-AB	27	703	0.039	27	0.1	5.326	A
C-A	210			210			
A-B	10			10			
A-C	350			350			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	477	0.028	14	0.0	7.774	A
C-AB	21	691	0.030	21	0.0	5.372	A
C-A	173			173			
A-B	8			8			
A-C	286			286			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	493	0.023	11	0.0	7.470	A
C-AB	16	682	0.024	16	0.0	5.406	A
C-A	145			145			
A-B	7			7			
A-C	239			239			

2030 No Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Coach Road Westbound - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030 No Dev	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Coach Road Eastbound		✓	310	100.000
B - Woodstock Lane		✓	17	100.000
C - Coach Road Westbound		✓	194	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Coach Road Eastbound	B - Woodstock Lane	C - Coach Road Westbound
From	A - Coach Road Eastbound	0	4	306
	B - Woodstock Lane	4	0	13
	C - Coach Road Westbound	182	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Coach Road Eastbound	B - Woodstock Lane	C - Coach Road Westbound
From	A - Coach Road Eastbound	0	0	0
	B - Woodstock Lane	0	0	0
	C - Coach Road Westbound	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	7.04	0.0	A
C-AB	0.03	5.41	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	563	0.023	13	0.0	6.539	A
C-AB	11	677	0.017	11	0.0	5.405	A
C-A	135			135			
A-B	3			3			
A-C	230			230			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	549	0.028	15	0.0	6.741	A
C-AB	14	685	0.021	14	0.0	5.369	A
C-A	160			160			
A-B	4			4			
A-C	275			275			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	530	0.035	19	0.0	7.044	A
C-AB	19	695	0.027	19	0.0	5.320	A
C-A	195			195			
A-B	4			4			
A-C	337			337			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	530	0.035	19	0.0	7.044	A
C-AB	19	695	0.027	19	0.0	5.322	A
C-A	195			195			
A-B	4			4			
A-C	337			337			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	549	0.028	15	0.0	6.745	A
C-AB	14	685	0.021	14	0.0	5.372	A
C-A	160			160			
A-B	4			4			
A-C	275			275			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	563	0.023	13	0.0	6.540	A
C-AB	11	677	0.017	11	0.0	5.406	A
C-A	135			135			
A-B	3			3			
A-C	230			230			

2030 No Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Coach Road Westbound - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030 No Dev	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Coach Road Eastbound		✓	381	100.000
B - Woodstock Lane		✓	15	100.000
C - Coach Road Westbound		✓	264	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Coach Road Eastbound	B - Woodstock Lane	C - Coach Road Westbound
From	A - Coach Road Eastbound	0	9	372
	B - Woodstock Lane	9	0	6
	C - Coach Road Westbound	247	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Coach Road Eastbound	B - Woodstock Lane	C - Coach Road Westbound
From	A - Coach Road Eastbound	0	0	0
	B - Woodstock Lane	0	0	0
	C - Coach Road Westbound	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	8.68	0.0	A
C-AB	0.04	5.29	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	478	0.024	11	0.0	7.708	A
C-AB	17	698	0.025	17	0.0	5.290	A
C-A	181			181			
A-B	7			7			
A-C	280			280			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	458	0.029	13	0.0	8.090	A
C-AB	22	710	0.031	22	0.0	5.235	A
C-A	215			215			
A-B	8			8			
A-C	334			334			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	431	0.038	16	0.0	8.683	A
C-AB	30	727	0.041	30	0.1	5.161	A
C-A	261			261			
A-B	10			10			
A-C	410			410			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	431	0.038	17	0.0	8.683	A
C-AB	30	727	0.041	30	0.1	5.163	A
C-A	261			261			
A-B	10			10			
A-C	410			410			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	458	0.029	14	0.0	8.092	A
C-AB	22	710	0.031	22	0.0	5.236	A
C-A	215			215			
A-B	8			8			
A-C	334			334			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	478	0.024	11	0.0	7.715	A
C-AB	17	698	0.025	18	0.0	5.293	A
C-A	181			181			
A-B	7			7			
A-C	280			280			

2030 With Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Coach Road Westbound - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030 With Dev	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Coach Road Eastbound		✓	334	100.000
B - Woodstock Lane		✓	17	100.000
C - Coach Road Westbound		✓	233	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Coach Road Eastbound	B - Woodstock Lane	C - Coach Road Westbound
From	A - Coach Road Eastbound	0	28	306
	B - Woodstock Lane	4	0	13
	C - Coach Road Westbound	182	51	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Coach Road Eastbound	B - Woodstock Lane	C - Coach Road Westbound
From	A - Coach Road Eastbound	0	0	0
	B - Woodstock Lane	0	0	0
	C - Coach Road Westbound	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	7.17	0.0	A
C-AB	0.12	5.91	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	557	0.023	13	0.0	6.611	A
C-AB	48	673	0.072	48	0.1	5.757	A
C-A	127			127			
A-B	21			21			
A-C	230			230			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	542	0.028	15	0.0	6.836	A
C-AB	60	679	0.089	60	0.1	5.815	A
C-A	149			149			
A-B	25			25			
A-C	275			275			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	520	0.036	19	0.0	7.175	A
C-AB	79	689	0.115	79	0.2	5.905	A
C-A	177			177			
A-B	31			31			
A-C	337			337			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	520	0.036	19	0.0	7.175	A
C-AB	79	689	0.115	79	0.2	5.909	A
C-A	177			177			
A-B	31			31			
A-C	337			337			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	542	0.028	15	0.0	6.837	A
C-AB	61	680	0.089	61	0.1	5.823	A
C-A	149			149			
A-B	25			25			
A-C	275			275			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	557	0.023	13	0.0	6.613	A
C-AB	48	673	0.072	48	0.1	5.768	A
C-A	127			127			
A-B	21			21			
A-C	230			230			

2030 With Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Coach Road Westbound - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2030 With Dev	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Coach Road Eastbound		✓	381	100.000
B - Woodstock Lane		✓	79	100.000
C - Coach Road Westbound		✓	264	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Coach Road Eastbound	B - Woodstock Lane	C - Coach Road Westbound
From	A - Coach Road Eastbound	0	9	372
	B - Woodstock Lane	34	0	45
	C - Coach Road Westbound	247	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Coach Road Eastbound	B - Woodstock Lane	C - Coach Road Westbound
From	A - Coach Road Eastbound	0	0	0
	B - Woodstock Lane	0	0	0
	C - Coach Road Westbound	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.19	9.60	0.2	A
C-AB	0.04	5.29	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	507	0.117	59	0.1	8.020	A
C-AB	17	698	0.025	17	0.0	5.290	A
C-A	181			181			
A-B	7			7			
A-C	280			280			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	488	0.145	71	0.2	8.618	A
C-AB	22	710	0.031	22	0.0	5.235	A
C-A	215			215			
A-B	8			8			
A-C	334			334			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	462	0.188	87	0.2	9.585	A
C-AB	30	727	0.041	30	0.1	5.161	A
C-A	261			261			
A-B	10			10			
A-C	410			410			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	462	0.188	87	0.2	9.597	A
C-AB	30	727	0.041	30	0.1	5.163	A
C-A	261			261			
A-B	10			10			
A-C	410			410			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	488	0.145	71	0.2	8.635	A
C-AB	22	710	0.031	22	0.0	5.236	A
C-A	215			215			
A-B	8			8			
A-C	334			334			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	507	0.117	60	0.1	8.043	A
C-AB	17	698	0.025	18	0.0	5.293	A
C-A	181			181			
A-B	7			7			
A-C	280			280			

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: B5345 Coach Road Junction Model.j9
Path: \\lds-dc-vm-101\Data\Projects\784-B074839_Coach_Road_Whitehaven\50_Input\52_Generated\5202_Junction_Mods
Report generation date: 22/09/2025 16:08:14

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2025									
Stream B-AC	D1	0.5	13.03	0.35	B	D2	0.9	21.36	0.49	C
Stream C-AB		1.4	8.47	0.49	A		1.6	9.81	0.50	A
	2030 No Dev									
Stream B-AC	D3	1.1	18.57	0.52	C	D4	2.7	44.80	0.75	E
Stream C-AB		4.2	15.20	0.73	C		3.3	14.85	0.67	B
	2030 With Dev									
Stream B-AC	D5	1.1	19.08	0.53	C	D6	4.3	66.07	0.84	F
Stream C-AB		5.6	19.73	0.79	C		3.3	14.85	0.67	B

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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	Coach Road, Whitehaven
Location	54.541042, -3.589416
Site number	784-B074839
Date	26/08/2025
Version	
Status	(new file)
Identifier	AJA
Client	
Jobnumber	784-B074839
Enumerator	TT\ANGUS.ATKIN
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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	AM	ONE HOUR	00:00	01:30	15
D2	2025	PM	ONE HOUR	00:00	01:30	15
D3	2030 No Dev	AM	ONE HOUR	00:00	01:30	15
D4	2030 No Dev	PM	ONE HOUR	00:00	01:30	15
D5	2030 With Dev	AM	ONE HOUR	00:00	01:30	15
D6	2030 With Dev	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B5345 Southbound		Major
B	Coach Road		Minor
C	B5345 Northbound		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.17			120.0	✓	0.00

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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.20	20	15

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	452	0.082	0.207	0.130	0.295
B-C	583	0.089	0.224	-	-
C-B	643	0.247	0.247	-	-

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

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	295	100.000
B		✓	133	100.000
C		✓	566	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	55	240
	B	34	0	99
	C	372	194	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.35	13.03	0.5	B
C-AB	0.49	8.47	1.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	465	0.216	99	0.3	9.821	A
C-AB	228	777	0.294	226	0.6	6.522	A
C-A	198			198			
A-B	41			41			
A-C	181			181			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	448	0.267	119	0.4	10.953	B
C-AB	299	805	0.372	298	0.8	7.114	A
C-A	209			209			
A-B	49			49			
A-C	216			216			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	146	423	0.346	146	0.5	12.959	B
C-AB	417	845	0.493	414	1.4	8.377	A
C-A	206			206			
A-B	61			61			
A-C	264			264			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	146	423	0.346	146	0.5	13.030	B
C-AB	418	846	0.494	418	1.4	8.467	A
C-A	205			205			
A-B	61			61			
A-C	264			264			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	447	0.267	120	0.4	11.031	B
C-AB	301	807	0.373	303	0.9	7.209	A
C-A	208			208			
A-B	49			49			
A-C	216			216			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	464	0.216	100	0.3	9.908	A
C-AB	230	778	0.295	231	0.6	6.606	A
C-A	197			197			
A-B	41			41			
A-C	181			181			

2025, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	683	100.000
B		✓	147	100.000
C		✓	507	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	166	517
	B	47	0	100
	C	344	163	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.49	21.36	0.9	C
C-AB	0.50	9.81	1.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	400	0.277	109	0.4	12.324	B
C-AB	195	701	0.278	192	0.5	7.067	A
C-A	187			187			
A-B	125			125			
A-C	389			389			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	132	371	0.356	131	0.5	14.959	B
C-AB	259	717	0.361	258	0.8	7.857	A
C-A	197			197			
A-B	149			149			
A-C	465			465			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	162	330	0.490	160	0.9	20.972	C
C-AB	370	741	0.499	367	1.5	9.668	A
C-A	188			188			
A-B	183			183			
A-C	569			569			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	162	330	0.490	162	0.9	21.360	C
C-AB	371	742	0.500	371	1.6	9.810	A
C-A	187			187			
A-B	183			183			
A-C	569			569			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	132	371	0.356	134	0.6	15.262	C
C-AB	260	719	0.362	263	0.9	7.989	A
C-A	195			195			
A-B	149			149			
A-C	465			465			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	399	0.277	111	0.4	12.529	B
C-AB	196	702	0.279	197	0.6	7.167	A
C-A	186			186			
A-B	125			125			
A-C	389			389			

2030 No Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		9.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030 No Dev	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	367	100.000
B		✓	192	100.000
C		✓	738	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	68	299
	B	37	0	155
	C	486	252	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.52	18.57	1.1	C
C-AB	0.73	15.20	4.2	C
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	145	459	0.315	143	0.5	11.309	B
C-AB	341	824	0.414	337	1.0	7.373	A
C-A	214			214			
A-B	51			51			
A-C	225			225			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	173	438	0.394	172	0.6	13.487	B
C-AB	462	864	0.535	459	1.7	8.937	A
C-A	202			202			
A-B	61			61			
A-C	269			269			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	211	406	0.521	210	1.0	18.193	C
C-AB	672	919	0.731	663	3.9	14.128	B
C-A	141			141			
A-B	75			75			
A-C	329			329			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	211	405	0.522	211	1.1	18.574	C
C-AB	678	923	0.734	677	4.2	15.204	C
C-A	134			134			
A-B	75			75			
A-C	329			329			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	173	437	0.395	174	0.7	13.793	B
C-AB	468	869	0.538	477	1.8	9.519	A
C-A	196			196			
A-B	61			61			
A-C	269			269			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	145	459	0.315	145	0.5	11.519	B
C-AB	344	827	0.417	348	1.1	7.605	A
C-A	211			211			
A-B	51			51			
A-C	225			225			

2030 No Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		9.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030 No Dev	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	817	100.000
B		✓	208	100.000
C		✓	595	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	196	621
	B	50	0	158
	C	403	192	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.75	44.80	2.7	E
C-AB	0.67	14.85	3.3	B
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	157	392	0.400	154	0.6	15.001	C
C-AB	252	712	0.354	249	0.8	7.755	A
C-A	196			196			
A-B	148			148			
A-C	468			468			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	187	358	0.522	185	1.0	20.665	C
C-AB	344	732	0.470	342	1.3	9.264	A
C-A	191			191			
A-B	176			176			
A-C	558			558			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	229	308	0.744	223	2.5	40.074	E
C-AB	512	763	0.671	504	3.1	14.043	B
C-A	144			144			
A-B	216			216			
A-C	684			684			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	229	307	0.747	228	2.7	44.796	E
C-AB	516	766	0.673	516	3.3	14.849	B
C-A	139			139			
A-B	216			216			
A-C	684			684			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	187	357	0.524	193	1.2	22.742	C
C-AB	348	737	0.473	356	1.4	9.729	A
C-A	186			186			
A-B	176			176			
A-C	558			558			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	157	391	0.401	158	0.7	15.611	C
C-AB	254	714	0.356	257	0.8	7.951	A
C-A	194			194			
A-B	148			148			
A-C	468			468			

2030 With Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		11.45	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030 With Dev	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	372	100.000
B		✓	192	100.000
C		✓	757	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	73	299
	B	37	0	155
	C	486	271	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.53	19.08	1.1	C
C-AB	0.79	19.73	5.6	C
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	145	457	0.316	143	0.5	11.390	B
C-AB	367	823	0.446	363	1.1	7.786	A
C-A	203			203			
A-B	55			55			
A-C	225			225			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	173	435	0.397	172	0.6	13.645	B
C-AB	497	863	0.576	494	2.0	9.801	A
C-A	183			183			
A-B	66			66			
A-C	269			269			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	211	401	0.527	210	1.1	18.617	C
C-AB	724	919	0.788	712	5.1	17.435	C
C-A	109			109			
A-B	80			80			
A-C	329			329			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	211	400	0.529	211	1.1	19.075	C
C-AB	734	924	0.793	732	5.6	19.730	C
C-A	100			100			
A-B	80			80			
A-C	329			329			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	173	433	0.399	174	0.7	14.001	B
C-AB	506	871	0.581	520	2.2	10.812	B
C-A	174			174			
A-B	66			66			
A-C	269			269			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	145	456	0.317	145	0.5	11.614	B
C-AB	371	826	0.449	375	1.2	8.093	A
C-A	199			199			
A-B	55			55			
A-C	225			225			

2030 With Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		12.98	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2030 With Dev	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	817	100.000
B		✓	232	100.000
C		✓	595	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	196	621
	B	58	0	174
	C	403	192	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.84	66.07	4.3	F
C-AB	0.67	14.85	3.3	B
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	175	389	0.449	172	0.8	16.324	C
C-AB	252	712	0.354	249	0.8	7.755	A
C-A	196			196			
A-B	148			148			
A-C	468			468			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	209	355	0.587	206	1.3	23.814	C
C-AB	344	732	0.470	342	1.3	9.264	A
C-A	191			191			
A-B	176			176			
A-C	558			558			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	255	305	0.838	246	3.8	53.742	F
C-AB	512	763	0.671	504	3.1	14.043	B
C-A	144			144			
A-B	216			216			
A-C	684			684			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	255	304	0.841	253	4.3	66.074	F
C-AB	516	766	0.673	516	3.3	14.849	B
C-A	139			139			
A-B	216			216			
A-C	684			684			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	209	354	0.589	220	1.5	28.713	D
C-AB	348	737	0.473	356	1.4	9.729	A
C-A	186			186			
A-B	176			176			
A-C	558			558			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	175	388	0.450	177	0.8	17.270	C
C-AB	254	714	0.356	257	0.8	7.951	A
C-A	194			194			
A-B	148			148			
A-C	468			468			

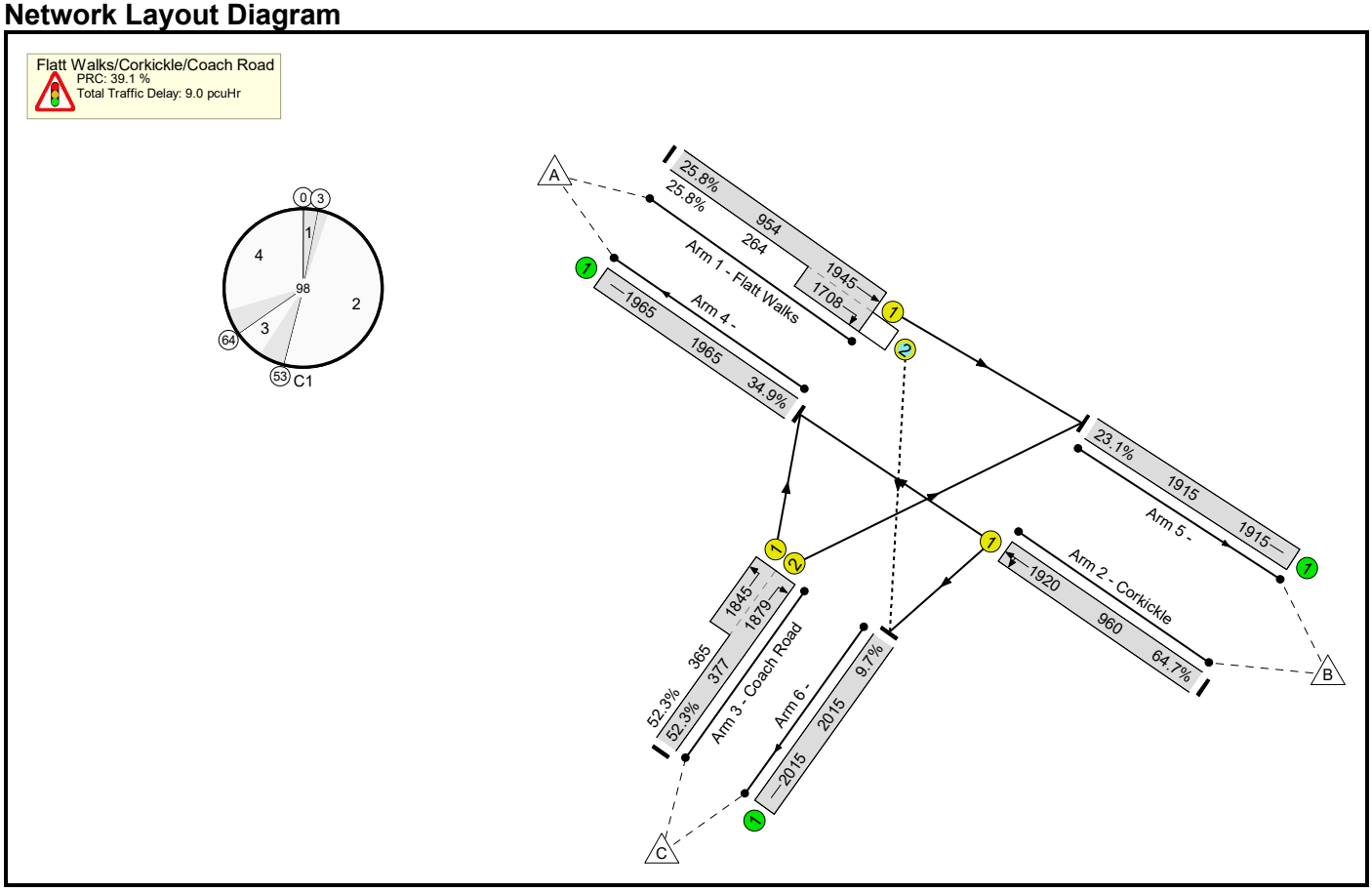
Basic Results Summary

User and Project Details

Project:	**Coach Road, Whitehaven**
Title:	**Flatt Walks/ Corkickle/ Station Road Signalised Junction**
Location:	54.543926, -3.581784
Additional detail:	
File name:	Flatt Walks-Corkickle-Station Road Model.lsg3x
Author:	AJA
Company:	Tetra Tech
Address:	Newcastle Office

Scenario 1: '2025 AM' (FG1: '2025 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

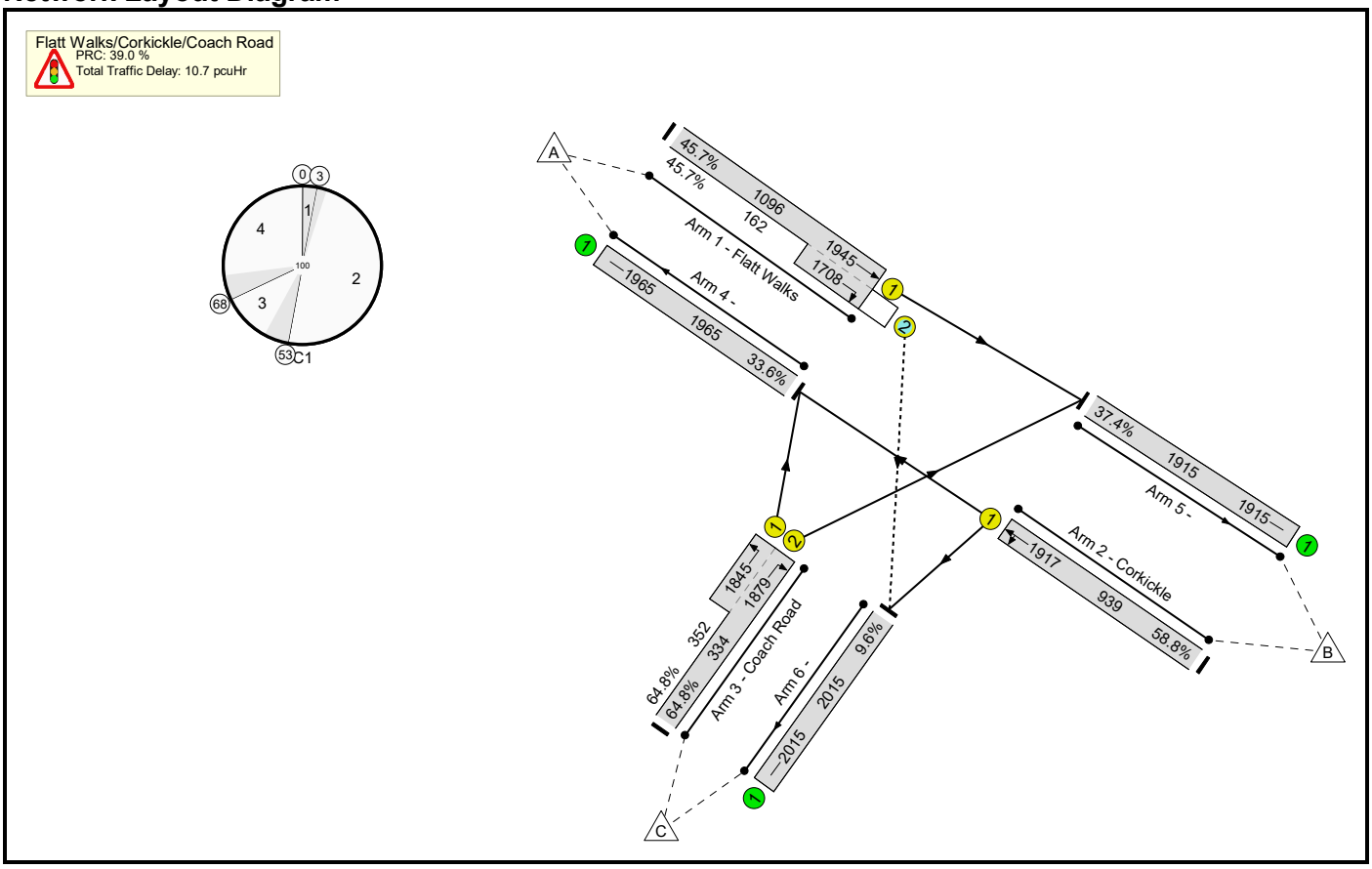
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Flatt Walks/ Corkickle/ Station Road Signalised Junction	-	-	-		-	-	-	-	-	-	**64.7%**	**60**	**6**	**1**	**9.0**	-	-
Flatt Walks/Corkickle/Coach Road	-	-	-		-	-	-	-	-	-	**64.7%**	**60**	**6**	**1**	**9.0**	-	-
1/1+1/2	Flatt Walks Ahead Right	U+O	A	B	1	59	6	314	1945:1708	954+264	25.8 : 25.8%	60	6	1	1.2	13.2	3.1
2/1	Corkickle Ahead Left	U	C		1	48	-	621	1920	960	64.7%	-	-	-	4.0	23.4	13.3
3/2+3/1	Coach Road Left Right	U	D		1	29	-	388	1879:1845	377+365	52.3 : 52.3%	-	-	-	3.4	31.4	4.7
4/1		U	-		-	-	-	685	1965	1965	34.9%	-	-	-	0.3	1.4	0.3
5/1		U	-		-	-	-	443	1915	1915	23.1%	-	-	-	0.2	1.2	0.2
6/1		U	-		-	-	-	195	2015	2015	9.7%	-	-	-	0.1	1.0	0.1

C1 PRC for Signalled Lanes (%): 39.1 Total Delay for Signalled Lanes (pcuHr): 8.57 Cycle Time (s): 98
PRC Over All Lanes (%): 39.1 Total Delay Over All Lanes(pcuHr): 9.05

Basic Results Summary

Scenario 2: '2025 PM' (FG2: '2025 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

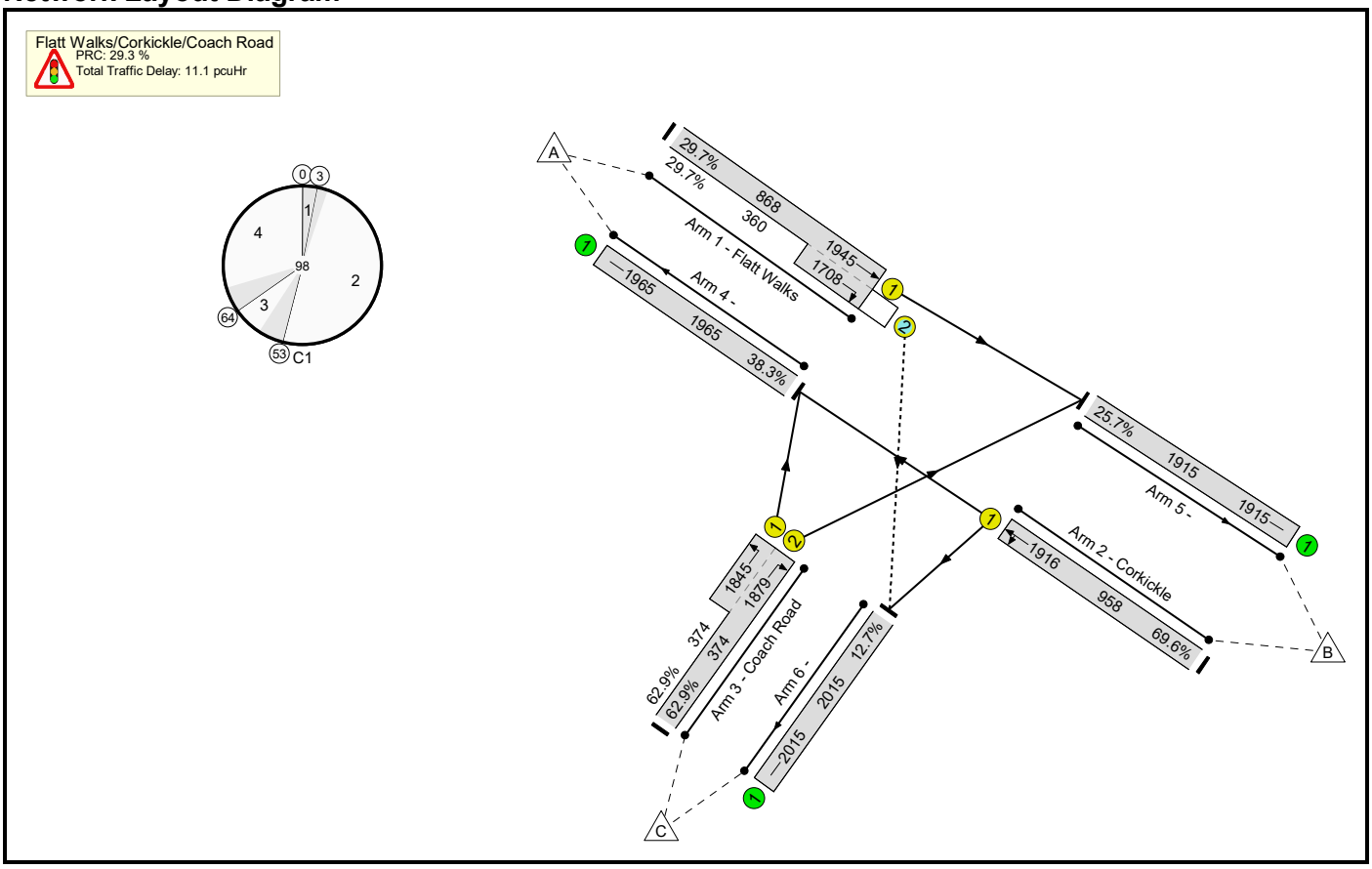
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Flatt Walks/ Corkickle/ Station Road Signalised Junction	-	-	-		-	-	-	-	-	-	**64.8%**	**63**	**10**	**1**	**10.7**	-	-
Flatt Walks/Corkickle/Coach Road	-	-	-		-	-	-	-	-	-	**64.8%**	**63**	**10**	**1**	**10.7**	-	-
1/1+1/2	Flatt Walks Ahead Right	U+O	A	B	1	63	10	575	1945:1708	1096+162	45.7 : 45.7%	63	10	1	2.0	12.5	7.3
2/1	Corkickle Ahead Left	U	C		1	48	-	552	1917	939	58.8%	-	-	-	3.5	22.9	11.6
3/2+3/1	Coach Road Left Right	U	D		1	27	-	444	1879:1845	334+352	64.8 : 64.8%	-	-	-	4.5	36.9	6.4
4/1		U	-		-	-	-	661	1965	1965	33.6%	-	-	-	0.3	1.4	0.3
5/1		U	-		-	-	-	717	1915	1915	37.4%	-	-	-	0.3	1.5	2.4
6/1		U	-		-	-	-	193	2015	2015	9.6%	-	-	-	0.1	1.0	0.1

C1 PRC for Signalled Lanes (%): 39.0 Total Delay for Signalled Lanes (pcuHr): 10.06 Cycle Time (s): 100
PRC Over All Lanes (%): 39.0 Total Delay Over All Lanes(pcuHr): 10.67

Basic Results Summary

Scenario 3: '2030 AM No Dev' (FG3: '2030 No Dev AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

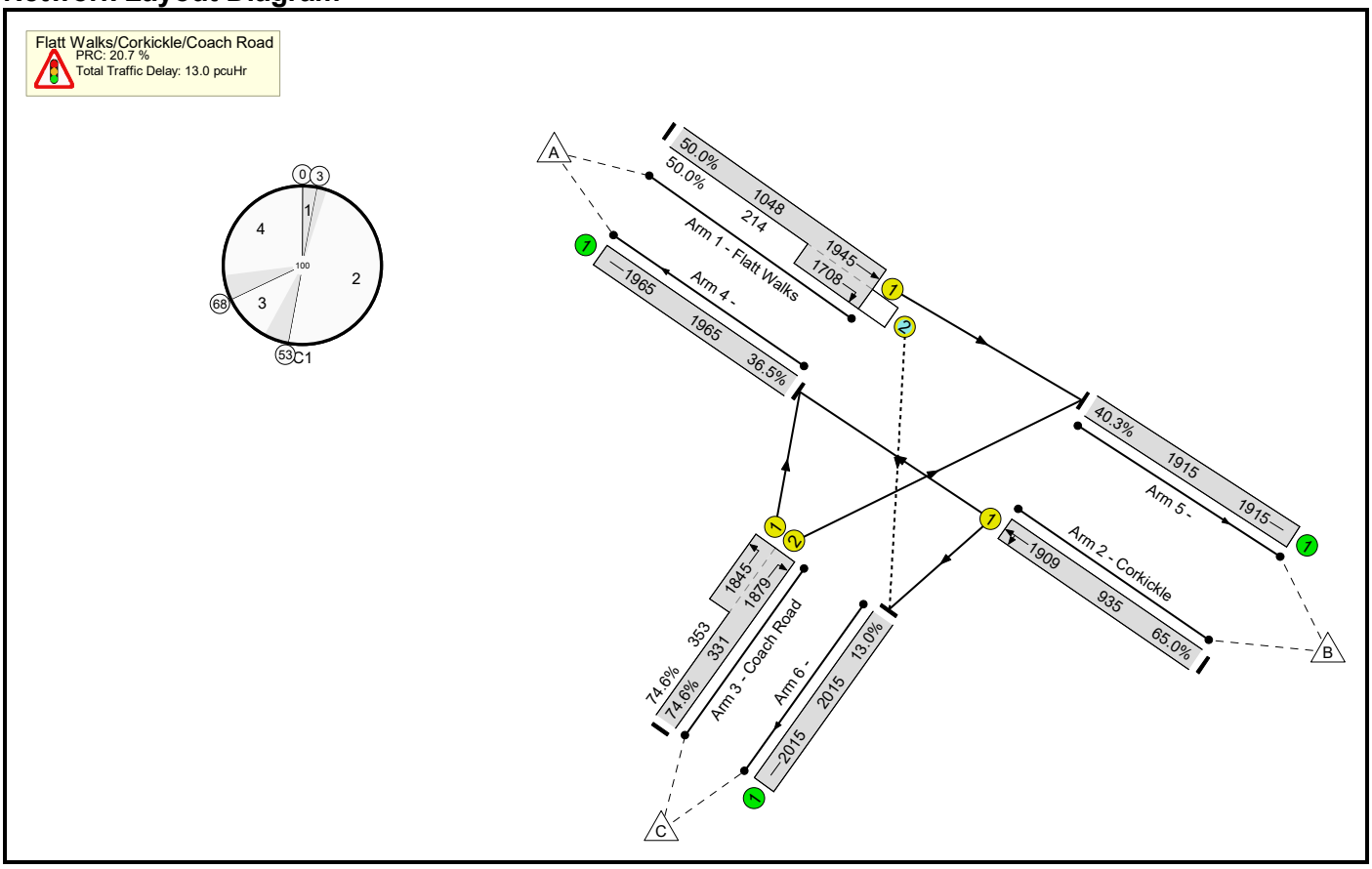
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Flatt Walks/ Corkickle/ Station Road Signalised Junction	-	-	-		-	-	-	-	-	-	**69.6%**	**95**	**10**	**2**	**11.1**	-	-
Flatt Walks/Corkickle/Coach Road	-	-	-		-	-	-	-	-	-	**69.6%**	**95**	**10**	**2**	**11.1**	-	-
1/1+1/2	Flatt Walks Ahead Right	U+O	A	B	1	59	6	365	1945:1708	868+360	29.7 : 29.7%	95	10	2	1.6	15.4	3.3
2/1	Corkickle Ahead Left	U	C		1	48	-	667	1916	958	69.6%	-	-	-	4.6	24.9	15.0
3/2+3/1	Coach Road Left Right	U	D		1	29	-	470	1879:1845	374+374	62.9 : 62.9%	-	-	-	4.4	33.5	6.2
4/1		U	-		-	-	-	753	1965	1965	38.3%	-	-	-	0.3	1.5	0.3
5/1		U	-		-	-	-	493	1915	1915	25.7%	-	-	-	0.2	1.3	0.2
6/1		U	-		-	-	-	256	2015	2015	12.7%	-	-	-	0.1	1.0	0.1

C1 PRC for Signalled Lanes (%): 29.3 Total Delay for Signalled Lanes (pcuHr): 10.55 Cycle Time (s): 98
PRC Over All Lanes (%): 29.3 Total Delay Over All Lanes(pcuHr): 11.10

Basic Results Summary

Scenario 4: '2030 PM No Dev' (FG4: '2030 No Dev PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

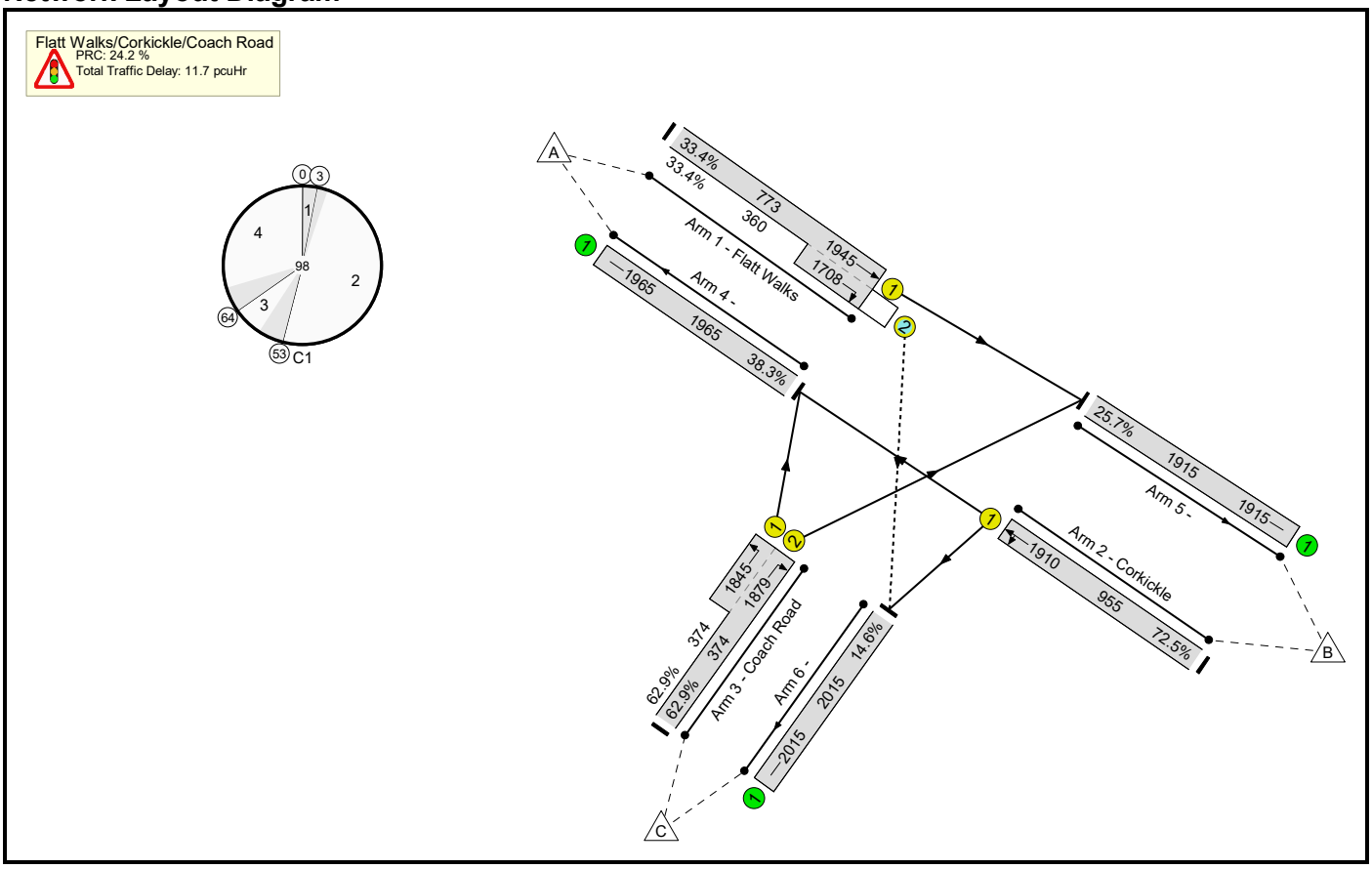
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Flatt Walks/ Corkickle/ Station Road Signalised Junction	-	-	-		-	-	-	-	-	-	**74.6%**	**91**	**14**	**2**	**13.0**	-	-
Flatt Walks/Corkickle/Coach Road	-	-	-		-	-	-	-	-	-	**74.6%**	**91**	**14**	**2**	**13.0**	-	-
1/1+1/2	Flatt Walks Ahead Right	U+O	A	B	1	63	10	631	1945:1708	1048+214	50.0 : 50.0%	91	14	2	2.4	13.8	8.2
2/1	Corkickle Ahead Left	U	C		1	48	-	608	1909	935	65.0%	-	-	-	4.1	24.6	13.4
3/2+3/1	Coach Road Left Right	U	D		1	27	-	510	1879:1845	331+353	74.6 : 74.6%	-	-	-	5.7	40.5	9.1
4/1		U	-		-	-	-	717	1965	1965	36.5%	-	-	-	0.3	1.4	0.3
5/1		U	-		-	-	-	771	1915	1915	40.3%	-	-	-	0.3	1.6	1.9
6/1		U	-		-	-	-	261	2015	2015	13.0%	-	-	-	0.1	1.0	0.1

C1 PRC for Signalled Lanes (%): 20.7 Total Delay for Signalled Lanes (pcuHr): 12.30 Cycle Time (s): 100
PRC Over All Lanes (%): 20.7 Total Delay Over All Lanes(pcuHr): 13.00

Basic Results Summary

Scenario 5: '2030 AM With Dev' (FG5: '2030 With Dev AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

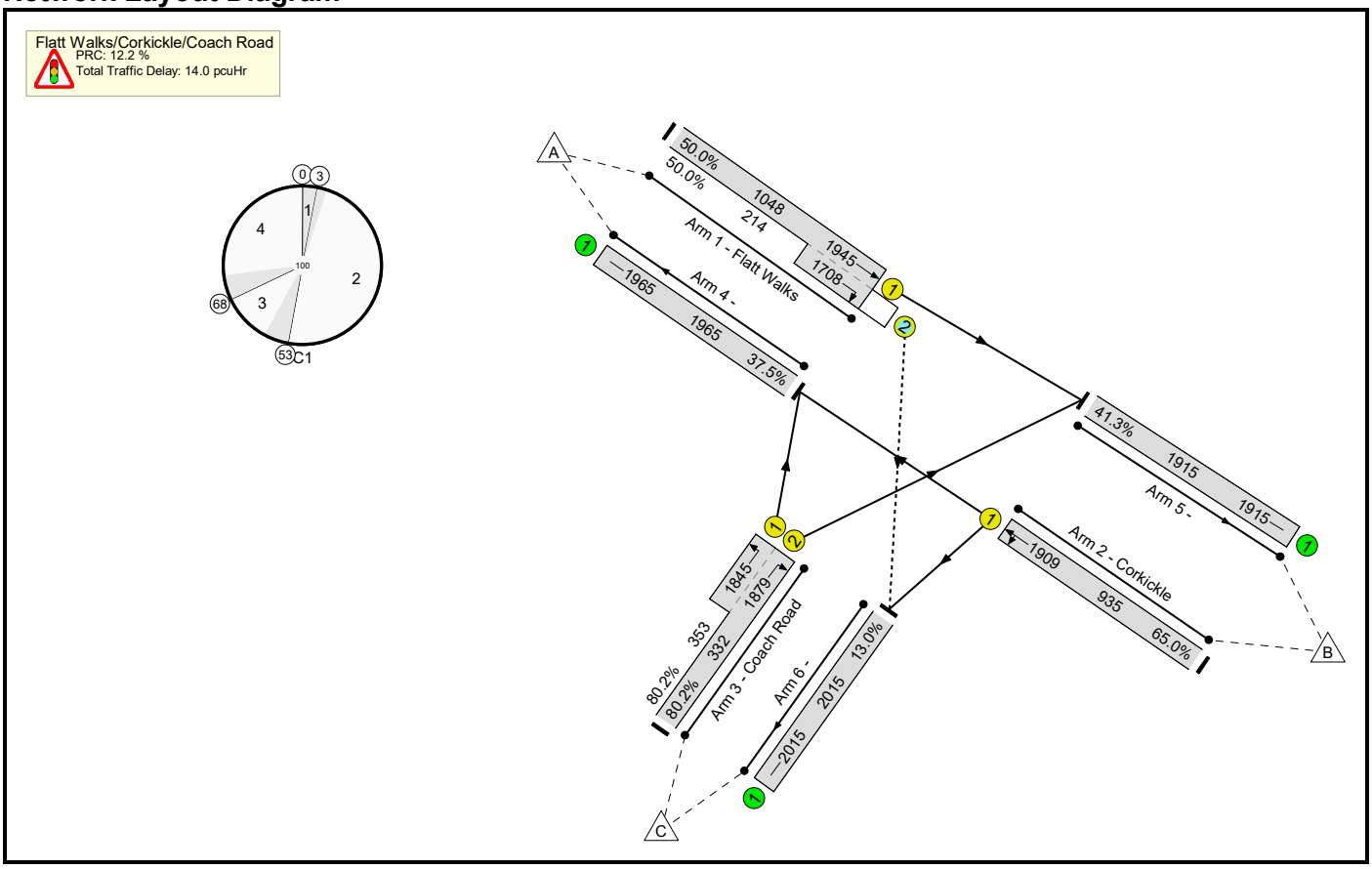
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Flatt Walks/ Corkickle/ Station Road Signalised Junction	-	-	-		-	-	-	-	-	-	**72.5%**	**107**	**11**	**2**	**11.7**	-	-
Flatt Walks/Corkickle/Coach Road	-	-	-		-	-	-	-	-	-	**72.5%**	**107**	**11**	**2**	**11.7**	-	-
1/1+1/2	Flatt Walks Ahead Right	U+O	A	B	1	59	6	378	1945:1708	773+360	33.4 : 33.4%	107	11	2	1.8	16.7	3.3
2/1	Corkickle Ahead Left	U	C		1	48	-	692	1910	955	72.5%	-	-	-	5.0	26.0	15.9
3/2+3/1	Coach Road Left Right	U	D		1	29	-	470	1879:1845	374+374	62.9 : 62.9%	-	-	-	4.4	33.5	6.2
4/1		U	-		-	-	-	753	1965	1965	38.3%	-	-	-	0.3	1.5	0.3
5/1		U	-		-	-	-	493	1915	1915	25.7%	-	-	-	0.2	1.3	0.2
6/1		U	-		-	-	-	294	2015	2015	14.6%	-	-	-	0.1	1.0	0.1

C1 PRC for Signalled Lanes (%): 24.2 Total Delay for Signalled Lanes (pcuHr): 11.12 Cycle Time (s): 98
PRC Over All Lanes (%): 24.2 Total Delay Over All Lanes(pcuHr): 11.69

Basic Results Summary

Scenario 6: '2030 PM With Dev' (FG6: '2030 With Dev PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

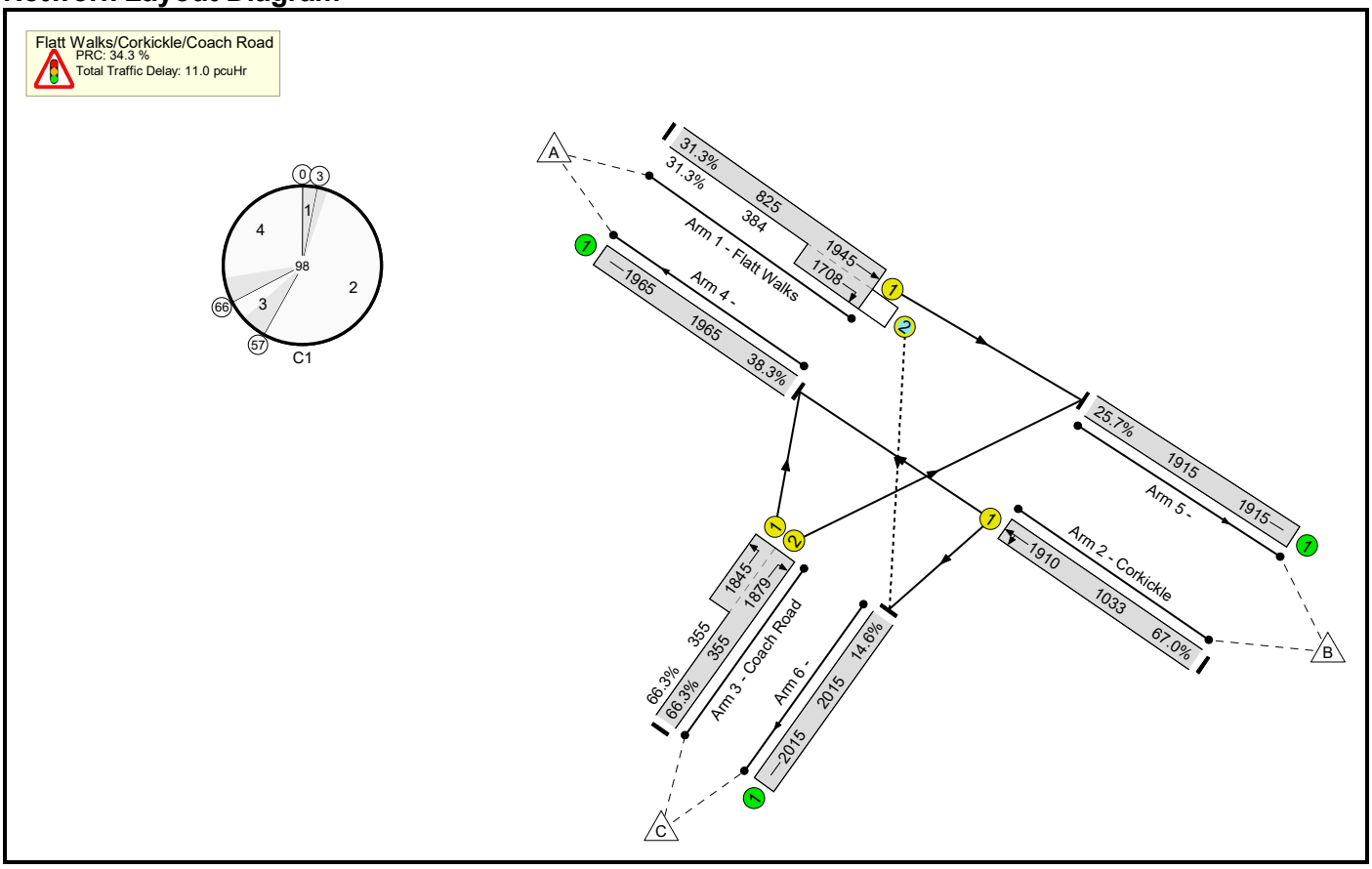
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Flatt Walks/ Corkickle/ Station Road Signalised Junction	-	-	-		-	-	-	-	-	-	**80.2%**	**91**	**14**	**2**	**14.0**	-	-
Flatt Walks/Corkickle/Coach Road	-	-	-		-	-	-	-	-	-	**80.2%**	**91**	**14**	**2**	**14.0**	-	-
1/1+1/2	Flatt Walks Ahead Right	U+O	A	B	1	63	10	631	1945:1708	1048+214	50.0 : 50.0%	91	14	2	2.4	13.8	8.2
2/1	Corkickle Ahead Left	U	C		1	48	-	608	1909	935	65.0%	-	-	-	4.1	24.6	13.4
3/2+3/1	Coach Road Left Right	U	D		1	27	-	549	1879:1845	332+353	80.2 : 80.2%	-	-	-	6.7	43.9	10.8
4/1		U	-		-	-	-	737	1965	1965	37.5%	-	-	-	0.3	1.5	0.3
5/1		U	-		-	-	-	790	1915	1915	41.3%	-	-	-	0.4	1.6	2.0
6/1		U	-		-	-	-	261	2015	2015	13.0%	-	-	-	0.1	1.0	0.1

C1 PRC for Signalled Lanes (%): 12.2 Total Delay for Signalled Lanes (pcuHr): 13.26 Cycle Time (s): 100
PRC Over All Lanes (%): 12.2 Total Delay Over All Lanes(pcuHr): 13.98

Basic Results Summary

Scenario 7: '2030 AM With Dev - Optimised' (FG5: '2030 With Dev AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

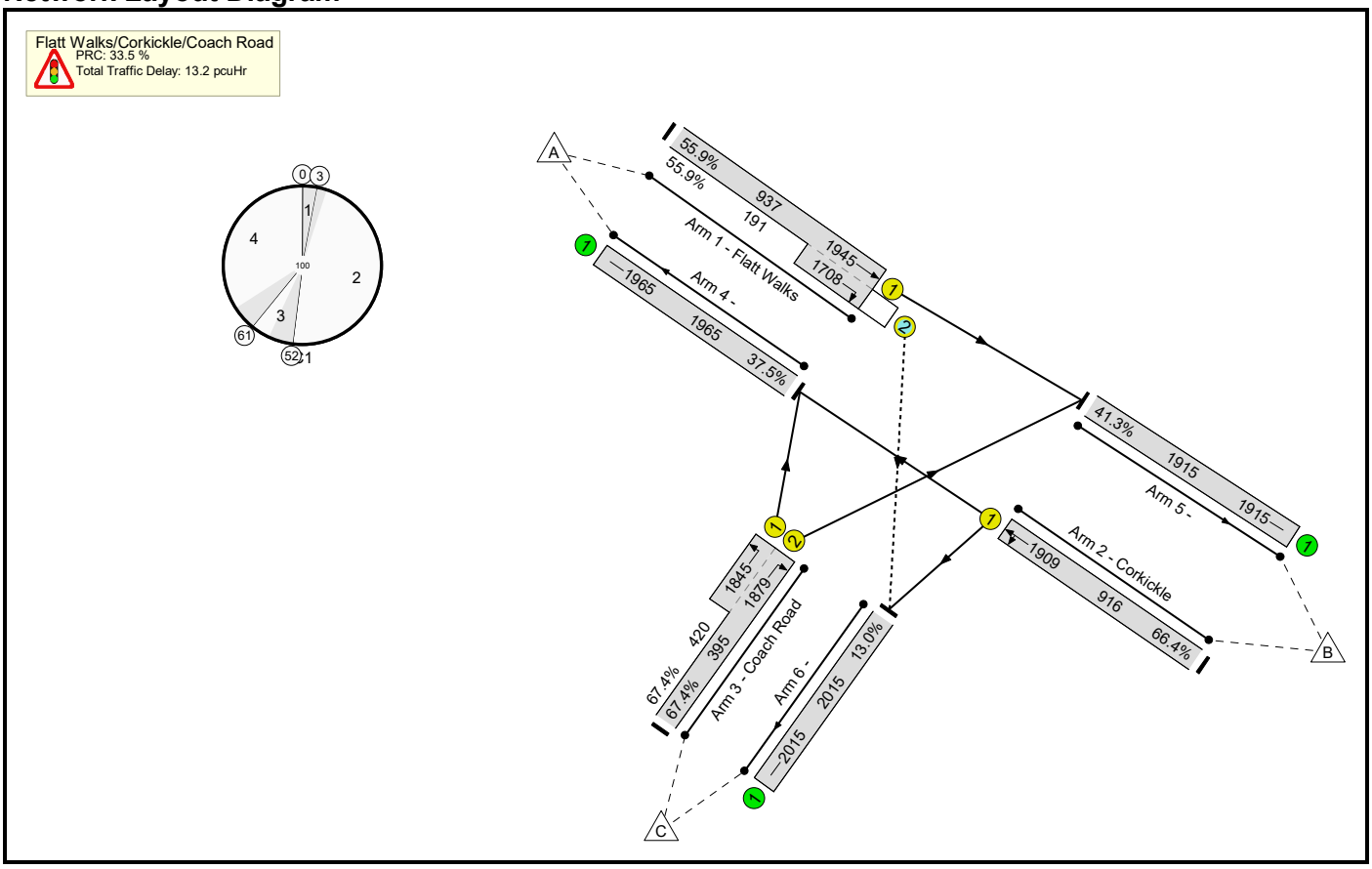
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Flatt Walks/ Corkickle/ Station Road Signalised Junction	-	-	-		-	-	-	-	-	-	**67.0%**	**109**	**9**	**2**	**11.0**	-	-
Flatt Walks/Corkickle/Coach Road	-	-	-		-	-	-	-	-	-	**67.0%**	**109**	**9**	**2**	**11.0**	-	-
1/1+1/2	Flatt Walks Ahead Right	U+O	A	B	1	61	4	378	1945:1708	825+384	31.3 : 31.3%	109	9	2	1.6	14.9	3.2
2/1	Corkickle Ahead Left	U	C		1	52	-	692	1910	1033	67.0%	-	-	-	4.1	21.5	14.5
3/2+3/1	Coach Road Left Right	U	D		1	27	-	470	1879:1845	355+355	66.3 : 66.3%	-	-	-	4.7	36.1	6.8
4/1		U	-		-	-	-	753	1965	1965	38.3%	-	-	-	0.3	1.5	0.3
5/1		U	-		-	-	-	493	1915	1915	25.7%	-	-	-	0.2	1.3	0.2
6/1		U	-		-	-	-	294	2015	2015	14.6%	-	-	-	0.1	1.0	0.1

C1 PRC for Signalled Lanes (%): 34.3 Total Delay for Signalled Lanes (pcuHr): 10.40 Cycle Time (s): 98
PRC Over All Lanes (%): 34.3 Total Delay Over All Lanes(pcuHr): 10.97

Basic Results Summary

Scenario 8: ' 2030 PM With Dev - Optimised' (FG6: '2030 With Dev PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Flatt Walks/ Corkickle/ Station Road Signalised Junction	-	-	-		-	-	-	-	-	-	**67.4%**	**97**	**7**	**2**	**13.2**	-	-
Flatt Walks/Corkickle/Coach Road	-	-	-		-	-	-	-	-	-	**67.4%**	**97**	**7**	**2**	**13.2**	-	-
1/1+1/2	Flatt Walks Ahead Right	U+O	A	B	1	56	4	631	1945:1708	937+191	55.9 : 55.9%	97	7	2	3.3	18.7	10.1
2/1	Corkickle Ahead Left	U	C		1	47	-	608	1909	916	66.4%	-	-	-	4.3	25.6	13.8
3/2+3/1	Coach Road Left Right	U	D		1	34	-	549	1879:1845	395+420	67.4 : 67.4%	-	-	-	4.8	31.8	8.4
4/1		U	-		-	-	-	737	1965	1965	37.5%	-	-	-	0.3	1.5	0.3
5/1		U	-		-	-	-	790	1915	1915	41.3%	-	-	-	0.4	1.6	2.0
6/1		U	-		-	-	-	261	2015	2015	13.0%	-	-	-	0.1	1.0	0.1

C1 PRC for Signalled Lanes (%): 33.5 Total Delay for Signalled Lanes (pcuHr): 12.45 Cycle Time (s): 100
PRC Over All Lanes (%): 33.5 Total Delay Over All Lanes(pcuHr): 13.18