

MHC 2202

TRANSPORT STATEMENT

(V2 07.03.22)

PROPOSED OUTDOOR SPORTS FACILITY

THE WHITEHAVEN ACADEMY

WHITEHAVEN, CUMBRIA, CA28 8TY

THE WHITEHAVEN ACADEMY

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1.0 Introduction

1.1 Development Background

1.1.1 Modal Highway Consultants Ltd was appointed by The Whitehaven Academy to prepare a Transport Statement for proposed outdoor sports facility developments at The Whitehaven Academy, Whitehaven, Cumbria, CA28 8TY. The site is located on the eastern edge of Whitehaven, just under 2 miles from the centre.

1.1.2 This Transport Statement considers the transport characteristics and impact of the proposed development. It has been prepared following guidance set out in the Department for Transport's 'Guidance on Transport Assessments' document, dated March 2007.

1.2 National Planning Policy Framework (NPPF), March 2012 (Updated July 2021)

1.2.1 The NPPF sets out the Government's Planning Policies for England and how these are expected to be applied. One of the core objectives is to encourage sustainable growth and achieve economic growth through the Planning System.

1.2.2 The NPPF aims to promote sustainable growth through a pattern of development that facilitates either the use of sustainable modes of transport or transport behaviour in a sustainable manner. To that end, the NPPF advocates that development should be located and designed to allow:

- The efficient delivery of goods and supplies;
- Give priority to pedestrian and cyclist movements and access to high quality public transport facilities;
- Create safe and secure layouts that minimise conflicts between traffic and pedestrians or cyclists.

1.3 Local Planning Policy

1.3.1 The relevant Local Planning Policies include:

- Cumbria Transport Plan 2011-2026;
- Copeland Local Plan 2013-2028

Cumbria Transport Plan

1.3.2 This sets out Cumbria's 15-year strategy. The key objectives of the plan are:

- Safe and healthy communities with a sustainable economy;
- Effective transport connections between people and places;
- Lower carbon emissions and reducing the need to travel.

Copeland Local Plan 2013-2028

1.3.3 This is the current Plan¹. The Council's Vision is to "improve lives, communities and the prosperity of Copeland". The Vision for Copeland is guided by a number of Strategic Objectives, of which some relevant aspects are;

- Regeneration
 - Promote the vitality of towns and local centres particularly in Whitehaven and Egremont.
- Sustainable Settlements
 - Ensure that settlements are viable and meet the needs of their communities, whilst enhancing the public realm.
- Accessibility and Transport
 - Improve access to leisure opportunities by walking, cycling and public transport.

1.3.4 Further, certain key policies support the principle of the development:

- Policy ST1 – Strategic Development Policies
 - *Support development that contributes to social, recreational and sports facilities.*
 - *Minimise the need to travel.*
- Policy ST2 – Spatial Development Strategy
 - *Permitting development that help to sustain facilities for local communities.*
- Policy SS4 – Community and Cultural Facilities and Services
 - *Encouraging the provision of facilities which meet the needs of local communities and are accessible by walking, cycling and public transport.*
 - *Facilities which maximise opportunities for improving health will be supported.*
- Policy T1 – Improving Accessibility and Transport
 - *Support will be given to opportunities that maximise accessibility by walking, cycling and public transport.*
- Policy DM22 – Accessible Developments
 - *Development should be accessible to all users.*
 - *A Transport Statement is required to highlight the transport implications of developments.*

¹ The Publication Draft of the proposed Development Plan (2021-2038) was originally the subject of public consultation between 10 Jan 2022 and 21 Feb 2022. However, the consultation period was later extended to 18 March 2022 to allow the completion of certain evidence base reports.

2.0 Site and Surrounding Highway Network

2.1 Site Location

- 2.1.1 The site is situated on the eastern fringe of Whitehaven, around 2 miles from the centre. The Whitehaven Academy is an existing secondary school that has recently undergone a complete re-build of the main premises (2020-2021)². It has (approximately) 800 pupils and 80 staff members. The location plan is shown in the image below.



Figure 1 – Site Location Plan
(Based on and adapted from Google Maps)

2.2 Existing Use & Access

- 2.2.1 The existing site is part of the school playing fields. Pedestrian access to the site is either off Moresby Rd or Cleator Moor Rd.
- 2.2.2 Vehicular access to the site is via an Internal Road that is one-way between Moresby Rd, situated to the northwest of the site, and Cleator Moor Rd situated to the southwest of the site. Therefore, the junction with Cleator Moor Rd is an exit only.
- 2.2.3 The images below show the access and egress.

² At the time of writing, it is understood that the new buildings have only just been occupied (Feb 2022).



Figure 2 – Access from Moresby Rd, Northbound View along Moresby Rd
(The Internal Road is one-way only towards the site)
(Based on and adapted from Google Maps Streetview, June 2021)



Figure 3 – Egress to Cleator Moor Rd, Eastbound View along Cleator Moor Rd
(‘No Entry’ signs indicate one-way system)
(Based on and adapted from Google Maps Streetview, June 2021)

- 2.2.4 As part of the school re-build, there is a new car park with 121 standard spaces, 6 disabled spaces and 2 electric car spaces. There are also 32 bicycle parking spaces.

2.3 Local Transport Facilities

Buses

- 2.3.1 Cleator Moor Rd lies on a bus route served by a single bus route (30) with a half-hourly service. It generally runs between Maryport (around 15 miles to the north) and Firzington (around 3 miles to the east). Appendix 1 shows the timetable.

Pedestrians

- 2.3.2 There is a signalised pedestrian crossing on Cleator Moor Rd, immediately outside the site and close to the bus stops on Cleator Moor Rd.

2.4 Accident History

- 2.4.1 Crashmap was interrogated for accident data. The 5 years to and including 2020 (most recent data) were included in the search. Within 100 metres of the site egress on Cleator Moor Rd, there were three accidents:

- Two accidents involved pedestrians crossing the road but not at the signalised pedestrian crossing.
 - One was very late at night and outside the pub (it appears to be drink-related)
 - One was well after school hours in the daylight during summer.
- The third accident appears to be associated with a right turn (but not associated with the site).

- 2.4.2 Therefore, none of the accidents were associated with the site. In respect of the access point off Moresby Rd, no accidents were recorded within 100 metres of the access junction on Moresby Rd.

- 2.4.3 Appendix 2 shows the detailed accident data.

2.5 Public Right of Way (PROW)

- 2.5.1 A check on the Cumbria PROW map shows that there is no PROW passing through the site.

3.0 Proposed Development & Impacts

3.1 Outline

3.1.1 The proposed development is a 17,600m² outdoor Sports Facility comprising:

- Football Pitch
- Hockey Pitch
- 3 Tennis Courts
- Sprint Straight

3.1.2 To facilitate a pedestrian route from the car park a track is proposed from the car park turning head to the Sports Facility. Appendix 3 shows the proposed Site Layout Plan.

3.2 Context of the Development

3.2.1 The proposed development will be an integral part of the existing school's sports facilities to be used by the pupils during the school day. However, after 5pm and at weekends, the facilities will be open to the general public and clubs. The following timetable applies to public use:

- Weekdays 17:00-21:00
- Saturday 09:00-19:00
- Sunday 10:00-17:00

3.3 Anticipated Impacts

3.3.1 As the facilities are an integral part of the school, there will be no peak or daytime transport impacts. The users – pupils – are already on site and hence no trips are associated with their use of the sports facilities. Any potential impact will be from public users after school times including the weekend. Therefore, to quantify the impact, a comparative analysis was completed using a reasoned quantitative approach.

Usage of Facilities

3.3.2 The composition of the Sports Facility implies the following potential usage:

	Usage Potential	
<u>Sport</u>	<u>Participants</u>	<u>Total</u>
Football	11 per side	22
Hockey	11 per side	22
Tennis	2 per court (Singles Match)	6
Sprint Straight	5 (assumed largest group size)	5
	ESTIMATED FACILITY TOTAL	55

3.3.3 Data from Sport England was consulted to determine popularity by sport type. Appendix 4 shows charts from Sport England that depict the popularity of sport types amongst young people for the academic years 2017-2018 through to 2020-2021. The data is up-to-date, published on a weekly basis for the previous week.

3.3.4 One example (2020-2021) is shown below.

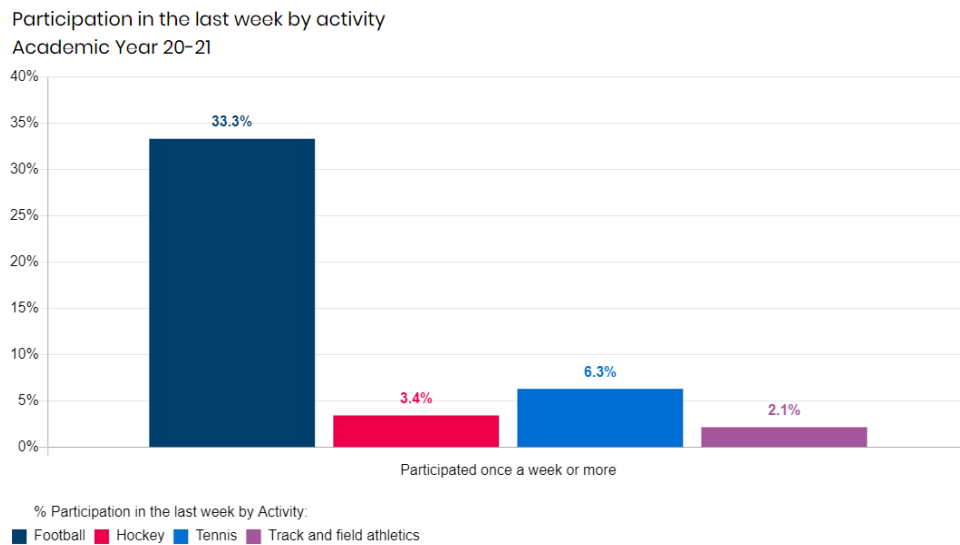


Figure 4 – Popularity by Sport Type for Young People (2020-2021)
(Source: Sport England)

3.3.5 The chart below shows popularity of sport types for adults, between 2015 and 2021.

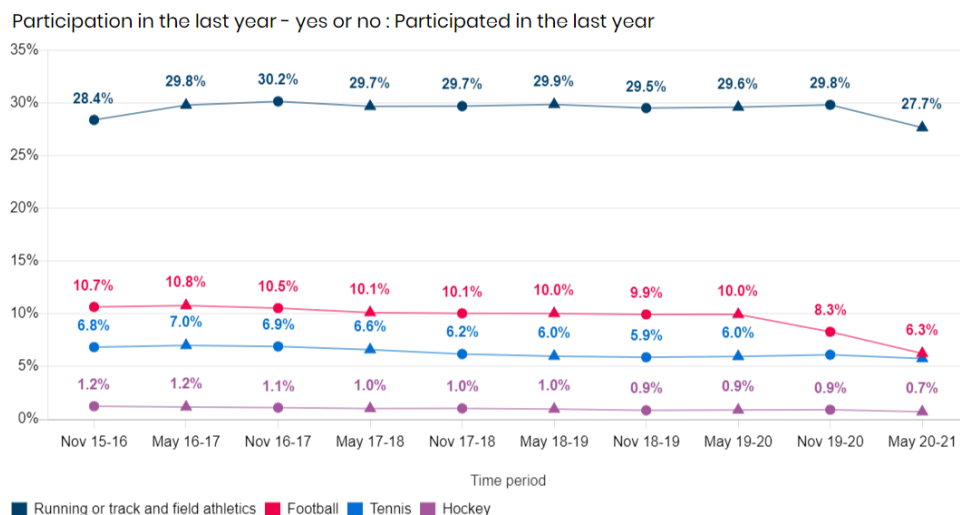


Figure 5 - Popularity by Sport Type for Adults (2015-2021)
(Source: Sport England)

3.3.6 In the context of the proposed Sports Facility from the perspective of community use, the above charts show that:

- Football is by far the most popular team sport and can be played for most times of the year.
- Tennis is usually played in good weather.
- Hockey is the least popular.
- The Sprint Straight is likely to be the least used and only then in good weather.

3.3.7 Therefore, whilst the Sports Facility has an estimated participant capacity of 55, it is anticipated that typically, the football pitch will be the most well-used, followed by tennis. Some spectators may also be attracted during certain football matches.

3.3.8 On the basis that the out-of-hours use of the Sports Facility is aimed at the local Whitehaven community, most participants are expected to walk to the site. However, in the worst-case scenario, if all participants drove individually to the site, then on the basis of Football and Tennis taking place *simultaneously*, the following numbers of cars are expected:

- Football 22
- Tennis 6
- Total* 28

3.3.9 That can be compared with local traffic data, sourced from the DfT³.

DfT Traffic Data

3.3.10 Based on local DfT road traffic data, there are 15 DfT count sites in the Whitehaven area. One of those sites is located on Cleator Moor Road, immediately outside the school at the location of the signalised pedestrian crossing. The most recent manual data was during 2018⁴ on a term-time Thursday. Appendix 5 shows the detailed data.

3.3.11 The local traffic peak was found to be 8am-9am and 4pm-5pm. However, it is the PM peak that is relevant to the out-of-hours use of the Sport Facility. The summary traffic flows at and after the PM peak hour is shown below:

	2018 Flows on Cleator Moor Rd	
	EB	WB
4-5pm (Peak Hour)	401	637
5-6pm	288 (-113 = -28%)	497 (-140 = -22%)
6-7pm	310 (-91 = -12%)	308 (-329 = -52%)

Table 1 – 2018 Flows on Cleator Moor Rd

³ DfT = Department for Transport

⁴ Another count exists for 2019 but that is an estimated data-set based on the 2018 manual count.

- 3.3.12 The data shows that the flows immediately after the PM peak hour are appreciably less, with the smallest difference (113 vehicles) being in the same order as the car park capacity (129 spaces). Whilst the access to the site is via Moresby Rd, it is tendered that the DfT count characteristics on Cleator Moor Rd is representative of the local highway network peak.
- 3.3.13 Therefore, on the basis that availability to the general public is from 5pm, this not only falls outside of school times but also outside of the local traffic peak. Even if the entire Sports Facility was fully-used with all estimated 55 participants arriving by car, this is:
- only 43% of the existing car park capacity;
 - during much lower network traffic levels after the PM peak.
- 3.3.14 Whilst it is not possible to provide an estimate of relative proportions, the above combined approach of a quantitative and comparative analysis shows that the worst-case impact would not be of material significance to the local highway network. In reality, travel to/from the site would be mixed modes of walking, some cycling and some driving. Therefore, the impact on the local road network would be marginal and certainly way below peak hour traffic levels.

4.0 Summary & Conclusions

4.1 Summary

Existing Situation

- 4.1.1 The Whitehaven Academy is an existing secondary school with around 800 pupils and 80 staff members. The existing site is part of the school playing fields. Access to the site is via a one-way Internal Road. As part of the new-build, there is a new car park with a total of 129 spaces. There are also 32 bicycle parking spaces.

Proposed Development

- 4.1.2 The proposed development is a 17,600m² outdoor Sports Facility comprising:

- Football Pitch
- Hockey Pitch
- 3 Tennis Courts
- Sprint Straight

- 4.1.3 Appendix 3 shows the proposed Site Layout Plan.

- 4.1.4 The proposed development will be an integral part of the existing school's sports facilities to be used by the pupils during the school day. However, after 5pm and at weekends, the facilities will be open to the general public and clubs. The following timetable applies to public use:

- Weekdays 17:00-21:00
- Saturday 09:00-19:00
- Sunday 10:00-17:00

Policy Context

- 4.1.5 The proposals conform to both national and local policy. The NPPF requires safe and secure layouts that minimise conflicts between traffic and pedestrians or cyclists. The one-way Internal Road system and the new car park layout ensures safe access and movement for pedestrians, cyclists and vehicles.

- 4.1.6 The Copeland Local Plan requires that developments meet the needs of their communities and improve access to leisure opportunities by walking, cycling and public transport. The proposed development contributes significantly to social recreational opportunities and will be accessible to the local community.

Estimate of Usage

- 4.1.7 The composition implies that at any one time there could be around 55 participants as follows:

- Football 22
- Hockey 22
- Tennis 6 (Singles match)
- Sprint Straight 5 (assumed group size)
- TOTAL 55**

Estimated Impacts

- 4.1.8 Data from Sport England shows that in respect of the proposed facilities, by far the most popular sport is football for both young people and adults. Therefore, whilst the Sports Facility has an estimated participant capacity of 55, it is anticipated that typically, the football pitch will be the most well-used, followed by tennis. Some spectators may also be attracted during certain football matches.
- 4.1.9 On the basis that the Sports Facility is aimed at the local Whitehaven community, most participants are expected to walk to the site. However, in the worst-case scenario, if all participants drove individually to the site, then on the basis of Football and Tennis taking place *simultaneously* around 28 cars can be expected on site from around 5pm.
- 4.1.10 DfT⁵ data shows that the local highway network PM peak is 4-5pm. Traffic flows after the PM peak are appreciably lower. Therefore, on the basis that availability to the general public is from 5pm, this not only falls well outside of school times but also outside of the local traffic peak.
- 4.1.11 Even if the entire Sports Facility was fully used simultaneously with all estimated 55 participants arriving by car, then (i) this is way below the car parking capacity, and (ii) the actual impact on the road network would be marginal. In reality, travel to/from the site would be mixed modes of walking, some cycling and some driving.

4.2 Conclusions

- 4.2.1 The proposed Sports Facility development conforms very well to national and local planning policy. As it is an integral part of the school operation with pupils already on site, there is no impact on the local highway network.
- 4.2.2 The availability to the general public after the local PM traffic peak on weekdays and at weekends means that there will be no materially significant impact on the local highway network. Even if the site were to be used at full capacity at any one time, there would still not be a material impact on the highway network as the vehicular trips would be during much lower network traffic levels after the PM peak. In reality, travel to and from the site is likely to be sustainable with mixed modes of walking, cycling and driving.
- 4.2.3 On the basis of the above, the proposed development should proceed.

⁵ DfT = Department for Transport

APPENDICES

APPENDIX 1

Appendix 1 – Bus Route 30 Timetable


MONDAY TO SATURDAY (excluding public holidays)															Then these mins past each hour	30	30	30	30	30
	30	30	30	30	30	30	30	30	30	30	30	30	30	30		20	35	50	05	1720
Maryport Curzon Street	-	-	-	-	0554	0620	-	0650	-	0720	0735	0750	0805			25	40	55	10	1725
Flimby Railway Station 	-	-	-	-	0559	0625	-	0655	-	0725	0740	0755	0810			28	43	58	13	1728
Siddick	-	-	-	-	0602	0628	-	0658	-	0728	0743	0758	0813			40	55	10	25	1740
Workington Bus Station C	-	-	-	-	0612	0640	0657	0710	0727	0740	0755	0810	0825			45	00	15	30	1745
Annie Pit	-	-	-	-	0617	0645	0700	0715	0730	0745	0800	0815	0830			53	08	23	38	until 1753
Harrington Church Road	-	-	-	-	0625	0653	0710	0723	0740	0753	0808	0823	0838			59	14	29	44	1759
Lillyhall Lakes College	-	-	-	-	0631	0659	0716	0729	0746	0759	0814	0829	0844			03	18	33	48	1803
Distington Main Street	-	-	-	-	0635	0703	0720	0733	0750	0803	0818	0833	0848			19	32	49	02	1819
Whitehaven Duke Street	0525	0555	0625	0636	0651	0719	0734	0749	0804	0819	0832	0849	0902		-	42	-	12	-	
Caldbeck Road	-	-	-	0646	-	-	0744	-	0814	-	0842	-	0912		-	51	-	21	-	
Cleator Moor Square	-	-	-	0655	-	-	0753	-	0823	-	0851	-	0921		-	00	-	31	-	
Frizington Harras Villas	-	-	-	0705	-	-	0803	-	0832	-	0900	-	0931		25	-	55	-	-	1825
Hensingham Square	0531	0601	0631	-	0657	0725	-	0755	-	0825	-	0855	-		30	-	00	-	-	1830
W Cumberland Hospital	0536	0606	0636	-	0702	0730	-	0800	-	0830	-	0900	-		36	-	06	-	-	1836
Bigrigg	0542	0612	0642	-	0708	0736	-	0806	-	0836	-	0906	-		43	-	13	-	-	1843
Egremont Main Street	0549	0619	0649	-	0715	0743	-	0813	-	0843	-	0913	-		48	-	18	-	-	1748
Thornhill	0554	0624	0654	-	0720	0748	-	0818	-	0848	-	0918	-							

Key

Monday to Friday only

- Stop not served


MONDAY TO SATURDAY (excluding public holidays)														
	30	30	30	30	30	30	30	30	30	30	30	300	30	30
Maryport Curzon Street	1742	1750	1805	1820	1854	-	-	1935	-	2035		2135	2235	-
Flimby Railway Station 	1747	1755	1810	1825	1859	-	-	1940	-	2040		2140	2240	-
Siddick	1750	1758	1813	1828	1902	-	-	1943	-	2043		2143	2243	-
Workington Bus Station C	1800	1810	1821	1840	1910	-	1927	1952	2027	2052		2152	2252	0020
Annie Pit	1805	1815	-	1845	-	-	1932	1957	2032	2057		2157	2257	0023
Harrington Church Road	1813	1823	-	1853	-	-	1937	2002	2037	2102		2202	2302	0028
Lillyhall Lakes College	1819	1829	-	1859	-	-	-	2007	-	2107		2207	2307	-
Distington Main Street	1823	1833	-	1903	-	-	1942	2011	2042	2111		2211	2311	0033
Whitehaven Duke Street	1837	1849	-	1919	-	1940	1953	2026	2053	2126	2140	2226	2326	0043
Caldbeck Road	1847	-	-	-	-	1950	-	-	-	-	2150	-	-	-
Cleator Moor Square	1856	-	-	-	-	1959	-	-	-	-	2159	-	-	-
Frizington Harras Villas	1906	-	-	-	-	2008	-	-	-	-	2208	-	-	-
Hensingham Square	-	1855	-	1925	-	-	2032	2032	-	2132	-	2232	2332	-
W Cumberland Hospital	-	1900	-	1930	-	-	2036	2036	-	2136	-	2236	2336	-
Bigrigg	-	1906	-	1936	-	-	2042	2042	-	2142	-	2242	2342	-
Egremont Main Street	-	1913	-	1943	-	-	2047	2047	-	2247	-	2247	2347	-
Thornhill	-	1918	-	1948	-	-	2052	2052	-	2252	-	2252	2352	-

SUNDAY (including public holidays)															
	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
Maryport Curzon Street	-	-	-	-	1012	-	-	-	1212	-	-	-	1412	-	
Flimby Railway Station 	-	-	-	-	1017	-	-	-	1217	-	-	-	1417	-	
Siddick	-	-	-	-	1021	-	-	-	1221	-	-	-	1421	-	
Workington Bus Station C arr	-	-	-	-	1030	-	-	-	1230	-	-	-	1430	-	
Workington Bus Station C dep	0932				1032	1132	-	-	1232	1332	-	-	1432	1532	
Annie Pit	-	0937	-	-	1037	1137	-	-	1237	1337	-	-	1437	1537	
Harrington Church Road	-	0942	-	-	1042	1142	-	-	1242	1342	-	-	1442	1542	
Distington Main Street	-	0949	-	-	1049	1149	-	-	1249	1349	-	-	1449	1549	
Whitehaven Wetherspoons	-	0958	-	-	1058	1158	-	-	1258	1358	-	-	1458	1558	
Whitehaven Duke Street arr	-	1000	-	-	1100	1200	-	-	1300	1400	-	-	1500	1600	
Whitehaven Duke Street dep	0905	-	1005	1010	1105	-	1205	1210	1305	-	1405	1410	1505	-	
Caldbeck Road	-	-	-	1020	-	-	-	1220	-	-	-	1420	-	-	
Cleator Moor Square	-	-	-	1029	-	-	-	1229	-	-	-	1429	-	-	
Frizington Harras Villas	-	-	-	1038	-	-	-	1638	-	-	-	1438	-	-	
Hensingham Square	0912	-	1012	-	1112	-	1212	-	1312	-	1412	-	1512	-	
W Cumberland Hospital	0916	-	1016	-	1116	-	1216	-	1316	-	1416	-	1516	-	
Bigrigg	0922	-	1022	-	1122	-	1222	-	1322	-	1422	-	1522	-	
Egremont Main Street	0927	-	1027	-	1127	-	1227	-	1327	-	1427	-	1527	-	
Thornhill	0932	-	1032	-	1132	-	1232	-	1332	-	1432	-	1532	-	

Key

Journey operates from Maryport to Workington as service 300 at 1012, 1212, 1412 and 1812 only, same bus operates through

– Stop not served


SUNDAY (including public holidays)								
	30	30	30	30	30	30	30	30
Maryport Curzon Street	-	-	1612	-	-	1812	-	-
Flimby Railway Station 	-	-	1617	-	-	1817	-	-
Siddick	-	-	1621	-	-	1821	-	-
Workington Bus Station C arr	-	-	1630	-	-	1830	-	-
Workington Bus Station C dep	-	-	1632	1732	-	-	1932	2132
Annie Pit	-	-	1637	1737	-	-	1937	2137
Harrington Church Road	-	-	1642	1742	-	-	1942	2142
Distington Main Street	-	-	1649	1749	-	-	1949	2149
Whitehaven Wetherspoons	-	-	1658	1758	-	-	1958	2158
Whitehaven Duke Street arr	-	-	1700	1800	-	-	2000	2200
Whitehaven Duke Street dep	1605	1610	1705	-	1805	-	-	-
Caldbeck Road	-	1620	-	-	-	-	-	-
Cleator Moor Square	-	1629	-	-	-	-	-	-
Frizington Harras Villas	-	1638	-	-	-	-	-	-
Hensingham Square	1612	-	1712	-	1812	-	-	-
W Cumberland Hospital	1616	-	1716	-	1816	-	-	-
Bigrigg	1622	-	1722	-	1822	-	-	-
Egremont Main Street	1627	-	1727	-	1827	-	-	-
Thornhill	1632	-	1732	-	1832	-	-	-

Key

Journey operates from Maryport to Workington as service 300 at 1012, 1212, 1412 and 1612 only, same bus operates through

- Stop not served

MONDAY TO SATURDAY (excluding public holidays)


	30	30	30	30	30	30	30	30	30	30	30	30	30	Then these mins past each hour	30	30	30	30	until
Thornhill	-	-	-	-	0555	-	0625	-	0655	-	0725	-	55		-	25	-		
Egremont Main Street	-	-	-	-	0601	-	0631	-	0701	-	0731	-	01		-	31	-		
Bigrigg	-	-	-	-	0607	-	0637	-	0707	-	0737	-	07		-	37	-		
Frizington Harras Villas	-	-	-	-	-	-	-	0625	-	0705	-	0735	-		05	-	35		
Cleator Moor The Square	-	-	-	-	-	-	-	0637	-	0718	-	0747	-		17	-	47		
Caldbeck Road	-	-	-	-	-	-	-	0646	-	0726	-	0756	-		26	-	56		
West Cumberland Hospital	-	-	-	-	0613	-	0643	-	0713	-	0743	-	13		-	43	-		
Hensingham Square	-	-	-	-	0618	-	0648	-	0718	-	0748	-	18		-	48	-		
Whitehaven Lowther Street	0500	-	-	-	0628	0643	0658	0703	0728	0743	0758	0813	28		43	58	13		
Bransty Row	0502	-	-	-	0630	0645	0700	0705	0730	0745	0800	0815	30		45	00	15		
Distington Main Street	0513	-	-	-	0641	0656	0711	0716	0741	0756	0811	0826	41		56	11	26		
Lillyhall Lakes College	-	-	-	-	0645	0700	0715	0720	0745	0800	0815	0830	45		00	15	30		
Harrington Church Road	0519	-	-	-	0650	0705	0720	0725	0750	0805	0820	0835	50	05	20	35			
Annie Pit	0524	-	-	-	0658	0713	0728	0733	0758	0813	0828	0843	58	13	28	43			
Workington Bus Station stand A	0530	0551	0621	0651	0703	0721	0736	0741	0806	0821	0836	0851	06	21	36	51			
Siddick	0535	0557	0627	0657	0706	0727	0742	0747	0812	0827	0842	0857	12	27	42	57			
Flimby Rail Station 	0540	0602	0632	0702	0717	0732	0747	0752	0817	0832	0847	0902	17	32	47	02			
Ellenborough Main Street	0546	0609	0639	0709	0724	0739	0754	0759	0824	0839	0854	0909	24	39	54	09			
Maryport Curzon Street	0552	0619	0649	0719	0734	0749	0804	0809	0834	0849	0904	0919	34	49	04	19			


Key

Monday to Friday only

On school days only, this journey operates to Netherall School first and then serves Curzon Street

- Stop not served


MONDAY TO SATURDAY (excluding public holidays)															
	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
Thornhill	1555	-	1625	-	1655	-	1725	-	1755	-	-	1855	1925	1955	-
Egremont Main Street	1602	-	1631	-	1701	-	1731	-	1801	-	-	1901	1930	2000	-
Bigrigg	1609	-	1637	-	1707	-	1737	-	1807	-	-	1907	1935	2005	-
Frizington Harras Villas	-	1605	-	1635	-	1705	-	1735	-	1805	1835	-	-	-	2018
Cleator Moor The Square	-	1617	-	1647	-	1717	-	1747	-	1817	1847	-	-	-	2030
Caldbeck Road	-	1626	-	1656	-	1726	-	1756	-	1826	1856	-	-	-	2039
West Cumberland Hospital	1616	-	1643	-	1713	-	1743	-	1813	-	-	1913	1941	2011	-
Hensingham Square	1622	-	1648	-	1718	-	1748	-	1818	-	-	1918	1945	2015	-
Whitehaven Lowther Street	1633	1643	1658	1713	1728	1743	1758	1807	1828	1837	1907	1928	1951	2024	2050
Bransty Row	1635	1645	1700	1715	1730	1745	1800	-	1830	-	-	1930	-	2026	-
Distington Main Street	1647	1656	1711	1726	1741	1756	1811	-	1841	-	-	1941	-	2037	-
Lillyhall Lakes College	1652	1700	1715	1730	1745	1800	1815	-	1845	-	-	1945	-	2041	-
Harrington Church Road	1657	1705	1720	1735	1750	1805	1820	-	1850	-	-	1950	-	2046	-
Annie Pit	1705	1713	1728	1743	1758	1813	1828	-	1858	-	-	1958	-	2052	-
Workington Bus Station stand A	1712	1721	1736	1751	1803	1825	1833	-	1910	-	-	2010	-	2100	-
Siddick	1718	1727	1742	1757	-	1831	-	-	1916	-	-	2016	-	2106	-
Flimby Rail Station 	1723	1732	1747	1802	-	1836	-	-	1921	-	-	2021	-	2111	-
Ellenborough Main Street	1730	1739	1754	1809	-	1843	-	-	1927	-	-	2027	-	2117	-
Maryport Curzon Street	1740	1749	1804	1819	-	1853	-	-	1933	-	-	2033	-	2123	-

MONDAY TO SATURDAY (excluding public holidays)					
	30	30	30	30	30
Thornhill	-	2055	2155	-	2255
Egremont Main Street	-	2100	2200	-	2300
Bigrigg	-	2105	2205	-	2305
Frizington Harras Villas	-	-	-	2218	-
Cleator Moor The Square	-	-	-	2230	-
Caldbeck Road	-	-	-	2239	-
West Cumberland Hospital	-	2111	2211	-	2311
Hensingham Square	-	2115	2215	-	2315
Whitehaven Lowther Street	2100	2124	2224	2250	2324
Bransty Row	2102	2126	2226	-	2326
Distington Main Street	2112	2137	2237	-	2337
Lillyhall Lakes College	-	2141	2241	-	2341
Harrington Church Road	2117	2146	2246	-	2346
Annie Pit	2122	2152	2252	-	2352
Workington Bus Station stand A	2133	2200	2300	-	0000
Siddick	-	2206	2306	-	0006
Flimby Rail Station 	-	2211	2311	-	0011
Ellenborough Main Street	-	2217	2317	-	0017
Maryport Curzon Street	-	2223	2323	-	0023

Key

Journey originates from Workington as service 300, arriving in Carlisle at 2257.


- Stop not served

SUNDAY (including public holidays)												
	30	30	30	30	30	30	30	30	30	30	30	30
Thornhill	-	-	-	0935	-	1035	-	1135	-	1235	-	1335
Egremont Main Street	-	-	-	0940	-	1040	-	1140	-	1240	-	1340
Bigrigg	-	-	-	0945	-	1045	-	1145	-	1245	-	1345
Frizington Harras Villas	-	-	0900	-	-	-	1040	-	-	-	1240	-
Cleator Moor The Square	-	-	0913	-	-	-	1053	-	-	-	1253	-
Caldbeck Road	-	-	0921	-	-	-	1101	-	-	-	1301	-
West Cumberland Hospital	-	-	-	0951	-	1051	-	1151	-	1251	-	1351
Hensingham Square	-	-	-	0955	-	1055	-	1155	-	1255	-	1355
Whitehaven Lowther Street arr	-	-	0932	1002	-	1102	1112	1202	1205	1302	1312	1402
Whitehaven Lowther Street dep	0805	-	-	-	1005	1105	-	-	1207	1305	-	-
Whitehaven Tangier Street	0807	-	-	-	1007	1107	-	-	1215	1307	-	-
Distington Main Street	0815	-	-	-	1015	1115	-	-	1222	1315	-	-
Harrington Church Road	0822	-	-	-	1022	1122	-	-	1229	1322	-	-
Annie Pit	0829	-	-	-	1029	1129	-	-	1234	1329	-	-
Workington Bus Station A arr	0834	-	-	-	1034	1134	-	-	-	1334	-	-
Workington Bus Station A dep	-	0940	-	-	-	1140	-	-	-	1340	-	-
Siddick	-	0946	-	-	-	1146	-	-	-	1346	-	-
Flimby Railway Station 	-	0951	-	-	-	1151	-	-	-	1351	-	-
Ellenborough Main Street	-	0958	-	-	-	1158	-	-	-	1358	-	-
Maryport Curzon Street	-	1008	-	-	-	1208	-	-	-	1408	-	-

Key

Journey continues from Workington to Maryport as service 300 at 0840, 1040, 1240, 1440, 1640 & 1840 only, the same bus operates through

- Stop not served

SUNDAY (including public holidays)										
	30	30	30	30	30	30	30	30	30	30
Thornhill	-	1435	-	1535	-	1635	-	1735	-	1835
Egremont Main Street	-	1440	-	1540	-	1640	-	1740	-	1840
Bigrigg	-	1445	-	1545	-	1645	-	1745	-	1845
Frizington Harras Villas	-	-	1440	-	-	-	1640	-	-	-
Cleator Moor The Square	-	-	1453	-	-	-	1653	-	-	-
Caldbeck Road	-	-	1501	-	-	-	1701	-	-	-
West Cumberland Hospital	-	1451	-	1551	-	1651	-	1751	-	1851
Hensingham Square	-	1455	-	1555	-	1655	-	1755	-	1855
Whitehaven Lowther Street arr	-	1502	1512	1602	-	1702	1712	1802		1902
Whitehaven Lowther Street dep	1405	1505	-	-	1605	1705	-	-	1805	-
Whitehaven Tangier Street	1407	1507	-	-	1607	1707	-	-	1807	-
Distington Main Street	1415	1515	-	-	1615	1715	-	-	1815	-
Harrington Church Road	1422	1522	-	-	1622	1722	-	-	1822	-
Annie Pit	1429	1529	-	-	1629	1729	-	-	1229	-
Workington Bus Station A arr	1434	1534	-	-	1634	1734	-	-	1834	-
Workington Bus Station A dep	-	1540	-	-	-	1740	-	-	-	-
Siddick	-	1546	-	-	-	1746	-	-	-	-
Flimby Railway Station 	-	1551	-	-	-	1751	-	-	-	-
Ellenborough Main Street	-	1558	-	-	-	1758	-	-	-	-
Maryport Curzon Street	-	1608	-	-	-	1808	-	-	-	-

Key

Journey continues from Workington to Maryport as service 300 at 0840, 1040, 1240, 1440, 1640 & 1840 only, the same bus operates through

- Stop not served

APPENDIX 2

Appendix 2 – Accident Data



crashmap.co.uk

Validated Data

Crash Date: Sunday, January 29, 2017 **Time of Crash:** 1:00:00 AM **Crash Reference:** 2017030156808

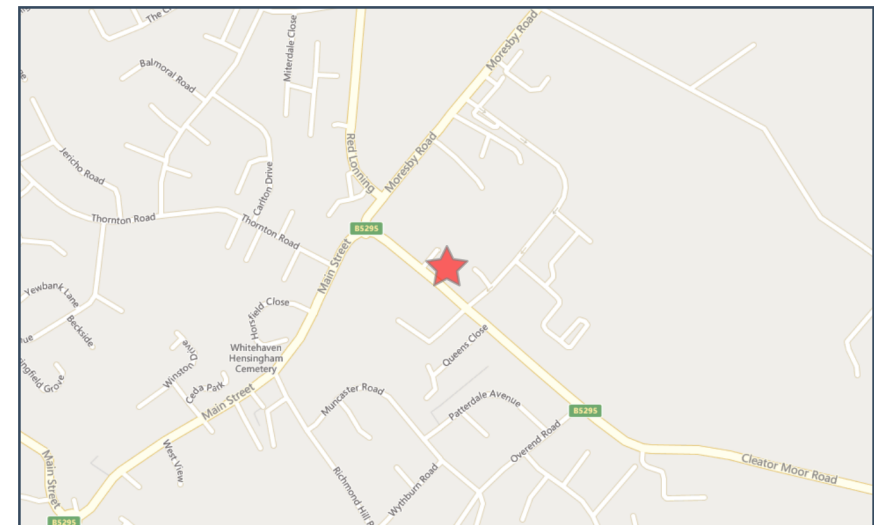
Highest Injury Severity: Slight
Highway Authority: Cumbria
Local Authority: Copeland Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: B5295

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 299209 517174



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	46 - 55	Unknown or other	Crossing from driver's nearside

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Crash Date:	Tuesday, October 17, 2017	Time of Crash:	3:15:00 PM	Crash Reference:	2017030231844
--------------------	---------------------------	-----------------------	------------	-------------------------	----------------------

A detailed map of the area around Whitehaven Hensingham Cemetery. The cemetery is located on the left side of the map, near the intersection of Main Street and York Road Close. A red star is placed on the A66 road, between Queens Close and Paterdale Avenue. Other roads shown include Moreby Road, Thornton Road, Carlton Drive, Red Lioning, Main Street, York Road Close, Whitehaven Hensingham Cemetery, Main Street, West View, Winton, Gola Ave, Murcaster Road, Richmond Hill Road, Wyburn Road, Paterdale Avenue, Queens Close, Owend Road, Cleator Moor Road, Ullwater Avenue, and Gate Road. The map also shows the A66 road running diagonally across the center.

powered by
agilysis 



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		3 Male	56 - 65	Vehicle is in the act of turning right	Offside	Unknown	None	None
2	Car (excluding private hire)		4 Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Taking pupil to/from school	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Female	6 - 10	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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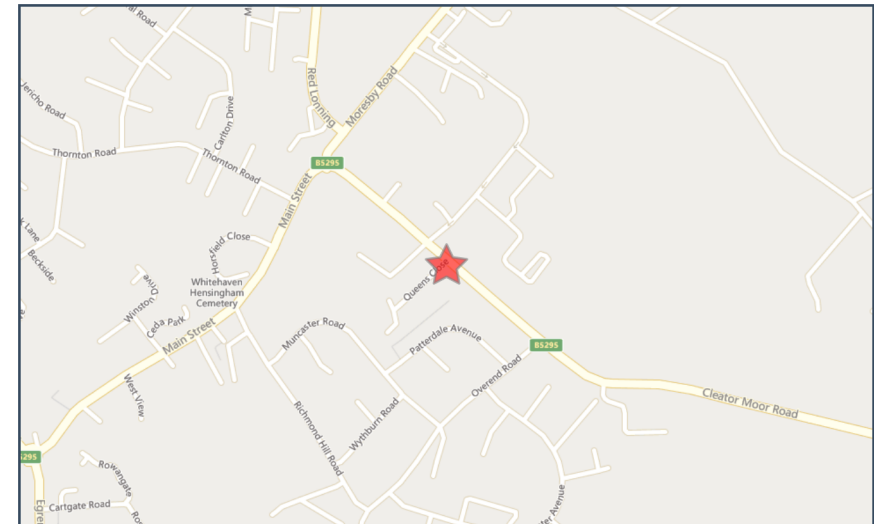


crashmap.co.uk

Validated Data

Crash Date: Saturday, June 13, 2020 **Time of Crash:** 6:56:00 PM **Crash Reference:** 2020030959009

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Cumbria	Number of Vehicles:	1	OS Grid Reference:	299269 517077
Local Authority:	Copeland Borough				
Weather Description:	Unknown				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Pelican, puffin, toucan or similar non-junction pedestrian light crossing				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	11 - 15	In carriageway, crossing on pedestrian crossing facility	Crossing from driver's nearside

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

APPENDIX 3

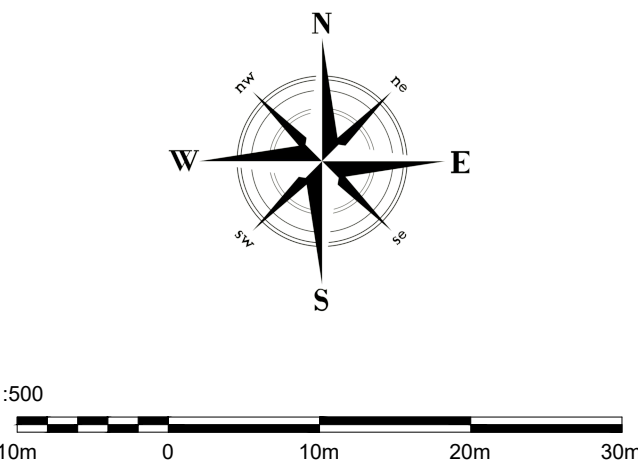
Appendix 3 – Proposed Site Layout



- NOTES / KEY:**
- PROPOSED WORKS**
- ARTIFICIAL HOCKEY TURF PITCH (HTP) - ■
[101.40M X 61.00M]
[1NO. 8.00M X 5.00M STORAGE RECESS]
- ARTIFICIAL GRASS PITCH (AGP) - ■
[106.00M X 70.00M]
[1NO. 30.00M X 3.00M STORAGE RECESS]
- HARD COURT FACILITIES - ■
[3NO. 35.33M X 18.30M (COLOUR COAT FINISH)]
- POLYMERIC ATHLETICS SPRINT STRAIGHT - ■
[110.00M X 4.88M (INCLUDING START/FINISH AREAS)]
- HARD STANDING AREAS - ■
[SPECTATOR AREA 1,675M² APPROX.]
[ACCESS PATH - 208M² APPROX.]

INDICATIVE SPORTS LIGHTING SHOWN FOR ILLUSTRATIVE PURPOSES WITH ACCURATE COLUMN LOCATIONS TO BE DETAILED IN A SUPPORTING FLOODLIGHT PLAN

INDICATIVE WIDER SITE LAYOUT DEVELOPMENTS SHOWN, REFER TO PLANS AND DOCUMENTS ASSOCIATED WITH APPLICATION 4/19/2327/OF1 FOR FURTHER DETAILS



Project name:	The Whitehaven Academy
Project type:	Artificial Sports Facility Developments
Drawing:	Aerial View
Reference:	NSTWA003
Revision:	C
Date:	18/02/22
Drawn by:	JP
Scale / Size:	1:500 / A1

nottssport 

Synthetic Surfacing / Multi-Sports

Head Office: Notts Sport Ltd, Bridge Farm, Holt Lane, Ashby Magna, Leicestershire, LE17 5NJ

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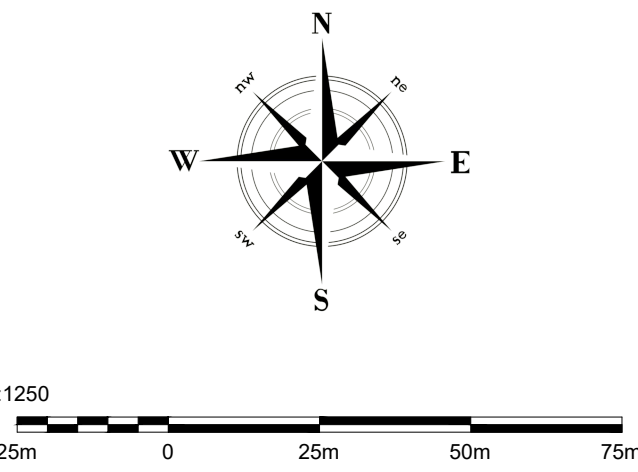
NOTES / KEY:

PROPOSED DEVELOPMENT - —

SITE BOUNDARY - —

[TO BE CONFIRMED BY CLIENT/APPLICANT]

INDICATIVE WIDER SITE LAYOUT DEVELOPMENTS SHOWN.
REFER TO PLANS AND DOCUMENTS ASSOCIATED WITH
APPLICATION 4/19/2327/OF1 FOR FURTHER DETAILS



Project name:	The Whitehaven Academy
Project type:	Artificial Sports Facility Developments
Drawing:	Location Plan (Prior Site Construction)
Reference:	NSTWA002
Revision:	F
Date:	18/02/22
Drawn by:	JP
Scale / Size:	1:1250 / A1

nottssport 

Synthetic Surfacing / Multi-Sports

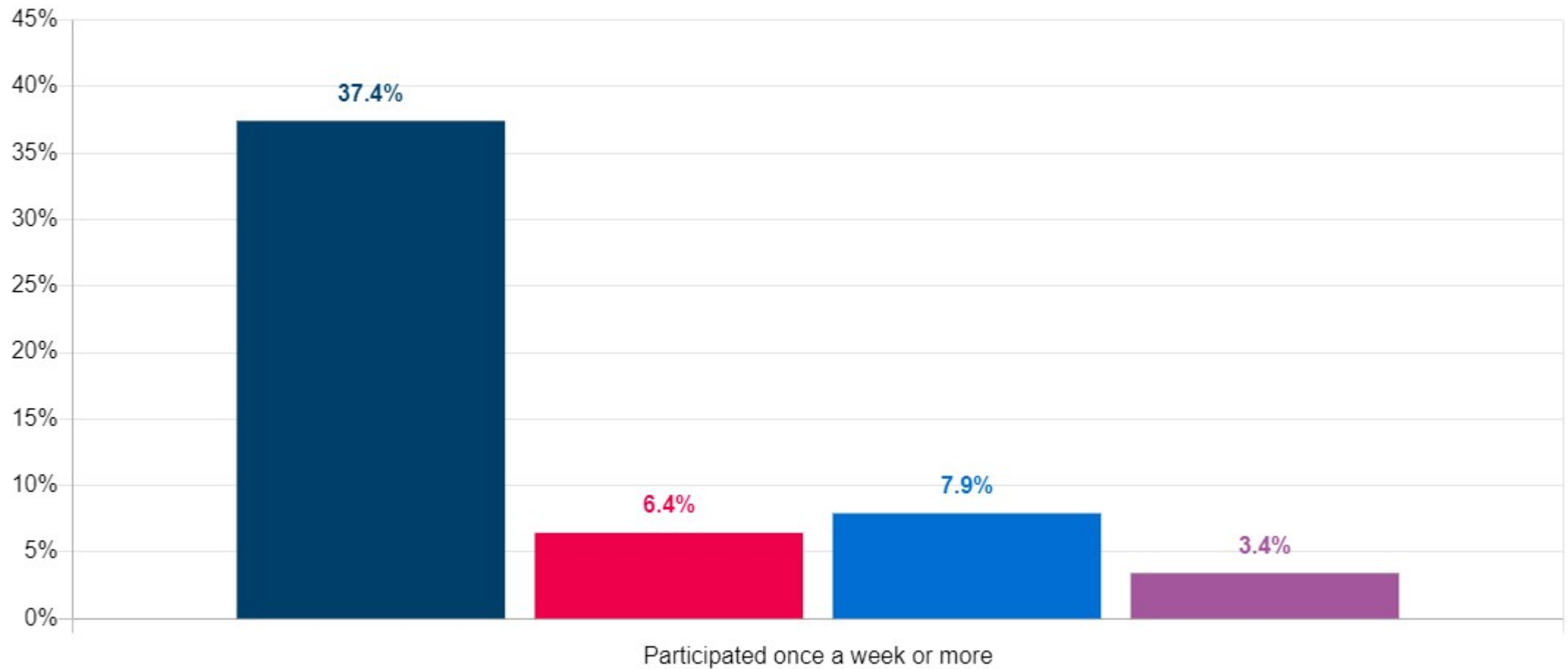
Head Office: Notts Sport Ltd, Bridge Farm, Holt Lane, Ashby Magna, Leicestershire, LE17 5NJ

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APPENDIX 4

Appendix 4 – Sport England Charts of Popular Sport Activities by Young People

Participation in the last week by activity Academic Year 17-18

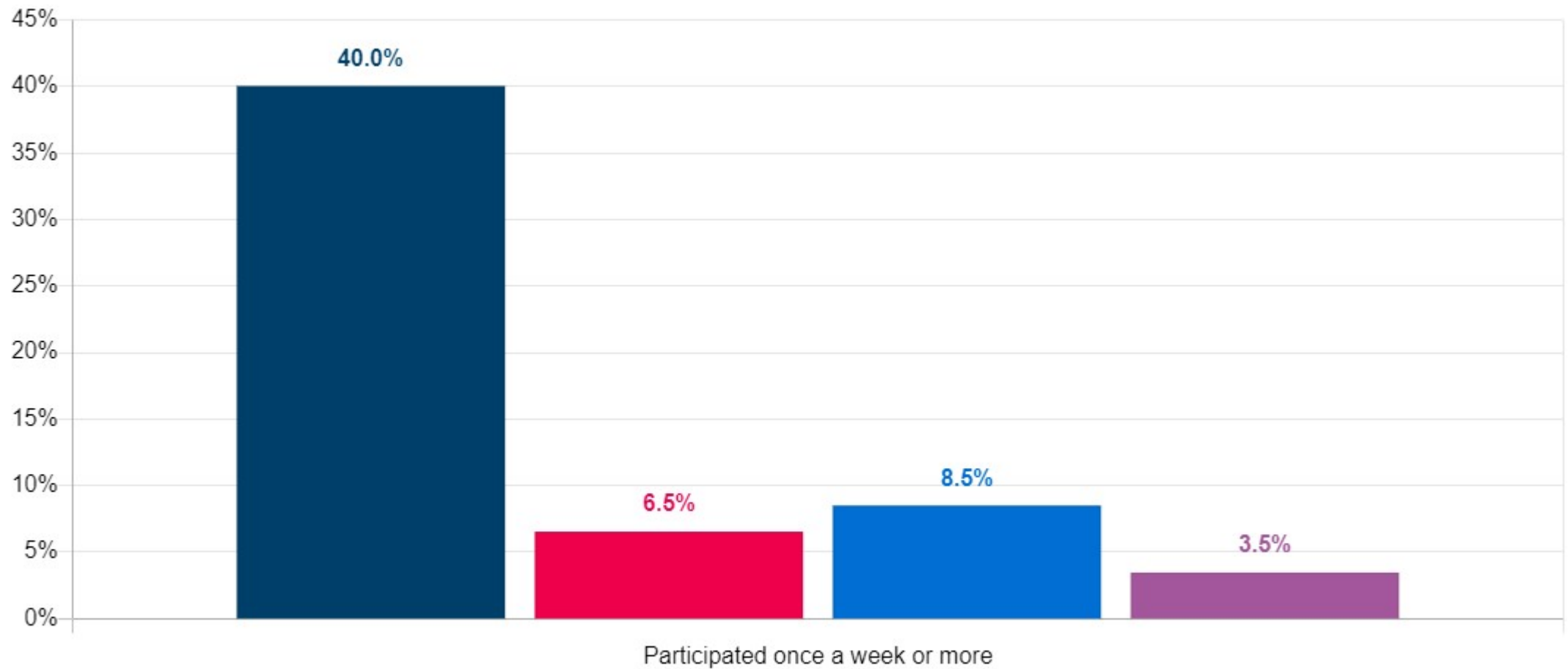


% Participation in the last week by Activity:

■ Football ■ Hockey ■ Tennis ■ Track and field athletics

Participation in the last week by activity

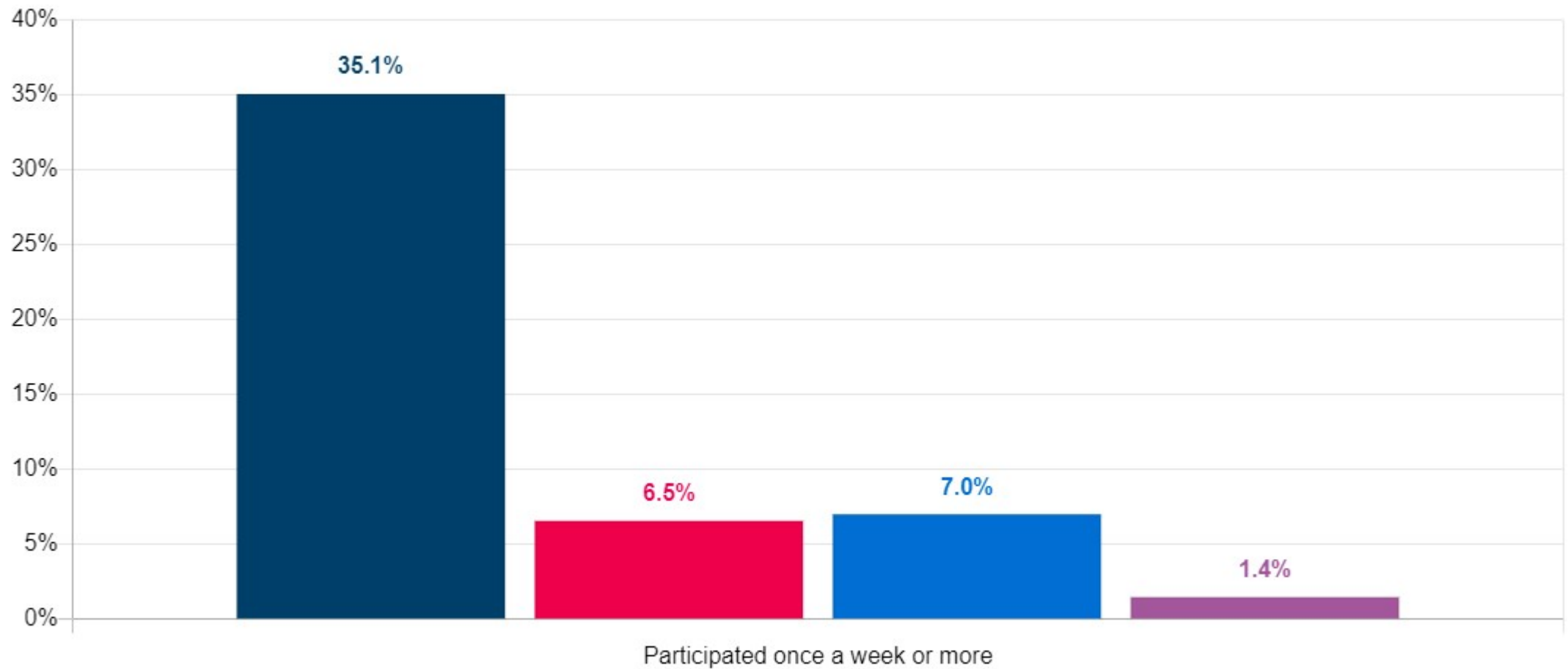
Academic Year 18-19



% Participation in the last week by Activity:

■ Football ■ Hockey ■ Tennis ■ Track and field athletics

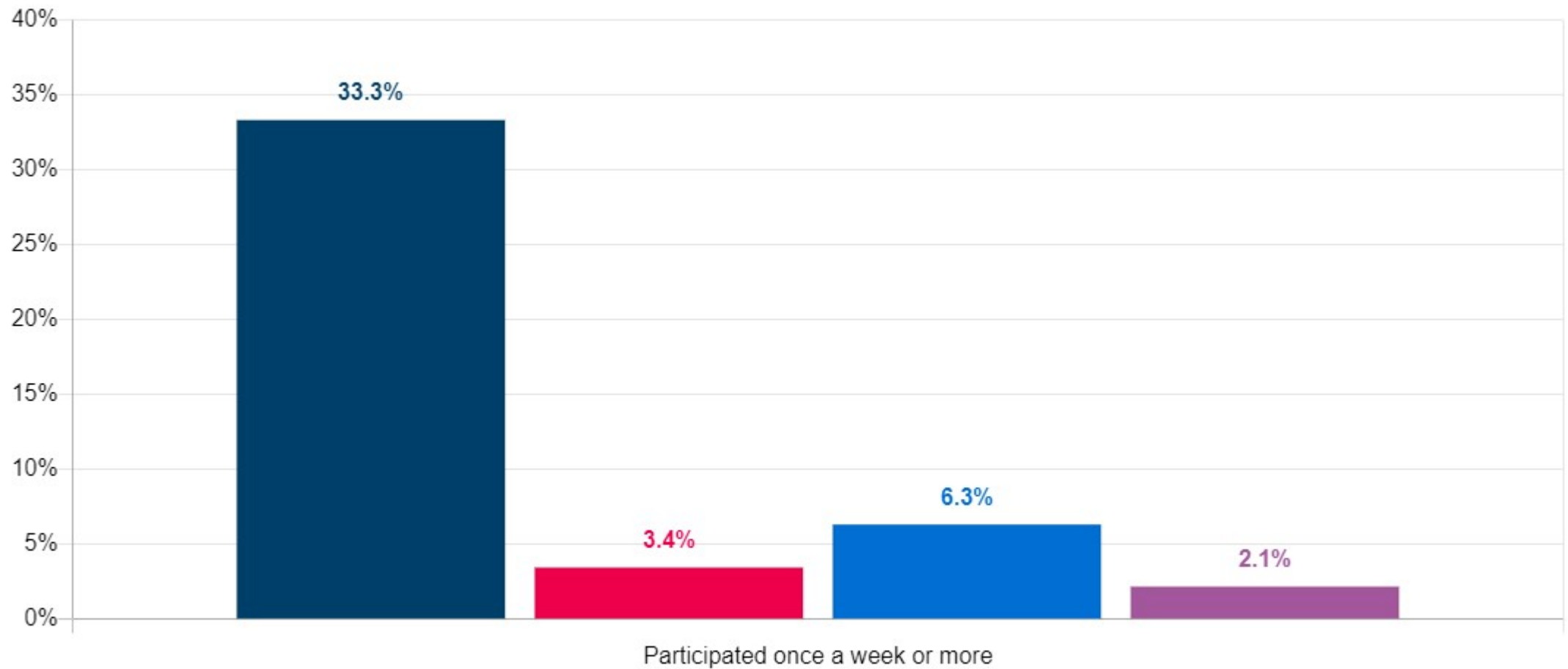
Participation in the last week by activity Academic Year 19-20



% Participation in the last week by Activity:

■ Football ■ Hockey ■ Tennis ■ Track and field athletics

Participation in the last week by activity
Academic Year 20-21



% Participation in the last week by Activity:

■ Football ■ Hockey ■ Tennis ■ Track and field athletics

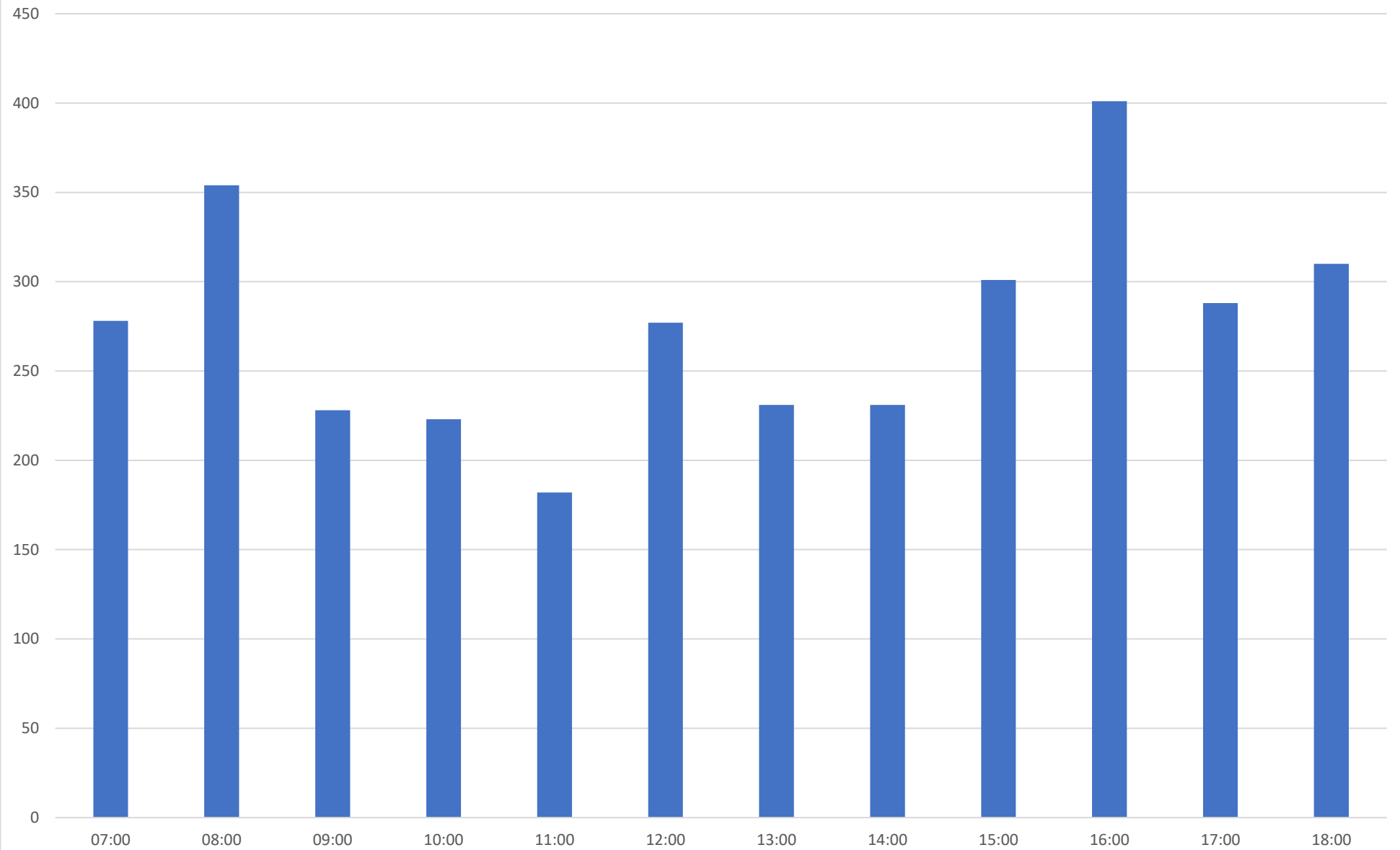
APPENDIX 5

Appendix 5 – DfT 2018 Traffic Data for Cleator Moor Rd

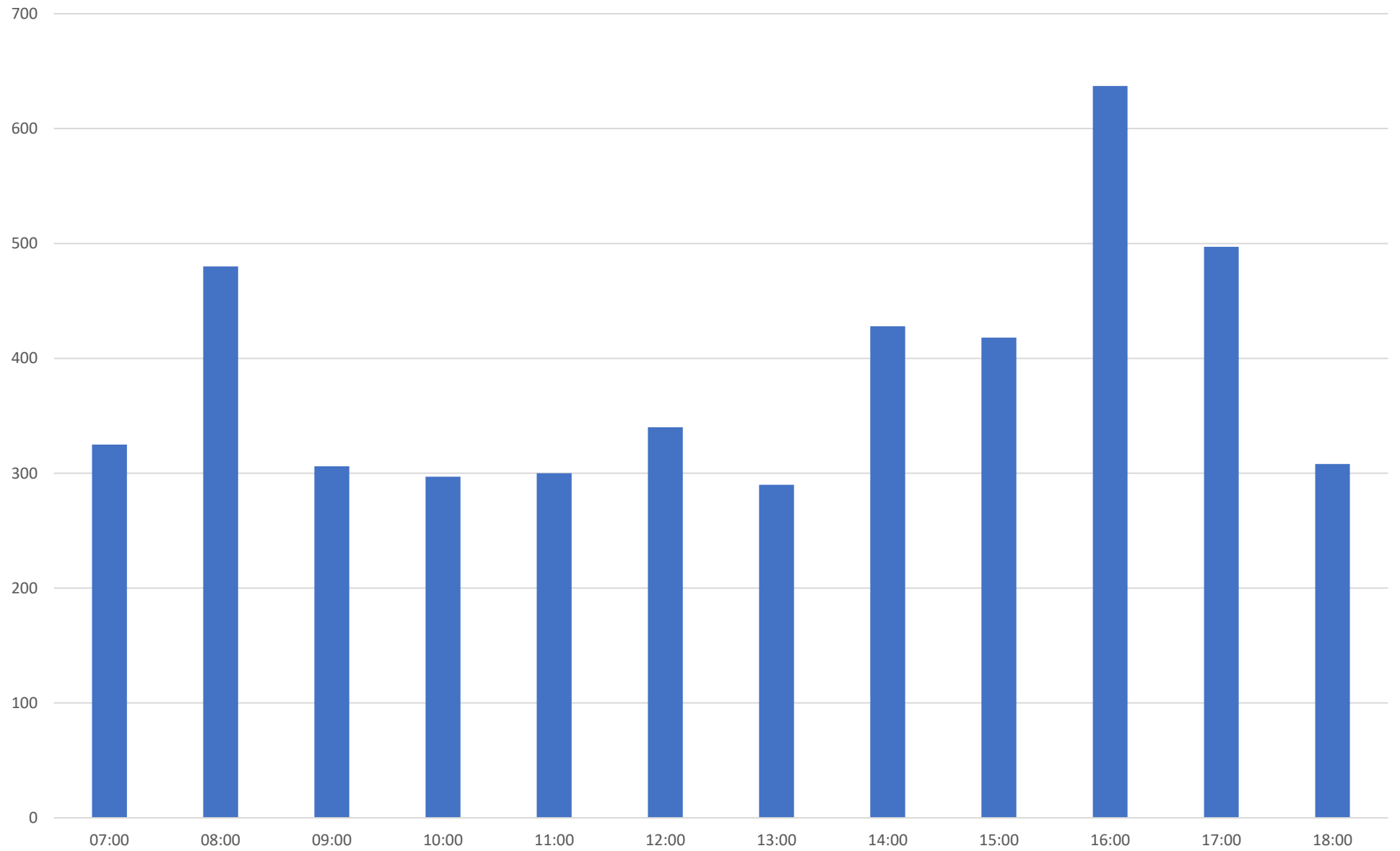
Location 54.53908, -3.5586609

[illegible]

Cleator Moor Rd - Eastbound Total Flow



Cleator Moor Rd - Westbound Total Flow



End

Inside back cover



Modal Highway Consultants Ltd.
Hagg End Farm
Crook
Kendal, Cumbria LA8 9HS

Tel: 015398 86015
Mob: 07903 034 743
email: enquiries@modaltp.com
website: www.modaltp.com