

SOUTH LAKELAND LOCAL DEVELOPMENT FRAMEWORK

**LAND ALLOCATIONS DEVELOPMENT PLAN DOCUMENT
(INCORPORATING CHANGES TO THE PROPOSALS MAP)
PROPOSED SUBMISSION EDITION, MARCH 2012**

RESPONSE TO FINAL CONSULTATION

**HIGHWAY & TRANSPORT REPORT TO SUPPORT THE ALLOCATION OF
RESIDENTIAL DEVELOPMENT SITES R29 AND R189M IN KIRKBY-IN-FURNESS**



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26th March 2012

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Land Allocation Development Plan Document (DPD) : Final Consultation
Sites R29 and R189M in Kirkby-in-Furness
Highway and Transport Report

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1. Introduction

- 1.1 This report has been prepared to provide highway and transport information to support the allocation of two sites for residential development in Kirkby-in-Furness in South Lakeland.
- 1.2 The report has been prepared for consideration by South Lakeland District Council (SLDC), as part of the consultation for the Proposed Submission Edition of the Land Allocations Development Plan Document (DPD).
- 1.3 The site are referenced as follows in the DPD :
- (i) Site R29 – Land at Four Lane Ends (proposed for allocation in the DPD)
 - (ii) Site R189M - Land to the west of the Burlington Inn (3 fields - incorporating site R29, R189 and part of site R170), not currently allocated in the DPD.
- 1.4 The allocation of these two sites for development would allow infrastructure improvements to be carried out within the village for the benefit of all road users and the local community. Significant highway infrastructure improvements could be carried out with Site R189M allocated. These would include the widening of sections of Sand Side Road to improve the flow of traffic and to provide safer conditions for cyclists, new sections of footway for the safety of pedestrians and a new section of highway between the A585 and Sand Side Road to avoid the need for drivers to use the existing STOP junction which has poor visibility. There could also be improvements to the northbound (Millom bound), bus stop that is conveniently located for the site and other improvements described in the report.
- 1.5 These possible infrastructure improvements would be considered in the Transport Assessment for the proposed development R189M following consultation with the Highway Authority - Cumbria County Council (CCC), SLDC and the Parish Council. The opportunity to carry out these improvements should not be missed and, therefore, both sites (R29 and R189M), should be included in the DPD.

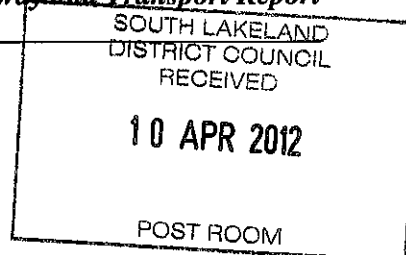
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1.6 During the preparation of the report the following investigations have been carried out:

- An examination of the Kirkby-in-Furness Fact File in the Land Allocations DPD,
- A review of the highway and transport comments that have been submitted for the two sites by the Highway Authority (Cumbria County Council), Kirkby Ireleth Parish Council and third parties,
- A detailed examination of the existing highway network that serves the sites,
- an examination of the road safety information for the local highway network,
- consideration of the accessibility of the sites by means other than the private car, as recommended in Planning Policy Guidance Note 13 and the Local Transport Plan (LTP), for Cumbria 2011-2026, and
- the preparation of potential off-site highway and transport improvements that could be carried out in conjunction with the development of the sites for the benefit road users in the village.

1.7 The following sections describe these investigations in detail.

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2. Site Locations and Existing Use

Site R29

- 2.1 Site R29 is located off Sand Side Road, approximately 100 metres west of the Four Lane Ends junction with the A595.
- 2.2 The site is currently open land and lies on the south side of Sand Side Lane, as shown on Map 17 from the DPD. The site has an area of * hectares and could accommodate around 11 dwellings, as described in Section 5.70 of the DPD

Site R189M

- 2.3 Site R189M is located on the west side of the village centre and includes site R29, site R189 and part of site RN170 as shown on Map 40 from the DPD.



Part of Site R189M

3. Existing Highway Network

A595 Barrow – Broughton Road

- 3.1 Kirkby in Furness is located on the A595 Barrow – Broughton Road. The road is a single carriageway road with a 30 miles per hour speed limit through the village. The road has a carriageway width of 7.3 metres in the vicinity of the Four Lane Ends junction (the junction with Beckside Road and Sand Side Road). The road is an important traffic route in West Cumbria but it is not a trunk road.



The A 595 Barrow – Broughton Road in Kirkby in Furness

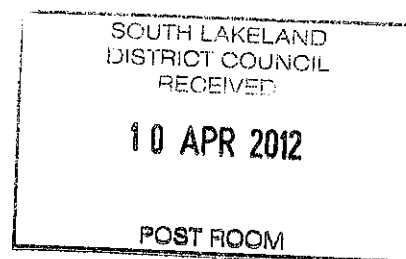
- 3.2 The A595 has a good system of street lighting through the village. There are continuous footways on both sides of the road for pedestrians to use. There are bus stops located within 80 metres the Four Lane Ends junction for buses travelling towards Millom (northbound), and Barrow (southbound).

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- 3.3 The Four Lane Ends junction is a staggered crossroads junction with both minor arms being 'STOP' type junctions with very poor visibility for drivers.



The 'STOP' junction of Sand Side Road / A595 with poor visibility for drivers emerging



Sand Side Road

- 3.4 Sand Side Road connects the settlement of Sand Side with the A595. The road has a 20 miles per hour speed limit from a point 35 metres west of its junction with the A595. The road has a footway for the first 45 metres from its junction with the A595 and then no footway provision to its western limit at the railway station. The carriageway width reduces to 4.0 metres along the R29 site frontage which is too narrow for two cars to pass and potentially hazardous for a car to pass a cyclist or a pedestrian.



Sand Side Road only has a footway on one side for the first 45 metres
from its junction with the A595

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Pedestrians have to walk in the carriageway on Sand Side Road



Sand Side Road is too narrow for two cars to pass along the site frontage of R29



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- 3.5 The section of Sand Side Road to the west of Site R29 widens to approximately 6 metres up to the section near The Ship public house. The road descends quite steeply to the junction at the Kirkby in Furness railway station.
- 3.6 There is a private access road serving approximately six properties off Sand Side Road. The access road is narrow and has poor visibility for drivers emerging onto Sand Side Road.



Private access road off Sand Side Road

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Beck Side Road

- 3.7 Beck Side Road is a narrow road with a traffic sign indicating that it is unsuitable road for HGV's travelling to Ulverston. The road has a 20 mph speed limit from its junction with the A595.



Beck Side Road is narrow and has a 20 mph speed limit

Road Safety

- 3.8 An examination of the road safety records for Kirkby in Furness shows that there have been three recorded injury accidents in the village during the 6 year period up to the end of 2010. The location and details of these accidents are included in Appendix 1.

4. Potential Developments and Highway and Transport Improvements

Site R29

- 4.1 Site R29 has an area of 0.38 hectares and a residential development potential (yield), of 19 dwellings as described in the February 2012 Fact File for Kirkby in Furness (including Sand Side and Beck Side).
- 4.2 Site R29 is proposed for allocation in the DPD and has scored well in terms of access to a primary school, health services, public transport and its proximity to the village centre and the settlement boundary.
- 4.3 In conjunction with the development it would be possible to widen Sand Side Road along the site frontage and provide a footway along the site frontage. This would improve the flow of traffic along this section of Sand Side Road and provide a safe footway for pedestrians on the existing narrow section of Sand Side Road.

Site R189M

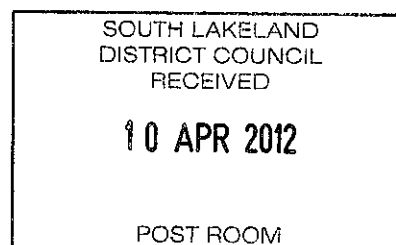
- 4.4 Site R189M has an area of 1.75 hectares and a potential development yield of 77 dwellings.
- 4.5 As part of the development of the site a new road link could be provided between the A595 and Sand Side Road to provide an alternative to the sub-standard junction of the A595 with Sand Side Road. This new road link has been recommended by CCC during consultations on the site allocation. The separation of the junction from the Four Lane Ends junction would be satisfactory based on national highway design standards for the spacing of junctions.

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4.6 A possible layout for the new road link is shown in Figure 1 and would have the following benefits :

- it would reduce traffic flows along the section of Sand Side Road from the A595 junction up to the junction with the new road link.
- It would allow a possible 'One Way' traffic route to be provided along Sand Side Road from the A595 junction to the new road link (resulting in no traffic emerging from the existing STOP junction).
- It would provide an improved walking route between the existing bus stop on the A595 and the railway station.
- It would allow a pedestrian and cycle connection to be made onto Sand Side Road.
- An improved bus stop and bus waiting area could be provided for northbound (Millom-bound), buses, and
- A road connection could be made to the existing access road on the western boundary of the site to improve vehicular and pedestrian access to this narrow access road (this would be subject to the agreement of the residents of the existing private access road).
- A possible traffic management scheme could be implemented in the vicinity of The Ship PH to reallocate road space for pedestrians and to provide a good pedestrian route between the A595 and the railway station.
- The junction onto the A595 could take the form of a mini-roundabout to be a traffic calming measure on the A595 or a traffic calming scheme could be provided along this section of the A595 to reduce traffic speeds.

4.7 The above represent significant improvements for existing and future residents of Kirkby in Furness and would not be possible without the allocation of Site R189M.



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5. Traffic Impact of the Proposed Development Sites

- 5.1 CCC have indicated their support, in principle, for both development sites with low level housing numbers. A Transport Statement and a Transport Assessment would be required for Site R29 and R189M (respectively), to demonstrate that the existing and improved highway network (respectively), could accommodate the additional traffic from the developments.
- 5.2 The development of Site R29 is expected to generate a very low volume of traffic and this would have a low impact on the local highway network.
- 5.3 The development of Site R189M, with the associated highway improvements, should result in a net improvement to the operation and safety of the local highway network, especially for vulnerable road users such as pedestrians and cyclists.
- 5.4 The fact that both sites are located within a convenient walking distance of bus stops, the railway station, the village pub and post office and the Burlington C of E Primary School means that it would be possible for many trips to be made without a car.
- 5.5 Overall, Sites R29 and R189M would allow a modest increase in the number of dwellings close to the village centre and would provide an opportunity to implement significant highway and transport improvements for the village.

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6. Accessibility of the Sites by Sustainable Transport

- 6.1 As described in Section 4, Sites R29 and R189M are well located in relation to the centre of the village (Four Lane Ends), and are within easy walking distance of the Post Office, the Burlington Inn PH, the railway station and bus stops on the A595. The Burlington C of E Primary School is within a convenient walking distance of the sites and has a school crossing patrol to assist parents and children to cross the road.
- 6.2 There are regular bus services available from the bus stops on the A595 to Askam, Dalton, Barrow, Broughton and Millom (the 7, 7A and 7B services).
- 6.3 There are regular train services available to Carlisle, Barrow and Lancaster and other stations along these lines.
- 6.4 Overall, the proposed development sites R29 and R189M would be sustainable in transport terms especially with the improvements described above. None of the other sites being considered in the DPD for Kirkby in Furness are as sustainable as Sites R29 and R189M in transport terms and the other sites cannot provide the potential highway and transport improvements in this report for the benefit of the village.



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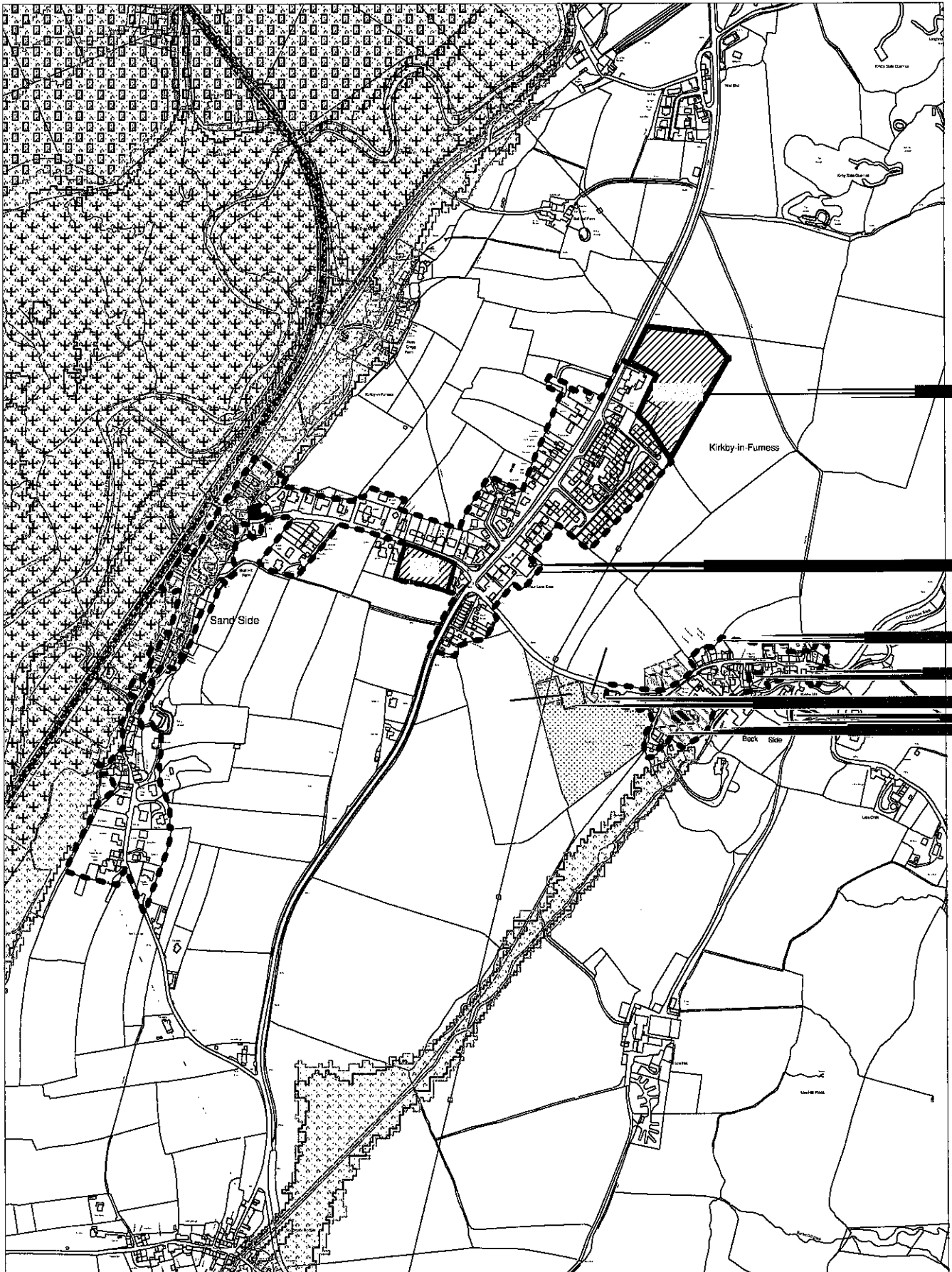
7. Conclusions and Recommendation

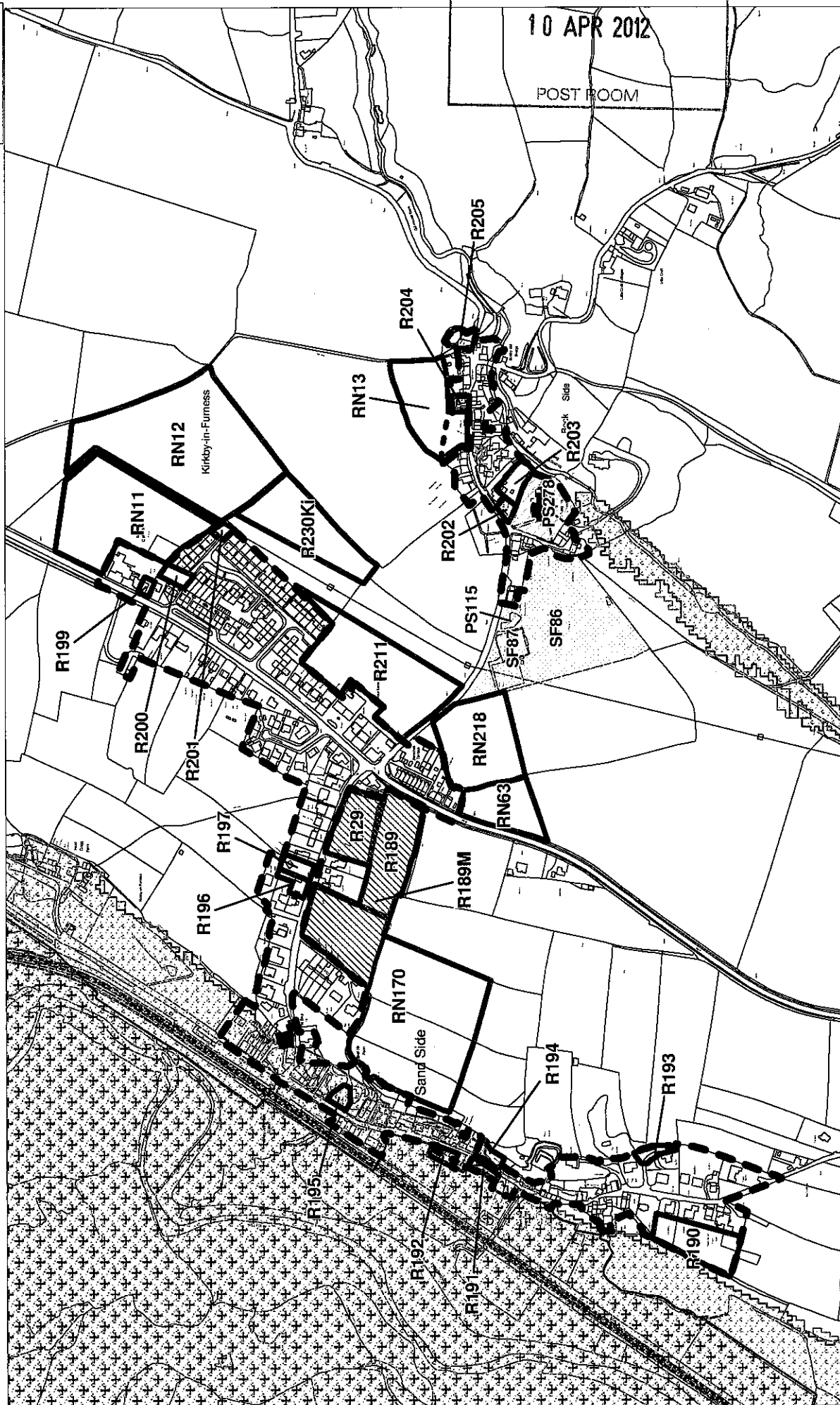
- 7.1 This report has been prepared to support the allocation of Sites R29 and R189M for residential development in Kirkby in Furness as part of the Land Allocation Development Plan Document (DPD), for South Lakeland.
- 7.2 The report shows that there are a number of significant deficiencies in the existing highway network in the village and some of these could be improved with the allocation of the sites (and especially with Site R189M).
- 7.3 The proposed development sites are located close to the village centre and within a convenient walking distance of bus stops, the railway station and the Burlington C of E Primary School.
- 7.4 The potential highway improvements will require further consultation with CCC, SLDC and the Parish Council but would allow significant improvements to be made to the existing infrastructure in the village which would not be possible without the allocation of Sites R29 and R189M.
- 7.5 Overall, it is recommended that Sites R29 and R189M are included in the DPD for South Lakeland to allow a modest increase in the number of dwellings in the village and to allow significant highway and transport improvements to be carried out for the benefit of the village.

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Site Location Plans







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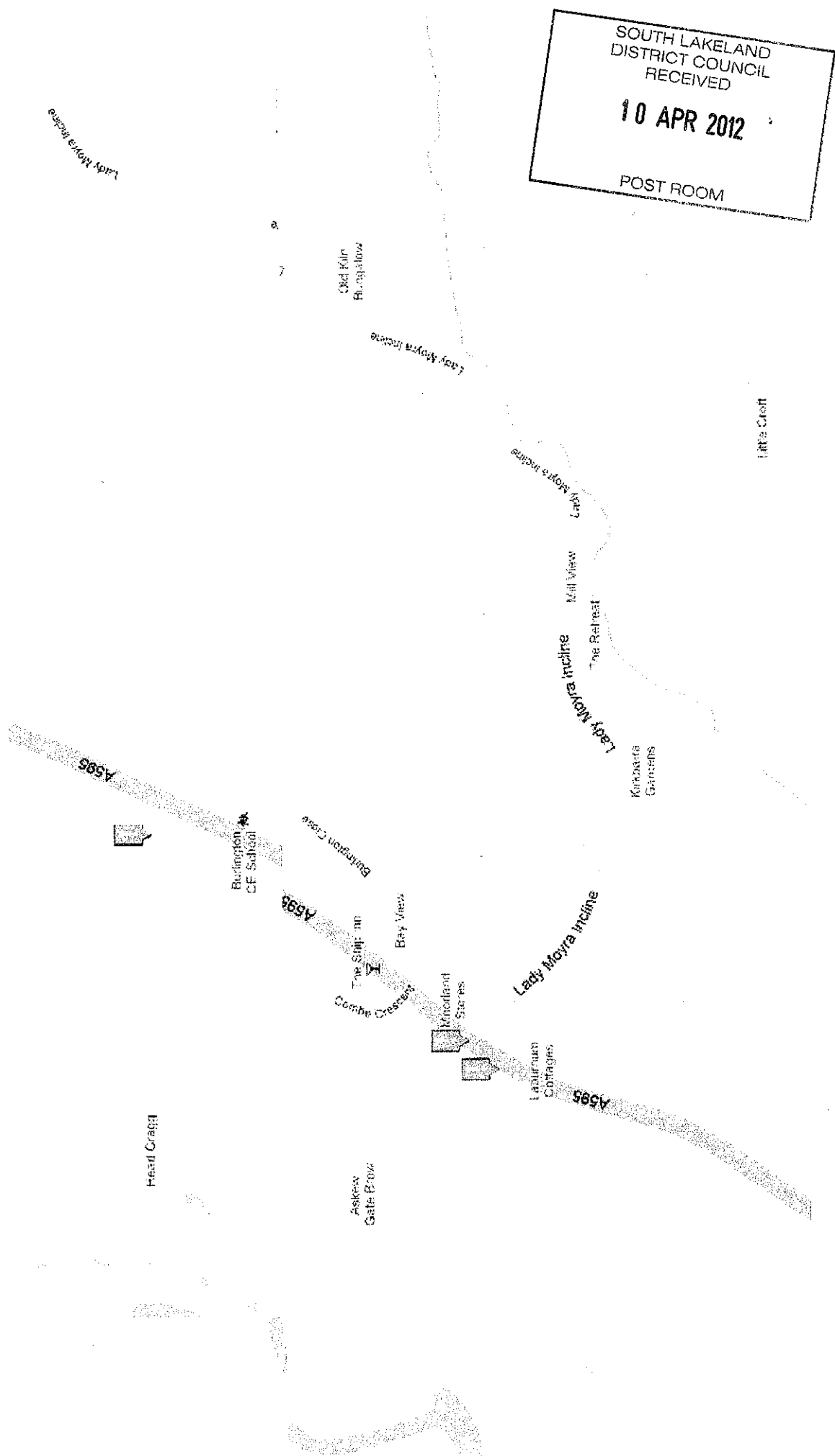
Appendix 1

Road Safety Information

3 results found



[More Information...](#)



Google

Map data ©2012 Google

Incident Severity



Slight Serious Fatal



Location: kirkby in furness

Severity

Fatal ☒

Serious ☒

Slight ☒

Years

2005 ☒

2006 ☒

2007 ☒

2008 ☒

2009 ☒

2010 ☒

Search



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Crash Report - Crash Vehicle and Casualty Summary



Crash Date: Thursday, October 08, 2009 Time of Crash: 4:00:00 PM Crash Reference: 20467540

Highest Injury Severity: Slight Number of Vehicles: 2 Number of Casualties: 1

Highway Authority: Cumbria County OS Grid Reference: 323290 482710

Local Authority: South Lakeland District

Road Number: A595 Road Type: Single carriageway

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: street lights present

Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Junction Control: Not Applicable

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	11	Female	25 - 39	Vehicle is moving off
2	Car (excluding private hire cars 2005 onwards)	12	Female	16 - 24	Vehicle is waiting to proceed normally but is held up

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement	Ped Work in Cway
2	1	Slight	Driver or rider	Female	16 - 24	Unknown or other	Unknown or other	No pedestrian casualty working in carriageway

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>

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Crash Report - Crash Vehicle and Casualty Summary



Crash Date:	Wednesday, August 20, 2008	Time of Crash:	7:40:00 PM	Crash Reference:	19806915
Highest Injury Severity:	Slight	Number of Vehicles:	2	Number of Casualties:	1
Highway Authority:	Cumbria County			OS Grid Reference:	323070 482390
Local Authority:	South Lakeland District				
Road Number:	A595	Road Type:	Single carriageway		
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30	Junction Control:	Stop sign		
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Pedal cycle	-1	Male	0 - 15	Vehicle is in the act of turning right
2	Car (excluding private hire cars 2005 onwards)	11	Male	40 - 54	Vehicle proceeding normally along the carriageway, not on a bend

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>



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Crash Report - Crash Vehicle and Casualty Summary



Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement	Ped Work in Gway
1	1	Slight	Driver or rider	Male	0 - 15	Unknown or other	Unknown or other	No pedestrian casualty working in carriageway

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Crash Report - Crash Vehicle and Casualty Summary



Crash Date:	Thursday, February 28, 2008	Time of Crash:	8:45:00 AM	Crash Reference:	19806135
Highest Injury Severity:	Slight	Number of Vehicles:	2	Number of Casualties:	2
Highway Authority:	Cumbria County			OS Grid Reference:	323040 482360
Local Authority:	South Lakeland District				
Road Number:	A595	Road Type:	Single carriageway		
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40	Junction Control:	Give way or uncontrolled		
Light Conditions:	Daylight: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	7	Female	40 - 54	Vehicle is slowing down or stopping
2	Car (excluding private hire cars 2005 onwards)	-1	Male	16 - 24	Vehicle proceeding normally along the carriageway, not on a bend

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>



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Crash Report - Crash Vehicle and Casualty Summary



Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement	Ped Work in Cway
1	1	1 Slight	Driver or rider	Female	40 - 54	Unknown or other	Unknown or other	No pedestrian casualty working in carriageway
2	2	2 Slight	Driver or rider	Male	16 - 24	Unknown or other	Unknown or other	No pedestrian casualty working in carriageway



For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>

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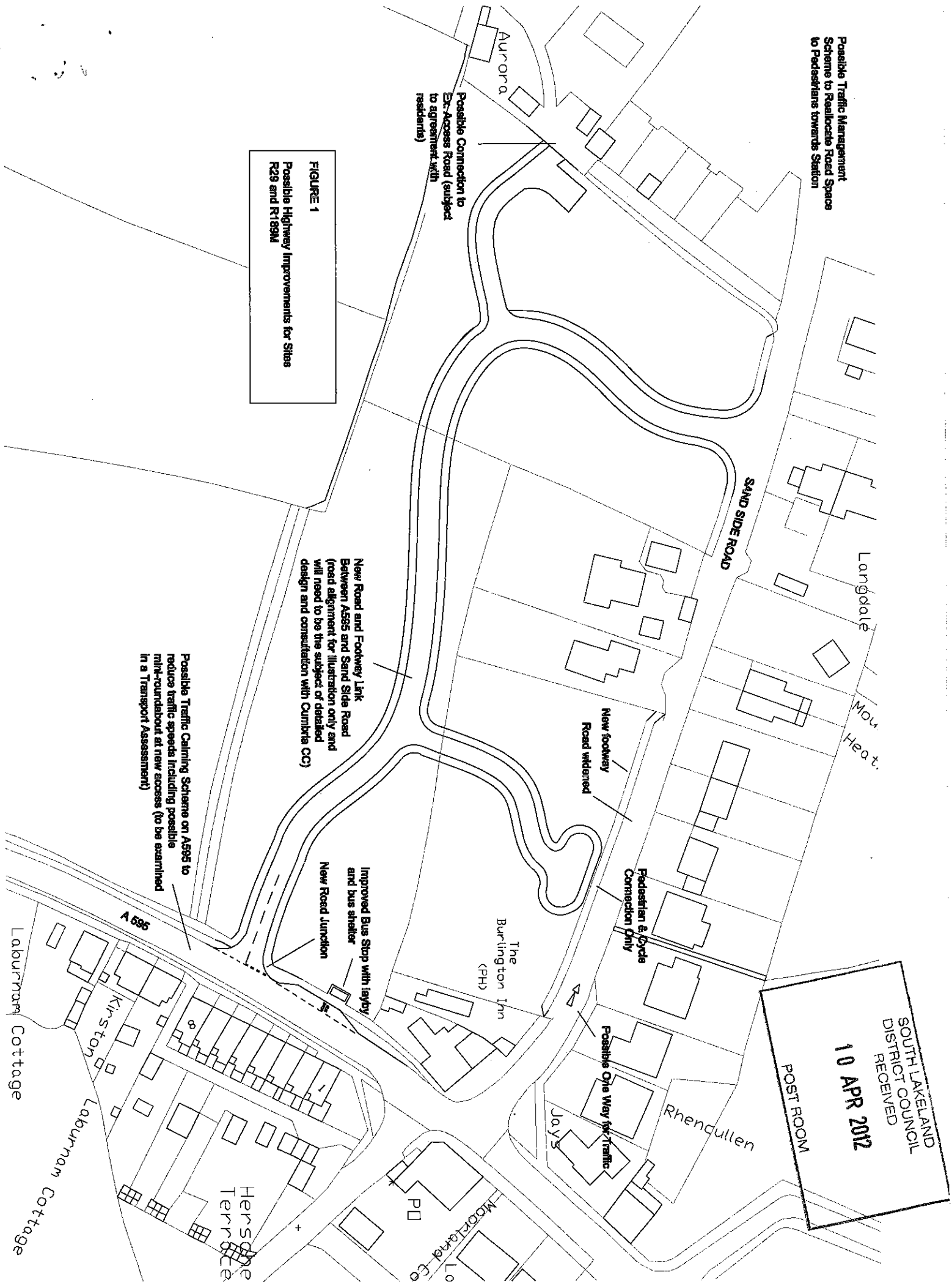
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Figure 1

Possible Traffic Management Scheme to Reallocate Road Space to Pedestrians towards Station

FIGURE 1
Possible Highway Improvements for Sites R29 and R169M



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