

# Whitehaven Golf Club

## Traffic Statement

Report No. B027422

# Western Lakes Ltd

## June 2021

# Document Control

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## 1.0 INTRODUCTION

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- 1.1 Tetra Tech (TT) have been appointed by Western Lakes Ltd to produce a Traffic Statement (TS) in support of their planning application for landscape and drainage improvement works at Whitehaven Golf Club.
- 1.2 This report has been produced having due regard for the advice contained in:
- National Planning Policy Framework (NPPF) published by Ministry of Housing, Communities & Local Government, June 2019.
  - MHCLG's Transport Assessment and Travel Plan guidelines set out in Planning Practice Guidance.
  - Manual for Streets (MfS) published by Department for Transport (DfT), March 2007, and MfS 2 published by Chartered Institution of Highways & Transportation (CIHT, endorsed by DfT), September 2010.
  - Cumbria Development Design Guide, 2017.
- 1.3 A TS was requested by Cumbria County Council (CCC) as the Highways Authority. The main purposes of this report are to assess the impact of additional traffic during the construction stage used to carry out the regrading and to consider the accessibility of the site for workers on site.
- 1.4 The TS has been prepared solely in connection with the proposed works. Whilst every reasonable effort has been made to ensure its accuracy, use of the information contained in this report by a third party for any other purpose is entirely at their own risk.

## 2.0 EXISTING CONDITIONS

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- 2.1 The golf club is located to the northeast of Whitehaven, bounded by Red Lonning and Moresby Parks Road. The club is accessed via a priority junction adjacent to a small layby off Red Lonning some 140m southeast of its junction with Harras Road. Figure 1 in Appendix A shows the site location and access arrangements.
- 2.2 Red Lonning's carriageway ranges from 6.5m to 7.0m in width with a 2.0m footway running along the south/east side to a pedestrian crossing (with dropped kerbs and tactile paving) leading to the footway on the west side of Red Lonning. The main road section of Red Lonning runs in a general north to south alignment from its crossroads junction with Rose Hill and unnamed road (reference: U4010) to the Moresby Parks Road/U4008 roundabout (Monkway Roundabout). Red Lonning/U4008 is a single carriageway of approximately 6.5m to 7.0m in width. There is a 2.0m footway along the west side of the road connecting the footway on Harras Road with the section of Red Lonning which serves St Benedicts School. The section with footway is street-lit. Red Lonning is subject to the national speed limit and there are no waiting restrictions.
- 2.3 Some 90m to the south of the layby there is a priority junction with all three arms named Red Lonning. The minor south arm serves a residential area and St Benedicts School. It is a street-lit single carriageway of approximately 6.0m in width and has footway provision along at least one side for its full length. The road is subject to a 30mph speed limit either side of a 20mph school zone. There are no waiting restrictions in place and there is localised widened to accommodate parallel parking bays in the vicinity of the school. The Red Lonning major arm continues eastwards to a roundabout junction with Moresby Parks Road.
- 2.4 Moresby Parks Road is a street-lit single carriageway which runs in a general north to south alignment from its priority junction with School Brow in Moresby Parks to the roundabout junction with Red Lonning. It then continues as Moresby Road to the B5295 Main Street/Cleator Moor Road/Moresby Road mini-roundabout junction. Moresby Parks Road and Moresby Road each has a carriageway width of approximately 7.0m and there is footway provision along at least one side for its full length. The road is subject to a 30mph speed limit from School Brow to some 60m south of the junction with Whinrigg Drive and between the Monkway Roundabout and the B5295 Main Street/Cleator Moor Road/Moresby Parks Road mini-roundabout. On the section of Moresby Parks Road between the Monkway Roundabout and Whinrigg Drive it is subject to the national speed limit.
- 2.5 There are two large secondary schools in the vicinity of the site, St Benedicts (accessed via Red Lonning) and Whitehaven Academy (accessed via Cleator Moor Road). Both are busy with traffic during the morning drop-off and afternoon pick-up periods.

### 3.0 DEVELOPMENT PROPOSAL

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- 3.1 The planning application is for the regrading of parts of Whitehaven Golf Club to provide landscape and drainage improvements. The works will be carried out using recycled fills and aggregates from the recycling facility at Energy Coast Business Park, Beckermat. The proposed works are not an extension of the course. The proposal is shown at Galpin Drawing WGC 1070-06\_336 Draft 1 in Appendix B.
- 3.2 During construction the operation of the golf club will be reduced by one hole while works on the particular phase affecting that hole are ongoing. The proposed works will take place over a 16 year period from 2021 to 2036. The numbers of workers and vehicles during the construction stage are outlined in Section 5.0 below.
- 3.3 Once completed the golf club will revert to normal operations. There will be no change to the numbers of members or staff as a result of the proposed works.
- 3.4 The development proposal does not alter the access arrangements to the golf club.

## 4.0 ACCESSIBILITY

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

### Walking

- 4.2 TT (formerly WYG) have analysed walking for all purposes as the main mode of travel (from home) by interrogating data collected through the 2010 National Travel Survey (NTS) to calculate the average and 85th percentile distances travelled. The survey data was collected from 7,700 households covering over 18,000 individuals and so provides a robust sample which can be reviewed for variations across UK regions and variations between different reasons for travelling. The analysis has revealed the average distance people walk is 1.15km and the 85th percentile distance is 1.95km. The data was published in Local Transport Today in October 2017.
- 4.3 For this review an acceptable maximum walk distance of 1.95km has been adopted, i.e. approximately a 24 minute walk (at a typical walk speed of 1.3m per second) from the centre of the site.
- 4.4 In addition to the network of footways on the local roads there are Public Rights of Way (PRoWs) in the vicinity of the golf club.
- 4.5 Footpath number 431023 runs through the site from Moresby Parks Road to Red Lonning. From Red Lonning it connects to footpath number 431022 which provides a connection to the footway on Harras Road.
- 4.6 Footpath number 431011 runs northbound from Harras Road and provides a connection to Victoria Road.
- 4.7 Figure 2 in Appendix A shows the 1.95km walking catchment area from the centre of the site using the existing pedestrian facilities.
- 4.8 There are several residential areas within an accessible walk distance for workers on site, including Moresby Parks, Harras Moor, Hillcrest and Hensingham.

- 4.9 There are additional facilities which are useful on meal breaks within an accessible walking distance. There is a SPAR convenience store in Hensingham and Moresby corner shop in Moresby Parks both of which can be accessed within a 19-20 minute walk from the centre of the site.
- 4.10 There is a takeaway, three pubs and a newsagents/off license all located in close proximity on Main Street. They provide meal break options for workers and can be reached within a 23-24 minute walk from the centre of the site.

## Cycling

- 4.11 TT (formerly WYG) have analysed cycling for all purposes as the main mode of travel (from home) by interrogating data collected through the 2010 NTS to calculate the average and 85th percentile distances travelled. The survey data was again collected from 7,700 households covering over 18,000 individuals. The analysis revealed the average distance people cycle is 4.5km and the 85th percentile distance is 7.2km. The NTS data is available on request.
- 4.12 At a typical cycling speed of 200m per minute a 4.5km bike ride takes 22 to 23 minutes and a 7.2km bike ride takes just over 35 mins.
- 4.13 The nearest connection with the National Cycle Network (NCN) is Route 72. NCN Route 72 is approximately 2.5km to the west of the site and it provides a predominantly traffic-free link to local destinations including Lowca, Distington, Mirehouse and Egremont. Further afield the route runs between Ravenglass and North Shields via Workington, Maryport and Carlisle.
- 4.14 Figure 3 in Appendix A shows the 4.5km and 7.2km cycling catchment areas from the centre of the site.
- 4.15 Whitehaven town centre has a range of facilities, in addition to residential areas, and can be reached within a 10-15 minute bike ride.
- 4.16 Other local residential areas within an accessible bike ride include Low Moresby, Mirehouse and Parton (15-20 minute cycle), Cleator Moor and Lowca (20-25 minutes), Bigrigg, Frizington and Distington (30-35 minutes).

## Public Transport

- 4.17 TT (formerly WYG) have analysed walk distances for the trips where walking was the 1<sup>st</sup> stage mode of travel and bus was the 2<sup>nd</sup> stage mode. The NTS data from 2002 to 2012 was used to calculate the average and 85th percentile walk distances to a bus stop. The analysis, published in Logistics and Transport Focus March 2018, shows, outside of London, the average distance people walk to a bus stop is 580m and it can be concluded at 580m there is a good prospect people will walk to a stop.

- 4.18 The nearest bus stops to the golf club are on Caldbeck Road, approximately 580m from the site access on Red Lonning. The westbound stop is a flag and pole arrangement while the eastbound stop has a shelter with timetable information and a layby. Figure 4 in Appendix A refers.
- 4.19 Both stops are served by the Stagecoach number 30. Table 4.1 below provides details of the bus route available at the bus stops on Caldbeck Road.

**Table 4.1: Bus Route at Caldbeck Road Bus Stops**

| Service       | Route Description                                                                                                                                                                                            | Monday to Saturday                |                  | Sunday           |
|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|------------------|------------------|
|               |                                                                                                                                                                                                              | Daytime                           | Evening          |                  |
| Stagecoach 30 | Thornhill/Frizington to Maryport<br>Via Egremont, Bigrigg, Cleator Moor,<br>Hensingham, Whitehaven,<br>Distinguon, Lillyhall South,<br>Harrington, Moss Bay, Workington,<br>Siddick, Flimby and Ellenborough | Every<br>30 mins<br>(until 18:57) | Every<br>2 hours | Every<br>2 hours |

- 4.20 Table 4.1 shows there is a regular and frequent bus route available to workers on site which provides access to several useful destinations, including a range of residential areas in addition to Workington, Whitehaven and Maryport town centres.
- 4.21 Whitehaven rail station is located within a short walk of the bus stops on Bransty Row at which the number 30 calls. The rail station provides opportunities for travel to destinations further afield.

## Conclusion

- 4.22 Whitehaven Golf Club is accessible on foot, by cycle or by public transport which means workers on site have a choice of modes of travel more sustainable than the private car.

## 5.0 TRAFFIC IMPACT

- 5.1 During the construction stage the golf club will continue to operate as close to existing as practically possible, with a maximum of one hole out of use at any one time and only when the proposed works on a particular phase affecting that hole are ongoing. As a result it is unlikely to result in any noticeable change in the numbers of staff or visitor vehicle trips to/from the club.
- 5.2 The number of construction workers is likely to be low with the majority of the construction being carried out by machinery.
- 5.3 The volume of earthworks and density have been supplied to TT by Western Lakes Ltd and is in Appendix C. The proposed works will consist of a total of 214,257m<sup>3</sup> of delivered earthworks over a period of 16 years between 2021 and 2036, with one phase to be delivered per year.
- 5.4 The average numbers of weekly and daily construction vehicles have been calculated based on a density of 2.2 tonnes/ m<sup>3</sup>, 20 tonnes per Heavy Goods Vehicle (HGV) payload and 50 x 5 day working weeks per year. Table 5.1 below summarises the calculations.

**Table 5.2: Average Weekly/Daily Construction Vehicles**

| Year (Phase) | Volume (m <sup>3</sup> ) | Tonnage (2.2 tonnes per m <sup>3</sup> ) | Annual Vehicles (20 tonnes per veh) | Average Weekly Vehicles (50 work weeks) | Average Daily Vehicles (5 day work week) |
|--------------|--------------------------|------------------------------------------|-------------------------------------|-----------------------------------------|------------------------------------------|
| 2021 (1)     | 36,931                   | 16,787                                   | 839                                 | 17                                      | 3                                        |
| 2022 (2)     | 12,770                   | 5,805                                    | 290                                 | 6                                       | 1                                        |
| 2023 (3)     | 30,806                   | 14,003                                   | 700                                 | 14                                      | 3                                        |
| 2024 (4)     | 19,650                   | 8,932                                    | 447                                 | 9                                       | 2                                        |
| 2025 (5)     | 4,300                    | 1,955                                    | 98                                  | 2                                       | -                                        |
| 2026 (6)     | 4,400                    | 2,000                                    | 100                                 | 2                                       | -                                        |
| 2027 (7)     | 4,300                    | 1,955                                    | 98                                  | 2                                       | -                                        |
| 2028 (8)     | 1,250                    | 568                                      | 28                                  | 1                                       | -                                        |
| 2029 (9)     | 5,500                    | 2,500                                    | 125                                 | 3                                       | 1                                        |
| 2030 (10)    | 19,700                   | 8,955                                    | 448                                 | 9                                       | 2                                        |
| 2031 (11)    | 6,300                    | 2,864                                    | 143                                 | 3                                       | 1                                        |
| 2032 (12)    | 3,700                    | 1,682                                    | 84                                  | 2                                       | -                                        |

|           |        |        |     |    |   |
|-----------|--------|--------|-----|----|---|
| 2033 (13) | 13,050 | 5,932  | 297 | 6  | 1 |
| 2034 (14) | 9,300  | 4,227  | 211 | 4  | 1 |
| 2035 (15) | 3,300  | 1,500  | 75  | 2  | - |
| 2036 (16) | 39,000 | 17,727 | 886 | 18 | 4 |

- 5.5 As is shown at Table 5.1 the busiest years are 2021, 2023 and 2036. During those busiest years the average number of construction vehicles per day is estimated to be 3 or 4 vehicles arriving at the site with the same number departing. The remaining years are estimated to generate 1 or 2 construction vehicles per day.
- 5.6 The number of vehicles generated by the proposed works is very low and can be readily accommodated on the local highway network.

### HGV Routing

- 5.7 The most likely route for HGVs travelling from Beckermat to the golf club is via the A595 bypassing Egremont to the roundabout with the B5295 Egremont Road and continuing along the B5295 to Red Lonning via the Monkway Roundabout.
- 5.8 For the most part the route consists of A- or B-class roads and avoids unnecessarily passing through built-up areas. The roads along the route within Whitehaven are served by buses and are therefore considered suitable for larger vehicles.

## 6.0 ROAD SAFETY

- 6.1 Road Traffic Accident records for the latest 3 year period available prior to Covid-19 travel restrictions, from 31<sup>st</sup> January 2017 to 31<sup>st</sup> January 2020, have been obtained from Cumbria Road Safety Partnership (CRSP) at CCC. Copies of the information are in Appendix D.
- 6.2 Accidents records for the roads adjacent to the site access on Red Lonning have been reviewed. The extent of the review consists of Harras Road/Red Lonning priority junction to the Monkway Roundabout. It is thought, given the very low numbers of additional vehicles resulting from the proposed works and the higher standard of roads beyond that extent, the highway impacts at junctions further afield will be negligible.
- 6.3 There was 1 accident reported within the extent of the review during the 3 year assessment period. A summary of the incident is provided at Table 6.1 below.

**Table 6.1: Accident Summary**

| Ref No                                                                                                                                                                                                                                                                                                                                                                 | Location                 | Lighting | Rd Surface | Severity | Casualties |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|----------|------------|----------|------------|
| 851297                                                                                                                                                                                                                                                                                                                                                                 | U4008 at j/w Red Lonning | Darkness | Wet/Damp   | Slight   | 1 Driver   |
| <p>A car travelled in a northwestbound direction on the U4008 and approached the junction with Red Lonning. The car attempted to turn to head south on Red Lonning but left the carriageway on the nearside and collided into bushes.</p> <p>Contributory Factors: Slippery road (due to weather), Poor turn or manoeuvre, Impaired by alcohol, Junction overshoot</p> |                          |          |            |          |            |

- 6.4 The 1 accident involved alcohol and a slippery road surface so cannot be attributed to inadequate highway design.
- 6.5 There are no road safety issues on the highway network local to the site and the very low numbers of additional vehicles generated by the proposed works are unlikely to impact this trend.

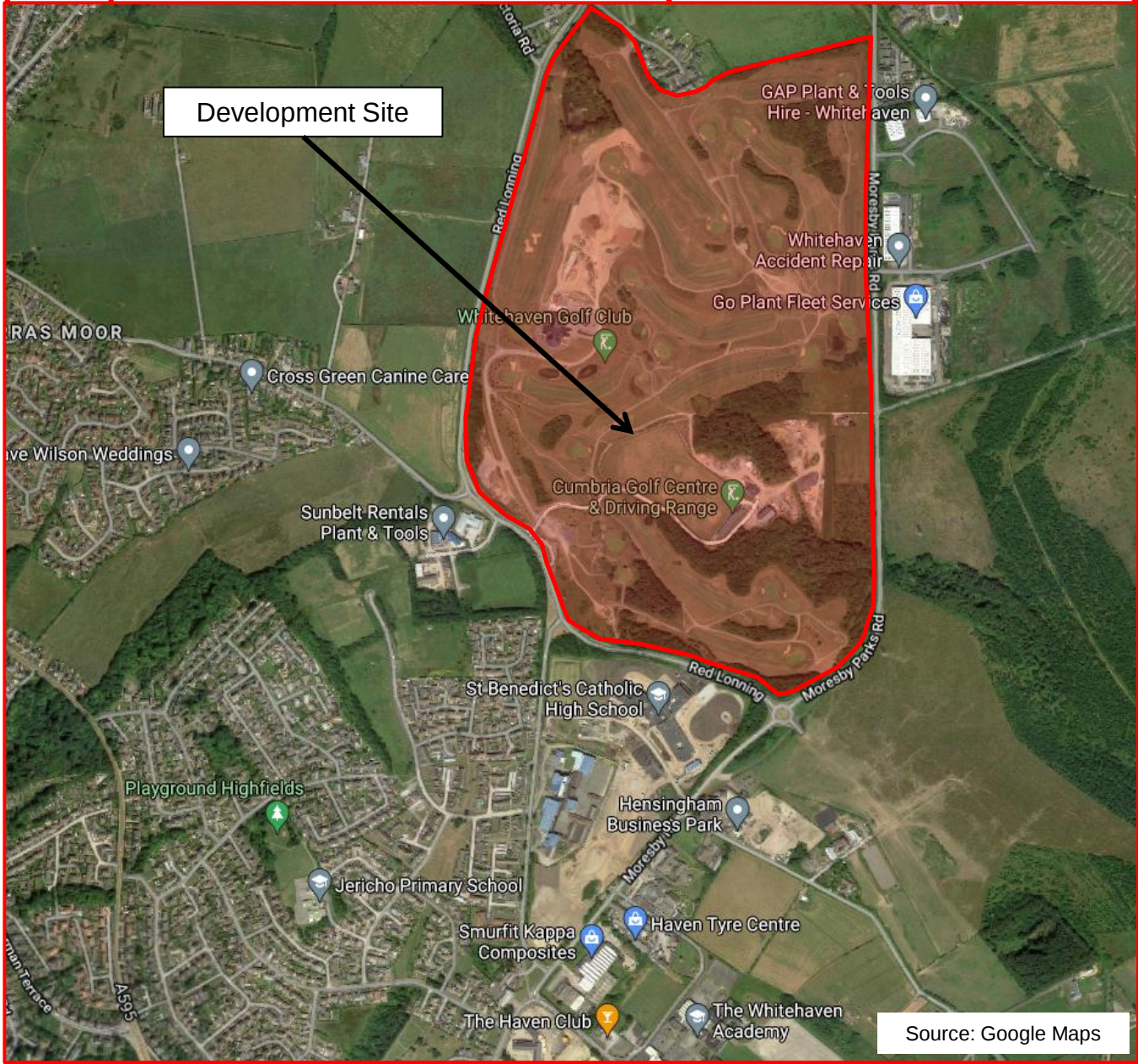
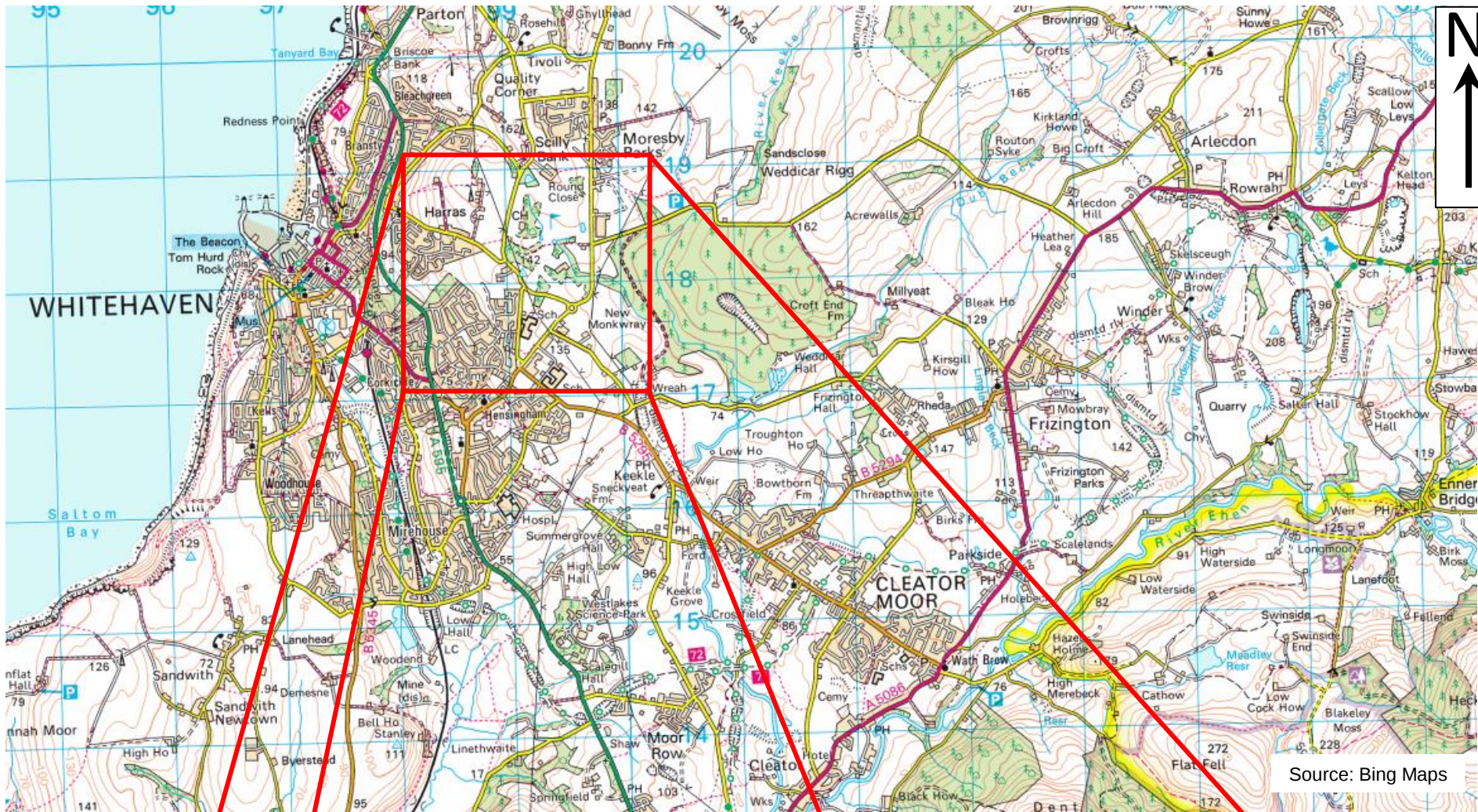
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## 7.0 SUMMARY AND CONCLUSIONS

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- 7.1 Tetra Tech were appointed by Western Lakes Ltd to produce this Traffic Statement in support of their planning application for landscape and drainage improvement works at Whitehaven Golf Club. The proposed works, over a 16 year period from 2021 to 2036, will be carried out using recycled fills and aggregates from the recycling facility at Energy Coast Business Park, Beckermeth. During construction the club will continue to operate as close to existing as practically possible.
- 7.2 Once completed the golf club will revert to normal operations. There will be no change to the numbers of members or staff as a result of the proposed works. The club is accessed via a priority junction near a layby off Red Lonning some 140m southeast of its junction with Harras Road and the proposal does not alter the existing access arrangements.
- 7.3 The site is accessible for workers on foot, by cycle or by public transport to a range of residential areas and useful facilities.
- 7.4 During the busiest years of construction, i.e. 2021, 2023 and 2036, the average number of construction vehicles per day is estimated to be 3 or 4 vehicles arriving at the site with the same number departing. The remaining years are estimated to generate 1 or 2 construction vehicles per day. These numbers are very low and can be readily accommodated on the local highway network.
- 7.5 The most likely route for HGVs travelling from Beckermeth to the golf club is via the A595 bypassing Egremont to the roundabout with the B5295 Egremont Road and continuing along the B5295 to Red Lonning via the Monkway Roundabout. For the most part the route consists of A- or B-class roads and avoids unnecessarily passing through built-up areas. The roads along the route within Whitehaven are served by buses and are therefore considered suitable for larger vehicles.
- 7.6 Only 1 accident has been reported on the highway network local to the site during recent years. The incident which did occur cannot be attributed to inadequate highway design.
- 7.7 It is therefore concluded there are no justifiable transportation reasons why planning permission should not be granted in accordance with NPPF.

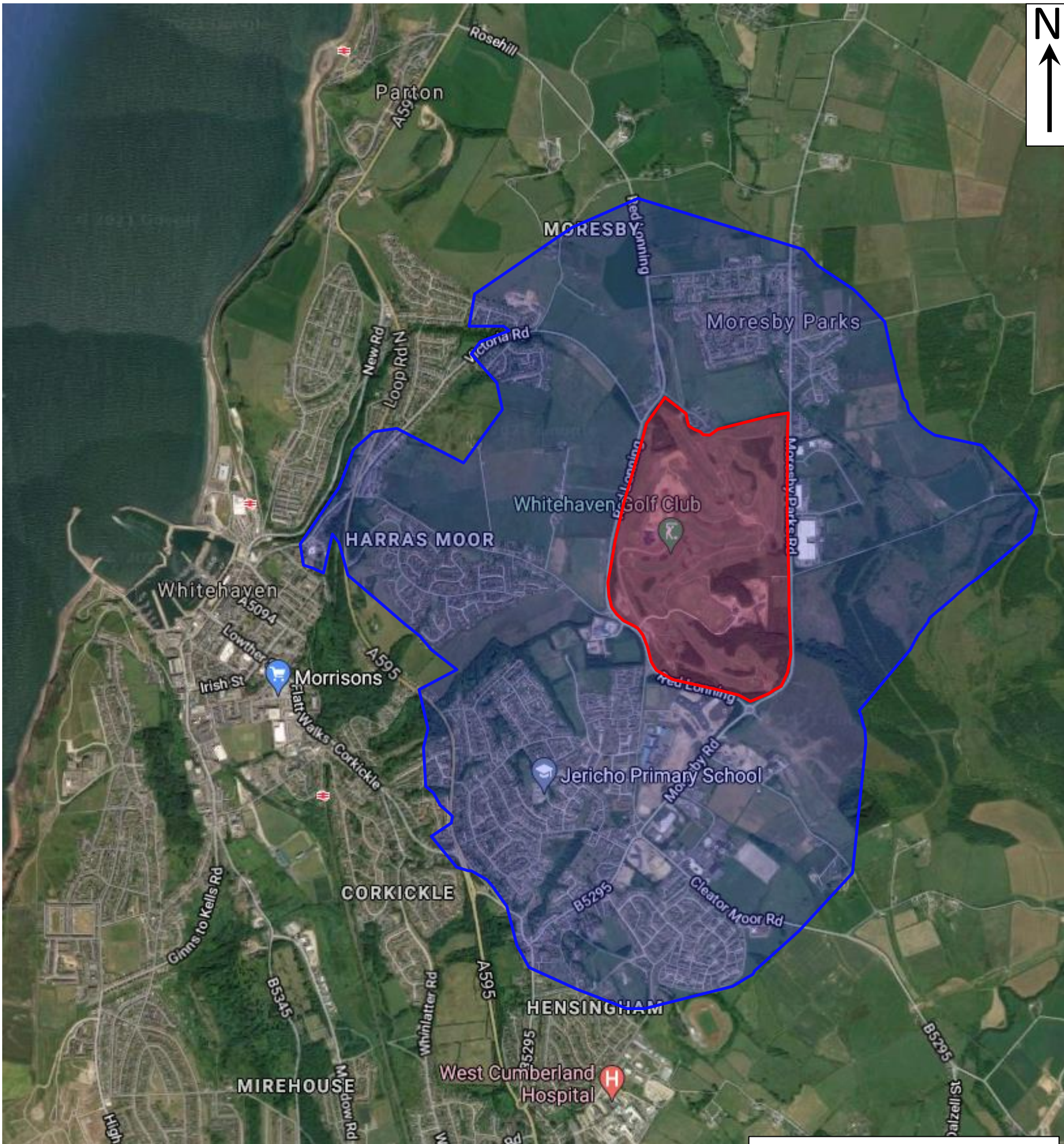
## APPENDIX A - FIGURES



Whitehaven Golf Club  
Site Location Plan

Figure 1





Source: Google Maps

**Key**

- Development Site
- 1.95km Walk Catchment Area

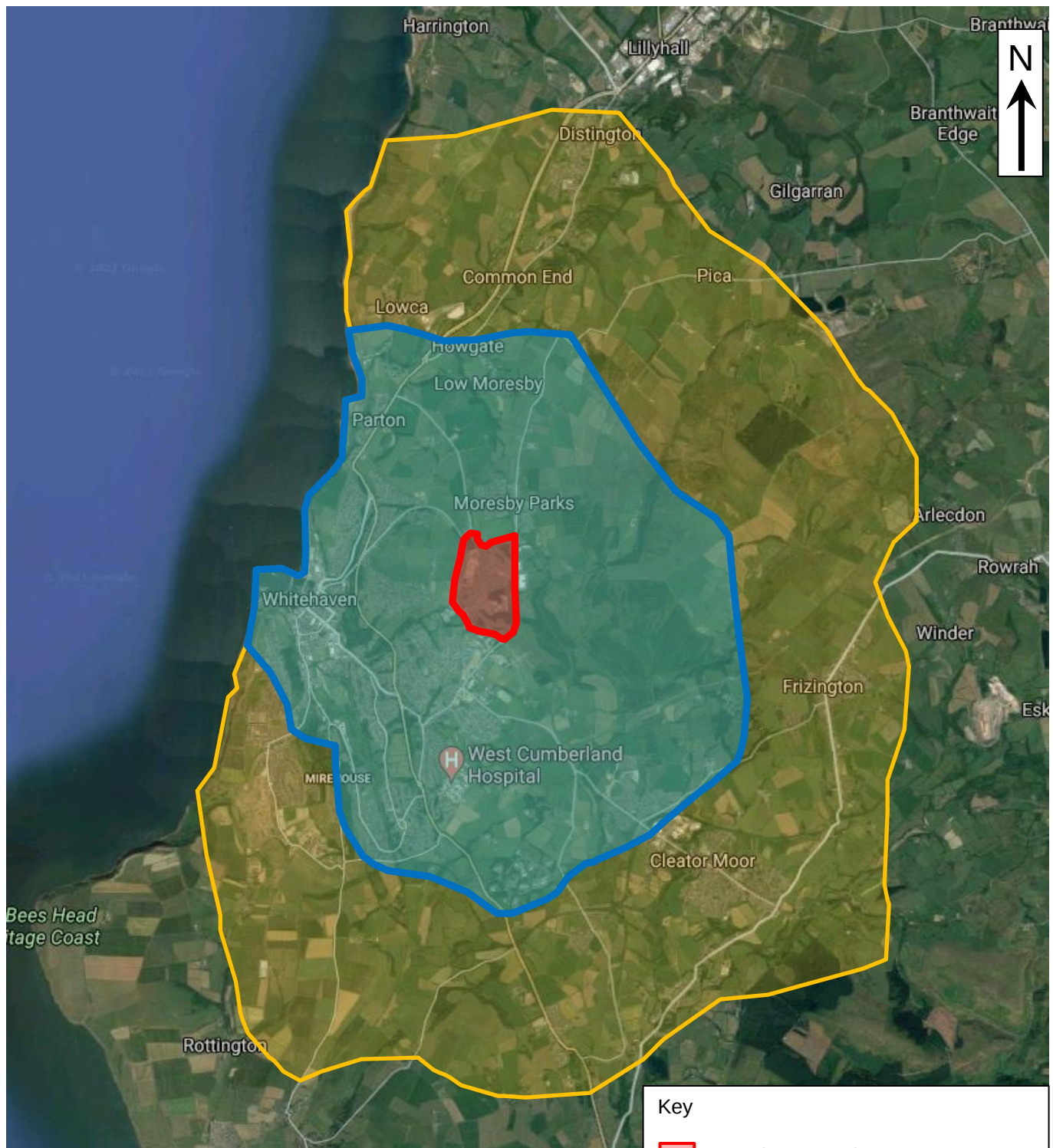
Whitehaven Golf Club

Walking Accessibility Plan

Figure 2

**Tt**

**TETRA TECH**



Source: Google Maps

#### Key

- Development Site
- 4.3km Cycling Catchment Area
- 7.25km Cycling Catchment Area

## Whitehaven Golf Club Cycling Accessibility Plan

Figure 3



Source: Google Maps

#### Key

- Development Site
- B** Bus Stop
- Walk Route to Bus Stop

## Whitehaven Golf Club Bus Stops

Figure 4

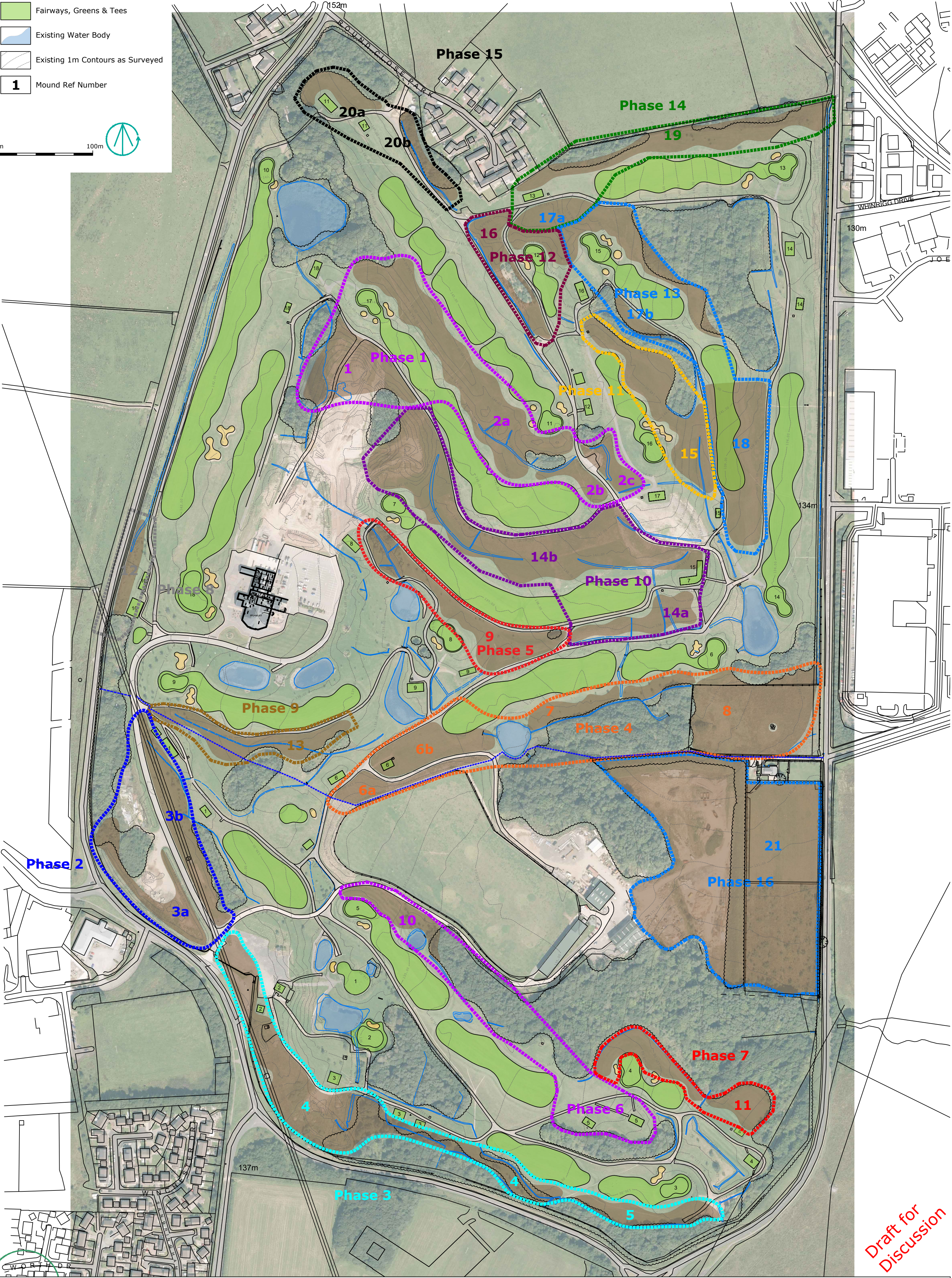
## APPENDIX B - DRAWINGS

KEY

- Proposed Earthworks Areas  
All Phases (1 to 16)
- Fairways, Greens & Tees
- Existing Water Body
- Existing 1m Contours as Surveyed
- 1

Mound Ref Number

0m 100m

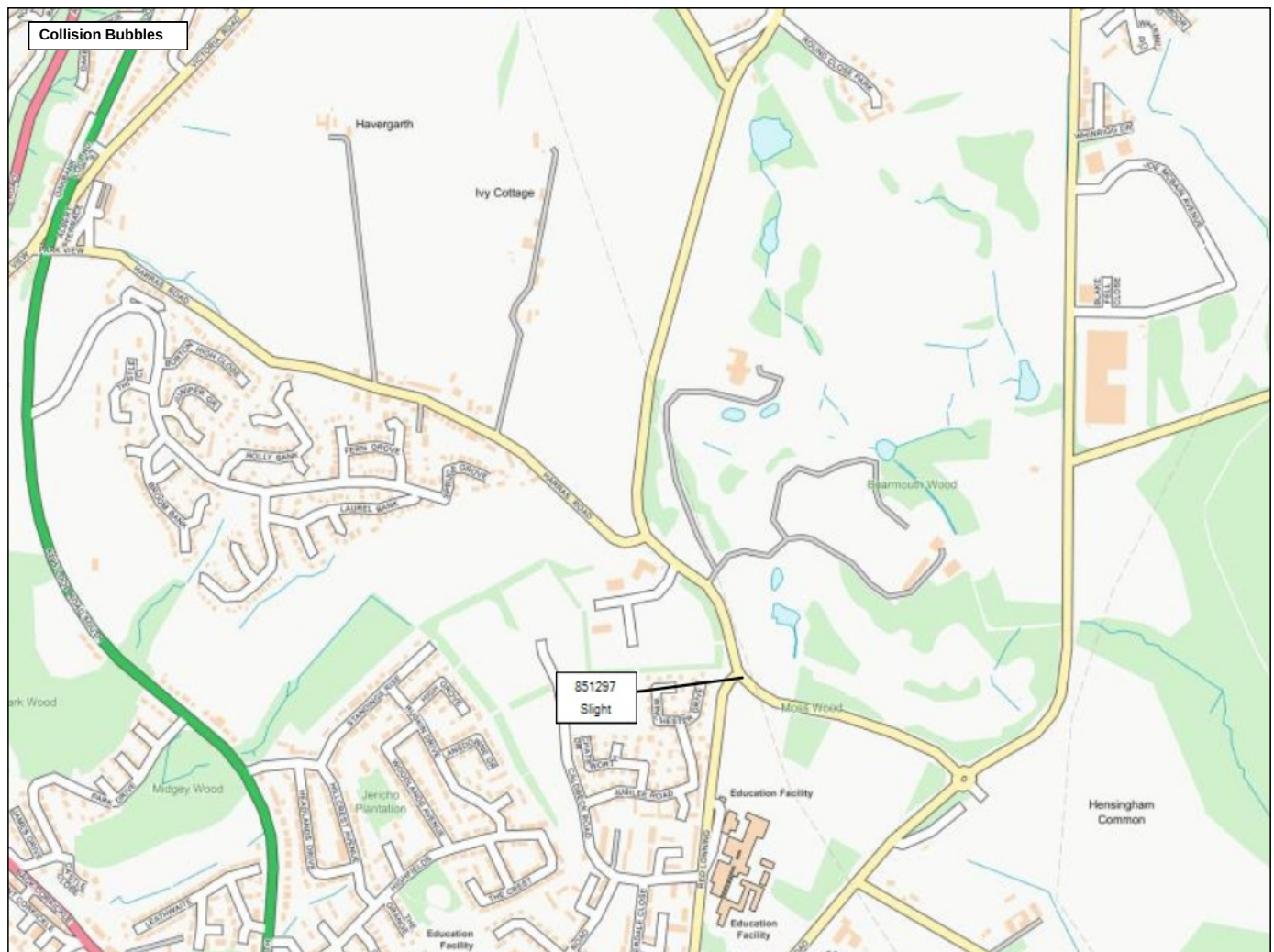


## APPENDIX C - EARTHWORKS VOLUME & DENSITY

### **Phased Earthwork Areas**

**Estimated Total Volume (>) = 214,257** (values in green) to date 8/1/21

## APPENDIX D - ACCIDENT DATA



## Full Collision Report



### Report date range

Start Date = 31/Jan/2017  
End Date = 31/Jan/2020

**Accident No:** 851297  
**Severity:** SLIGHT  
**Date:** Saturday 18-Aug-18 at 0115  
**No. Casualties:** 1 **No. Vehicles:** 1  
**Easting:** 299150 **Northing:** 517945  
**Road:** U4008 **Speed Limit:** 20 **Road:** SINGLE CARRIAGEWAY  
**Location:** UNCLASSIFIED ROAD  
**Description:** VEH 1 APPROACHED T JCT ATTEMPTED TO TURN LEFT AND LEFT CARRIAGEWAY COLLIDING WITH BUSHES

**Weather:** RAINING (WITHOUT HIGH WINDS)  
**Road Surface:** WET / DAMP  
**Lighting:** DARKNESS: STREET LIGHTING UNKNOWN  
**Special Conds:** NONE  
**Carriageway Hazards:**

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

**Contributory Factors: Post 2005**  
**Factor 1:** SLIPPERY ROAD (DUE TO WEATHER) **Confidence:** VERY LIKELY  
**Factor 2:** POOR TURN OR MANOEUVRE **Confidence:** VERY LIKELY  
**Factor 3:** IMPAIRED BY ALCOHOL **Confidence:** VERY LIKELY  
**Factor 4:** JUNCTION OVERSHOOT **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:** TURNING LEFT  
**Towing Artic:** NO TOW/ARTICULATION **Veh. Loc. In Road:** NOT ON MAIN CARRIAGEWAY  
**Foreign Vehicle:** NOT FOREIGN REGISTERED VEHICLE **Junction Location:** NOT AT JUNCTION (OR WITHIN 20M/22 YARDS)  
**Reg. Number:** 0 **Skidding & Overturn:** NO SKIDDING/JACK-KNIFING  
**Driver Sex:** FEMALE **Object in Cway:** NONE  
**Driver Age:** 51 **Veh. Leaving Cway:** LEFT CARRIAGEWAY STRAIGHT AHEAD AT JUNCTION  
**Driver Postcode:** CA28 **Object off Cway:** TREE  
**Breath Test:** POSITIVE **First Point of Impact:** FRONT  
**Direction:** E S **Hit and Run:** OTHER  
**Vehicle Make:** CITROEN

### Casualties

**Casualty:** 1 **Pedestrian Location:** NOT PEDESTRIAN  
**Severity:** SLIGHT **Pedestrian Movement:** NOT PEDESTRIAN  
**Age:** 51 **Pedestrian Direction:** NOT PEDESTRIAN  
**Sex:** FEMALE **Pedestrian Roadworker:** NO  
**Casualty Class:** DRIVER **Car Passenger:** NOT A CAR PASSENGER  
**Pupil:** NOT A SCHOOL PUPIL **PSV Passenger:** NOT A BUS OR COACH PASSENGER

FATAL : 0 SERIOUS: 0 SLIGHT: 1 DAMAGE ONLY: 0 TOTAL: 1