

## COUNTY COUNCIL LOCAL COMMITTEE FOR SOUTH LAKELAND

Minutes of a Meeting of the County Council Local Committee for South Lakeland held on Wednesday, 29 January 2020 at 10.00 am at County Offices, Kendal

### PRESENT:

Mr N Cotton (Chair)

Mr J Airey	Mrs BC Gray
Mr B Berry	Mr C Hogg
Mr RK Bingham	Mr P McSweeney
Mr J Bland	Mrs S Sanderson
Mr M Brereton	Mr P Thornton
Mr W Clark	Mr WJ Wearing
Mr SB Collins	Mrs J Willis
Mr GD Cook	Mr M Wilson
Mrs S Evans	

### District Council

Mr G Archibald

### Parish Councils

Mr L Hallatsch  
Mr J Saunders

### Officers in Attendance

Mrs K Johnson - Area Manager, South Lakeland

Mr P Hosking – Highways Network Manager

Ms V Upton– Traffic Management Team Leader

Mr C Broadbent - Road Safety Co-Ordinator

### Public Participation

Mrs H O'Loughlin, Mr G Parr and Mr W Woods

### **PART 1 – ITEMS CONSIDERED IN THE PRESENCE OF THE PUBLIC AND PRESS**

#### **55 APOLOGIES FOR ABSENCE**

There were no apologies for absence

The Chairman advised that in accordance with the Local Government Act 1972, he had agreed that report 15. Divisional Highway Priorities Works 2019/2020 -Lower

Kentdale be considered by the Committee as a matter of urgency as there was an addition to the list of works. The decision could not wait until the Committee's next meeting on 23 March 2020 as it was so close to the end of the financial year that by the time the Call in period ended, the end of financial year will have passed.

Mr Leith Hallatsch was welcomed to the meeting as a Co-optee on the Committee. He had recently been appointed by Cumbria Association of Local Councils.

## **56 PUBLIC PARTICIPATION**

- 1 Mrs O'Loughlin had attended the meeting for Public Participation regarding the Kendal Experimental Traffic Regulation Order. Members had viewed photographs from Mrs O'Loughlin, before the meeting of the Committee which showed vehicles parked in parking bays. Mrs O'Loughlin made the following statement:

My name is Heidi O'Loughlin and I wish to raise my objections to the experimental scheme for blue badge parking in Kendal town centre. The parking as currently laid out is not as convenient as the previous spaces. The previous spaces were easy to pull in and out of, easier for people with wheelchairs for example loading from the rear.

The 11.00am – 4pm time restriction means that it is probably the busiest time of day and also means that blue badge holders cannot access the town centre outside of these hours. Alternative car parks in the town centre have been mentioned but the vast majority of disabled people would be unable to walk these distances. Also I heard from someone recently, whose relative is no longer able to access the town centre and has to resort to doing everything on the internet because previously he could park in the Market Square and manage to get to nearby shops but is unable to walk the distance from the experimental scheme.

The most significant problem is that other vehicles are using these spaces between 11.00am and 4pm and consequently blue badge holders are finding it impossible to access the town centre. I have spoken to other blue badge holders who admit that they have given up trying to access the town centre. Also I have spoken to CEOs who admit that they cannot be there very often and that as soon as they leave, people abuse the situation again. I have brought photographs all taken between 11am - 4pm during the experimental period to prove the same.

In some cases as you can see there are two commercial vehicles parked at the same time and some being so large that they take up more than one space. The photographs I have provided are only what I have been able to take on the occasions I came into town, generally twice weekly and so the abuse is obviously much more widespread.

The Equality Impact Assessment says it's necessary to ensure that enforcement of restrictions is robust. Consequently, if the parking cannot be adequately enforced, it is never going to be a satisfactory alternative for disabled people.

Finally, there was a 1253 signature petition opposed to the new scheme handed into the Council and of the responses from the public to the Council's consultation, only 56 out of 150 were in favour.

The Chair read out the following response:

Thank you very much for coming and presenting your statement on the Kendal Experimental Traffic Regulation Order. We welcome the feedback and insights on the operation of the Experimental Traffic Regulation Order which has been in place for 16 months.

Local Committee will be considering this matter this morning under Agenda Item number 9. The Committee will consider your points as the report is presented and discussed.

- 2 Mr W Woods attended the meeting for Public Participation regarding a failure to replace the important bus stop sign, pole and timetable next to the church at Hampsfell Road/Pig Lane, Grange Over Sands and made the following statement:

In March last year the popular bus stop next to the church in Grange had rusted through and fell down. It was reported and removed by Highways along with the timetable holder. I assumed Highways would have a stock of posts, use the existing sign and timetable holder and replace it.

However, after three months, still no replacement and response from Highways. I contacted Councillor Bill Wearing to hasten it and the reply he received from the Transport Team was "this work has been requested, so should be completed in the near future". So it appears Highways just remove and nothing else and wait for a work order.

A further 3 months later (September), still no bus stop. I contacted Councillor Wearing again who sent a red reminder which I assume is a wakeup call, however, the reply from the Bus Service Officer was, I will ask our Bus Infrastructure Officer to chase Highways to give an indication when the job will be completed. And inform our Senior Manager so he can take up the delay with his opposite number at their next management meeting. Unfortunately, it is out of our hands, some of the areas of the county are responding promptly to requests but other areas including South Lakeland are failing to deliver or keep us informed of holdups.

All this talk but another three months, early January and still no replacement so, I contacted Bill Wearing once again to chase up, which he did which fell on deaf ears and advised him that unless the work was completed in the next two weeks, I will be coming to your meeting to address you.

As at the 23 January, no bus stop sign, pole and timetable has been installed. So I contacted your meeting officer to speak at this meeting and sent her the address topic with details. Within about three hours, a message had been received from Highways after she contacted them, to enable a response to be made at this

meeting, it was announced the work will be completed the next day and I was asked in light of this information do I still wish to address you.

Yes, the work was completed the next day however the bus timetable and holder is still awaited but you need to know about this very simple systems failures.

You councillors get a lot of grief sometimes from residents when simple jobs are not done and your work is made more difficult when the officers fail to deliver despite being chased many times.

This is despite a bus service officer, a bus infrastructure officer, their senior manager and his opposite number in Highways still getting involved and still nothing happens. This is the reason I have come here today because it is important to get a grip of your organisation and get answers. Yes things can get overlooked once but not this many times and the impression is nobody cares. I hope officers can take you through the procedure to replace bus stop posts etc. Do Highways keep a stock of posts etc, are work sheets automatically produced when a bus post falls down?

I was on the bus about two weeks ago and noticed the bus stop post had fallen down at the Haverthwaite Steam Railway. I hope it does not take nine months to get replaced. I will be going past on Friday to see if there has been any activity. And finally can I be assured the timetable and holder will be fitted in a few days?

The Chair read out the following response:

Thank you for presenting your statement regarding the failure to replace the bus stop sign, pole and timetable outside St Paul's Church on Hampsfell Road Grange-over-Sands. I apologise for the delay there has been in getting this work completed.

The delay has been in part due to staff issues, both workload and staff absence and unfortunately Officers were not aware that the works had initially been missed from ordering. We can only apologise for this error which has meant that it was not ordered promptly. The works were ordered in December 2019 and were then able to be programmed for completion in January.

I am pleased to report that that the works were completed last week and the pole and flag is now in place. The timetable cases are installed by the bus company once the pole is in position.

3 Mr G Parr had attended the meeting for Public Participation, in relation to Agenda Item 10 – Grange Over Sands Traffic Regulation Order 2019 and highlighted the following:

- He understood the role of the Local Committee and had taken on board what had been reported by Councillor Thornton.
- He had asked officers what the safety concerns were and had been advised accordingly.
- Mainly deliveries made in white vans and shopping deliveries caused the issues. He thought this brought the Order into doubt
- He offered to circulate a photograph of a neighbour being taken away in an ambulance which would prove that an ambulance could get access.

- He asked why the Order was under consideration
- He referred to a complaint from G Parr, 5.12.19 to Kim Baxter, CCC Corporate Customer and Community Services and Ben Davis, CCC Traffic Management, ' It was reported on p23 of Westmorland Gazette, 21.11.19, that CC Cllr Peter Thornton, Cabinet Member for Finance, is planning for further £33M savings by CCC over the next 5 years. This means CCC will need to prioritise its work more discriminately.
- The single reason given for this Order is '...to facilitating (sic) the passage on the road for emergency and refuse vehicles accessing Cragg Drive', supplemented in letter to residents of Cragg Drive ref. APM/19-20/Grange/Grange TRO ' The proposals have been developed '...to try to improve the parking situation on Cragg Drive because of '....safety concerns...'
- He referred to a letter dated 20.12.19 from CCC Team Leader Traffic Management to G Parr, stating 'I can confirm that no specific concern has been received by Officers from refuse collection or emergency services '
- He thought the reason for the order was not upheld. He asked if it could be explained why the order was under consideration
- He referred to the papers for the Committee meeting; item 10, Statutory Consultees response from Grange Town Council: ' Cragg Drive – Objects to the proposals due to residents stating to the Town Council that they haven't had enough consultation.'
- He quoted Minute C19/130 of Grange Town Council meeting 09.12.19: 'RESOLVED • Cragg Drive – Proposed no waiting restrictions:
- He emphasised that Grange Town Council (GTC) objected to the proposal as no evidence is given that the restrictions are needed. In the previous consultation, GTC requested that the County Council undertakes a thorough on-site consultation with residents to resolve this. Evidence from residents suggests that this hasn't happened.
- Because the information from the GTC minutes that is presented to this Local Committee it is incomplete, it could mislead Committee members. The premise upon which the Order is predicated has been challenged without response from CCC: nor is there any evidence to uphold the assumption that forms the reason for the Order, and upon which the Order has been progressed.
- Exchanges of some correspondence between G Parr and CCC on this matter are as follows: Complaint from G Parr, 5.12.19 to Kim Baxter, CCC Corporate Customer and Community Services and Ben Davis, CCC Traffic Management:
- He asked if Local County Councillor Bill Wearing had confirmed the veracity of the safety concerns raised from residents and how did the elected representatives, referred-to in para 1 of the Statement of reasons for the Order assess the veracity of the information before, and upon which, they made their representations to the County Council?
- He referred to a letter dated 20.12.19 from CCC Team Leader Traffic Management to G Parr, Letter 20.12.19 from CCC Team Leader Traffic Management to G Parr which stated 'The confirmation of the veracity of the concerns raised is covered by our initial, informal, consultation whereby we contacted all the properties affected directly by any parking, to allow indication of whether any restrictions should be progressed.'
- He referred to a letter where he felt a number of his responses had been misinterpreted. This related to checking with residents if they had registered their concerns being a redundant exercise and asking if residents' concerns were true
- He thought that inviting residents for comments on options assumed that a problem existed. He considered it logically impossible to prove something did not exist.
- He asked the following questions: Is it in order for Grange Town Council's decision to have been misrepresented, by omission? Is there any evidence that shows the assertions upon which this Order is based are true? Since nothing has been presented to uphold this Order,

will it be withdrawn? If this Order is not withdrawn, could the reason why not be clearly stated?

The Chair read out the following response:

Thank you for presenting your statement to this Local Committee.

The Traffic Regulation Order (TRO) for Grange-over-Sands which contains Cragg Drive is going to be considered as agenda item number 10. Members will be able to consider your statement in conjunction with the report and whilst considering a decision.

Cragg Drive is a narrow cul-de-sac on an uphill gradient a short distance away from Grange Town centre local shops and services. A request was made to look at issues with parking on Cragg Drive which narrows the carriageway to less than 3 metres. Concerns were raised about poor parking leaving the road impassable for large vehicles such as refuse and emergency services vehicles. Therefore the TRO is proposed due to safety concerns raised. Photos of vehicles parking significantly reducing the road width and a video showing a refuse wagon brushing against the hedge next to it as it tries to work alongside parked cars, has been received and considered in response to the consultation.

Site visits and assessment of Cragg Drive was undertaken to inform several proposed options for initial consultation on restrictions. Initial consultation was undertaken in June 2019 at which time Mr Parr you did contact us by email and then sending in a response form regarding the options presented. One option given to residents was 'I do not support the proposals' In addition there was a 'comments and suggestions' section to allow residents to give specific feedback. Following the initial consultation and summarising the initial consultation it was found that there was a majority of respondents supporting an option for restrictions and No Waiting 8am – 6pm, single yellow lines was indicated as favourable. Therefore the statutory 21 day consultation and advertising was undertaken starting on 21<sup>st</sup> November 2019 when all households were letter dropped.

There was a change in order of business to allow items 9 and 10 to be taken straight after item 5. This was to allow the Public Participation attendees hear the determination of the decisions in the reports relating to their attendance.

## **57 EXCLUSION OF PRESS AND PUBLIC**

RESOLVED that, the press and public not be excluded from the meeting for any items of business.

## **58 DISCLOSURES OF INTEREST**

There were no disclosures of interest.

## **59 MINUTES**

RESOLVED that, the minutes of the meeting held on 28 November 2019 be confirmed as a correct record and signed by the Chair.

## **60 AREA PLANNING - SOUTH LAKELAND**

A report was considered from the Executive Director - Corporate, Customer and Community Services. The report provided service information and offers recommendations to South Lakeland Local Committee for approval from the Children and Young People's Working Group meeting held on 11<sup>th</sup> December 2019. The report also provided the Local Committee with an update on activity against agreed priorities and provided an overview of the current budget position.

The Area Manager – South gave an update on Borderlands Place Programme following the endorsement at the last meeting to choose Ulverston as South Lakeland's selected town in the Programme. This would be submitted in January 2020 to the Borderlands Programme Board for confirmation. Members were informed about the discussions which had taken place at the joint Cumbria County Council and South Lakeland Association of Local Councils annual meeting.

Discussion took place on the work of the library service. A member who had been the portfolio holder under a previous Administration stated that libraries were busy places and did not just deal with books. Members agreed, with it being highlighted that they were a hub in some communities, or centres of creativity and culture and would look different in the future. Some members considered that modernisation and a rebranding of the library service was timely, with another member feeling that an explanation should be provided to the public on what was available in libraries. A member reported on the 'Let's Play Out' scheme which had received funding which had been used by libraries to reduce loneliness and isolation. A member provided an example of a community group in his electoral division which used library space to undertake their community work.

The Area Manager – South presented members with an up to date report on the Financial Statement to 31 December 2019.

A member talked about Area Planning in the context of a possible move towards a Unitary Authority model. He wanted all tiers of local government to work together on this. He considered it important that South Lakeland Local Committee had its voice heard and asked that at a future meeting, it be considered how the Local Committee could be part of the discussions. The Chairman advised that currently, there were discussions about this with officers at South Lakeland District Council and in the Local Committee Joint Working Group. He felt that this matter would be best considered at the Committee's Strategic Planning Working Group. Mr Berry moved that the Strategic Planning Working Group consider the implications of closer working between the three tiers of local Government and ensure that the voice of the Local Committee is included within Unitary Authority discussions. This was seconded by Mr Bingham and was agreed by assent of the Committee.

RESOLVED that,

- 1 Members note the budget update for 2019-20 including the commitments and expenditure to date as set out in Appendix A of the report
- 2 Members note the work of the Children & Young People's Working Group as set out in the minutes at Appendix B of the report.
- 3 The Strategic Planning Working Group consider the implications of closer working between the three tiers of Local Government and ensure that the voice of the Local Committee is included in Unitary Authority discussions

## **61 2019/20 HIGHWAYS DEVOLVED REVENUE AND CAPITAL UPDATE REPORT**

A report was considered from the Executive Director – Economy and Infrastructure which presented the Highways Revenue and Devolved Capital and Non-Devolved Capital Budget finance reports and updated members as to current progress on the budget lines as detailed in the appendices attached to the report.

The Local Area Network Manager South Lakeland guided members through the details of the budget and expenditure to the end of December 2019. He offered to answer any individual member queries outside of the meeting.

After being asked if the replacement of bulbs to more reliable LED bulbs in street lighting had reduced costs in the lighting and signs budget, the Local Area Network Manager South Lakeland explained that the budget was also used for the testing of the asset for structural integrity and not just lighting, but would review the figures. He advised on the process for the replacement of lights on illuminated traffic signs as this was not a programme. He clarified that a mix of both the revenue and capital budgets were used to fund this work.

RESOLVED that, the Local Committee notes the revenue and capital budget allocations for 2019/20 and the commitments and expenditure recorded to the end of December 2019 and shown in Appendices 1, 2 and 3 attached to the report.

## **62 HIGHWAYS AND TRANSPORTATION WORKING GROUP MEETING 11TH DECEMBER 2019**

A report was considered from the Executive Director – Economy and Infrastructure regarding South Lakeland Local Committee's Highways and Transportation Working Group meeting on 11<sup>th</sup> December 2019 and included recommendations for consideration by the Local Committee.

Mr Collins, as Chair of the Highways and Transportation Working Group presented the report and moved the recommendations as set out in the report.

Mr Airey highlighted that he would meet with officers to re-profile the works in the Ulverston West division.



Following a member referring to the proposed moratorium on works relating to Divisional Priority Works 2021/21 and a new method for identifying schemes, the Team Leader Traffic Management - South talked through the new proposal to split schemes into different headings in order to utilise the budget more effectively. She advised that this would be considered at the next Highways and Transportation Working Group meeting to be held on 19 February 2020. All members of the Committee were invited to attend the meeting on 19 February and take part in the discussion.

RESOLVED that,

- 1 Local Committee note the Minutes of the Working Group meeting of 11<sup>th</sup> December 2019 which are attached as Appendix 1 of the report.
- 2 Members note that a separate report is before the Local Committee in relation to Working Group's recommendation regarding the implementation on a permanent basis of the Kendal Experimental Order.
- 3 The Local Committee agree that The County of Cumbria (Various Roads, South Lakeland Area) (Consolidation of Traffic Regulations) (Order 2002) (Town View, Webb View, Earle Court, Castle Drive, Castle Grove and Parkside Road) Variation Order 20><, be brought into operation, in its entirety, having taken into consideration the matters contained in Section 122(2) of the Road Traffic Regulation Act 1984 which were specifically referred to at paragraph 7.2 of the report to the Working Group.
- 4 The Local Committee approves the current Divisional Highway Priorities Works Programme 2019/2020 ("the Programme") set out in Appendix 1 of the HTWG report and Appendix 2 to the Local Committee report, which has additional schemes for the following divisions; Cartmel (1 no.), High Furness (2 no.), Low Furness (1 no.) and Windermere (1 no.). There is also one amendment to funding Kendal Highgate to redirect funding to complete previous years schemes.
- 5 The Team Leader Traffic Management - South review the list of schemes to bring back to a future meeting for review by the Working Group.
- 6 The Local Committee note that the Working Group Action Log be updated as appropriate, for the next meeting of the Working Group and that the Team Leader Traffic Management – South to check if an accident involving a cyclist would be recorded as a traffic accident, if it occurred on a pavement.

### **63 EXPERIMENTAL TRAFFIC REGULATION ORDER FOR KENDAL**

A report was considered from the Executive Director – Economy and Infrastructure which presented the feedback including comments and objections to the Experimental Traffic Regulation Order. It made a recommendation that South Lakeland Local Committee proceed to make permanent the Experimental Order referred to in the Recommendation in the report, which came into operation on 3 September 2018 and introduced changes to the parking arrangements within Kendal Town centre.

The Team Leader Traffic Management – South introduced the report, setting out the background to the Order. The Area Manager – South Lakeland advised that funding for dropped kerbs had been requested from the General Provisions Budget.

Mr Thornton, the local member thanked Mrs O’Loughlin for the points she had raised during Public Participation. He outlined the background to the request for the Experimental Traffic Regulation Order (TRO) adding that there was a desire to open up Market Place for events for example and extend the use of the bays from 5 to 7 days a week whilst improving the safety of pedestrians by reducing the number of vehicles. He was particularly concerned to hear about the enforcement issues from Mrs O’Loughlin stating that the spaces should be kept clear. He reminded members that the Experimental TRO had been extended. He asked Mrs O’Loughlin to contact him if further issues arose

It was moved by Mr Thornton that the recommendations in the report be agreed, with an additional request for the Civil Enforcement Team to patrol the area regularly.

A number of members pointed out that during the consideration of the Experimental TRO in its earlier stages, it had been highlighted that the parking issues raised at this meeting may occur. Parking enforcement was seen to be key to the success of the Experimental TRO. Of concern to some members was that some disabled people were being disenfranchised from using the Town and Market Place, disabled access may be blocked by other vehicles parking too close behind wheelchair user vehicles that needed at least 3m access behind their car and vehicles loading and unloading may block the spaces. A member stated that this had been apparent in Mrs O’Loughlin’s photographs.

It was clarified for members by the Team Leader Traffic Management – South that taxis were not permitted to park in the bays, the length of the bays had been taken into consideration and were clearly marked on the street. She talked about the current approach to parking enforcement and acknowledged that this should be improved.

In seconding the motion and acknowledging the points raised, Mr Cook noted that there was not a solution that would be acceptable to everyone but this was the best option. He queried what would be the next steps if the Experimental TRO was not agreed. He talked about the currently traffic free Market Place and referred to the parking and vehicle movements before the Experimental TRO was brought in and the hazards to the public because of the traffic in the area.

In agreeing that this was a finely balanced proposal and a compromise, a member talked about the importance of there being a short distance between parking and shopping for disabled people. He suggested working jointly with South Lakeland District Council on central parking provision. The Team Leader Traffic Management – South reported on the location and number of disabled parking spaces in the Town centre.

A number of members endorsed the Experimental TRO, one deferring to the knowledge of the local member, another welcoming the proposal for dropped kerbs,

another accepting that it provided more safety for those with buggies, and wheelchairs. A member, after listening to the debate, queried if the Experimental TRO could be extended to a later date as he wanted to ensure that there was better parking provision in the Town centre. The Team Leader Traffic Management – South explained that this was not an option and parking would return to the previous scheme and incur a cost. It was requested that a review of how the Order was working be undertaken at a future meeting. It was highlighted that parking in town centres may be the subject of review under the climate change agenda.

The Local Member was grateful for member input and highlighted that since the Experimental TRO had been introduced, he had received virtually no contact about parking in the Town centre, he regularly checked the spaces which were often vacant. He talked about how the previous scheme had not been perfect and noted that the distance of the spaces to shops depended on which shop was visited. A member talked about how the previous scheme had been confusing for pedestrians crossing the road.

A vote on the motion was cast with 11 members voting in favour, 2 against and 2 abstaining, therefore it was,

RESOLVED that,

- 1 That Local Committee, having taken into consideration the matters contained in Section 122(2) of the Road Traffic Regulation Act 1984 which are more specifically referred to at paragraph 7.2 of the Report, and having also taken into account the representations which were received during the 6 month statutory objection/consultation period (which was extended for a further 6 months), approve the bringing into force of The County of Cumbria (Central Area Kendal) (Experimental Pedestrianisation and Traffic Regulation) Order 2018 (“the Experimental Order”) as a permanent Order, without amendment.

The effect of this will be: -

- A To remove the existing three disabled badge holder only parking spaces on Finkle Street and the taxi parking space and four disabled badge holder only parking spaces on Market Place to reduce vehicle movements within the primarily pedestrian area.
- B To amend the existing Prohibition of Driving access exemptions for Branthwaite Brow, Finkle Street and Market Place to only allow access for Loading and Unloading, but to include an exemption for Market Trader vehicles on Wednesdays and Saturdays, a further exemption to allow access for funerals and weddings at the church before 11am and after 4pm, and further exemptions for vehicles being used for statutory purposes. To introduce a dual-use bay on Stricklandgate to allow taxi parking spaces near to Waterstones (3 spaces) between 11am – 4pm (outside the existing Loading times from 4pm to 11am, which will remain).
- C To introduce a dual-use bay on Stricklandgate to allow Disabled Badge Holders Only for 3 hours no return within 1 hour outside Farrer’s (5 spaces)

between 11am – 4pm (outside the existing Loading times from 4pm to 11am, which will remain).

- D To introduce a dual-use bay on Highgate for Disabled Badge Holders Only for 3 hours no return within 1 hour outside Barclays Bank (4 spaces) between 11am – 4pm (outside the existing Loading times from 4pm to 11am, which will remain).
- 2 Local Committee approves the allocation of funding to the implementation of two sections of dropped kerbs adjacent to the disabled parking bays on Stricklandgate and Highgate, to be dropped kerbs constructed in 2020/2021. The cost of implementing the dropped kerbs is estimated at £17,600 and is recommended to be allocated from the 2020/2021 budget allocations for works in 2020/2021 as £10,000 from Minor Footway Patching Capital Budget and £7,600 from Communities General Provisions revenue budget (subject to approval by Cabinet of a revenue contribution being made to capital works).
- 3 Local Committee requests Cabinet to agree a £7,600 revenue contribution to capital from the 2020/21 budget for General Provisions towards implementation of two sections of dropped kerbs adjacent to the disabled parking bays on Stricklandgate and Highgate.
- 4 The Civil Enforcement Team patrol the parking spaces on a regular basis

#### **64 GRANGE-OVER-SANDS TRAFFIC REGULATION ORDER 2019**

A report was considered from the Executive Director – Economy and Infrastructure which set out the responses to the statutory consultation and advertising of the Traffic Regulation Order (TRO) referred to at paragraph 3.1 of the report. All of the proposals were summarised in the statutory notice attached as Appendix 1 to the report and shown on location plans attached as Appendix 2 to the report. The report sought a resolution on the proposed introduction of the Grange Order.

The Local Member, Mr Wearing moved the recommendations as set out in the report. He stated that he understood Mr Parr's points as outlined in the public participation segment of the meeting but added that the vast majority of residents were in favour of the TRO. This was seconded by Mr Bland.

Following a vote cast as follows, 16 members in favour of the motion, 0 against and 1 abstention, therefore it was,

RESOLVED that, the County of Cumbria (Various Roads, Grange-over-Sands)(Consolidation and Provision of Traffic Regulations) Order 20>< (“the Order”) be brought into operation as advertised. Having taken into account the objections which were received, and having also taken into consideration matters contained in Section 122(2) of the Road Traffic Regulation Act 1984 which are more specifically referred to at paragraph 7.2 of the report.

## 65 ROAD SAFETY UPDATE

A report was considered from the Executive Director – Economy and Infrastructure the purpose of which was to raise awareness of the road safety management arrangements and activities that the Cumbria Road Safety Partnership currently has in place.

The Road Safety Co-Ordinator attended the meeting to advise on his role, that of the Cumbria Road Safety Partnership and the Casualty Reduction and Safer Highways (CRASH) Group. He explained the main reasons for accidents; these related mainly due to driver behaviour. Rarely was the condition of the road surface to blame for accidents.

A member pointed out that the figures did not take into consideration the population in the districts, the length of roads and the number of visitors coming into the area. He asked if figures were broken down into accidents relating to visitors or residents. The Road Safety Co-Ordinator advised that figures could be drilled down further but that analysis was based on the figures before members for the Road Safety Plan.

Discussion took place on the CRASH Group for South Lakeland. Some members did not feel informed. Mr Bland offered to substitute for Mr Collins if he could not attend the meetings. The Team Leader Traffic Management – South reported on the work undertaken by the CRASH Group (mainly speeding issues) and how the meetings were conducted with partner organisations. She would bring a report containing the business conducted at the CRASH Group for the last 6 months to the Highways and Transportation Working Group on 19 February 2020 for members' information.

Members considered that there were a disproportionate number of killed or seriously injured people in South Lakeland due to its large population and the high number of rural lanes and a large number of large motor vehicles using the narrow lanes. The Road Safety Co-Ordinator stated that accidents usually related to driver behaviour rather than road infrastructure but that he was undertaking a review of the road infrastructure.

Members wanted increased visibility of the work being undertaken by the CRASH Group. A member asked if there was a forum for people with good ideas on road safety to feed into, highlighted the importance of a change in driver behaviour and queried the opportunity to work with companies on employee driver behaviour. In response, the Road Safety Co-Ordinator explained the work being undertaken with Highways England on this matter

A member raised the issues with road safety for residents living alongside the A590. A number of fatalities had led to joint meetings with organisations such as the Police and Highways England to try and improve road safety. She expressed her frustration in trying to resolve the issues and stressed the importance of linking with the Road Safety Co-Ordinator to ensure the issues in her division were being discussed. The Road Safety Co-Ordinator undertook to investigate the issues and respond to the member.

Another member considered that resources such as videos about road safety should be shared with Parish and Town Councils. It was raised that residents'

concerns should be heard and their road safety experiences taken on board by officers. The sharing of accident information in local press in order to raise the profile of road safety was suggested and the Police were encouraged to increase the number of drivers stopped for speeding.

After highlighting that the local member should be informed of any issues at the CRASH Group, it was noted that officers should use the Member/Officer Protocol so members were kept informed. A member suggested that road safety be taught in schools after he stated that a lot of accidents were caused by young people who had just passed their test. One member highlighted the importance of Public Health in road safety after explaining that many people involved in accidents were infected with a toxin. Another member asked for detailed figures to be shared with District and Parish Councils. It was noted that international visitors using hire cars who were used to driving on the opposite side of the road may have a lack of knowledge of the road system. Therefore there was an opportunity to work with car hire firms.

The Chair asked the Road Safety Co-Ordinator to take on board the points raised by members.

RESOLVED that,

- 1 the information contained in the Report be noted
- 2 a report containing the business conducted at the CRASH Group for the last six months be brought to the Highways and Transportation Working Group on 19 February 2020

## **66 LOCAL COMMITTEE CHAIRS AND LEADERSHIP**

The Minutes of the Local Committee Chairs and Leadership meeting held on 15 November 2019 were presented by the Chair of South Lakeland Local Committee.

RESOLVED that, the minutes of the meeting of the Local Committee Chairs and Leadership held on 15 November 2019 be noted

## **67 PARTNER ORGANISATIONS**

### **a Outside Bodies**

Mr Wilson advised that he had recently attended an Autism Champion's Workshop. He reported on the exercise underway to collate all the information available in local libraries relating to autism.

Mr Wilson encouraged members to let him know of any events relating to veterans such as VE Day and Merchant Navy Day in order for them to be collated to provide a comprehensive programme of events in South Lakeland.

### **b Children's Champion**

Mrs Evans advised that she had recently visited the new Children's Home in Kendal. An invitation would be extended to local residents to visit the Home. Mrs Evans had met the staff and hoped that the Home would be an asset.

Mrs Evans reported that she had recently met with some Foster Carers. A number of issues that she considered needed to be addressed would be raised with officers.

## **68 DATE OF NEXT MEETING**

The next meeting of the Committee would be held on 23 March 2020 at County Offices, Kendal at 10.00am

## **69 URGENT ITEM - DIVISIONAL HIGHWAY PRIORITIES WORKS 2019/2020 - LOWER KENTDALE**

This item was considered immediately after Agenda Item 8. Highways and Transportation Working Group meeting 11 December 2019. It had been agreed by the Chairman that the report be considered as an urgent item as there was an addition to the list of the Divisional Highway Priorities Works Programme 2019/20. This could not wait until the next meeting on 23 March 2020 as it was so close to the end of the financial year and by the time the Call in period ended, the end of financial year would have passed.

Members considered a report from the Acting Executive Director – Economy and Infrastructure which updated the Local Committee of the Divisional Highway Priority Works schemes to be funded for Lower Kentdale Division via the devolved 2019/2020 highway capital budgets for South Lakeland. An allocation of £108,000 was made allowing for £6,000 per division. The Committee was recommended to agree to approve an additional urgent item for Lower Kentdale namely; road safety schemes in Burton and Holme Villages for £6,000 within the scheme of works for 2019/2020.

This item was agreed by assent of the Committee, with no discussion.

RESOLVED that, South Lakeland Local Committee approves the additional item for Lower Kentdale within the current Divisional Highway Priorities Works Programme for 2019/2020 (the programme) namely; Road safety schemes for village entry treatments (signs and road markings) to Burton-in-Kendal and Holme villages as discussed with the CRASH group with an estimated cost of £6,000.

The meeting ended at 12.35 pm