

SOUTH LAKELAND HIGHWAYS AND TRANSPORTATION WORKING GROUP

Minutes of a Meeting of the South Lakeland Highways and Transportation Working Group held on Wednesday, 11 December 2019 at 10.00 am at

PRESENT:

Mr SB Collins (Chairman)

Mr J Bland
Mr N Cotton

Mrs BC Gray
Mr M Wilson

Also in Attendance:-

Mr G Cook and Mrs S Evans

| | | |
|-----------------|---|--------------------------------------|
| Mr P Hosking | - | Local Area Network Manager |
| Mrs V Upton | - | Traffic Management - Team Leader |
| Mrs H Karaaslan | - | Traffic Management Senior Technician |
| Mr J Brook | - | South Lakeland District Council |

33 APOLOGIES FOR ABSENCE

Apologies for absence were received from Mr G Archibald, Mr P Thornton and Mr W Wearing.

34 MINUTES

Page 8, Minute 27 A590 Diversion Routes. 2nd paragraph, 3rd line, replace 'reinforce' with 'reminded'.

Page 11, Minute 30 Healthy Ways to School. 2nd paragraph, 3rd line, add in 'at a walking' before 'distance to school'.

RESOLVED that, subject to the corrections above, the minutes of the meeting held on 16 October be approved.

35 TRAFFIC REGULATION ORDERS

a EXPERIMENTAL TRAFFIC REGULATION ORDER FOR KENDAL

A report was considered from the Executive Director – Economy and Infrastructure which presented feedback to the Experimental Traffic Regulation Order (TRO). The Highways and Transport Working Group were requested to make a recommendation for approval that South Lakeland Local Committee proceed to make permanent the Experimental Order which came into operation on 3rd

September 2018 and introduced changes to the parking arrangements within Kendal Town centre.

The Team Leader Traffic Management – South presented the background to the current arrangements and outlined the Experimental Order in detail. Members were informed that responses had been varied. The responses received from the Local Member and Town and District Councils were highlighted.

A member asked about the current arrangements with the Kendal Unitarian Church. The Team Leader Traffic Management – South explained the access clause currently in place.

Following member questions, the Team Leader Traffic Management – South explained that that all comments had been included in the report, up until it had been circulated to the Working Group and that the current TRO had worked effectively over the summer period.

A member raised that there were some positive aspects of the TRO. She thought that dropped kerbs should be introduced, following the request of consultees. She queried whether the length of the parking bays were adequate, clearly marked and enforced. The Team Leader Traffic Management – South advised of the mobility regulations that had been taken into consideration and the advice taken from a County Councillor who used a wheelchair.

Discussion took place on signage to be placed near the parking bays. The Team Leader Traffic Management – South commented on the Department for Transport's use of disability logos on their signage and that complex signage wasn't helpful for the public.

A member expressed his support for more parking spaces for more days per week and queried whether funding could be used from the General Provision Budget for dropped kerbs. A query was raised on the suitability of a local supermarket's multi storey car park for additional parking space.

A short discussion took place on the amount of deliveries taking place on a Sunday morning and the spaces the delivery vehicles used. The Team Leader Traffic Management – South commented on the legal advice taken on reducing restrictions but this was a more onerous restriction than that already advertised.

A member in favour of the TRO considered that the current TRO had improved provision for those needing to park and commented on the historical discussions with supermarkets regarding car parking provision in the area. The Team Leader Traffic Management – South reported on the private parking status of a local supermarket. Discussion took place on enforcement and ticketing of vehicles. The Traffic Management Officer talked about current parking enforcement arrangements and stated that advice notes were being placed on cars during the lead in period. A member asked whether Community Infrastructure Levy funding could be used for dropped kerb works.

Following a query about the amount of loading taking place on a Sunday morning, the SLDC member advised that it was quiet. A member asked whether enforcement should not be implemented up until 11am on a Sunday morning. The Team Leader Traffic Management – South advised that a review of restrictions could be undertaken at a future date but reiterated that signage could get complicated. A member expressed his support for flexibility and considered that an advisory notice would be useful.

The Chair of the Working Group reported on the height restrictions at Westmorland Shopping Centre car park. He reminded members of the issues raised earlier in the discussion about dropped kerbs and the length of parking bays as he considered these to be valid points. The Chair of the Local Committee advised that he would liaise with the Area Manager about the availability of funding in order to be able to undertake this work from the Local Committee budget. The Working Group agreed to task officers to look at the provision of and funding of dropped kerbs.

The Local Area Network Manager reported that the bays would not be available for use and the footway would be restricted during works.

RESOLVED that,

- 1 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 considered by the Working Group, and having also taken into account the representations which were received during the 6 month statutory objection/consultation period, 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.
- 2 The effect of which 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).
- E The Working Group task officers to look at the provision and funding of dropped kerbs.

b KENDAL TRAFFIC REGULATION ORDER

A report was considered from the Executive Director – Economy and Infrastructure which advised Members of the Highways and Transport Working Group (the “Working Group”) of the consultation responses following the statutory consultation and advertising of 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><, hereinafter referred to as (“the Order”). The Order proposed No Waiting at Any Time restrictions on parts of Town View, Webb View, Earle Court, Castle Drive, Castle Grove and Parkside Road, Kendal. The Working Group was requested to consider the feedback and make a recommendation to South Lakeland Local Committee that the Order be brought into operation in its entirety as advertised.

The Team Leader Traffic Management – South explained the background to the TRO which included details of the narrow private road leading to Maudes Meadow Care Home and Town View Hostel and the access issues currently being encountered there.

In supporting the TRO, a member asked if vehicles parked across the whole pavement at Earle Court and if people were parking on double yellow lines there. The Team Leader Traffic Management – South reported that there wasn't heavy traffic but that current parking practices rendered the pavement inaccessible to pushchair and wheelchair users. The member hoped that the TRO would be rigorously enforced.

A member highlighted that enforcement of the TRO could result in parking being displaced onto surrounding streets. Discussion took place on the County Council losing money by having to undertake work that should be undertaken by developers during the planning process.

RESOLVED that, the Working Group recommend that Local Committee approve bringing into operation 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><, in its entirety, having taken into consideration the matters contained in Section 122(2) of the Road Traffic Regulation Act 1984.

c DIVISIONAL HIGHWAY PRIORITY WORKS 2019/2020

A report was considered from the Executive Director – Economy and Infrastructure which updated the Highways and Transport Working Group of the Divisional Highway Priority Works schemes to be funded via the devolved 2019/2020 highway capital budgets for South Lakeland. The Working Group was asked to recommend that the South Lakeland Local Committee on 29 January 2020 resolve to approve the scheme of works for 2019/2020. Members were asked to note that to enable effective programming and delivery of schemes for 2020/2021 initial priorities are requested to be identified with the Highways Officers for approval and commitment by the latest of the meeting of Local Committee on 16 July 2020.

The Team Leader Traffic Management - South updated members on the current position with prioritising works and stated that there were new requirements in some divisions. Members raised a number of queries in their divisions that would be discussed outside of the meeting.

After raising the basic principles for programming work, a member highlighted that some schemes had been on the list since 2016. The Team Leader Traffic Management – South advised that she would like to not fund new schemes but clear the backlog of schemes on the list instead and redraft the list for 2021. She emphasised that funding had not been taken away. The Local Area Network Manager stated that this was an exercise in re-profiling the schemes rather than removing funding. A member welcomed this approach as funding could be redirected to other schemes.

Another member commented on the positive joint working on local projects with the Town Council in his division. He requested that small projects be completed, especially where other funding sources could be used. He thought that that there should be a political weighting formula to apportion funding. However, a few members thought that a review on spending was timely. There could be a better use of funding by not spending on small projects and it meant some projects would be removed from the list quicker. The Local Area Network Manager reported on the Annual Package of Measures applied on projects by other Local Committees and the Team Leader Traffic Management – South Talked explained how prioritisation of schemes made them easier to deliver.

A member commented on how money should be spent in a more focussed way and considered that a review of the schemes could result in big schemes being delivered. The Team Leader Traffic Management – South was tasked with reviewing the list of schemes to bring back to a future meeting for review by the Working Group. The list would be circulated before the meeting of the Working Group. A

number of members commented that having the list of works raised people's expectations that work was going to be completed.

RESOLVED that,

- 3 That the Working Group recommends that Local Committee approves the current Divisional Highway Priorities Works Programme 2019/2020 ("the Programme") set out in Appendix 1 of the 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.
- 4 The Team Leader Traffic Management - South review the list of schemes to bring back to a future meeting for review by the Working Group.

36 GRANGE-OVER-SANDS TRAFFIC REGULATION ORDER

A briefing note was considered regarding the Grange-over-Sands Traffic Regulation Order. The purpose of the briefing note was to update and inform Members of the progress made to date on the Grange-over-Sands Traffic Regulation Order with title: The County of Cumbria (various roads, Grange Over Sands) (consolidation and provision of Traffic Regulations) Order 20><.

The Team Leader Traffic Management – South gave the background to the TRO, advising that 11 responses had been received so far, most of which were in support. The Local Member, Mr Wearing was in support of the TRO

RESOLVED that, the position be noted.

37 DEVOLVED CAPITAL FOOTWAY SCHEMES IDENTIFICATION

The Local Area Network Manager presented a briefing note on the Devolved Capital Footway Schemes Identification. He stated that the programme of work would be brought to the next meeting of the Working Group and there would be more investment in footways than in previous years. Members were referred to the list of footway schemes 2020/21 which would be circulated on a larger scale after the meeting.

A member expressed that he did not think that the combination of pedestrian footways and cycle ways were successful. The Local Area Network Manager confirmed that the higher the score of the footway, the worse its condition and that estimates for the footways would be shortly finalised and then presented to the next meeting of the Working Group.

A member asked for a balance of schemes across South Lakeland and drew members' attention to the fact that there would be more schemes in areas with greater numbers of footways. He considered that if members knew the budget

available, they could prioritise schemes in order to decide the areas which would benefit most. Another member expressed that it would be useful to know the demand for footway and carriageway improvements in each area when allocating budgets as some footways may be in more urgent need of improvement than carriageways. The Local Area Network Manager explained how he allocated and adjusted budgets accordingly to identified schemes.

Following a query from a member, the Local Area Network Manager explained the Council's policy for replacing paving stones with tarmac. A member asked whether larger schemes could be broken down into more detail so parts of a scheme could be completed. The Local Area Network Manager would investigate and report back on the length of footway identified in the scheme at Railway Cottages (Mr Bland's division). The Chair stressed the importance of accuracy in measuring the length of footways to be improved as inaccuracies could increase costs.

RESOLVED that, the position be noted

38 M6 DIVERSION ROUTES

The Local Area Network Manager presented a briefing note on the M6 Diversion Routes. This informed members about the current diversion routes that existed should the M6 in Cumbria need to be closed following incidents such as road traffic collision, or for planned maintenance work.

The Local Area Network Manager stated that the Highways England documentation included errors in some of the drawings especially around junction 34 which had undergone major rebuilding. Highways England would be redrafting the maps and publishing them online. This would be done with all of their documentation in due course.

A number of members suggested diversion routes that they knew of which could be used for a diversion, one of which would take out a lot of traffic from Kendal town centre. The Highway Network Manager would suggest the route to the relevant officer at Highways England.

Members welcomed the information and requested information on RIS2 and RIS3 at a future meeting. The Team Leader Traffic Management – South gave an explanation of enforcement on A591 as it was being used as a short cut by HGVs. A member expressed his concern about the diversions around Firbank Road (Mr Collins' division) on A685 and A684.

RESOLVED that, Highways England's information on RIS2 and RIS3 be submitted to a future meeting of the Working Group.

39 ACTION LOG

Members discussed the Action Log for the Working Group. It was agreed that the following be removed:

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|------------------------------|---|
| 16 October 2019 Minute 26 | An update to be provided to Cllr Wilson on the status of road resurfacing at U5695 |
| 16 October 2019 Minute 27 | A map showing diversion routes following closure of the M6 be considered by members |
| 16 October 2019 Minute 28 | PDF version of cycle route maps be circulated to the Working Group |
| 16 October 2019 Minute 28 | Spreadsheet containing individual cycle route project data for the Kendal area be circulated to the Working Group |

Mr Wilson encouraged members to respond to the Coastal Erosion Consultation which had been live since November 2019.

The Team Leader Traffic Management – South undertook to check if an accident involving a cyclist would be recorded as a traffic accident, only if it occurred on a pavement.

RESOLVED that,

- 1 The Action Log be updated as appropriate, for the next meeting of the Working Group.
- 2 The Team Leader Traffic Management – South to check if an accident involving a cyclist would be recorded as a traffic accident, only if it occurred on a pavement.

40 ITEMS FOR FUTURE MEETINGS OF THE WORKING GROUP

Members asked for the following to be discussed at a future meeting of the Working Group:

- 1 Highways England RS12 and RS13 documents
- 2 Review of Local Member funding.

41 DATE OF NEXT MEETING

The next meeting of the Working Group would be held on 19 February 2020 at County Offices, Kendal at 10.00am

The meeting ended at 11.45 am