

COUNTY COUNCIL LOCAL COMMITTEE FOR SOUTH LAKELAND
Meeting date: 29 January 2020
From: Executive Director – Economy and Infrastructure

EXPERIMENTAL TRAFFIC REGULATION ORDER FOR KENDAL

1.0 EXECUTIVE SUMMARY

- 1.1 This report presents the feedback including comments and objections to the Experimental Traffic Regulation Order and makes a recommendation that South Lakeland Local Committee proceed to make permanent the Experimental Order referred to in the Recommendation, which came into operation on 3rd September 2018 and introduced changes to the parking arrangements within Kendal Town centre.**
- 1.2 The Experimental Order was introduced to improve pedestrian safety by reducing vehicle movements within the primarily pedestrian area. The Experimental Order removed disabled parking spaces from Finkle Street and removed taxi and disabled parking spaces from Market Place. These were relocated as ‘dual-use’ bays, (when not being used for Loading), on Highgate and Stricklandgate. The Experimental Order also included amendments to the access exemptions for the Prohibition of Driving restriction on Branthwaite Brow, Finkle Street and Market Place.**
- 1.3 The full details of the Experimental Order are shown in Appendix 1, on the plans 1a and 1b attached to this report and summarised in the Notice attached as Appendix 2. Plan 1a shows the layout before the Experimental Order came into operation and plan 1b shows the layout with the Experimental Order in place. Plan 1a shows that there were 3 Disabled parking bays on Finkle Street and 4 Disabled parking bays and 1 taxi parking space on Market Place (which were relocated by the Experimental Order). Plan 1b shows the arrangement of ‘dual-use’ spaces on Highgate and Stricklandgate which includes taxi parking (3 spaces) and Disabled parking (9 spaces) within the existing Loading bays.**

- 1.4** *Plan 1b also indicates the reduced vehicle access on Branthwaite Brow, Finkle Street and Market Place to resident access and permitted loading outside the core hours i.e. 4pm to 11am only. The reduced vehicle access is to increase safety within the affected streets by reducing pedestrian and vehicle conflict, particularly to coincide with the peak footfall times within the Town Centre.*

2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS

- 2.1** *The introduction of Traffic Regulation Orders is a devolved function of this Local Committee and helps support the County Council objective of meeting its casualty reduction targets and its delivery of Community Strategy and Cumbria Agreement outcomes and Council Plan priorities, which are*

- *To safeguard children, and ensure that Cumbria is a great place to be a child and grow up*
- *To enable communities to live safely and shape services locally*
- *To provide safe and well maintained roads and an effective transport network*
- *To promote sustainable economic growth, and create jobs*
- *To be a modern and efficient council*

Members are advised that generally the measures contained in the proposals contribute to these commitments by continuing to ensure that the council are able to provide an effective and safe Highway Network.

- 2.2** *The prioritisation, programming and design of highway improvement schemes have the potential to generate either beneficial or adverse impacts on people with mobility or vision impairments. The development of detailed proposals is undertaken in accordance with the County Council's policies and procedures for equality and diversity.*

- 2.3** *An Equality Impact Assessment has been undertaken to consider the wider impacts of the scheme which is attached as Appendix 4 to this report. This was carried out prior to seeking authority for the Experimental Order to be implemented. Further consultation has been undertaken with more groups as part of the Experimental Traffic Regulation Order at the start of the consultation period and also during the consultation period.*

3.0 RECOMMENDATION

- 3.1** *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 this 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.

3.1.1 The effect of this will be: -

3.1.1.1. 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.

3.1.1.2 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).

3.1.1.3 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).

3.1.1.4 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).

3.2 That Local Committee approve 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).

3.2.1 That Local Committee request Cabinet agree a £7,600 revenue contribution to capital from the 2020/21 budget towards implementation of two sections of dropped kerbs adjacent to the disabled parking bays on Stricklandgate and Highgate.

4.0 BACKGROUND

- 4.1 Cumbria County Council consulted upon and subsequently introduced the Experimental Order for Market Place, Finkle Street, Stricklandgate and Highgate in Kendal in response to concerns raised regarding the safety of pedestrians within the Market Place through the Kendal Market Place Project which was led by South Lakeland District Council (SLDC). The County Council as Traffic Authority, has a statutory duty to address concerns raised and where possible take preventative action. This, coupled with a request for a greater enforcement and reduced vehicle movements within in the Market Place was considered necessary to improve the amenities of the area and reduce conflict between pedestrians and all vehicles.
- 4.2 The Kendal Market Place Project Board (“the Project Board”) worked with a number of stakeholders on a project of improvements to Kendal Market Place. The Project Board includes Kendal Futures, Kendal BID, South Lakeland District Council and Cumbria County Council. The initiative was aiming to improve and open up the Market Place area to make it more attractive for pedestrians and aiding possible future events
- 4.3 The Project Board considered removing the existing taxi bay and 4 disabled parking places to an alternative location to remove the need for taxis and blue badge holder vehicles to enter Market Place and Finkle Street. Several alternative options for the possible bay relocation were considered which weren't found to be favourable. These included some of the yards within the Town Centre however these would not have provided a similar number or suitable accessibility for disabled parking spaces. It was following the consideration of unsuitable locations that the existing part-time Loading bays were considered on Highgate and Stricklandgate which are adjacent to the Market Place (less than 100m from the existing bays).
- 4.4 There are three existing loading only bays within the Central Pedestrianised Area on Highgate and Stricklandgate which are in operation for loading outside the core hours of 11am to 4pm. Within the core hours the bays are not in use at present and there is an opportunity to provide some additional parking capacity to the Town Centre.
- 4.5 Parking spaces on Market Place, prior to the Experimental Order were not available on Market days i.e. Wednesday and Saturday. By relocating the spaces to the adjacent streets; Highgate and Stricklandgate; although the spaces have only been available inside the core hours 11am to 4pm, they would be available 7 days a week. They would still be in a central location near to key services.
- 4.6 Following the introduction of the Experimental Order there have been 9 bays replacing the previous 7 disabled badge holder spaces on Finkle Street and Market Place. The bays are restricted to 3 hours no return within 1 hour to match the existing spaces on Stricklandgate opposite the Post Office and those on Highgate near to Boyes. The restricted waiting prevents a disabled badge holder from parking all day and promotes turnover of the bays whilst allowing a length of time flexible to the needs of different users.

- 4.7 There was previously only 1 Taxi parking space on Market Place but the Experimental Order introduced additional capacity on Stricklandgate with 3 spaces available every day of the week. The spaces complement the existing spaces for taxis at the opposite end of the pedestrianised zone near the Town Hall providing taxi spaces at both ends.
- 4.8 The Experimental Order also introduced tighter restrictions on Market Place and Finkle Street to keep vehicle movements within the core hours 11am to 4pm to an absolute minimum. Previously the exemptions to the Prohibition of Driving restriction on Market Place, Branthwaite Brow and Finkle Street included disabled badge holders, taxis and residents due to the streets being part of the wider pedestrianised zone. The Experimental Order separated them so that the prohibition of driving will in fact be across 2 zones as such allowing for the exemptions within each of the zones to be different.
- 4.9 On Branthwaite Brow, Finkle Street and Market Place loading and unloading is allowed outside the core hours and access for weddings and funerals at the church only as well as statutory exemptions for the Post Office, statutory undertakers and emergency services. This aims to give pedestrians a much greater freedom of movement with minimal vehicle movements.
- 4.10 A copy of the Council's Statement of Reasons for introducing the Experimental Order is attached as Appendix 3.
- 4.11 The Experimental Order has allowed the introduction of the amended restrictions on the ground to be assessed as to their effectiveness, and to enable people to comment and feedback on them whilst in operation. The statutory 6 month objection/consultations period was extended by a further 6 months to allow for a 12 month period of feedback and monitoring which then included the summer months and busiest visitor period. Affected residents and businesses were given the opportunity to make representations as to whether the Experimental TRO should be introduced on a permanent basis.
- 4.12 To enable consideration of the Experimental TRO and feedback consultation has been undertaken with statutory consultees which include Kendal Councillors, Chair of HTWG Stan Collins, Chair of Local Committee Nick Cotton, Emergency Services, Stagecoach and stakeholders on the Market Place Board SLDC (to include taxis), Kendal Futures, Kendal Town Council and with Parking Enforcement and Martin Ikast of Cumbria County Council. Prior to the Experimental TRO being approved by South Lakeland Local Committee an Equality Impact Assessment was carried out. This assessment has shown that disability has been explicitly considered. A copy of the Equality Impact Assessment is attached in Appendix 4.
- 4.11 The statutory six month objection/consultation of the proposals began on 3 September 2018 finishing on 3 March 2019 (subsequently extended to 3 September 2019). An email plan of the proposals with a covering letter was sent out by email to the statutory consultees / interested parties listed in 4.14

below. A copy of the covering letter is attached at Appendix 5 for information.

- 4.12 A letter drop was carried out to all affected properties in Kendal Town Centre as part of the consultation.
- 4.13 All consultation information was uploaded on to the Cumbria County Council website with an online feedback form to complete.
- 4.14 Consultation details were sent to the groups listed below, mostly by post. Extensive time was taken to contact disability groups by email, where possible, and telephone to get the correct contacts and correspondence addresses. All the consultation information was sent to all groups despite there being some that we were unable to get in contact with. The assumption was made that they were still present and active rather than miss them out.
- Age UK South Lakeland
 - South Lakes Mobility
 - South Lakeland Mind
 - Cumbria Disability Network
 - Cumbria Deaf Association
 - Equality Cumbria
 - Disability Equality North West
 - Blue Badge Network
 - Sight Advice
 - The Guide Dogs for the Blind Association
- 4.15 Additional consultation was carried out in February 2019 via a letter drop to all affected properties in Kendal Town centre with consultation boards detailing the Experimental Order placed in Kendal Library, South Lakeland House reception, Stricklandgate House and at an Age Concern Coffee morning. The feedback form from the Cumbria County Council website was also available to fill alongside the consultation boards. An announcement was also placed in the Westmorland Gazette in February 2019. These additional consultation measures were carried out to reach as many people as possible, as well as remind people to send in their feedback regarding the ongoing scheme.
- 4.16 The Experimental Order allowed for proposals to be given consideration in real time and established how they work on the ground throughout the consultation period. During the consultation period monitoring took place and feedback was received. The observations with comments received, contained in Appendix 6 and safety considerations formed the basis of the recommendations in this report.
- 4.17 The amendments to the Town centre came initially from the Market Place Board as part of the proposals to improve the Town centre area. The Market Place Board supported the relocation of the spaces to improve safety and this was minuted by them in November 2017. Following the introduction of

the Experimental Order the following support has been received from statutory consultees;

- 4.18 South Lakeland District Council indicated that the Experimental Order helped to deliver a clutter free, welcoming, safe and atmospheric public space and ensured that the space meet the need of its wide range of users. The reduction of vehicle movements in the Market Place and Finkle Street has been welcomed. South Lakeland District Council recognises the continued importance of making the Town centre accessible and providing for the needs of the disabled users. It was indicated that the Experimental Order has had the positive result of increasing the number of disabled spaces from 7 to 9 and taxi bays from 1 to 3, with the spaces now available 7 days a week. There are also disabled bays available in nearby car parks out of these hours. The disabled bays can be used at Westmorland Shopping centre, Library Road, Booths and South Lakeland House. South Lakeland District Council did request future consideration for increase of taxi parking across Kendal Town centre.
- 4.19 Kendal Futures indicated that they welcome the approach to trial changes in the pedestrian area, creating a clutter free, welcoming, safe and atmospheric public space which respects the history and heritage of Market Place. They indicated concern about the number of vehicle movements on Market Place, Branthwaite Brow and Finkle Street throughout the day and evening. Market Place often feels very busy and dominated by traffic, rather than a safe, pedestrian focused space which all users can enjoy. They recognise the needs of our disabled visitors. They indicated that they are pleased to see that the experimental order has increased the number of disabled spaces from 7 to 9, and the number of taxi bays from 1 to 3. These spaces are now available 7 days a week when the parking on Market Place was previously restricted to non-market days. While the hours of use on Stricklandgate are restricted to between 11 am and 4 pm, there are also disabled parking spaces available in nearby car parks, including the Westmorland Shopping Centre, Library Road, Booths and South Lakeland House.
- 4.20 Kendal Town Council indicated that they were generally supportive of the Experimental Order. Kendal Town Council has not received any direct feedback but understand that there may be unease amongst some blue badge holders and that concerns have arisen regarding taxis and their use of the town centre.
- 4.21 Appendix 6 presents the comments and objections received throughout the consultation period and summarises the nature of responses and makes recommendations from these. In total 158 responses and 3 statutory consultee responses, were received. In addition a petition of 1253 signatures was received on 24th October 2018.
- 4.22 The petition statement is *“We, the undersigned, are opposed to the removal of the 7 disabled parking places for Blue Badge holders from the Market Place and Finkle Street, Kendal. We call on Cumbria County Council to (a) to return their use 24/7, except on Market Days, and (b) to continue disabled parking in the loading bays up to Finkle Street from 11:00am to 4:00pm daily (Loading bay parking will compensate for the lack of any disabled parking on Market Days.)”*

- 4.22.1 In response to the petition we have considered carefully the statement. Whilst the bays were throughout the entire day, they were not available on Market Days which are two days per week. During the consultation period it has been observed, and feedback has also indicated, that the removal of parking on Market Place and Finkle Street has reduced vehicle conflict especially for sensory impairment.
- 4.23 Of the 158 responses received within the consultation period; 80 were received via online feedback the rest were via post and email.
- 4.23.1 Of the online feedback forms 40 were in support (50%), 34 were opposed (42%) and 6 were neutral (8%). People indicated support because they felt safer without the vehicle movements in the primarily pedestrian area and many indicated that there were alternatives available for Disabled Badge Holders. Of those opposed to the scheme the main reason was due to adapted vehicles being unable to park in other disabled parking bays available in town centre car parks due to height restrictions and that the times the dual use bays are available for blue badge holders are restrictive.
- 4.23.2 Of the 69 responses received by post and email; 16 were in support and 53 indicated they are opposed. The main reasons for supporting the Experimental Order are because they felt safer without the vehicle movements in the primarily pedestrian area. The main reasons for opposing the Experimental Order are the times the dual use bays are available to blue badge holders are restrictive and dual use bays can be difficult to use when manoeuvring a wheelchair. The Unitarian Church has responded regarding its attendees not being able to access the dual use bays until 11am when attending the Sunday service or evening events and the dual use bays are too far from the church.
- 4.23.3 Consideration has been given to all comments, feedback and the petition received.
- 4.23.4 Nothing has fundamentally changed for the Unitarian Church. The access exemptions for weddings and funerals remains the same. We will monitor the restrictions for consideration of amendments for times the dual use bays can be used with consideration for Sunday service.
- 4.23.5 All car parks operated by South Lakeland District Council are disabled friendly and can be used by blue badge holders for a great time during the day and night providing accessible parking out of the times the dual use bays cannot be used. Westmorland Shopping Centre has a whole level of parking which is adjacent to the town centre and is open until 7pm. There are 33 disabled spaces available.
- 4.23.6 We have been in contact with South Lakeland District Council who enforce Booths car park and they were not previously aware of the height restriction. They have indicated that they will be approaching the land owner to ask for consideration to remove or alter the height restriction on the upper level to allow adapted vehicles to be able to access the car park and use the disabled bays.

- 4.23.7 We are aware there could be easier access to the dual use bays and have identified a scheme to lower the kerbs. Highways and Transportation Working Group held on 11th December 2019 indicated support for the proposal to make the Experimental Order Permanent provided that the scheme to lower the kerbs at the dual use bays was considered and funding secured. This scheme has been costed at £17,600 to implement. The cost is high due to the necessary works to realign and reset the existing tegula block pavement over a substantial length of bays (approximately 50m) and with consideration of the existing services within the footway. It is recommended that the costs are met from the 2020/2021 budget, with works to be undertaken in 2020/2021, which is yet to be set but as a contribution of several budget streams; £10,000 from Minor Footway Patching Capital Budget, and £7,600 from Communities General Provisions Revenue Budget, subject to Cabinet approval.
- 4.23.8 The cost of the Order in terms of staff resources and advertising (£4,000) and any implementation measures as a result of the making of the Order (£8000) are to be met through a Private Works Agreement with South Lakeland District Council.
- 4.24 Members are asked to note that if the Order is not approved to be made permanent the previous restrictions will once again become operational. There will be a cost of £9,000 therefore to reinstate the signs, road markings and amend the current arrangements to return the restrictions to their status prior to the experimental order. There is no additional funding available from the Market Place Project for these costs.
- 4.25 Having considered all the above including; all the feedback from statutory consultees and other respondents, and the overall improvements to health and safety through the reduction of vehicle movements within the pedestrianised area, it is considered that it is not appropriate to reinstate the parking bays within Finkle Street and Market Place. Therefore with the inclusion of the recommendation to complete dropped kerbs as mentioned through the consultation process, it is recommended that the Experimental Order is made permanent, without amendment. This would ensure that the dual use bays will remain to make best and safest use of the Town centre for Disabled Badge Holders access, Loading, and Taxis.

5.0 OPTIONS

- 5.1 Local Committee to approve the recommendations at paragraphs 3.1 and 3.2 of this report.
- 5.2 Local Committee do not approve the recommendations at paragraphs 3.1 and 3.2 of this report, whereby the restrictions would return to those prior to the introduction of the Experimental Order.
- 5.3 Local Committee approve the bringing into force of the Experimental Order on a permanent basis, in part, other than in accordance with the recommendations, with (less onerous) amendments.

6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

- 6.1 If Local Committee decide to agree to make the temporary Order permanent (option 5.1) the cost of preparing, advertising and making the Order and implementation measures as a result of the making of the Order would be £12,000 which it is proposed to meet through a Private Works Agreement with South Lakeland District Council (paragraph 4.23.8).
- 6.2 If Local Committee decide not to make the temporary Order permanent the restrictions as they were prior to the temporary Order would need to be reinstated (option 5.2) at a cost of £9,000 which would need to be met from within the devolved Highways capital budget. However, Local Committee is requested to note that funds are not currently allocated within the devolved Highways capital budget for this purpose (paragraph 4.24).
- 6.3 It is for Local Committee to allocate resources within the devolved revenue and devolved capital budgets to specified programmes of Highways work. Allocations for future years may be considered in principle but may not be committed until the overall budget allocations for future years are confirmed by Council.
- 6.4 If Local Committee decide to agree recommendation 3.2 to allocate funding to the implementation of two sections of dropped kerbs adjacent to the disabled parking bays on Stricklandgate and Highgate from within the devolved revenue and capital budgets for 2020/2021, this would be provisional pending agreement by Council of the budget to be devolved to Local Committee for 2020/21 and allocation by Local Committee of the confirmed overall budget.
- 6.5 If Local Committee decide to propose revenue contribution to capital this would need confirmation by Cabinet (recommendation 3.2.1).
- 6.6 Local Committee is asked to note that if it is decided to make the Order permanent there would be future maintenance costs estimated at approximately £120 per year which would need to be met from within each year's devolved highways revenue budget. (NG 16/01/20)

7.0 LEGAL IMPLICATIONS

- 7.1 The County Council, as Traffic Authority, must take into consideration the matters contained in section 122(2) of the Road Traffic Regulation Act 1984 ("the 1984 Act") detailed below at paragraph 7.2, in considering whether it is expedient to agree to the permanent introduction of the Experimental Order detailed in this Report for the reason specified at sections 1(1)(a), 1(1)(c), and 1(1)(f) of the 1984 Act, namely for avoiding danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising; for facilitating the passage on the road or any other road of any class of traffic (including pedestrians); and for preserving or improving the amenities of the area through which the roads run.
- 7.2 Under Section 122(2), the matters which must be taken into account in exercising that duty are: -

- (a) The desirability of securing and maintaining reasonable access to premises;
- (b) the effect on amenities of an area;
- (c) the national air quality strategy prepared under section 80 of the Environment Act 1995;
- (d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- (e) any other matters appearing to the authority to be relevant.

7.3 Local Committees may, pursuant to Part 2D, paragraph 5.1.2 g), of the Constitution, approve the making of traffic regulation orders in accordance with powers under Parts I, II and IV of the Road Traffic Regulation act 1984, **except** for the making of Traffic Regulation Orders which involve the introduction for on-street residents permits, which are delegated to the Executive Director – Economy and Infrastructure subject to a decision of the appropriate member body to introduce such charges.

7.4 When allocating and moving money between budgets, Local Committee must follow the rules set by the Council following its consideration of the “Draft Revenue Budget 2019/20 and Medium Term Financial Plan (2019 – 2022) and Draft Capital Programme (2019 – 2024)” report (“the Report”) on 14 February 2019 and any such additional restrictions set by Cabinet and or Council regulating the use of such funds”. (KB – 13.1.2020)

8.0 CONCLUSION

8.1 It is recommended that the Order be brought into force in accordance with the Recommendations.

Angela Jones
Executive Director – Economy and Infrastructure
January 2020

APPENDICES

<i>Appendix 1</i>	<i>Plan1a - Before the Experimental Order</i>
	<i>Plan 1b - During the Experimental Order</i>
<i>Appendix 2</i>	<i>Legal Notice</i>
<i>Appendix 3</i>	<i>Statement of Reasons</i>
<i>Appendix 4</i>	<i>Equality Impact Assessment</i>
<i>Appendix 5</i>	<i>Covering letter</i>
<i>Appendix 6</i>	<i>Consultation responses</i>

Electoral Division(s): Kendal Strickland and Fell

Executive Decision	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Key Decision	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If a Key Decision, is the proposal published in the current Forward Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is the decision exempt from call-in on grounds of urgency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If exempt from call-in, has the agreement of the Chair of the relevant Overview and Scrutiny Committee been sought or obtained?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Has this matter been considered by Overview and Scrutiny? If so, give details below.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Has an environmental or sustainability impact assessment been undertaken?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Has an equality impact assessment been undertaken?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

PREVIOUS RELEVANT COUNCIL OR EXECUTIVE DECISIONS ***[including Local Committees]***

<i>28 September 2017</i>	<i>Report considered and decision deferred pending further consultation</i>
<i>30 November 2017</i>	<i>Report approving Experimental TRO</i>

CONSIDERATION BY OVERVIEW AND SCRUTINY

Not considered by Overview and Scrutiny

BACKGROUND PAPERS

No background papers

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