

# **BARROW HIGHWAYS ADVISORY SUB GROUP**

**Meeting date: 4 June 2020**

**From: Executive Director – Economy and Infrastructure**

## **DEVOLVED HIGHWAYS CAPITAL APM BUDGET 2020/2021** **ALLOCATION OF TRAFFIC SCHEME DESIGN BUDGET**

### **1.0 EXECUTIVE SUMMARY**

**1.1 This report seeks a recommendation from the Barrow Highways Advisory Sub Group (HASG) for Barrow Local Committee to agree the proposed devolved highways capital programme 2020/21 with regard to the Annual Package of Measures (APM) Traffic Scheme Design allocation. An allocation of £25,000 was made to 'Traffic Scheme Design' as part of the Barrow Local Committee Devolved Highways Capital Programme 2020/2021 for APM at its meeting on 6<sup>th</sup> March 2020. This report presents the schemes to be approved for that allocation.**

### **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 Programme complies with the Strategic Equality Assessments for the Highways and Transport Service. Individual schemes will be assessed against equality criteria as appropriate.*

### **3.0 RECOMMENDATION**

**3.1** *That Highways Advisory Sub Group recommend that Local Committee approve the devolved highways capital programme for 2020/21 with reference to the APM budget 'Traffic Scheme Design' allocation set out in Appendix 1 to this report and the specific schemes that Officers recommend as detailed in paragraphs 4.7–4.10 inclusively and 4.13 below.*

### **4.0 BACKGROUND**

**4.1** This report makes recommendations for the Local Committee's devolved highways capital programme 2020/2021 for Small Highway Improvement Schemes, which will form the part of the Local Committee's devolved highways capital programme for the coming year. The allocation to Small Highway Improvement Schemes (formerly APM) for 2020/2021 is £127,000.

**4.2** The Minor Improvement Schemes (formerly APM) programme is for small highway improvement schemes (estimated cost less than £50,000), that will assist delivery of the County Council's wider transport objectives set out in the Cumbria Local Transport Plan.

**4.3** At its meeting on 6<sup>th</sup> March 2020 Barrow Local Committee approved the Devolved Highways Capital budget for 2020/2021 with APM at £127,000. The budget for 2020/2021 has an element of £25,000 as 'Traffic Scheme Design'. This report details the schemes for consideration of these funds in 4.5 to 4.14 below. The schemes named in Appendix 1 to this report, are those identified by Officers for the funding to be allocated to, for the approval of Members thus allowing the schemes to progress.

**4.4** The list of schemes has been developed from Members discussions and ongoing works across the Barrow Borough area in the last 12–18 months.

**4.5** The schemes to be considered are as follows;

- Quarry Brow / Ormsgill One-way traffic;
- Nelson Street Dalton Traffic Management Improvements;
- Askam Primary School safety measures;
- Newbarns Primary School safety measures;
- Holy Family Catholic School, Ostley Bank safety measures;
- St Paul's School, Hawcoat Zebra crossing scheme;
- Carr Lane, South Walney speed limit reduction and signing scheme;
- Minor road safety scheme;
- Another scheme suggested by Members.

#### 4.6 Quarry Brow / Ormsgill One-way traffic

Estimated cost: £9,000

It has been requested that Officers look into options and considerations for making Quarry Brow one-way to traffic. A report has been produced outlining the possible options for a section of one-way on Quarry Bank, which links Ormsgill to Hawcoat. It is considered that it would need to apply to all traffic as cyclists would potentially be at risk to go against the flow of vehicles.

In summary the report (copies of which can be made available for Members) outlines the options for either an east-west one way or west-east one-way. For either options there are several diversion routes to consider, all of which add substantially to journey times and divert traffic through populated residential areas. It is considered that the route is regularly used by Emergency Service Vehicles to access Furness General Hospital. In the last 5 years there has been only 1 recorded injury collision. Implementing a one-way traffic restriction also needs consideration of the risks of increasing vehicle speeds, as there is no opposing traffic. An estimated cost for such a scheme is approximately £9,000, which would need to cover a traffic regulation order and significant signing of Quarry Brow and any diversion routes. This would need to follow significant consultation with Emergency Service providers and affected residents.

It is considered that the disadvantages of the scheme outweigh any advantages. Significant consultation regarding the impacts would need to be undertaken for residents on or accessing off Quarry Bank, plus access for Emergency Services. Diversion routes which encompass any part of the A590 forces drivers to use very busy junctions and there is the potential risk of increasing vehicle speeds on Quarry Bank itself. It is not recommended to take this scheme any further at this time.

#### 4.7 Nelson Street, Dalton Traffic Management improvements

Estimated cost: £8,000 (Option 6 in separate report)

A separate report has been prepared for this meeting of the HASG regarding Nelson Street, Dalton. Following a site visit and observations of traffic on Nelson Street in Dalton it is recommended to consider some measures for improvements. The improvements are to assist traffic flows, reducing incidents of vehicles mounting footways and improve the safety in the area of Dowdales School. The suggested improvements are for additional restrictions for No Waiting At Any Time (double yellow lines) to reduce queuing and congestion and a small number of bollards to protect footways.

#### 4.8 Askam Primary School safety measures

Estimated cost: £10,250

A road traffic collision (RTC) in December 2019, which fortunately did not lead to any casualties except the driver, led to a site visit at the end of January 2020 with Councillor Shirley, the Headteacher of Askam Primary School and the Traffic Management Team Leader. A number of points were considered in connection with the RTC and also general safety around the school. A list of items were discussed for further consideration including; pedestrian guardrail outside school, raising an unrequired dropped kerb,

undertaking traffic monitoring, renewing some signage and the School Keep Clear signs, considering school flashing lights and crossing points in accessing the school.

The priorities were considered to be the pedestrian guardrail to protect the entrance / exit points to stop children spilling out onto the road, undertaking traffic monitoring to inform other measures, renewing some signage including the School Keep Clear and school flashing lights. The estimated cost to make these changes is £10,250. It is recommended that these be strongly considered for the improved safety of access to and from the school for pupils and parents. Further measures listed would require future funding and for the crossing points (informal) a future assessment would be required which is not possible at this time.

#### 4.9 Newbarns Primary School

Estimated cost: £3,000  
(Possible additional funding required in a future year)

Officers have met with Councillors Shirley, Hamilton and McEwan, the Police, Parking Enforcement Team Leader and the Headteacher from Newbarns Primary School regarding school safety. There are concerns regarding traffic congestion and pupils accessing school particularly in the vicinity of Risingside.

It has been suggested that a One-way traffic Order is considered for Stackwood Avenue, Middleton Avenue and Risingside to assist drivers and residents from congestion and sometimes dangerous parking and manoeuvres near the school at drop off and pick up times. The streets involved are narrow and existing parking makes 2 way traffic extremely difficult and can cause congestion at school drop off and pick up. It is considered that the narrow streets and existing parking mean that if traffic were One-way it is unlikely to lead to considerable speed increases although some increase is possible. The residents would be affected and it could add significantly to their journey times to or from properties. The direction of a one-way would need further consideration after consultation with residents. It may also be appropriate to consider whether an Experimental Order would allow any changes to be implemented allowing for more feedback initially for 6 months before being reconsidered for being made permanent.

It is therefore recommended that further assessment including traffic data monitoring and informal consultation with local residents, emergency services, parents and the school is pursued in 2020/2021 to allow further consideration of a possible One-way scheme. £1,500 is required to assess, design and undertake initial consultation on a scheme proposal. It is also recommended that £1,500 is allocated to the renewal and decluttering of signage within the area immediately adjacent to the main school entrance on Risingside.

#### 4.10 Holy Family Catholic Church, Ostley Bank

Estimated cost: £1,750  
(Possible additional funding required in a future year)

Officers have met with Councillors Shirley, Hamilton and McEwan, the Police, Parking Enforcement Team Leader and separately the Headteacher from Holy Family Catholic Primary and Nursery School regarding school safety. There have been concerns about obstructive and at times dangerous parking on Ostley Bank causing congestion and safety issues for pupils, staff and parents accessing the school.

Having carried out some site visits and with feedback from the school it was considered that some parking restrictions on Ostley Bank adjacent to the school would ease the parking issues around the school. There were also concerns raised regarding the Harrel Lane at the end of Ostley Bank. The short section of Harrel Lane has difficult access onto both Hollow Lane and onto Harrel Lane as they are either side of a long bend. A One-way traffic order for the section of Harrel Lane which has a junction with Ostley Bank was also suggested and looked at. Both No Waiting parking restrictions and a One-way traffic order would require additional consideration especially with the residents, emergency services, parents and school.

It is therefore recommended that further assessment including traffic data monitoring and informal consultation with local residents, emergency services, parents and the school is pursued in 2020/2021 to allow further consideration of possible No Waiting parking restrictions and a short length of One-way traffic on Harrel Lane. £1,500 is required to assess, design and undertake initial consultation on a scheme proposal.

#### 4.11 St Paul's C of E Junior School, Hawcoat Lane Zebra Crossing

Estimated cost: £30,000

A pedestrian crossing assessment for Hawcoat Lane adjacent to St Paul's School was undertaken in January 2019. The results were reported to HASG on 3<sup>rd</sup> April 2019. Additional assessment and consideration of measures for Hawcoat Lane were requested and a further report was presented to HASG on 14<sup>th</sup> June 2019. The pedestrian crossing assessment and subsequent consideration of additional measures did not make any recommendations for a zebra crossing. A School Crossing Patrol, which is already in place, was the recommended outcome. However it has remained the aspiration of Councillor Worthington for a zebra crossing to be considered across Hawcoat Lane.

To implement a zebra crossing will require installation of electrical connections and beacon equipment to both sides of the road, dropped kerbs with appropriate tactile paving for pedestrians, road markings and advance warning signs. Such a scheme would also require a road closure for implementation. The zebra crossing scheme is not recommended to be progressed as it is considered the pedestrian crossing assessment recommendation for a School Crossing Patrol is already met. It is also considered that the costs far exceed the available allocation for 2020/2021 and would not make best use of the available funding.

#### 4.12 Carr Lane, South Walney

Estimated cost: £4,500

In 2018 / 2019 road markings to indicate a 'ghost footway' were introduced on Carr Lane in conjunction with the Natural England Coastal Walking route around Walney Island. It was considered by Barrow Local Committee to be inappropriate and was removed in 2019 / 20. It was discussed that after removal there should be consideration of a reduction in the speed limit from the current National Speed Limit and other measures for safety of pedestrians using Carr Lane.

It is therefore recommended that Carr Lane is considered for a reduction in speed limit to 40mph with appropriate terminal and repeater signs along its length. In addition it is considered that repeated 'pedestrians in the road' warning signs be placed along the length of Carr Lane between Biggar Bank and Biggar Village.

#### 4.13 Minor road safety schemes identified later in 2020/2021.

Estimated cost: £2,000

The remaining budget could be allocated to minor road safety schemes which arise later in 2020/2021. These could include minor amendments to road markings or new signs following a highlighted concern or incident such as raised through the Collision Reduction and Safer Highways (CRASH) group.

#### 4.14 Another scheme Members may be aware of

Estimated cost: unknown

It may be that Members have another, or several other schemes that could be considered for the allocation of the Traffic Scheme Design funding.

#### 4.15 The schemes are all outlined in brief above. More information can be requested from Officers on each scheme if necessary. Having considered the funding allocation, and making the best use of the funding for progression of schemes and introduction of measures to make the most safety improvements over a number of locations, notably near and outside to schools, the following schemes are recommended for 2020 / 2021 as shown in Appendix 1:

- Nelson Street, Dalton traffic management measures;
- Newbarns Primary School, Rising side safety measures;
- Askam Primary School, Lots Road, Askam safety measures;
- Holy Family Catholic Primary and Nursery School, Ostley Bank safety measures
- Minor road safety schemes

## 5.0 OPTIONS

5.1 That Barrow HASG agree the recommendation at paragraph 3.1 of this report.

5.2 Alternatively, the Barrow HASG may decide to not to approve, or decide to amend the recommendation at paragraph 3.1 of this report.

## **6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS**

- 6.1 It is for Local Committee to allocate resources within the devolved capital budgets to specified programmes of Highways work subject to Corporate Policy and Service Standards (paragraph 5.1 and 5.2). Any allocation that HASG may recommend to Local Committee should have regard to remaining within the overall capital budgets devolved to Local Committee (paragraph 5.1 and 5.2).
- 6.2 If HASG decide to recommend to Local Committee recommendation 3.1 the £25,000 currently allocated in the 2020/21 devolved capital budget to Annual Package of Measures Highways Improvement Traffic Scheme design would be fully committed.

HASG are asked to note that if it were decided to pursue the recommendations and the measures were to be implemented, future maintenance costs estimated not to exceed £1000 in any one year would need to be met from within the Highways Revenue budget devolved to Local Committee for that year.

## **7.0 LEGAL IMPLICATIONS**

- 7.1 Local Committees may, pursuant to Part 2D, paragraph 5.1.2 f) of the Constitution, agree and keep under review the implementation of, the highways revenue budget and capital programme for the local committee's area to support the Council to carry out its statutory duty to maintain the highway in a safe condition as far as reasonably practicable.
- 7.2 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 2020/21 and Medium Term Financial Plan (2020 – 2025) and Draft Capital Programme (2020 – 2025)" report ("the Report") on 13 February 2020 and any such additional restrictions set by Cabinet and or Council regulating the use of such funds".

## **8.0 CONCLUSION**

- 8.1 This report details the proposed programmes of devolved highways capital works, under the Annual Package of Measures heading of Traffic Scheme Design for 2020/2021, and has taken full account of this Local Committee's priorities.

**Angela Jones**  
**Executive Director – Economy and Infrastructure**

*May 2020*

## **APPENDICES**

### **Appendix 1      Devolved Highways Capital APM budget allocations**

Electoral Divisions:      All

Executive Decision 

	No
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Key Decision 

	No
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If a Key Decision, is the proposal published in the current Forward Plan? 

		N/A
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Is the decision exempt from call-in on grounds of urgency? 

	No
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If exempt from call-in, has the agreement of the Chair of the relevant Overview and Scrutiny Committee been sought or obtained? 

		N/A
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Has this matter been considered by Overview and Scrutiny?  
If so, give details below. 

	No
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Has an environmental or sustainability impact assessment been undertaken? 

	No	
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Has an equality impact assessment been undertaken? 

	No	
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***N.B.    If an executive decision is made, then a decision cannot be implemented until the expiry of the eighth working day after the date of the meeting – unless the decision is urgent and exempt from call-in and necessary approvals have been obtained.***

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

***Highways budget allocation 2020/2021 on 6 March 2020***

### **CONSIDERATION BY OVERVIEW AND SCRUTINY**

***Not considered by Overview and Scrutiny.***

### **BACKGROUND PAPERS**

***No previous papers***

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