

COUNTY COUNCIL LOCAL COMMITTEE FOR ALLERDALE
Meeting date: 5 January 2021
From: Executive Director – Economy and Infrastructure

ALLERDALE HIGHWAYS WORKING GROUP – 9 DECEMBER 2020

1.0 EXECUTIVE SUMMARY

1.1 This report gives details of the outcome of the meeting of the Highways Working Group (“the Working Group”) held on 9th December 2020 and presents recommendations made by the Working Group to the Local Committee for approval.

2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS

2.1 The recommendations within this report relate to budgets and programmes that are delegated to this Local Committee for determination and delivery.

2.2 The policy position, links to corporate strategy, and the budgetary implications are set out in the individual Highways Working Group reports previously circulated to Members and included in the Appendices of this report.

3.0 RECOMMENDATIONS

3.1 That Local Committee notes the minutes of the meeting of the Highways Working Group on the 9th December 2020, which are attached as Appendix 1 to this report.

3.2 That Local Committee endorse the recommendations of the Working Group and agree the following recommendations;

3.2.1 A594 DOVENBY AND A596 MICKLETHWAITE – SPEED LIMITS

i) That Local Committee agree to proceed to statutory consultation and

advertisement of a Traffic Regulation Order to introduce 40mph speed restrictions on the A596 at Micklethwaite and a reduction in the 50mph speed limit to 40mph on the A594 at Dovenby, as shown on the plans attached to the Working Group report attached as Appendix 2;

ii) That Local Committee agree that, subject to there being no unresolved objections received at the end of the statutory consultation and advertisement of the speed limits referred to in paragraph i) above, that the restrictions be brought into operation, as advertised 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 Working Group report attached as Appendix 2.

3.2.2 Structural Weight Limit: Proposed Amendment to Cockermouth Traffic Regulation Order

i) That Local Committee agree to proceed to statutory consultation and advertisement of a Traffic Regulation Order which would consolidate the provisions of The County of Cumbria (Various Roads, Cockermouth and Surrounding Area) (Consolidation and Provision of Traffic Regulation) Order 2020, and propose to introduce a 33 tonnes maximum gross vehicle weight restriction on Church Bridge, Loweswater, as shown on the plan attached to the Working Group report attached as Appendix 3 (“the Order”);

ii) That Local Committee agree that, subject to there being no unresolved objections received at the end of the statutory consultation and advertisement of the Order referred to in paragraph i) above, that the Order be brought into operation, as advertised having taken into consideration the matters contained in Section 122(2) of the Road Traffic Regulation Act 1984 which are more specifically referred to in paragraph 7.2 of the Working Group report, attached as Appendix 3

3.2.3 Structural Weight Limit: Proposed Amendment to Keswick Traffic Regulation Order

i) That Local Committee agree to proceed to statutory consultation and advertisement of a Traffic Regulation Order which would consolidate the provisions of The County of Cumbria (Various Roads, Keswick and Surrounding Area) (Consolidation and Provision of Traffic Regulations) Order 2020, and propose to introduce a 13 tonnes maximum gross vehicle weight limit on Hazel Bank Bridge, Hazel Bank, near Rosthwaite, and a 10 tonnes maximum gross vehicle weight restriction on Chapel Bridge, Little Town, as shown on the plans attached to the Working Group report attached as Appendix 4 (“the Order”);

ii) That Local Committee agree that, subject to there being no unresolved objections received at the end of the statutory consultation and advertisement of the Order referred to in paragraph i) above, that the Order be brought into operation, as advertised having taken into consideration the matters contained in Section 122(2) of the Road Traffic Regulation Act 1984 which are more specifically referred to in paragraph 7.2 of the Working Group report attached as Appendix 4.

3.2.4 Structural Weight Limit: Proposed Amendment to North Allerdale Traffic Regulation Order

i) That Local Committee agree that the reduction in the existing 26 tonnes maximum gross vehicle weight restriction to an 18 tonnes maximum gross vehicle weight restriction on Blennerhasset Bridge, as shown on the plan attached to the Working Group report attached as Appendix 5, be included in the statutory consultation and advertisement of the consolidation and variation of The County of Cumbria (Various Roads, North Allerdale) (Consolidation and Provision of Traffic Regulations) Order 2016 and its variations ("the Order"), which was previously considered by the Working Group on 9 November 2020.

ii) That Local Committee agree that, subject to there being no unresolved objections received at the end of the statutory consultation and advertisement of the additional changes referred to in paragraph i) above, that the changes be brought into operation, as part of the Order, as advertised having taken into consideration the matters contained in Section 122(2) of the Road Traffic Regulation Act 1984 which are more specifically referred to in paragraph 7.2 of the Working Group report attached as Appendix 5.

4.0 BACKGROUND

- 4.1 The minutes of the Working Group meeting held on the 9th December 2020 are attached as Appendix 1 to this report, together with recommendations to Local Committee where appropriate. The recommendations from the Working Group are summarised at paragraph 3.1 to 3.2.4 inclusive.
- 4.2 The report presented to the Working Group regarding the recommendation at paragraph 3.2.1 relating to the A594 Dovenby and A596 Micklethwaite – Speed Limits, is attached as Appendix 2 to this report.
- 4.3 The report presented to the Working Group regarding the recommendation at paragraph 3.2.2 relating to the Structural Weight Limit: Proposed Amendment to Cockermouth Traffic Regulation Order, is attached as Appendix 3 to this report.
- 4.4 The report presented to the Working Group regarding the recommendation at paragraph 3.2.3 relating to the Structural Weight Limit: Proposed Amendment to Keswick Traffic Regulation Order, is attached as Appendix 4 to this report.
- 4.5 The report presented to the Working Group regarding the recommendation at paragraph 3.2.4 relating to the Structural Weight Limit: Proposed Amendment to North Allerdale Traffic Regulation Order, is attached as Appendix 5 to this report.

5.0 OPTIONS

- 5.1 The options in respect of each of the recommendations are set out in the original reports to the Working Group, previously circulated to Members and which are attached as Appendices 2, 3, 4 and 5.

6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

- 6.1 The resource and value for money implications in respect of each of the recommendations are set out in the original reports to the Working Group previously circulated to Members and which are attached as Appendices 2, 3, 4 and 5.

7.0 LEGAL IMPLICATIONS

- 7.1 The legal implications in respect of each of the recommendations are set out in the original reports to the Working Group previously circulated to Members and which are attached as Appendices 2, 3, 4 and 5. (KB – 16.12.2020)

8.0 CONCLUSION

- 8.1 The Local Committee is asked to agree the recommendations set out in paragraphs 3.1 to 3.2.4 inclusive.

Angela Jones
Executive Director – Economy and Infrastructure

January 2020

APPENDICES

Appendix 1 – Minutes of Highways Working Group meeting 9 December 2020

Appendix 2 – Report re: A594 Dovenby and A596 Micklethwaite – Speed Limits

Appendix 3 – Report re: Structural Weight Limit: Proposed Amendment to Cockermouth Traffic Regulation Order

Appendix 4 – Report re: Structural Weight Limit: Proposed Amendment to Keswick Traffic Regulation Order

Appendix 5 – Report re: Structural Weight Limit: Proposed Amendment to North Allerdale Traffic Regulation Order

Electoral Division(s): All

** Please remove whichever option is not applicable*

Executive Decision	<input type="text" value="Yes*"/>
Key Decision	<input type="text" value="No*"/>
If a Key Decision, is the proposal published in the current Forward Plan?	<input type="text" value="N/A*"/>
Is the decision exempt from call-in on grounds of urgency?	<input type="text" value="No*"/>
If exempt from call-in, has the agreement of the Chair of the relevant Overview and Scrutiny Committee been sought or obtained?	<input type="text" value="N/A*"/>
Has this matter been considered by Overview and Scrutiny? If so, give details below.	<input type="text" value="No*"/>
Has an environmental or sustainability impact assessment been undertaken?	<input type="text" value="N/A*"/>
Has an equality impact assessment been undertaken?	<input type="text" value="N/A*"/>

PREVIOUS RELEVANT COUNCIL OR EXECUTIVE DECISIONS
[including Local Committees]

No previous relevant decisions.

CONSIDERATION BY OVERVIEW AND SCRUTINY

Not considered by Overview and Scrutiny.

BACKGROUND PAPERS

No background papers.

REPORT AUTHOR

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