

ALLERDALE HIGHWAYS WORKING GROUP

Minutes of a Meeting of the Allerdale Highways Working Group held on Wednesday, 9 December 2020 at 10.00 am via Microsoft Teams.

PRESENT:

Mr AL Barry
Mr A Bowness
Mr A Kennon

Mr J Lister
Mr T Lywood
Mr AJ Markley (Vice-Chair)

Also in Attendance:-

Mr D Hamilton - Democratic Services Officer
Mrs S Davis-Johnston - Traffic Management Team Leader (West)
Mr M Reeves - Traffic Management Officer
Miss A Sykes - Highways Network Manager

46 APOLOGIES FOR ABSENCE

Apologies were received from Ms R Hanson, Mr H Graham and Mrs C McCarron-Holmes.

47 MINUTES OF THE PREVIOUS MEETING

RESOLVED that, the minutes of the previous meeting held on 1 October 2020 be confirmed as an accurate and complete record.

48 A594 DOVENBY AND A596 MICKLETHWAITE - SPEED LIMITS

Members considered a report from the Executive Director – Economy and Infrastructure the purpose of the report was to provide Members of the Highways Working Group (“the Working Group”) with the details of a proposed introduction of 40 mph speed limits at Micklethwaite and Dovenby.

Engineering Safety Studies were undertaken for the entire route length of both the A596 and A594. These studies considered collision history and current traffic data, to determine if any road safety issues were prevalent, and if so, what measures could resolve them.

The studies recommended that a reduction from national speed limit to 40mph be introduced on the A596 at Micklethwaite, and a reduction from 50mph to 40mph on

the A594 at Dovenby.

Taking into account the content of the studies and data gathered, Officers undertook site assessments with a view of developing appropriate schemes. Proposals for both the A596 at Micklethwaite and A594 at Dovenby are attached as Appendices 1 and 2 of the report respectively.

The Traffic Management Officer explained that whilst an initial informal consultation process had not yet been carried out, the County Council had received numerous requests for speed limits at both the locations identified. Therefore, an informal consultation would be undertaken to better establish views of the public and stakeholders, after which statutory consultation and advertisement will take place, however the results of the informal consultation would not be available for Local Committee on 5 January 2021. Members heard that the proposal was at a very early stage but had been brought to the Group for early information.

RESOLVED that,

- 1) That the Working Group recommend that Local Committee agree to proceed to statutory consultation and advertisement of a Traffic Regulation Order to introduce 40 mph speed restrictions on the A596 at Micklethwaite and a reduction in the 50 mph speed limit to 40 mph on the A594 at Dovenby, as shown on the plans attached as Appendices 1 and 2 of the report.
- 2) That the Working Group recommend 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 3.1 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 Report.

49 WINTER READY 2020

The Highways Network Manager gave a presentation entitled Winter Ready 2020 which provided an overview of the Highway's services preparedness for winter weather conditions. The presentation highlighted the following areas:-

- Adverse Weather 2020/21
- Priority 1 & 2 Gritting Areas
- Priority 3 Gritting Areas
- Winter Information available on CCC Website
- Salt Bins and Heaps
- Resources
- Additional Resources Available at Lillyhall
- 34 Weather Stations and 18 Forecasting Stations
- Examples of Winter Fleet

A discussion took place regarding the amount of grit salt used on average every day when treating Priority 1 and 2 routes and the Local Member for Aspatria asked how long the salt stock would last in an extended period of severe weather. The Highways Network Manager suggested providing members with a figure for how much salt was used on all routes, she then explained the contingency planning in place for treating roads over extended periods of severe weather.

50 PASSING PLACES & ONE-WAY SYSTEM - U2052 WAVERBRIDGE JUNCTION TO DUNDRAW

The Highways Network Manager provided a verbal update which explained options regarding the U2052 Waverbridge junction to Dundraw.

Dundraw Parish Council had requested a passing place be provided at the location due to the narrowness of the road. Subsequently a letter from the local MP was received asking that the Highways Working Group reconsider the position on passing places on the junction to Dundraw.

It was explained that this had been brought back to the Highways Working Group for reconsideration because of the financial implications of proposing a passing place, implementing a one-way system or putting signs in place.

The Highways Network Manager displayed evidence to members showing the width of the road in question and then a discussion took place regarding the viability of imposing a one-way system. The Traffic Management Team Leader stated that exploring a one-way system would be difficult in this area as it would require illuminated signage. The Traffic Management Team Leader supported the Highways Network Manager's suggestion of gathering traffic data to quantify how much of an issue there was at this junction and report it back at a later date.

It was **AGREED** that the Traffic Team would collect traffic and collision data.

51 STRUCTURAL WEIGHT LIMIT: PROPOSED AMENDMENT TO COCKERMOUTH TRAFFIC REGULATION ORDER

Members considered a report from the Executive Director – Economy and Infrastructure which provided Members of the Highways Working Group (“the Working Group”) with the background and detail of a proposed introduction of a weight restriction by way of the amendment and consolidation of The County of Cumbria (Various Roads, Cockermouth and Surrounding Area) (Consolidation and Provision of Traffic Regulation) Order 2020.

The Traffic Management Team Leader explained that a number of weight limits were being considered to protect weak bridges and this proposal related to Church bridge in Loweswater and would implement a 33-tonne maximum gross vehicle weight restriction.

RESOLVED that,

- 1) the Working Group recommend 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 as Appendix 1 of the report (“the Order”).
- 2) the Working Group recommend 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 3.1 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 Report.

52 STRUCTURAL WEIGHT LIMIT: PROPOSED AMENDMENT TO KESWICK TRAFFIC REGULATION ORDER

Members considered a report from the Executive Director – Economy and Infrastructure which provided Members of the Highways Working Group (“the Working Group”) with the background and detail of the proposed introduction of weight restrictions by way of the amendment and consolidation of The County of Cumbria (Various Roads, Keswick and Surrounding Area) (Consolidation and Provision of Traffic Regulations) Order 2020.

The proposed amendment to the Keswick Traffic Regulation Order included two bridge weight restriction proposals. Firstly, Hazel Bank Bridge in Rosthwaite which would implement a 13-tonne weight restriction to protect the bridge. Secondly, Chapel Bridge in Little Town would implement a 10-tonne weight restriction.

RESOLVED that,

- 1) the Working Group recommend 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 as Appendices 1 and 2 (“the Order”).
- 2) the Working Group recommend 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 3.1 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 this Report.

53 STRUCTURAL WEIGHT LIMIT: PROPOSED AMENDMENT TO NORTH ALLERDALE TRAFFIC REGULATION ORDER

Members considered a report from the Executive Director – Economy and Infrastructure which provided Members of the Highways Working Group (“the Working Group”) with the background and detail of a further proposed change to the North Allerdale Traffic Regulation Order, as a result of a structural assessment of Blennerhasset Bridge.

The Traffic Management Team Leader cited a recent study which confirmed that a further weight limit was required at Blennerhasset Bridge. The bridge currently carried a 26-tonne weight restriction, but it was proposed that this be replaced with an 18-tonne weight limit. As Allerdale Local Committee had already agreed to go to advertisement on a number of proposed amendments to the North Allerdale Traffic Regulation Order, the Traffic Management Team had consulted with Legal Services to confirm that this weight restriction could be advertised with the other proposals.

The Local Member asked whether as a consequence of the proposal more traffic would be made to use the B5301 through Parsonby. The Traffic Management Team Leader confirmed that this could be the case, and also noted that the B5299 is an additional alternative route, and it was **AGREED** that further investigation be carried out on whether bridges on alternative routes would require a structural weight limit.

RESOLVED that,

- 1) the Working Group recommend 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 as Appendix 1, 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.
- 2) the Working Group recommend 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 3.1 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 Report.

54 TRAFFIC MANAGEMENT TEAM LEADER'S UPDATE

The Traffic Management Team Leader provided an update on various work of the Traffic Management Team including a proposal to install a puffin crossing on Church Road, Harrington, in line with a Section 106 Agreement, which had now gone out to advertisement.

An update was then provided by the Highways Network Manager regarding the works at Crosscanonby.

Members raised concerns regarding changes made to Water Street in Wigton. The Highways Network Manager explained that the changes were due to the developer implementing agreed planning conditions. It was **AGREED** that the Engineer who deals with Section 278 agreements would provide an update on the topic.

55 DATE AND TIME OF NEXT MEETING

The next meeting of the Allerdale Highways Working Group was due to take place on 16 February 2021.

The meeting ended at 11:45am