

# **ALLERDALE HIGHWAYS WORKING GROUP**

**Meeting date: 9<sup>th</sup> December 2020**

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

## **A594 DOVENBY AND A596 MICKLETHWAITE – SPEED LIMITS**

### **1.0 EXECUTIVE SUMMARY**

- 1.1 *The purpose of this report is to provide Members of the Highways Working Group (“the Working Group”) with the details of proposed introduction of 40 mph speed limits at Micklethwaite and Dovenby.*
- 1.2 *Plans showing the proposed changes are attached as Appendices 1 and 2 of this report.*
- 1.3 *A copy of the Council’s Statement of Reasons for proposing to introduce the changes, is attached as Appendix 3.*

### **2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS**

- 2.1 *The proposed speed restrictions are designed to improve traffic management within the areas assessed, whilst also providing a safe and effective transport network.*
- 2.2 *The restrictions which are proposed comply with Cumbria County Council’s forward plan of creating a safe and secure community, whilst providing a high-quality environment for all.*
- 2.3 *There are no Equality implications at this stage.*

### **3.0 RECOMMENDATION**

- 3.1 *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.***

- 3.2 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 this Report.**

## **4.0 BACKGROUND**

- 4.1 Engineering Safety Studies were undertaken for the entire route length of both the A596 and A595. These studies considered collision history and current traffic data, to determine if any road safety issues were prevalent, and if so, what measures could be considered to resolve them.
- 4.2 The studies recommended that a reduction from national speed limit to 40mph be introduced on the A596 at Micklethwaite, and also a reduction from 50mph to 40mph on the A594 at Dovenby.
- 4.3 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 this report respectively.
- 4.4 Whilst an initial informal consultation process has not yet been carried out, the County Council has received numerous requests for speed limits at both the locations identified. Therefore, an informal consultation will 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 will not be available for Local Committee on 5 January 2021.

## **5.0 OPTIONS**

- 5.1 The Working Group may recommend that Local Committee AGREE the recommendations in paragraphs 3.1 and 3.2.
- 5.2 The Working Group may recommend that Local Committee agree the recommendations in paragraph 3.1 and 3.2 IN PART.
- 5.3 The Working Group may recommend that Local Committee DOES NOT AGREE the recommendations in paragraphs 3.1 and 3.2.

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

- 6.1 Estimated costs of £21,000 would be met from an allocation in the Engineering Safety Measures budget of 2020/21 Capital programme, should Members agree to the recommendation in section 3 of this report.

## 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, in considering whether it is expedient to agree to the implementation of the speed limits detailed in this Report for the reason specified at section 1(1)(a) of the 1984 Act, as set out further in the attached Statement of Reasons which is attached as Appendix 3, namely: -

(a) For avoiding danger to persons or other traffic using the roads or any other roads or for preventing the likelihood of any such danger arising.

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. (KB – 27.11.2020)

## 8.0 CONCLUSION

8.1 That Members of the Working Group agree the recommendations at paragraphs 3.1 and 3.2 of this report.

Angela Jones

**Executive Director – Economy and Infrastructure**

*9<sup>th</sup> December 2020.*

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**APPENDICES**

**Appendix 1** – A596 Micklethwaite – Proposed 40mph – Location Plan

**Appendix 2** – A594 Dovenby – Proposed Reduction from 50 mph to 40mph – Location Plan

**Appendix 3** – Statement of Reasons

Electoral Division(s): Dearham and Broughton  
Thursby

Executive Decision

Key Decision

If a Key Decision, is the proposal published in the current Forward Plan?

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

If exempt from call-in, has the agreement of the Chair of the relevant Overview and Scrutiny Committee been sought or obtained?

Has this matter been considered by Overview and Scrutiny?

If so, give details below.

Has an environmental or sustainability impact assessment been undertaken?

Has an equality impact assessment been undertaken?

**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*

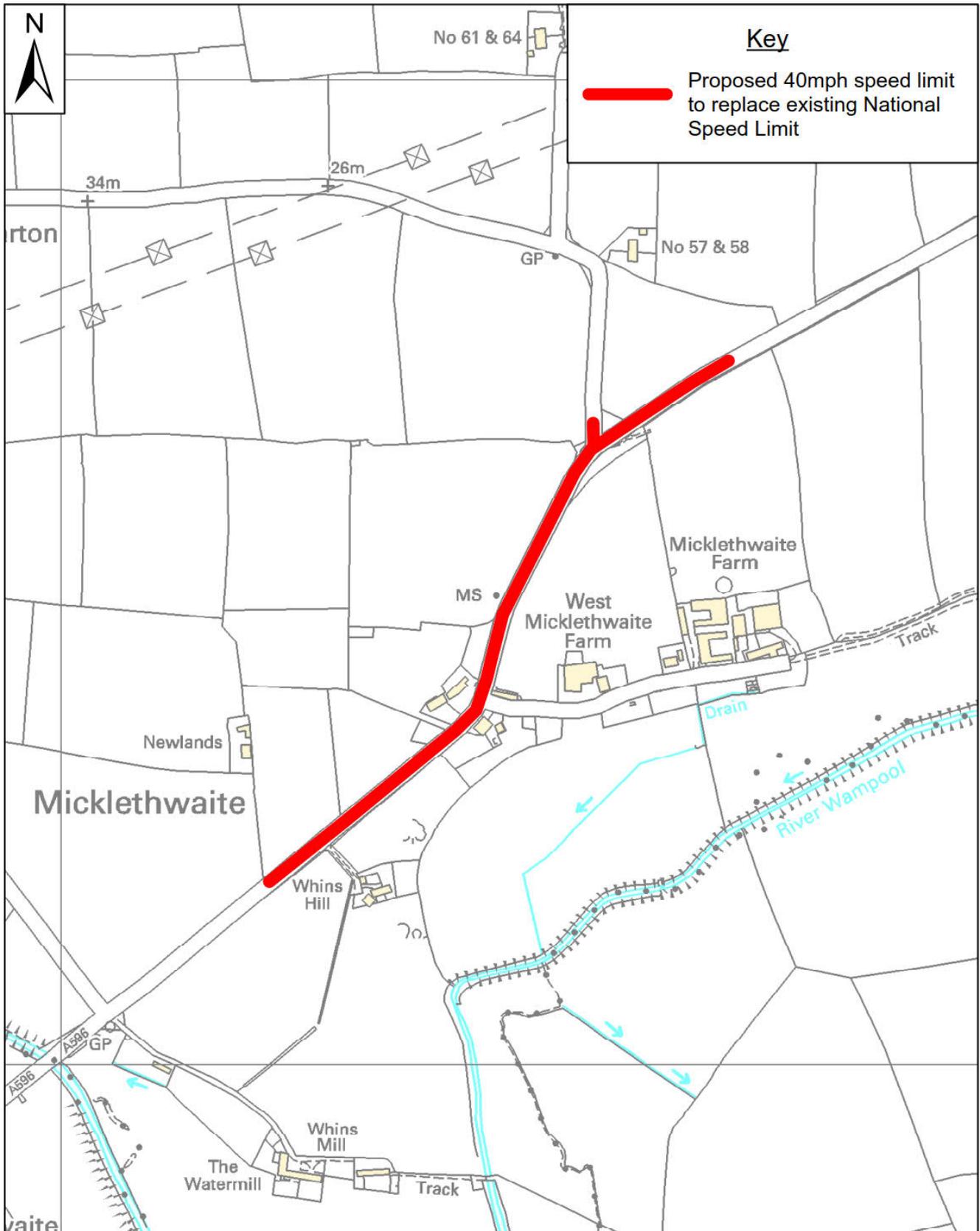
**RESPONSIBLE CABINET MEMBER**

*Cllr Keith Little*

**REPORT AUTHOR**

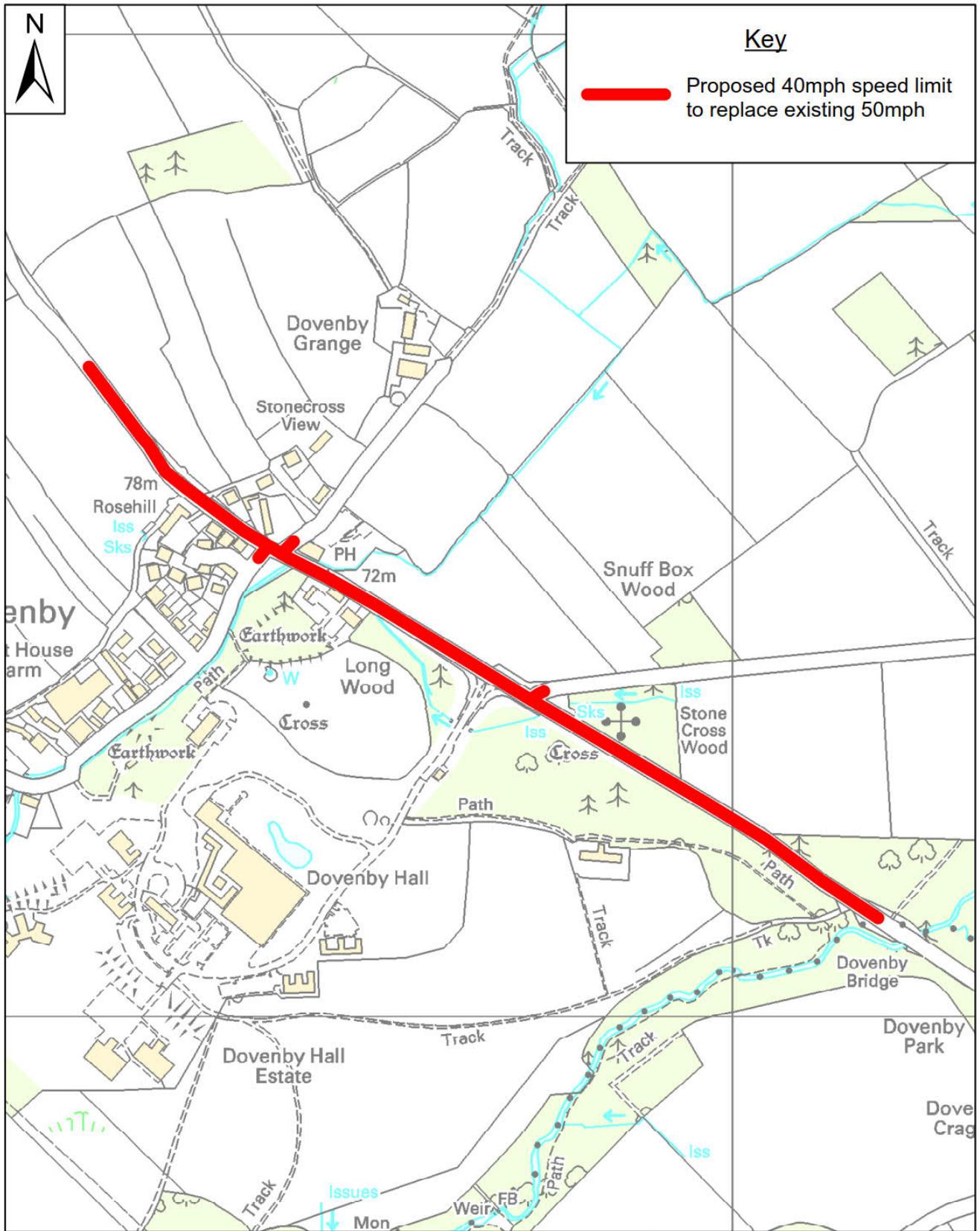
Matthew Reeves – Traffic Officer – West Area  
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**Appendix 1:**



<p>Grid Ref: 318321/538951</p>	<p><b>A596 Micklethwaite</b></p>	 <p>Cumbria Highways, Highways Depot, Joseph Noble Road, Lillyhall Industrial Estate, Workington CA14 4JH</p>			
<p>This produce includes mapping data licensed from Ordnance Survey. (c) Crown Copyright 2006. License Number 100019596</p>	<p><b>Proposed 40mph Speed Limit</b></p>	<p>Drawing No: 20/21/AllerSpeeds/P01/Am0</p> <table border="1" style="width: 100%;"> <tr> <td data-bbox="1008 2105 1149 2150">Drawn By: MJR</td> <td data-bbox="1149 2105 1300 2150">Scale: NTS</td> <td data-bbox="1300 2105 1453 2150">Date: 27/11/20</td> </tr> </table>	Drawn By: MJR	Scale: NTS	Date: 27/11/20
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**Appendix 2:**



Grid Ref: 318321/538951

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**A594 Dovenby**

**Proposed 40mph Speed Limit**

**Cumbria County Council**

Cumbria Highways, Highways Depot, Joseph Noble Road, Lillyhall Industrial Estate, Workington CA14 4JH

Drawing No: 20/21/AllerSpeeds/P02/Am0

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## Appendix 3:

THE COUNTY OF CUMBRIA  
(VARIOUS ROADS IN THE BOROUGH OF ALLERDALE)  
(CONSOLIDATION AND PROVISION OF SPEED LIMITS) ORDER 20<>

### **STATEMENT OF REASONS**

Cumbria County Council propose to create the above Order, for the following reason in S.1(1) Road Traffic Regulation Act 1984: -

- (a) For avoiding danger to persons or other traffic using the roads or any other roads or for preventing the likelihood of any such danger arising, or

They will also ensure that the revised speed limits are conducive and fitting to their surroundings, and therefore effectively be “self-enforcing” as per Department for Transport policy.

The changes which are being proposed include 2 locations where independent Engineering Safety Studies have been carried out and recommended a reduction in speed limit. The proposals produced as a result of these studies considered data such as collision history, road geometry, existing traffic speeds, traffic volume, type and usage.

The restrictions which are being proposed also comply with Cumbria County Council’s forward plan of creating a safe and secure community, whilst providing a high-quality environment for all.