

ALLERDALE HIGHWAYS WORKING GROUP

Meeting date: 9th December 2020

From: Executive Director – Economy & Infrastructure

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

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 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.*
- 1.2 *Members may recall that a previous report on other changes to the Order was considered by the Working Group and agreed by Allerdale Local Area Committee on 9 November 2020.*
- 1.3 *This report seeks a further recommendation to the Local Committee that the reduction in the weight limit on Blennerhasset Bridge, be included in the statutory consultation and advertisement of the Order.*
- 1.4 *A plan showing the proposed change is attached as Appendix 1.*
- 1.5 *A copy of the Council’s Statement of Reasons for proposing to introduce the change, is attached as Appendix 2.*

2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS

- 2.1 *The proposed traffic restrictions are designed to protect weak bridges and prevent heavy vehicles from areas unsuitable for their size and weight, 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 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.*
- 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 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 this Report.*

4.0 BACKGROUND

- 4.1** The Bridges & Structures team have recently undertaken a structural assessment of Blennerhasset Bridge to determine its load carrying capacity.
- 4.2** One bridge in the North Allerdale area has been identified and requires a Traffic Regulation Order to put in place a structural weight limit to protect the asset and prevent heavy vehicles from areas unsuitable for their size and weight. Details of the proposed location and restriction is as follows:
- 4.2.1** Proposal 1 – U2077 Blennerhasset Bridge. To replace the existing 26 tonnes maximum gross vehicle weight restriction with an 18 tonnes maximum gross vehicle weight restriction to protect the weak bridge known as Blennerhasset Bridge. A plan showing this proposal is attached as Appendix 1.
An alternative route for vehicles exceeding 18 tonnes is available via the U2081, A595, B5299, A596 and U2077.
- 4.3** Members of Allerdale Local Area Committee agreed to progress a number of proposals to statutory consultation and advertisement at their meeting on 9th November 2020. To prevent complicating matters, it would be prudent to include this proposal within the same statutory consultation and advertisement as those proposals agreed at the 9th November 2020 meeting.
- 4.4** A copy of the Statement of Reasons is attached as Appendix 2.

5.0 OPTIONS

- 5.1 Members may recommend that Local Committee agree the recommendations at paragraphs 3.1 and 3.2.
- 5.2 Members may recommend that Local Committee agree the recommendations at paragraphs 3.1 and 3.2 IN PART.
- 5.3 Members may recommend that Local Committee agree that the proposals are not progressed to statutory consultation and advertisement.

6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

- 6.1 Costs arising from these works would be met from an allocation in the Bridges and Structures Additional Works budget, 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 Order detailed in this Report for the reasons specified at sections 1(a) and (b) of the 1984 Act, as set out further in the attached Statement of Reasons which is attached as Appendix 2, 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, or
 - (b) for preventing damage to the road or to any building on or near the road.
- 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 Highways Working Group agree the recommendations at paragraphs 3.1 and 3.2 to protect the structural assets on the local network.

Angela Jones
Executive Director – Economy and Infrastructure

9th December 2020

APPENDICES

Appendix 1 - Location Plan detailing proposal for U2077 Blennerhasset Bridge
 Appendix 2 – Statement of Reasons

Electoral Division(s): Bothel and Wharrels

Executive Decision	<input type="button" value="Yes"/>
Key Decision	<input type="button" value="No*"/>
If a Key Decision, is the proposal published in the current Forward Plan?	<input type="button" value="N/A*"/>
Is the decision exempt from call-in on grounds of urgency?	<input type="button" value="No*"/>

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]

*Meeting of Allerdale Local Area Committee on 9th November 2020;
Allerdale Highways Working Group Report.*

CONSIDERATION BY OVERVIEW AND SCRUTINY

Not considered by Overview and Scrutiny.

BACKGROUND PAPERS

No background papers

RESPONSIBLE CABINET MEMBER

Cllr Keith Little

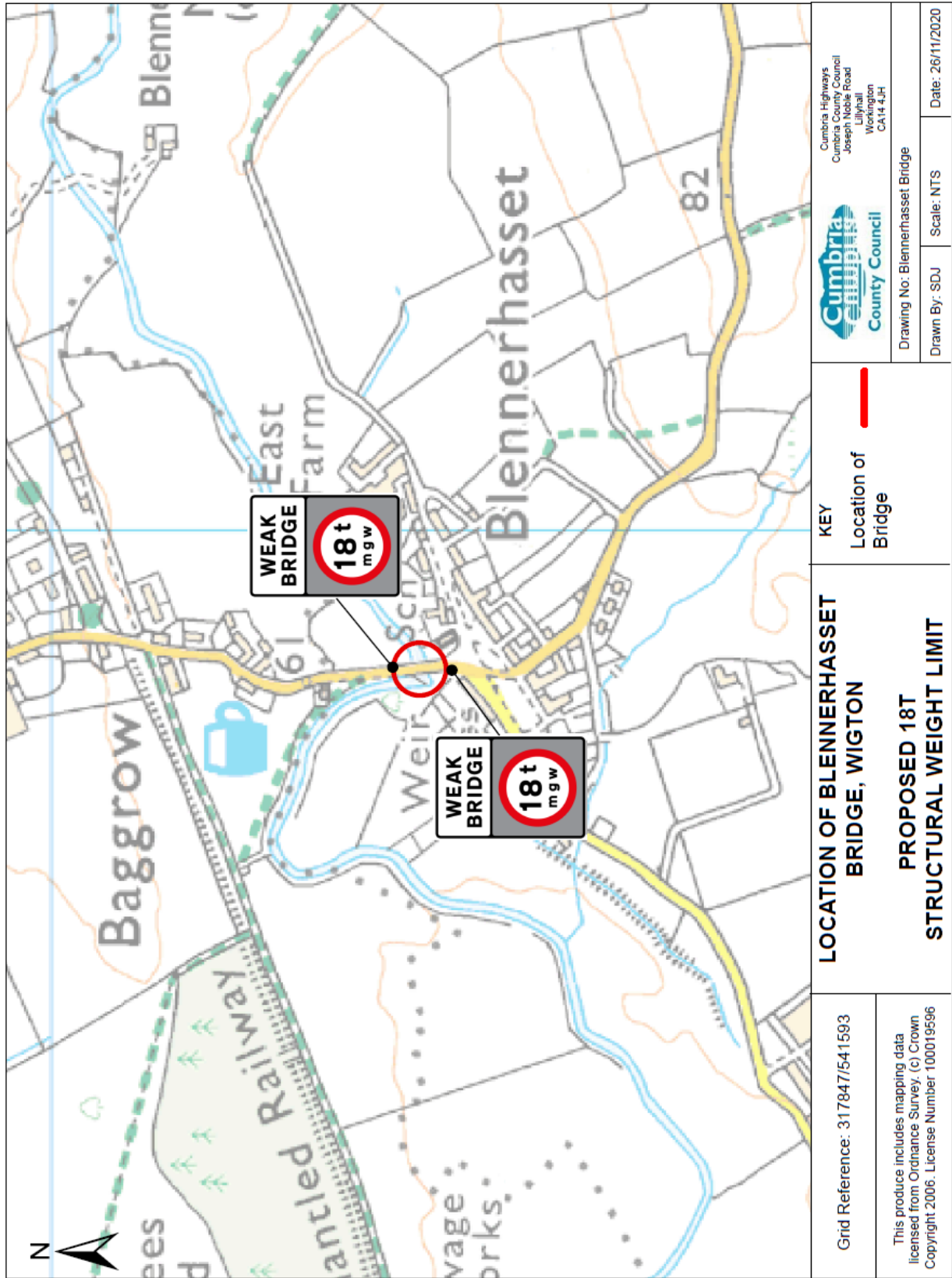
REPORT AUTHOR

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APPENDIX 1



APPENDIX 2

THE COUNTY OF CUMBRIA (VARIOUS ROADS, NORTH ALLERDALE)
(CONSOLIDATION AND PROVISION OF TRAFFIC REGULATIONS)

ORDER 2020

STATEMENT OF REASONS

Following a review of the structural capability of bridges and structures in Copeland, Cumbria County Council propose to make the above Order, for the following reasons specified in Section 1(1) Road Traffic Regulation Act 1984, namely to :-

Proposal 1 – U2077 Blennerhasset Bridge. To implement a 18t weight restriction to protect the weak bridge known as Blennerhasset Bridge.

- *(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or*
- *(b) for preventing damage to the road or to any building on or near the road.*