

BARROW HIGHWAYS ADVISORY SUB-GROUP**Meeting date: 11 December 2020****From: Executive Director – Economy and Infrastructure****SKELGATE, DALTON-IN-FURNESS - REVIEW OF EXISTING TRAFFIC CALMING****1.0 EXECUTIVE SUMMARY**

- 1.1** *The purpose of this report is to update members of the Highways Advisory Sub-Group (“the HASG”) on the outcome of the assessment and review of the existing traffic calming feature on Skelgate in Dalton-in-Furness. This is in response to concerns raised by the Local Member following communication with local residents and discussion with the Town Council.*
- 1.2** *Members of the HASG are asked to note that the conclusion of the assessment, which is attached as Appendix 1, recommended that Cumbria Highways Officers work with the Police where possible to increase enforcement of the existing 7.5 tonne maximum gross weight limit and 20mph speed limit.*

2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS

- 2.1** *The introduction of traffic calming scheme 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.*

- 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 development of detailed proposals is undertaken in accordance with the County Council's policies and procedures for equality and diversity.*

3.0 RECOMMENDATION

- 3.1** *That Members of the HASG note the full report, and recommend that Barrow Local Committee note the attached Appendix 1, detailing the assessment of the current traffic calming on Skelgate in Dalton-in-Furness and the outcome that the existing road hump should NOT be removed.*

4.0 BACKGROUND

- 4.1** Concerns were raised regarding the existing traffic calming, vehicle speeds and possible damage to buildings on Skelgate in Dalton in late 2019 / early 2020. Highway Officers met with residents on 5th March 2020 to discuss the concerns. At the meeting on Skelgate in Dalton it was agreed that traffic data collection would be undertaken and the concerns regarding vehicle speeds and use of large vehicles would be taken to the next Casualty Reduction and Safer Highways group (CRASH) meeting. Then a report detailing the data and outcome of the CRASH meeting with consideration of the concerns about building damage be reported to Highways Advisory Sub Group.
- 4.2** Due to coronavirus and the first national lockdown which began on 23rd March 2020 it was not possible to undertake the traffic data monitoring in April/May as had been hoped. Once lockdown ended it was still some months before it was apparent that traffic levels had begun to return to more normal levels to allow the traffic data monitoring to be undertaken. The pneumatic tubes were installed on 29th August and remained in place until 4th September 2020 (data for 31st August Bank Holiday was not included within the data summary).
- 4.3** The traffic data and concerns of residents were reported to the November 2020 CRASH meeting. The data indicates that broadly drivers do comply with the 20mph speed limit on Skelgate, especially near to the existing traffic calming feature going up the hill near to where the speed limit entry point is. Further down nearer to Dalton Castle and Market Place the speeds are slightly higher especially in a northwest bound direction heading out of Dalton. The numbers of Heavy Goods Vehicles (HGV's) indicate that around 7.9% of all traffic are recorded as HGV's. This is not exceptionally high, however there is a 7.5 tonne weight limit in place, and it is considered that it should be lower in this instance.
- 4.4** At the CRASH meeting the data was considered by the Fire Service, Police and Highways representatives. The data shows that the traffic calming is currently helping to keep speeds low upon entering the 20mph zone and for drivers leaving. Evidence regarding traffic induced vibration does not give any indication that there will be resultant damage to nearby buildings. The

traffic calming on Skelgate has been in place for many years; 20 plus. Therefore, it was not considered appropriate to remove the traffic calming which may lead to increased speeds on Skelgate and Dalton as a whole.

4.5 The full report showing the data, assessment and review with conclusions and recommendation for Skelgate in Dalton is attached as Appendix 1.

4.6 The recommendations of the report as discussed at the CRASH group is for the traffic calming to remain in place. Enforcement of the existing 7.5 tonne weight limit and 20mph speed limit is to be pursued by the Police to increase compliance. A local PCSO has also been working with local skip companies to deal with issues regarding routing and use of unsuitable roads, travelling unnecessarily through communities and especially use of roads with restrictions. It was considered that this work be extended to include companies around Dalton. It may also be appropriate to consider the use of a Community Speed Watch group in Dalton which has proven very effective in other areas for increasing driver compliance with speed limits.

4.7 Therefore, this report is to be noted by Members.

5.0 OPTIONS

5.1 Members to agree the recommendation at paragraph 3.1 of this report. to note the content of this report and the full report on Skelgate, Dalton and the existing traffic calming presented in Appendix 1.

6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

6.1 There are no direct resource implications arising from the recommendation to note this report.

7.0 LEGAL IMPLICATIONS

7.1 There are no direct legal implications to the Recommendation at paragraph 3.1 of this report, as it is to note only.

7.2 Section 90A of the Highways Act 1980 empowers a local highway authority to construct road humps (to include a raised crossing point or speed table) in accordance with the Highways (Road Humps) Regulations 1999, on roads with a speed limit of 30 mph or less (or must otherwise be authorised by the Secretary of State).

8.0 CONCLUSION

8.0 Members of the HASG are asked to note and recommend that Barrow Local Committee note this report for information and its recommendation that the traffic calming on Skelgate remains in place.

Angela Jones
Executive Director – Economy and Infrastructure

November 2020

APPENDICES

Appendix 1 Skelgate Dalton Traffic Calming Report

Electoral Divisions: Dalton South

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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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

None

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