

COUNTY COUNCIL LOCAL COMMITTEE FOR BARROW
Meeting date: 15 November 2021
From: Executive Director – Economy and Infrastructure

HIGH STREET HERITAGE ACTION ZONE (HSHAZ) TRAFFIC REGULATION ORDER

1.0 EXECUTIVE SUMMARY

- 1.1** *This report seeks approval from the Local Committee to progress to statutory advertising and consultation of a Traffic Regulation Order (TRO) which would amend and reduce the existing parking bays with additional No Waiting at any time restrictions on Duke Street, Barrow to allow for the enhancement of the street scene incorporating wider pavements and trees.*
- 1.2** *A plan showing the proposals is attached as Appendix 1a and a plan of the High Street Heritage Action Zone is attached as Appendix 1b.*
- 1.3** *A copy of the Council's Statement of Reasons for proposing to introduce the Order, is attached as Appendix 2.*

2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS

- 2.1** *The introduction of Traffic Regulation Orders is a devolved function of this Local Committee and helps support the County Council objective of meeting its casualty reduction targets and its delivery of Community Strategy 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 promote health and wellbeing, and tackle poverty*
 - To protect and enhance Cumbria's world class environment*
 - To provide safe and well-maintained roads and an effective transport network*
 - To promote sustainable economic growth, and create jobs*
 - To support older and vulnerable people to live independent and healthy lives*
 - 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 visual 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 Local Committee agrees the progression to statutory consultation and advertising of The County of Cumbria (Various Roads, Barrow-in-Furness) (Consolidation and Minor Amendment of Traffic Regulations) (Order 2001) Variation Order (No. 44) 20>< ("the Order") the proposed effect of which is to: -*

- (i) Amend the extent of the existing parking bays with time limited parking for 1 hour no return within 2 hours Monday to Saturday 8am – 6pm as shown on the plan in Appendix 1a;*
- (ii) That lengths of No Waiting at Any Time (double yellow lines) be introduced over several sections of Duke Street including adjacent to new tree pits as indicated on the plan in Appendix 1a;*
- (iii) That the existing extent of Disabled Badge Holder Only parking be amended to result in three spaces remaining as currently but spread across three locations on Duke Street to increase accessibility as indicated on the plan in Appendix 1a;*
- (iv) It is also noted that the existing bus stop will be relocated slightly as part of the scheme, which will be completed following a notification process.*

4.0 BACKGROUND

4.1 Barrow Borough Council has received £1.1m funding from HM Government for the High Street Heritage Action Zone (HSHAZ) programme, based within the Central Barrow Conservation Area. The conservation area is deemed 'at risk' by Historic England. The scheme is administered by Historic England to ensure that the correct heritage standards are met.

4.2 The funding is for a heritage-led regeneration scheme. The Barrow scheme has a number of project streams including building repair grants, planning information & supplementary planning documents, and public realm improvements. There have been five key design drivers identified for the public realm improvements:

- Reinstatement of Duke Street as a civic corridor from Abbey Road to the Town Hall
- Prioritise pedestrians to make them feel safer and increase dwell time
- Reduce the impact of parking on heritage assets by breaking up the 'sea of cars'

- Green the street to improve wellbeing, reduce surface water run-off, and reduce airborne CO₂
 - Improve interpretation and public understanding of the street's history
- 4.3 In turn, it is believed that the works will facilitate economic improvement for the HSHAZ area.
- 4.4 A plan of the HSHAZ is shown in Appendix 1b.
- 4.5 Proposals for the HSHAZ were produced by Xanthe Quayle Landscape Architects (XQLA) appointed through a competitive tender process in April 2021 alongside Simon Fenton Partnership (quantity surveyors) and Curtins (Highways, civils and principle designers) by Barrow Borough Council.
- 4.6 Barrow Borough Council have undertaken consultation through two on-line workshops in May 2021 which invited all business owners on Duke Street to have their say on features for the HSHAZ. This included key officers at Barrow Borough Council & Cumbria County Council, and local community & interest groups such as Love Barrow Families and Barrow Civic & Local History Society. There was also an in-person presentation at Love Barrow Families on the 4th June 2021 for local residents who did not have access to a computer. In addition, Officers at Barrow Borough Council also held drop-in consultations on high-level ideas at Barrow Market in June 2021.
- 4.7 Barrow Borough Council, XQLA and Curtins met with Willie McPhail of Stagecoach Cumbria to discuss proposals and changes to bus provision on 19th July 2021; he had no objections to the proposals. Proposals were then finalised in July but were costed at upwards of £3m; proposals were therefore pared back to circa £500k and consulted on as part of a Heritage Skills event on 20th August 2021. These changes did not include any additional amendments to bus provision that were not previously discussed with Stagecoach
- 4.8 General outcomes of the consultation were as follows:
- Business owners were keen not to lose on street parking as they were concerned it would affect their businesses
 - Local residents were concerned about loss of on-street parking in fear that it would lead to shoppers parking in front of their houses
 - The general public were welcoming of street trees & planting to green the street
 - The general public welcomed improvement to pavements and raised crossings to help with accessibility
- 4.9 To enable the implementation of the scheme it is necessary to make amendments to existing parking arrangements and introduce some short stretches of No Waiting at Any Time restrictions allowing for new street scene arrangements. It is necessary for Cumbria County Council to progress a Traffic Regulation Order as the Traffic Authority for this to take place.
- 4.10 It is proposed to amend the existing lengths of time limited parking bays for 1 hour no return within 2 hours across Duke Street between Ramsden Square and Town Square to approximately 10 parking spaces (based on average vehicle length) over 4 locations. It is proposed to amend the location of the existing disabled badge holder only parking spaces to spread three spaces

across the length of section of Duke Street to improve accessibility to spaces. To ensure traffic flow and guide parking takes place only within parking bays it is proposed to implement lengths of No Waiting at Any Time along short sections of Duke Street. The draft proposals for statutory consultation and advertising are shown in Appendix 1a.

- 4.11 As part of the full scheme, in addition to the TRO there are plans to relocate by a small amount the existing bus stop and to introduce raised tables which will require notices and statutory consultation on the proposals in the coming months before the end of 2021.

5.0 OPTIONS

- 5.1 To approve the recommendation at paragraph 3.1
- 5.2 To approve the recommendation at paragraph 3.1 IN PART only
- 5.3 To not approve the recommendation at paragraph 3.1

6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

- 6.1 The costs of the TRO and implementation of the restrictions through road markings, parking bays and signs will be met through funding held by Barrow Borough Council from HM Government for the High Street Heritage Action Zone programme.
- 6.2 Local Committee is asked to note that should the scheme following consultation be progressed and implemented that there will be ongoing maintenance costs to be met through future year's devolved Highways revenue budgets.

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 (1)(c) and (f) of the 1984 Act, as set out further in the attached Statement of Reasons which is attached as Appendix 2, namely: -
- (c) for facilitating the passage on the roads or any other roads of any class of traffic (including pedestrians), or
 - (f) for preserving or improving the amenities of the area through which the roads run.
- 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.
- 7.4 In relation to the proposed raised tables referred to at paragraph 4.11, 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).
- 7.5 Before constructing a road hump (or raised crossing point/speed table), the local authority shall consult the chief officer of police for the area and other bodies (the District Council, bus operators and representative organisations) and must post a Notice on the highway and publish in the local press a notice detailing the nature, dimensions and location of the proposed road hump, raised crossing or speed table and the address to which and the period of 21 days within which any objections to the proposals may be sent.
- 7.6 The local highway authority shall consider any representations sent them in accordance with the Notice provisions detailed above.

8.0 CONCLUSION

- 8.1 It is recommended that Local Committee approve the recommendation at 3.1 for the proposed restrictions to be progressed to statutory advertising and consultation.

Angela Jones
Executive Director – Economy and Infrastructure

October 2021

APPENDICES

<i>Appendix 1a</i>	<i>Plan detailing the proposals</i>
<i>Appendix 1b</i>	<i>Plan showing the High Street Heritage Action Zone</i>
<i>Appendix 2</i>	<i>Statement of Reasons</i>

Electoral Division: Hindpool

Executive Decision

Yes	<input type="checkbox"/>
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Key Decision

<input type="checkbox"/>	No
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If a Key Decision, is the proposal published in the current Forward Plan?

<input type="checkbox"/>	<input type="checkbox"/>	N/A
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Is the decision exempt from call-in on grounds of urgency?

<input type="checkbox"/>	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?

<input type="checkbox"/>	<input type="checkbox"/>	N/A
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Has this matter been considered by Overview and Scrutiny?
If so, give details below.

<input type="checkbox"/>	No
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Has an environmental or sustainability impact assessment been undertaken?

<input type="checkbox"/>	<input type="checkbox"/>	N/A
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Has an equality impact assessment been undertaken?

<input type="checkbox"/>	<input type="checkbox"/>	N/A
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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

No background papers

REPORT AUTHOR

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