COUNTY COUNCIL LOCAL COMMITTEE FOR SOUTH LAKELAND

Meeting date: 30 September 2015

From: Corporate Director – Environment and Community Services

THE COUNTY OF CUMBRIA (VARIOUS ROADS, SOUTH LAKELAND AREA) (CONSOLIDATION OF TRAFFIC REGULATIONS) (ORDER 2002) (VARIOUS ROADS, MILNTHORPE) VARIATION ORDER 20>>

1.0 EXECUTIVE SUMMARY

1.1 This report sets out the responses to the statutory consultation and advertising of a traffic regulation order (herein referred to as ‘The Order’) which consolidates and proposes various restrictions in Milnthorpe.

1.2 The proposals are for No Waiting At Any Time (double yellow lines) on The Ashes (includes Beetham Road), Haverflatts Lane and Main Street/Chestnut Way, One-way traffic on Firs Road and residents parking on Church Street and the Harmony Hill area.

1.3 The report seeks a resolution on the proposed introduction of The Order.

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 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

Members are advised that generally the measures contained in the proposals contribute to these commitments by continuing to ensure that the council are able to provide an effective and safe Highway Network.

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 Local Committee, 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, authorise the bringing into operation of The County Of Cumbria (Various Roads, South Lakeland Area) (Consolidation of Traffic Regulations) (Order 2002) (Various Roads, Milnthorpe) Order 20>;< as follows

3.2 The Ashes (includes Beetham Road) – It is recommended that the restrictions are implemented as proposed.

3.3 Haverflatts Lane – It is recommended that the restrictions are implemented as proposed;

3.4 Summerville Road – It is recommended that the restrictions are omitted in their entirety.

3.5 Main Street and Chestnut Way – It is recommended that the restrictions are implemented as proposed.

3.6 Church Street – It is recommended that the restrictions are implemented as proposed except for the entry referring to the West side No Waiting between 7am – 7pm, Monday to Saturday inclusive, which it is proposed to reduce to No Waiting between 8 am – 5 pm, Monday to Friday inclusive;

3.7 Harmony Hill Area (includes Shovel Lane and Windy Hill) – It is recommended that the restrictions are implemented as proposed.

3.8 Firs Road – It is recommended that the restrictions are omitted in their entirety.
4.0 BACKGROUND

4.1 Cumbria County Council advertised a selection of waiting restrictions for The Ashes (including Beetham Road), Haverflatts Lane (including Summerville Road and Main Street; One-way traffic for Firs Road and residents parking on Church Street and the Harmony Hill area (including Shovel Lane and Windy Hill). The proposals have been designed in response to concerns raised to Councillor Stewart by residents. The full statement of reasons is included in Appendix 1.

4.2 Appendix 2 comprises the draft order plans as follows;

- Plan 1 The Ashes (including Beetham Road)
- Plan 2 Haverflatts Lane (including Summerville Road)
- Plan 3 Main Street and Chestnut Way
- Plan 4 Church Street
- Plan 5 Harmony Hill Area (including Shovel Lane and Windy Hill)
- Plan 6 Firs Road

4.3 The proposals were consulted upon and advertised on the 27 August 2015, with the statutory 21 day objection period expiring on 17 September 2015.

4.4 Appendix 3 summarises and recommends the outcomes of the various comments and objections received.

4.5 Considering all the comments and objections received it is recommended to bring The Order into operation with the following amendments; Church Street west side No Waiting between 7am – 7pm, Monday to Saturday inclusive, be reduced to No Waiting between 8 am – 5 pm, Monday to Friday inclusive, and the proposals for Firs Road and Summerville Road be omitted in their entirety.

4.6 The Notice, summarising the proposals, is attached as Appendix 4.

5.0 OPTIONS

5.1 Local Committee approve the recommendations at paragraph 3 of this report.

5.2 Local Committee do not approve the recommendations at paragraph 3 of this report.

5.3 Local Committee approve bringing into operation The Order in part with (less onerous) amendments.
6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

6.1 There are costs associated with making The Order operational; the advertisement for the made order £500 and road markings and signs £3,000 totalling £3,500. Costs are to be met from the Members Highway Priorities allocation for Kent Estuary.

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 at paragraph 7.2, in considering whether it is expedient to agree to the implementation of the traffic regulation order detailed at paragraph 3.1 of this Report, for the reasons specified at sections 1(1)(a), 1(1)(c) and 1(1)(f) of the 1984 Act, 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; for facilitating the passage on the road or any other road of any class of traffic (including pedestrians); and/or for preserving or improving the amenities of the area through which the road runs.

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.

8.0 CONCLUSION

8.1 It is recommended that The Order be brought into operation in accordance with the recommendations in parts 3.1 – 3.8.
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?  

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]

None

CONSIDERATION BY OVERVIEW AND SCRUTINY

Not considered by Overview and Scrutiny.

BACKGROUND PAPERS

Consultation responses