**COUNTY COUNCIL LOCAL COMMITTEE FOR SOUTH LAKELAND**

Meeting date: 21 March 2017

From: Corporate Director – Economy and Highways

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**CARTMEL TRAFFIC REGULATION ORDER 2017**

1.0 **EXECUTIVE SUMMARY**

1.1 *This report sets out the responses to the statutory consultation and advertising of The County of Cumbria (Various Roads, Cartmel) (Traffic Regulation) Order 20<>, referred to at paragraph 3.1 of this report (“the Order”) which proposes restrictions for Cartmel Village.*

1.2 *All of the proposals are summarised in the statutory notice which is attached as Appendix 1 and shown on location plans attached as Appendix 2 to this report.*

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 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, and having taken into consideration the representations which were received during the statutory advertising and consultation process, that the Local Committee resolve that The County of Cumbria (Various Roads, Cartmel) (Traffic Regulation) Order 2018 be brought into operation as advertised, in accordance with the amendments detailed in paragraphs 3.1 (i) to (xiii) inclusive and shown on the plans attached as Appendix 5, namely, :

(i) To amend the proposed No Waiting At Any Time restriction (5 metres) outside Rogan’s and Company to Limited Waiting 8am-6pm Monday - Saturday 1 hour no return within 1 hour and Sunday 2 hours no return within 2 hours, as shown in green on the plans;

(ii) To amend the proposed Limited Waiting, 24 hours, 7 days a week, 1 hour, no return within 1 hour, permit holders exempt, in the bays outside The Larch Tree / Hales so that they are all the same restriction i.e.; Limited Waiting 8am-6pm Monday - Saturday 1 hour no return within 1 hour and Sunday 2 hours no return within 2 hours, as shown in green on the plans;

(iii) To amend the proposed No Waiting At Any Time restrictions (10 metres) outside Market Cross Cottage, Market Square (north side) to Limited Waiting 1 hour no return within 1 hour 24 hours (permit holders exempt), as shown in orange on the plans;

(iv) The proposed loading bay outside Redfern on Market Square be amended to Limited Waiting 1 hour no return within 1 hour 24 hours (permit holders exempt), as shown in orange on the plans;

(v) The proposed No Waiting At Any Time restrictions (north side) of The Causeway, 2 spaces (12 metres) west of the field gate and 4 spaces (24 metres) east of the field gate to be Limited Waiting 1 hour no return within 1 hour 24 hours (permit holders exempt), as shown in orange on the plans;
(vi) On Park View (west side) - a 46 metre length of No Waiting At Any time restriction to be removed;

(vii) On Clogger Beck (east side) - a 16 metre length of No Waiting At Any Time to be removed opposite its junction with Ford Park;

(viii) On Clogger Beck (west side) - a 10 metre length of No Waiting At Any Time restriction to be removed adjacent to the properties leaving adequate space for turning into and out of property accesses;

(ix) On Aynsome Road – the No Waiting Any Time restrictions be removed from the boundary of properties Barn Rigg / Enerigg House just north of its junction with Priest Lane;

(x) On Haggs Lane (north side) – the No Waiting At Any Time restrictions be removed from the western side of the driveway of the property Springfield in an easterly direction;

(xi) On Haggs Lane (south side) – the No Waiting At Any Time restrictions be removed from the western boundary of 1 Meeting House Cottages in an easterly direction;

(xii) The proposed Limited Waiting Monday – Saturday 1 hour no return within 1 hour and Sunday 2 hours no return within 2 hours 24 hours (permit holders exempt), shown as purple bays on the plans be amended to Limited Waiting 2 hours no return within 2 hours Full week (permit holders exempt);

(xiii) The name of the property on Aynsome Road currently referred to as Rise Cottage to be amended to Rose Cottage in reference to the eligible residents within Zone C1 under Part I of the preamble item (39) defining Zone C1.

4.0 BACKGROUND

4.1 Cumbria County Council consulted upon and advertised a selection of waiting, parking and prohibition restrictions for various roads across the village of Cartmel. The proposals were designed in response to community consultation over a number of years and were presented to the community for feedback before being progressed to statutory consultation and advertising.

4.2 Appendix 1 is the statutory notice which summarised the proposed restrictions in the Order for the purposes of the statutory advertising and consultation procedure.

4.3 Appendix 2 comprises the draft order plans as follows;

- Plan 1 Park View
- Plan 2 Market Square, Cavendish Street, Priest Lane and Devonshire Square
• Plan 3 Ford Road, The Causeway and Clogger Beck

• Plan 4 Barn Garth and Aynsome Road

• Plan 5 Haggs Lane

4.4 The proposals were consulted upon and advertised on Thursday 2\textsuperscript{nd} February 2017, with the statutory 21 objection period expiring on Thursday 23\textsuperscript{rd} February 2017.

4.5 Appendix 3 summarises the comments and objections, 123 plus statutory consultee responses, which were received and the recommendations of officers in response to those comments and objections.

4.6 The full Statement of Reasons for the Order is attached as Appendix 4.

4.7 A set of amended plans are attached as Appendix 5 showing the restrictions which are recommended for introduction as referred to in the Recommendations.

4.8 The cost of the Order in terms of staff resources and advertising (£5,000) and implementation measures as a result of the making of the Order (£15,000) are to be met through a Private Works Agreement with Cartmel Parish Council.

5.0 **OPTIONS**

5.1 Local Committee approve the recommendations at paragraph 3.1 of this report

5.2 Local Committee do not approve the recommendations at paragraph 3.1 of this report.

5.3 Local Committee approve the bringing into force of the Order in part, other than in accordance with the Recommendations, with (less onerous) amendments.

6.0 **RESOURCE AND VALUE FOR MONEY IMPLICATIONS**

6.1 The £20,000 cost of the Order and the implementation of proposals that are approved to be implemented will be met from the allocation of funding through a private works agreement with Cartmel Parish Council.

6.2 Members are asked to note that there will be some future maintenance costs which will need to be met from future revenue budget allocations.
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 Order as referred to at paragraph 3.1 of this Order for the reason specified at sections 1(1)(a) and 1(1)(f) of the 1984 Act, namely for avoiding danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising; and 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.

8.0 **CONCLUSION**

8.1 It is recommended that the Order be bought into force in accordance with the Recommendations.

Dominic Donnini  
Corporate Director – Economy and Highways  

*March 2017*
**APPENDICES**

*Appendix 1 Statutory Notice summarising the proposals*
*Appendix 2 Draft Plans 1-5*
*Appendix 3 Summary of consultation responses and recommendations*
*Appendix 4 Statement of Reasons*
*Appendix 5 Plans showing proposals with recommended amendments*

Electoral Division(s): Cartmel

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**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*

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