COPELAND HIGHWAYS WORKING GROUP

Minutes of a Meeting of the Copeland Highways Working Group held on Thursday, 27 July 2017 at 10.00 am at Lillyhall Depot, Workington

PRESENT:

Mr K Hitchen (Chair)

Mr MS Barbour
Mr M Hawkins
Mr K Hitchen
Mr AWC Lamb

Mr FI Morgan
Mr CJ Whiteside
Mr AW Wonnacott

Also in Attendance:-

Mr K Cosgrove - Highways Network Manager (Copeland)
Mrs J Currie - Senior Democratic Services Officer
Mrs Davis-Johnston - Traffic Management Team Leader (West)
Ms G Elliott - Area Manager - Copeland

PART 1 – ITEMS CONSIDERED IN THE PRESENCE OF THE PUBLIC AND PRESS

92 ELECTION OF CHAIR

RESOLVED that Mr K Hitchen be elected as the Chair of the Highways Working Group.

93 ELECTION OF VICE CHAIR

RESOLVED that Mr D Wilson be elected as Vice Chair of the Highways Working Group.

94 MEMBERSHIP AND TERMS OF REFERENCE

RESOLVED that the membership and terms of reference for the Highways Working Group be noted.

95 APOLOGIES FOR ABSENCE

Apologies for absence were received from Mr P Turner and Mr D Wilson.
RESOLVED that the minutes of the previous meeting held on Monday 24 April 2017 be agreed.

Matters arising

On Minute No 84 Network Manager’s Report – members asked for an update on contact with the Borough Council about the lack of road sweeping and the potential impact this may have had on the County Council’s gully cleansing schedule. The Highways Network Manager confirmed that a meeting was due to take place with the Borough and the Operation Senior Manager and Area Manager where this would be raised.

97 HIGHWAYS NETWORK MANAGER’S REPORT

The Highways Network Manager presented a report which provided members of the Copeland Highways Working Group with an update on Highways Network matters over the last quarter.

- Scheme Delivery PRN/NPRN

Surface dressing in Copeland Area had now concluded with the final 3 beds on the priority network completed by the 14th July. The 3 sites were A595 Mill Street to Holegill, Bootle. A595 Waberthwaite and Boonwood to School Brow, Gosforth

- Routine Gully Maintenance

The Highways Network Manager provided members with an indication of programmed gully cleansing, including recent whereabouts and planned cleansing activities.

- Homewood Road, Whitehaven

Members were aware as part of the Draft Devolved Highways budget 17/18 presented at Local Committee several weeks ago that funding to the value of £220,000 had been outlined to support improvements to Homewood Road.

The total cost of the scheme was expected to be in the region of 1.3m. CCC had received an additional £4.606m as part of the National Productivity Investment Fund (NPIF). This was a new fund announced as part of the Chancellors Autumn statement. This funding was aimed at predominately reducing congestion at key locations, upgrading or improving the maintenance of the local highway asset, enhancing access to employment, housing and other sensitive locations whilst developing economic and job creation opportunities. Therefore circa 1m had been outlined to support the Local Committee contribution noted above.
The Highways Network Manager said officers had produced a press release which was issued to all the local media which highlighted the positive news. Members were disappointed to hear about the lack of coverage by the local press on this.

The local member had posted updates on his social media page about the major works and so far all the feedback he had received from members of the public had been positive.

The Highways Network Manager asked any members interested in visiting this site to contact him and he would arrange a site visit.

- Whitehaven Major Transport Scheme

The Highways Network Manager gave members an update regarding the Major Transport Scheme.
He reported that there was a presentation scheduled to take place at Copeland Local Committee in the near future on the Whitehaven Transport Scheme.

- Moor Row – 20mph Petition/Traffic Improvements

An outline planning application for a residential development at the former station yard site in Moor Row was received in August 2016. Following engagement with local officers a financial contribution towards traffic calming on Dalzell Road was secured to the value of £44,950.

The actual form of the measures would be determined by the local officers but the costing was based on a number of traffic related improvements in the vicinity of the development (and the publication and signing of them).

A separate application for 26 homes was submitted in July 2016. The County Council requested the applicant be required to fund suitable traffic calming measures on Scalegill Road. To ensure that this site would be able to be accessed safety the applicant should provide £12550. This would also fund village gateway signage and speed restrained measures in the vicinity of the development.

In light of the petition presented to members at Copeland Local Committee local officers would progress with the installation of the features referred to above. It was worth noting at this stage that only one Section 106 agreement had been signed.

Subject to the installation of these restrictions, officers would monitor the improvements periodically to establish if further enhancements were warranted. He reminded members about the petition presented at the last local committee meeting requesting a 20mph speed limit through Moor Row.

- Cold Fell Traffic Improvement

The Cold Fell Communities Action Group had, for some time, continued to seek a solution to the problem of speeding and the volume of vehicles over Cold Fell and the resulting impacts on animal casualties, road safety, tourism and local livelihoods. Concern existed about the high levels of fast moving traffic using this fell
road at certain times of the day and the negative impact this has on residents and other road users.

A 40mph speed limit was introduced to the fell road in 2012 which received wide support from the communities following an extensive consultation exercise.

Sellafield Ltd have a longstanding scheme of education aimed at staff using Cold Fell Road and supported any additional measures, such as a speed limit reduction, to bring speeds down to an acceptable level.

Cumbria Constabulary also supported the original speed reduction and had made a commitment to a scheme of education and enforcement; this continued to have a positive impact. The Police also provided regular updates as part of the quarterly Cold Fell Action Group Meeting.

Data collected over a number of years generally reported average speeds between 34 and 41mph along the route.

Local officers continued to meet the Cold Fell Action Group quarterly to discuss recent collisions, topical issues, enforcement and the general conduct over the fell. As part of this CCC provided regular updates to the group which was generally in the form of traffic data analysis.

Funding had been allocated during 2017/18 for a study to assess the feasibility of introducing average speed cameras. This study would determine the following:-

- Location of the required equipment at each entrance on to the Fell road
- Location of Electricity supplies required to power the speed monitoring equipment
- Planning requirements, if any
- Consultation process/requirements
- Timescale for deliver
- Legal requirements, Traffic Regulation Orders etc.
- Costs and funding opportunities

Members asked for an update to be provided to the next HWG meeting on Corney Fell. This was AGREED (Action: SD-J).

- Eskmeals – Coastal Erosion

The Highways Network Manager provided members with an update regarding the coastal erosion to Eskmeals and Cumbria Coastal Strategy. The County Council would be submitting a response shortly to the Coastal Strategy document. The Highways Network Manager would circulate the current information he had on this to members (Action: KC).

He reminded members that the County Council was acting on behalf of the 5 Cumbria Coastal Protection Authorities (Allerdale, Barrow, Carlisle, Copeland and South Lakeland) to deliver the strategy.
The Highways Network Manager was asked to attend a workshop on the Cumbria Coastal Strategy to which members AGREED.

Members requested that all planning applications were assessed thoroughly to ensure adequate conditions were put on developers to make necessary infrastructure would welcome officers looking to see if any planning gain could be obtained for a number of possible large proposed developments in the Copeland area. They felt that conditions and planning gain for large developments should be more rigorously applied across the district.

The Highways Network Manager explained the process for planning applications in relation to new developments for the new members.

It was AGREED that officers from the Development Management Team would be invited to attend the HWG meetings on a 6 monthly basis to give members an update (Action: JC/KC).

RESOLVED that the report be received and noted.

98 2017/18 LOCAL COMMITTEE DEVOLVED BUDGET MONITORING REPORT - HIGHWAYS BUDGET

Members considered a report from the Corporate Director – Economy and Highways which presented the Highways Devolved Budget Finance report combined with the Highways Programme Progress report, as detailed in the appendices attached to the report.

RESOLVED that

(1) members note the revenue and capital budget allocations for 2016-17 and the commitments and expenditure recorded in Appendices 1 & 2 to the report;

(2) members note the Highways Devolved Revenue budget, attached as Appendix 1, is currently projecting a balanced budget;

(3) members note the Highways Devolved Capital Budget, attached as Appendix 2, is currently projecting a balanced budget.

99 A595 LIAISON GROUP - TERMS OF REFERENCE

The Highways Network Manager presented a report which outlined the aim of the A595 Liaison Group, the powers of the group, membership and the general administration of the group.

RESOLVED that the report be received and noted.
Members had before them a report by the Corporate Director – Economy and Highways, which provided them with the background and details of proposed alterations to the Traffic Regulation Order in the Whitehaven area, following informal consultation.

The proposed traffic restrictions were designed to improve traffic flow and traffic management within the areas assessed, whilst also providing a safe and effective transport network.

Informal consultation was undertaken in May and June 2017, on a number of potential alterations to traffic restrictions in the Whitehaven area. A period of 5 weeks was given for responses to be submitted. Details of the proposals were as follows:

Proposal No. 1 – Spur road off Catherine Street, Whitehaven

To introduce sections of “No Waiting at any Time” restrictions (double yellow lines). The proposed addition of restrictions here had been requested by the nearby offices and Doctors surgery, following difficulties in accessing the associated car parking facilities. Responses received to the consultation were minimal; the majority of which favoured the suggested alterations.

One resident raised concerns regarding land ownership, however Cumbria County Council does not maintain the area in question and it was considered to be “road” for the purposes of the introduction of a traffic regulation order.

Members were happy with this going to formal consultation.

Proposal No. 2 – Low Road (Meadow View)

Following recent concerns in relation to traffic flows both in and out of Whitehaven town centre along the B5345 Low Road, residents had been consulted on a number of traffic solutions. Given that this road was one of only two main routes from the South into Whitehaven, the initial consultation suggested: replacing a section of “No Waiting between 8am and 6pm on any other day than a Sunday” with “No Waiting at any Time” restriction (double yellow lines) to improve visibility for vehicles travelling in a northerly direction.

A number of responses were received, including a petition signed by residents of 20 of the affected properties requesting consideration is given to a ‘Residents Only’ parking zone/bay.

Consideration was given to the request for ‘Residents Only’ parking, however the County Council does not believe this can be progressed for a variety of reasons:-

- Cumbria County Council was committed to providing a safe and well managed highway network and supporting local economic growth, as detailed in the Council Plan 2016-2019
The B5345 was a strategic route in and out of Whitehaven town Centre, being one of only two main routes from the South into Whitehaven.

Other key routes into the town centre, such as Back Corkickle, maintained two lanes of flowing traffic at all times to reduce congestion. Therefore, a secondary phase of consultation suggested three different proposals, consisting of:

- Option 1 – to replace a section of “No Waiting between 8am and 6pm on any other day than a Sunday” with “No Waiting at any Time” restriction (double yellow lines), and extend the “No Waiting at any Time” restriction along the section of unrestricted carriageway.
- Option 2 – to replace a section of “No Waiting between 8am and 6pm on any other day than a Sunday” with “No Waiting at any Time” restriction (double yellow lines), and install a section of “No Waiting at any Time” restriction mid-way along the section of unrestricted carriageway to act as a ‘passing place’.
- Option 3 - to replace a section of “No Waiting between 8am and 6pm on any other day than a Sunday” with “No Waiting at any Time” restriction (double yellow lines) to improve visibility for vehicles travelling in a northerly direction.

Members discussed this and upon conclusion of the debate indicated their preference was to go forward to formal consultation on Option 2 (c).

Proposal No. 3 – New Road

To introduce a section of “No Waiting at any Time” restrictions (double yellow lines). This proposal was designed to reduce obstruction and congestion at a key junction with the A595, therefore improving traffic flows. Responses received to the consultation had been varied, with concerns of increased speed and lack of parking for visitors to the residential properties.

Members were happy for this to proceed.

Proposal No. 4 – Duke Street

To introduce a section of “Disabled Person’s Parking Place”, within the existing Restricted Zone. This proposal is designed to improve accessibility to nearby healthcare services, restaurants, etc. Responses received to the consultation have been minimal, however are in favour of the suggested alterations.

Members were content for this to go forward.

Proposal No. 5 – Strand Street

To install a section of “No Waiting at any Time” restriction at the shared junction of Strand Street/Swingpump Lane. This proposal was designed to prevent vehicles parking on and obstructing the footway, whilst ensuring appropriate visibility was
maintained at the junction. Responses received to the consultation had been minimal, however were in favour of the suggested alterations.

Members agreed for this to proceed to formal consultation.

Proposal No. 6 – Market Place

To install additional “Disabled Person’s Parking Places” and “Loading Bays”; and replace the existing “No Waiting at any Time” restrictions (double yellow lines) with a “No Loading/Unloading at any Time” restriction, in line with the existing restricted zone. This proposal was designed to provide formalised parking arrangements within the Market Place to improve pedestrian and vehicular safety, whilst also reducing congestion. Responses received to the original proposal raised concerns regarding a lack of disabled person’s parking and loading availability. These were taken into consideration and the proposal was amended, attached as Appendix 6b. Responses received to the second phase of informal consultation in June were minimal, however generally in favour of the suggested alterations.

Members were content for Option 6b to go forward to formal consultation.

Proposal No. 7 – Coach Road

To install additional “No Waiting at any Time” restrictions (double yellow lines) and “Disc Parking Places” with residents exemption. This proposal was designed to prevent obstruction of the highway, parked vehicles on the footway and formalise parking in line with other nearby areas such as The Gardens and Bentinck Row. Responses received to the consultation had been minimal; however those received were against the suggested alterations.

Members approved this to proceed to formal consultation.

Proposal No. 8 – Queen Street

To replace sections of “No Waiting at any Time” restrictions (double yellow lines) with “Disc Parking Places” with residents exemption. This proposal was designed to provide additional on-street parking provision within the town centre. Responses received to the consultation had been minimal, however were in favour of the suggested alterations.

Members were happy for this to go forward.

Proposal No. 9 – Duke Street

To replace a section of “No Waiting at any Time” restriction (double yellow lines) with “Disc Parking Places” with residents exemption; and, a section of “Loading for Goods Vehicles” with “Disc Parking Places” with residents exemption. This proposal was designed to provide additional on-street parking provision within the town centre. Responses received to the consultation had been minimal; however concerns had been raised regarding the loss of loading capability at this location. Many of the nearby properties receive deliveries of goods via the main entrance,
due to no loading provision at the rear. Concerns were also raised regarding the hindering of turning movements of large/long vehicles onto Duke Street should the double yellow lines be removed and replaced with disc parking provision.

Members were happy for this to go forward.

Proposal No. 10 – West Strand

To replace a section of “Parking Place for Coaches Only at any time” with “Disabled Person’s Parking Place” within the existing restricted zone. This proposal was designed to improve accessibility to nearby businesses and charity organisations. Responses received to the consultation had been minimal; many in favour of the suggested alterations. However, concerns were raised regarding the reduction in coach parking provision.

Members approved this to go forward to formal consultation.

Proposal No. 11 – Sneckyeat Road

To install a section of “No Waiting at any Time” restriction (double yellow lines). This proposal was designed to provide improved visibility for vehicles exiting the Cambridge Road junction. Responses received to the consultation had been minimal, however were in favour of the proposal.

Members approved this to go forward to formal consultation.

Proposal No. 12 – Egremont Road

To install a section of “No Waiting at any Time” restriction (double yellow lines). This proposal was designed to provide improved visibility for vehicles exiting its junction with Bedford Street. Responses received to the consultation had been minimal, however were in favour of the proposal.

Members approved this to proceed to formal consultation.

Proposal No. 13 – Calder Avenue

To replace a section of “No Waiting at any Time” restriction (double yellow lines) with “No Waiting between 8.30am and 5.30pm, Mon-Fri” (single yellow line). This proposal was designed to increase parking provision during off-peak periods, following requests by residents. Responses to the consultation were minimal, and were found to be not in favour of the proposed changes. Members agreed that this should not go forward to formal consultation.

Proposal No. 14 – Woodstock Lane. To install a section of “No Waiting at any Time” restriction (double yellow lines). This proposal was designed to prevent the obstruction of the highway by inconsiderate parking along the footways and around the junction. Many responses to the consultation were received, and were largely in favour of the proposed changes. Members approved this to proceed to formal consultation.
Proposal No. 15 – Homewood Drive / Rutland Avenue

To install sections of “No Waiting at any Time” restriction (double yellow lines). This proposal was designed to prevent the obstruction of the highway between its junction with the A595 and the emergency access to the West Cumberland Hospital grounds. Responses to the consultation were minimal; however those residents expressed concern at the loss of parking availability for residents without off-street parking provision and requested a permit system.

Members asked officers to look at proposals for the junction of Rutland Avenue with Homewood before proceeding to formal consultation.

Proposal No. 16 – Ginns to Kells Road/Cart Road

To make permanent the temporary “No Waiting at any Time” restrictions (double yellow lines). This proposal was designed to prevent the obstruction of the highway. A number of responses to the consultation were received, mostly raising concerns over the lack of parking provision available for parents collecting children from Monksway Junior School or attending events hosted in school.

Members asked officers to look at proposals for including 1 hour disk parking or limited waiting restrictions at this location before proceeding to formal consultation.

Proposal No. 17 – Meadow Road

To install “No Entry” and “One Way” vehicle movement restrictions along Meadow Road. This proposal was designed to reduce congestion and conflict around the busy area known locally as “Mirehouse Shops”. Responses to the consultation were minimal, however largely in favour of the proposed changes.

Members approved this to go forward to formal consultation.

Proposal No. 18 – North Shore Road

To replace “No Waiting at any Time” restrictions (double yellow lines) with “No Loading/Unloading at any Time” restriction. This proposal was designed to prevent the obstruction of the highway by inconsiderate parking on the footway and around the junction of North Shore Road with Bransty Row. Responses received to the consultation had been minimal, however were in favour of the proposal.

Members approved this to go forward to formal consultation.

Proposal No. 19 – Bransty Row

To install a section of “No Waiting at any Time” restriction (double yellow lines). This proposal was designed to prevent vehicles parking within the accesses to the former Bus Station on Bransty Row, causing an obstruction on the footway and forcing pedestrians and wheelchair users into the road. This proposal was not considered at the initial informal consultation stage.
Proposal No. 20 – Tangier Street

To extend a section of existing “No Waiting at any Time” restriction (double yellow lines). This proposal was designed to prevent obstruction of the highway by parked vehicles. This proposal was not considered at the initial informal consultation stage.

Proposal 21 – Homewood Road/Overend Road

Officers were looking to extend waiting restrictions on both sides of Homewood Road to the roundabout with the A595, and from a point at its Sneckyeat Road junction towards its junction with Richmond Hill Road.

Members approved this to go forward to formal consultation.

101 COPELAND TRAFFIC REGULATION ORDER (TRO)

The Highways Working Group considered a report from the Corporate Director – Economy and Highways which provided members with the background and proposed alterations to the Traffic Regulation Order for Copeland, which excluded Whitehaven and its surrounding area.

The proposed traffic restrictions were designed to improve traffic flow and traffic management within the areas assessed, whilst also providing a safe and effective transport network.

The Copeland TRO included all of the waiting restrictions in Copeland outside of Whitehaven. Some issues had been identified which required attention, particularly in and around Cleator Moor.

Informal consultation on 5 proposals was now underway, with a final date for responses of the 28th July 2017. Brief summaries of each of the restrictions put forward were as follows:-

Proposal No.1 – Crossfield Road

To introduce a short extension to the existing double yellow lines at the entrance to Crossfield Road in order to aid the turning manoeuvres of larger vehicles.

Proposal No.2 – Birks Road

To introduce sections of double yellow lines at both entrances to Aldby Street to prevent obstruction occurring and aid the access of refuse wagons and other vehicles. Also to introduce restrictions at the entrance to the Health Centre to prevent obstruction of the access as well as the dropped kerbs frequently used by pedestrians.
Proposal No.3 – Wath Brow

To extend the existing double yellow line parking restriction outside the Wath Brow Club towards the junction with Trumpet Road in order to tackle inconsiderate parking. Also to introduce a short section of no waiting on the opposite side of the carriageway outside of the church.

Proposal No.4 – Jacktrees Road/Cragg Road

To introduce a short stretch of no waiting at any time restrictions on Jacktrees Road opposite the junction with Cragg Road in order to prevent vehicular conflict around the junction. Also change the existing single yellow line restriction to double yellow lines to avoid obstruction at all times of the day.

Proposal No.5 – Ennerdale Road

To introduce a loading bay for goods vehicles between the hours of 8.30 am and 6.00 pm on Monday to Friday, in front of the property known as the ‘Canton Chef’ restaurant and takeaway.

The Traffic Management Team Leader said that upon conclusion of the informal consultation period, all responses received would be considered in detail. It was then the intention to proceed to statutory consultation and advertisement of the restrictions. A future report would then be brought to Copeland Local Committee for members to make a resolution on how to proceed with each proposal.

Members were in support of all of these proposals going forward.

The Chair thanked the Traffic Management Team Leader for her report.

102 BECKERMET - TRAFFIC ENGINEERING RESTRICTIONS

The Highways Network Manager updated members on the suggested Experimental Traffic Regulation Order. For the benefit of the new members he gave them some background information.

It was agreed to bring a further report to Copeland Local Committee in October on this, which would seek a resolution to carry out a consultation re: the introduction of an Experimental Traffic Regulation Order (ETRO).

The Democratic Services Officer updated the members on a possible public participation request on this for Copeland Local Committee in October. This was noted.

103 VIKING WAY - MULTI USER ROUTE

The Highways Network Manager updated the members on progress with Viking Way. It was hoped the scheme (unsurfaced) would be completed by early September.
104 DATE & TIME OF NEXT MEETING

The next meeting will be held on 16 October 2017 at Lillyhall Highways Deport, Workington at 10am.

The meeting ended at 12.30 pm