

COUNTY COUNCIL LOCAL COMMITTEE FOR EDEN
Meeting date: 17 January 2018
From: Corporate Director – Economy & Highways

PENRITH TRAFFIC REGULATION ORDER – PROPOSED VARIATION

1.0 EXECUTIVE SUMMARY

- 1.1** *This report advises Members of a number of proposed changes to the Penrith Traffic Regulation Order (“the Penrith TRO”) referred to at paragraph 3.1 of this report. The proposed changes have come from a variety of sources including Member and resident suggestions and ongoing reviews of existing restrictions.*
- 1.2** *Plans showing the proposals which were consulted upon are shown in Appendices 2 to 6 inclusive and the results of the informal consultations are shown in Appendix 1.*
- 1.3** *This report seeks approval from Members to undertake statutory consultation and advertisement and to proceed to bring the Variation Order referred to at paragraph 3.1 of this Report into operation, should there be no unresolved objections.*

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, in particular*
- 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** *No significant equality implications have been identified at this stage.*
- 2.3** *The statutory consultation processes undertaken for the introduction of the Traffic Regulation Order provides a mechanism for any such perceived issues to be addressed.*

3.0 RECOMMENDATION

- 3.1** *It is recommended that Members agree to proceed to statutory consultation and advertisement of a variation to The County of Cumbria (Various Roads, Penrith)(Consolidation and Provision of Traffic Regulations) Order 2017, ("the Variation Order"), namely to:-*
- 3.1.1** *Introduce new No Waiting at Any Time restrictions around the junctions of Holme Riggs Avenue, Mayburgh Avenue and Netherend Road with Wetheriggs Lane.*
- 3.1.2** *Introduce new No Waiting at Any Time restrictions around the junction of Netherend Road with Mayburgh Avenue.*
- 3.1.3** *Introduce new No Waiting at Any Time restrictions on both sides of Princes Street from its junction with Crown Square to its junction with Great Dockray and on the southeast side of Great Dockray from Princes Street to West Lane.*
- 3.1.4** *Introduce new No Waiting at Any Time restrictions around the junctions of Hawthorn Drive and Laburnum Way with Ash Road.*
- 3.1.5** *Introduce new No Waiting at Any Time restrictions on both sides of Ash Road at its junction with Cherry Gardens.*
- 3.1.6** *Introduce new No Waiting Monday to Saturday 8am – 4pm restrictions on the west side of Pategill Road opposite numbers 51,53 & 55 and on the east side from the end of the layby outside number 47 to number 51.*
- 3.1.7** *Introduce a new 7.5 tonne Weight Restriction (Except for Access) on Castle Hill Road from its junction with the A686 to its junction with Beacon Edge.*
- 3.2** *Any unresolved representations received to the Variation Order will be reported back through the Local Committee process for determination. However, in the absence of any such representations, Local Committee is asked to resolve that the Variation Order detailed at paragraph 3.1 above, be brought into operation, 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.*

4.0 BACKGROUND

- 4.1** Cumbria County Council undertook an informal consultation on a number of proposed changes to the Penrith TRO. The changes have come from a variety of sources including Member and resident suggestions and ongoing reviews of existing restrictions.

Wetheriggs Lane

- 4.2** Following concerns raised by residents and the bus company regarding inconsiderate parking at several junctions on Wetheriggs Lane we are proposing to introduce new 'No Waiting at Any Time' restrictions around three junctions on Wetheriggs Lane.

4.3 Having received complaints from residents we are also proposing to include new 'No Waiting at Any Time' restrictions around the junction of Netherend Road and Mayburgh Avenue.

4.4 Full details these proposals are shown on the plan attached as Appendix 2.

Princes Street

4.5 Having received reports from residents and the local Member relating to inconsiderate parking causing an obstruction to both vehicles and pedestrians on Princes Street and Great Dockray we are proposing to change the existing 'No Waiting 8am – 6pm' restriction to a 'No Waiting at Any Time' restriction. Full details of our proposals are shown on the plan attached as Appendix 3.

Ash Road

4.6 Following concerns raised by the residents and the local Member regarding parking restricting visibility around some of the junctions on Ash Road, we are proposing to introduce new 'No Waiting at Any Time' restrictions around the Laburnum Way and Hawthorn Drive junctions as shown on the plan attached as Appendix 4.

4.7 There have also been safety concerns relating to parking adjacent to the buildout near the Cherry Gardens junction. We are proposing to introduce new 'No Waiting at Any Time' restrictions on both sides of the road at the Ash Road / Cherry Gardens junction as shown on the plan attached as Appendix 5.

Pategill Road

4.8 Both the Town Bus operator and residents have raised concerns regarding inconsiderate parking on Pategill Road causing an obstruction to large vehicles in the vicinity of the Carleton Drive access. We are proposing to introduce new 'No Waiting Monday-Saturday 8am – 4pm' restrictions as shown in the plan attached as Appendix 6.

Carleton Hill Road

4.9 Following concerns received from residents and the local Member regarding large vehicles using Castle Hill Road, a narrow single track road in places, to travel between the A686 and Beacon Edge we are proposing to introduce a new 7.5t weight restriction.

4.10 The large vehicles are not only a hazard to other users of this lane but are also causing damage to the highway. Full details of our proposals are shown on the plan attached as Appendix 7.

5.0 OPTIONS

5.1 Members can agree the Recommendations at paragraph 3.1 of this report.

5.2 Members may choose not to agree the Recommendations at paragraph 3.1 of this report.

5.3 Members may choose to agree to only some of the Recommendations at paragraph 3.1.

6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

- 6.1 If agreed, the cost of bringing the Variation Order into effect is estimated at £4000, which will likely be funded from next year's Annual Review of Signs, Lines and Traffic Regulation Orders element of the Devolved Highways Capital budget, which has not been allocated yet.

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 Variation Order referred to at paragraph 3.1 of this report, for the reason specified at section 1(1)(a) 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.
- 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 The traffic authority is required to constantly review and update restrictions to suit changing circumstances and to aid traffic management. The proposals help address some concerns raised by Local Members, residents and highway users
- 8.2 It is recommended that the Variation Order progress to statutory consultation and advertisement and be brought into force (if no unresolved objections are received) in accordance with the Recommendations

Dominic Donnini
Corporate Director – Economy and Highways

December 2017

APPENDICES

Appendix 1 – Responses to informal consultation

Appendix 2 – Plan showing proposals for Wetheriggs Lane

Appendix 3 – Plan showing proposals for Princes Street

Appendix 4 – Plan showing proposals for Ash Road

Appendix 5 – Plan showing proposals for Cherry Gardens

Appendix 6 – Plan showing proposals for Pategill Road

Appendix 7 – Plan showing proposals for Carleton Hill Road

Electoral Divisions: Penrith East, Penrith West

Executive Decision

Yes	
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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?

	No
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If so, give details below.

Has an environmental or sustainability impact assessment been undertaken?

		N/A
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Has an equality impact assessment been undertaken?

		N/A
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N.B. If an executive decision is made, then a decision cannot be implemented until the expiry of the eighth working day after the date of the meeting – unless the decision is urgent and exempt from call-in and necessary approvals have been obtained.

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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