

COUNTY COUNCIL LOCAL COMMITTEE FOR EDEN
Meeting date: 31 October 2018
From: Executive Director – Economy and Infrastructure

**EDEN TRAFFIC REGULATION ORDER (TRO) VARIATION 1:
CHANGES TO EXISTING RESTRICTIONS AND INTRODUCTION
OF NEW RESTRICTIONS**

1.0 EXECUTIVE SUMMARY

1.1 *This report advises members of a number of proposed changes to the current Eden traffic regulation order in relation to the nine locations referred to in the Recommendations to this Report. Requests for the proposed changes have come from a variety of sources including Member, Parish, Police, and resident suggestions and ongoing reviews of existing restrictions by highways officers.*

1.2 *This report seeks approval from members to proceed to statutory advertisement and consultation and then to bring the Order into operation should there be no unresolved objections.*

2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS

2.1 *In considering any implications, members must consider if there are any adverse effects on the community and if the proposals impact on the Council's commitments for -*

- *To enable communities to live safely and shape services locally*
- *To protect and enhance Cumbria's world class environment*
- *To provide safe and well maintained roads and an effective transport network*

2.2 *The measures contained in these proposals contribute to these commitments by continuing to ensure that the council are able to provide and effective efficient and safe Highway Network.*

2.3 *No significant equality implications have been identified at this stage, and the statutory processes provide the mechanisms for any Equality Issues to be raised and aired.*

3.0 RECOMMENDATION

3.1 It is recommended that Members agree to proceed to statutory consultation and advertisement of an order to vary The County of Cumbria (Various Roads, District of Eden) (Consolidation and Provision of Traffic Regulations) Order 2018 to include the proposals detailed below at paragraphs 3.2 to 3.13 inclusive (“the Order”)

3.2 *South Road, Kirkby Stephen.*

To introduce ‘No Waiting at Any Time’ restrictions on parts of South Road, Kirkby Stephen.

3.3 *Station Road, Kirkby Stephen.*

To introduce ‘No Waiting at Any Time’ restrictions at each end of Station Road, namely at its junctions with both Nateby Road and South Road.

3.4 *Westgarth Road and Westgarth Avenue, Kirkby Stephen.*

To introduce ‘No Waiting at Any Time’ restrictions at the junction of Westgarth Road, Westgarth Avenue and Croglam Lane.

3.5 *Hobsons Lane and Redmayne Road, Kirkby Stephen.*

To introduce ‘No Waiting at Any Time’ restrictions at the junction of Hobsons Lane and Redmayne Road.

3.6 *North Road, Kirkby Stephen.*

To replace 13m of ‘Parking Places; 9am – 5pm, Monday to Saturday inclusive, waiting Limited to 2 hours, return prohibited within 2 hours’ to ‘Parking Places; 9am – 5pm, Monday to Saturday inclusive, waiting Limited to 30 mins, return prohibited within 2 hours’

3.7 *A6 and U3179, Hackthorpe.*

To introduce lengths of ‘No Waiting at any Time’ restrictions at the junction of the A6 and U3179.

3.8 *A689 and B6277, Alston.*

To introduce new lengths of ‘No Waiting at Any Time’ restrictions and replace an existing length of ‘No Waiting 8am – 6pm’ restriction to ‘No Waiting at Any Time’.

3.9 *B5320, Pooley Bridge.*

To reduce a length of ‘Parking Places; 9am – 5pm, March to October inclusive, waiting Limited to 2 hours, return prohibited within 2 hours’ by approximately 20m and to introduce a new length of ‘No Waiting at Any Time’ restrictions.

3.10 C3042, Howtown.

To revoke lengths of 'No Waiting 9am – 7pm, March to October inclusive' restriction from the Order

3.11 *Any unresolved representations received to the Order referred to at paragraphs 3.1 to 3.10 inclusive above, 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 Order, to include the proposals and changes detailed at paragraphs 3.2 to 3.10 inclusive above, be brought into operation as advertised, having taken into consideration the matters contained in Section 122(2) of the Road Traffic Regulation Act 1984 which is more specifically referred to at paragraph 7.2 of this Report.*

3.12 *It is recommended that Members agree NOT to proceed to statutory consultation and advertisement of the proposal detailed below at paragraphs 3.13. The proposal attracted unresolved objections or comments during the informal consultation exercise and it is advised that these issues be further investigated.*

3.13 C3042, Howtown.

To introduce lengths of 'No Waiting at Any Time' restriction at the location of the access to the outdoor activity facility and public boat landing.

4.0 BACKGROUND

4.1 The proposed changes to The County of Cumbria (Various Roads, District of Eden) (Consolidation and Provision of Traffic Regulations) Order 2018 detailed at paragraphs 3.2 to 3.13 inclusive are the result of requests, comments, and complaints from various sources as well as ongoing reviews of restrictions. This process allows for concerns to be addressed as they arise and for existing restrictions to be updated as traffic behaviour and patterns change.

4.2 The proposed changes have been through an informal consultation, a summary of the responses received can be found in Appendix 1.

4.3 South Road, Kirkby Stephen.

Following complaints being received from Cumbria Constabulary, Kirkby Stephen Town Council and the local Cumbria County Council member regarding inappropriate and obstructive parking at the southern section of South Road, Kirkby Stephen; it is proposed that new lengths of 'No waiting at Any Time' restrictions be introduced. The proposed waiting restrictions on the western side of South Road are centred on junctions and property accesses, locations where parking would already be obstructive or inappropriate, and are intended to improve traffic flows by providing passing places large enough to accommodate HGVs or multiple smaller vehicles. The waiting restrictions proposed for the eastern side of South Road are intended to ensure that parking only occurs on one side of the road, a

continuation of existing informal arrangements. Loading and unloading will still be permissible but so long as is necessary for the loading/unloading to take place. Details of the proposal can be found in Appendix 2.1 and 2.2 to this Report.

4.4 Station Road, Kirkby Stephen.

Following a request being received from the local Cumbria County Council member to address inappropriate and obstructive parking at both ends of Station Road, namely at its junctions with South Road and Nateby Road, it is proposed that 'No Waiting at Any Time' restrictions be introduced. Details of the proposal can be found in Appendix 2.1 to this Report.

4.5 Westgarth Road and Westgarth Avenue, Kirkby Stephen.

Following a request being received from Cumbria Constabulary to address inappropriate and obstructive parking at the junction of Westgarth Avenue, Faraday Road, and Croglam Lane, it is proposed that 'No Waiting at Any Time' restrictions be introduced. It is also proposed that the give way priority of the Westgarth Avenue, Faraday Road, and Croglam Lane junction be changed so that vehicles emerging from Croglam Lane would be required to give way to traffic travelling along Faraday Road/Westgarth Avenue. Details of the proposal can be found in Appendix 2.2 to this Report. No objections to this proposal were received during consultations. Members should note that the change of junction priorities does not require any statutory consultation or change to the existing traffic regulation order.

4.6 Hobsons Lane and Redmayne Road, Kirkby Stephen.

Following a request being received from Kirkby Stephen Town Council to address inappropriate and obstructive parking at the junction of Redmayne Road and Hobsons Lane, it is proposed that lengths of 'No Waiting at Any Time' restrictions be introduced. Details of the proposal can be found in Appendix 3 to this Report. No objections to this proposal were received during consultations.

4.7 North Road, Kirkby Stephen.

Following a request being received from Kirkby Stephen Town Council to amend part of an existing parking place to allow for high turnover parking, it is proposed that approx. 13m of 2 hours parking be amended to 30 min parking; *'Parking Places; 9am – 5pm, Mon – Sat, Waiting Limited to 30min, Return Prohibited within 2 Hours'*. Details of the proposal can be found in Appendix 4 to this Report. No objections to this proposal were received during consultations.

4.8 A6 and U3179, Hackthorpe.

Following a request being received from the local Cumbria County Council member to address inappropriate and obstructive parking at the junction of the A6 and U3179, it is proposed that lengths of 'No Waiting at Any Time' restrictions be introduced. Details of the proposal can be found in Appendix 5 to this Report.

4.9 A689 and B6277, Alston.

Following a request being received from the local Cumbria County Council member to address a problem of larger vehicles being unable to negotiate the junction of the A689 and B6277, when vehicles are parked at the location, it is proposed that lengths of 'No Waiting at Any Time' restrictions be introduced. Details of the proposal can be found in Appendix 6 to this Report.

4.10 B5320, Pooley Bridge.

Cumbria County Council's Capital Programme team is seeking to improve bus stop and coach facilities within Pooley Bridge. The first part of the proposal is to install an official eastbound bus and coach stop on the B5320 in the village centre, adjacent to the Ullswater Guest House. Currently buses and coaches stop adjacent to an area used for car parking; there are no road markings to indicate the presence of a stop. The scheme includes widening of the footway, raised kerbs and road marking. Removal of approx. 20m of *'Parking Places 9am - 5pm, March to October inclusive, Waiting Limited to 2 Hours, Return Prohibited within 2 Hours'* would be necessary to accommodate this. Two new parking spaces, at the adjacent car park (to the front of The Crown pub), will be introduced to mitigate the loss of restricted parking. This proposal forms part of a wider package of three coach and bus infrastructure improvement schemes for Pooley Bridge. Those aspects of the package are not subject to traffic regulation changes.

The second part of the proposal is to introduce 'No Waiting at Any Time' restrictions along a section of the U3160, Finkle Street, from its junction with the B5320. This part of the proposal arises from a request received from the local member to address inappropriate and obstructive parking. Details of the proposal can be found in Appendix 7 to this Report. No objections to this proposal were received during consultations.

4.11 C3042, Howtown.

As part of this year's review of traffic restrictions in the Eden Area, the Council proposed to introduce 'No Waiting at Any Time' restrictions on a length of the C3042, Howtown to address issues relating to obstructive parking at the locations of the boat landings and access to the outdoor activity centre –Unresolved objections to this proposal were received during consultations, details of which can be found in Appendix 1. Details of the proposal can be found in Appendix 8. Please refer to the Recommendation at paragraph 3.13 of this report.

A significantly longer length of 'No Waiting 9am – 7pm, March to October inclusive' restriction, referred to at paragraph 3.10, exists within the current traffic regulation order as an anomaly, not having been removed from the documentation when the road markings, that were previously present, were removed. The recommendation at paragraph 3.10 will delete the anomalous restriction.

5.0 OPTIONS

- 5.1 Members can agree the Recommendations at paragraphs 3.1 to 3.13
- 5.2 Members may choose not to agree the Recommendations at paragraphs 3.1 to 3.13
- 5.3 Members may choose to agree only parts of the Recommendations at paragraphs 3.1 to 3.13

6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

- 6.1 The costs of implementing the proposals relating to recommendations 3.1 to 3.13 estimated at £7,500 are to be funded from the Annual Review of Signs, Lines and traffic regulation order's element of the Highways Capital Improvement budget, which is devolved to this Committee. The majority of this estimate will come out of the 19/20 budget.

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 proposals referred to at paragraphs 3.1 to 3.13 of this Report, for the reason specified at sections 1(1)(a), 1(1) (c) 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; for facilitating the passage of any class of traffic (including pedestrians); 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 The County Council, as traffic authority needs to constantly review and update traffic restrictions to suit changing circumstances and to aid traffic management. The proposals help address some concerns raised by the Local Members, residents and highway users.
- 8.2 This report advises Local Committee of the proposal to proceed to statutory consultation and advertisement of the Order.
- 8.3 In the event of there being any unresolved representations arising from the formal advertisement and consultation process, a revised report will be brought back to the Local Committee for determination of those representations.
- 8.4 However, in the event that no such representations are received, Members are asked to resolve that the Order be brought into operation.

Dominic Donnini
Executive Director – Economy & Infrastructure

October 2018

APPENDICES

- Appendix 1** **Consultation Responses**
Appendix 2.1 **Kirkby Stephen; South Road and Station Road**
Appendix 2.2 **Kirkby Stephen; South Road and Westgarth Road**
Appendix 3 **Kirkby Stephen; Hobsons Lane**
Appendix 4 **Kirkby Stephen; North Road**
Appendix 5 **Hackthorpe**
Appendix 6 **Alston**
Appendix 7 **Pooley Bridge**
Appendix 8 **Howtown**

Electoral Division(s): Alston and East Fellside, Eden Lakes, Kirkby Stephen

** Please remove whichever option is not applicable*

Executive Decision	<input type="checkbox"/> Yes	<input type="checkbox"/>
Key Decision	<input type="checkbox"/>	<input type="checkbox"/> No
If a Key Decision, is the proposal published in the current Forward Plan?	<input type="checkbox"/>	<input type="checkbox"/> N/A
Is the decision exempt from call-in on grounds of urgency?	<input type="checkbox"/>	<input type="checkbox"/> No
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
Has this matter been considered by Overview and Scrutiny? If so, give details below.	<input type="checkbox"/>	<input type="checkbox"/> No

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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