

CARLISLE HIGHWAYS & TRANSPORT WORKING GROUP
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Meeting date: 15 December 2021

From: Executive Director – Economy and Infrastructure

MINOR AMENDMENTS VO 62 – CRAW HALL, BRAMPTON

1.0 EXECUTIVE SUMMARY

- 1.1 *Members of the Highways and Transport Working Group (“the Working Group”) will note that the Order was considered by Carlisle Local Committee on 9 November 2021, when it was resolved to defer the proposals for Craw Hall, Brampton to a future meeting of the Working Group for further consideration.*
- 1.2 *This report is therefore seeking a recommendation from the Working Group that Carlisle Local Committee agree the Recommendation at paragraph 3.1 in relation to the proposed No Waiting At Any Time restrictions on Craw Hall, Brampton*
- 1.3 *A copy of the Notice which summarises the original proposed restrictions to be introduced under the Order, is attached as Appendix 1, and shown on the plans attached as Appendix 2.*
- 1.4 *A copy of the responses to the statutory consultation and officer comments and recommendations, is attached as Appendix 3*
- 1.5 *A copy of the Council’s Statement of Reasons for proposing to make the Order is attached as Appendix 4.*
- 1.6 *A plan showing the revised recommendation in relation to Craw Hall, Brampton, is attached as Appendix 5.*

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 specific Council Plan priorities, which are*
 - *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; and***
- ***To promote sustainable economic growth, and create jobs.***

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 the Working Group recommends that Carlisle Local Committee agree that, having taken into consideration the objections which were received, and the matters referred to at paragraph 122(2) of the Road Traffic Regulation Act 1984, which are referred to at paragraph 7.2 to this report, the "No Waiting At Any Time" proposals for Craw Hall, Brampton are introduced from a point 16m north west of its junction with Millfield extending for a distance of 33 metres in a north westerly direction, as shown on the plan attached as Appendix 5 as part of The County of Cumbria (Various Roads, Carlisle Urban and Rural Area) (Consolidation and Minor Amendment of Traffic Regulations) (Order 2001) Variation Order (No. 62) 20><, ("the Order").***
- 3.2** ***Members are asked to note and recommend that Local Committee notes that additional training will be provided to all officers who write committee reports and prepare traffic regulation Orders, particularly in relation to anonymising responses which are received during the statutory consultation period.***

4.0 BACKGROUND

- 4.1** Members may recall that the proposals for No Waiting At Any Time restrictions on Craw Hall, Brampton, were included in a report to the Working Group in October 2021 and Carlisle Local Committee in November 2021 as part of the Minor Amendment of Carlisle's Traffic Regulation Order, variation 62. The restrictions were proposed to help improve visibility and reduce parking obstruction.
- 4.2** Following a request from interested parties who raised concerns that Appendix 3 to the report, which detailed consultee responses, was not anonymized adequately, the proposal for Craw Hall, Brampton, was deferred to a later working group meeting and the proposals and recommendations were revisited. Appendix 3 was subsequently withdrawn from the report on the Council's website as soon as the problem was realised.

- 4.3 There were five responses received to the Craw Hall proposals within the statutory advertising period of 21 days, one in support, three objections and one with comment. The objections raised concerns regarding the impact on other business and the effectiveness of the double yellow lines. The email in support suggested that current parking arrangements means the vehicles parking are obstructing the footway and can obstruct the visibility for other drivers. In considering the safety benefits of the restrictions it is recommended that the No Waiting at Any Time restrictions be implemented over an amended length to minimise obstruction whilst balancing the needs of the area overall.
- 4.4 The original proposal for Craw Hall that was included in the statutory consultation is shown on the plan attached as Appendix 2. The No Waiting At Any Time restrictions were originally proposed to cover the full length of the business units, preventing any parking. This could push parked vehicles further along the carriageway where it is less appropriate to park.
- 4.5 It is therefore proposed that the No Waiting at Any Time restrictions are introduced to the extent shown on the plan attached as Appendix 5. This is a reduced length, therefore a less onerous restriction, from the proposal that was included in the statutory consultation, and it is hoped this will lessen any impact on surrounding properties whilst still reducing parking obstructions. It will also ensure that the footway remains clear from parked vehicles.

5.0 OPTIONS

- 5.1 The Working Group agree the recommendations at paragraphs 3.1 and 3.2 of this report.
- 5.2 The Working Group do not agree the recommendations at paragraphs 3.1 and 3.2 of this report.

6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

- 6.1 The estimated costs for the implementation of the restrictions in the full Traffic Regulation Order (variation 62) are £3000. The costs of implementation will be met from the Signs, Lines and TROs element of the 2021/22 Capital Devolved 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, in considering whether it is expedient to agree to the implementation of the Order detailed in this Report for the reasons specified at section 1(1)(a), (b), (c), and (d) of the 1984 Act, as set out further in the attached Statement of Reasons which is attached as Appendix 4, namely: -
- (a) for avoiding danger to persons or other traffic using the roads or any other roads or for preventing the likelihood of any such danger arising,

- (b) for preventing damage to the roads or to any building on or near the roads, or
 - (c) for facilitating the passage on the roads or any other roads of any class of traffic (including pedestrians), or
 - (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the roads or adjoining property.
- 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.
- 7.3 Local Committees may, pursuant to Part 2D, paragraph 5.1.2 g) of the Constitution, approve the making of traffic regulation orders in accordance with powers under Parts I, II and IV of the Road Traffic Regulation act 1984, **except** for the making of Traffic Regulation Orders which involve the introduction for on-street residents permits, which are delegated to the Executive Director – Economy and Infrastructure subject to a decision of the appropriate member body to introduce such charges.

8.0 CONCLUSION

- 8.1 This report informs the Working Group of the results of the Statutory consultation for Craw Hall Brampton and the amended proposals. It is recommended that the amended restrictions be approved and also that additional training be undertaken with Traffic Management Officers and any other preparing Local Committee reports regarding the inclusion of statutory responses within the report and appendices.

Angela Jones
Executive Director – Economy and Infrastructure

December 2021

APPENDICES

- Appendix 1 - Notice
- Appendix 2 - Original Plans
- Appendix 3 - Statutory Consultation Responses
- Appendix 4 - Council's Statement of Reasons
- Appendix 5 - Plan showing revised recommendation in relation to Craw Hall, Brampton

Electoral Division: Brampton

Executive Decision

	No
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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?
If so, give details below.

	No
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Has an environmental or sustainability impact assessment been undertaken?

	No	
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Has an equality impact assessment been undertaken?

	No	
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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

None.

REPORT AUTHOR

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