

## Howtown Road 24 Hour Rural Clearway Ref: KB/4.4.1060/15.001712

The *Experimental Traffic Regulation Order Guidance* provided by Cumbria County Council, states that immediate changes can be made to experimental orders in the light of feedback or objections received. As a permanent resident of Howtown, with my driveway (shared with the Outward Bound) leading directly to Howtown Bay, I am well-aware of the problems caused in the immediate area by inconsiderate parking and would like to place on record the below feedback and my objection to this Experimental Traffic Order being made permanent, together with some suggestions for changes.

1. The Traffic Order appears to have been introduced without a professional, objective, and transparent assessment of the nature and extent of the problem or problems caused by congestion and inconsiderate parking on the Howtown Road. Without such an assessment, there can be no transparent and valid baseline measures against which to monitor or assess the Traffic Order's success or failure.
2. The Traffic Order was introduced without meaningful local consultation. Incorrectly dated consultation letters were sent to a limited number of residents and, due to covid restrictions, by the time a local parish meeting was arranged to consider the proposed order (attended by Neil Hughes as local Councillor), a decision had already been taken for the scheme to be implemented. At that meeting, concerns were raised about both the order and the consultation process. It appears that the views of a few have taken precedent, and there is no evidence that these views represent those of either the majority or a cross-section of residents. Before the current draconian, ineffective and environmentally-unfriendly measures are made permanent, local views need to be fairly sought and alternative measures considered.
3. The Traffic Order is disproportionate to the problem. It covers a 4 mile stretch of road on which problems relate to occasional inconsiderate parking (notably in Howtown Bay), and the unrealistic expectations of some drivers that the road is either suitable for large vehicles or should be freely passable at all times - despite being a narrow country road.
4. The number, positioning and height of the signs associated with the Traffic Order has created a 24 hour a day eyesore in an area of outstanding beauty.
5. Despite written assurances from Laura McClellan (Traffic management Team Leader) that 'anyone found contravening the restriction will receive a penalty charge notice', public and local perception of the reality of anyone actually being 'found' make the Traffic Order largely ineffective. Below is an image of typical weekend parking in the bay (image dated 15.01 22) with no enforcement evident.



### **Suggestions for changes to the Experimental Traffic Order**

1. Carry out an objective assessment of the nature and extent of the problem caused by volume of traffic, unsuitable vehicles and inconsiderate parking on the Howtown Road.
2. Establish and communicate the methods that will be used to monitor and assess the effects of the Experimental Traffic Order.
3. Carry out a meaningful consultation of all residents along the Howtown Road, not just those in immediate proximity to Howtown Bay or individuals who have been in direct contact with the Traffic Management Team.
4. Consider alternatives to a 'blanket' no waiting or stopping order along a 4 mile stretch of road and allow for limited parking in limited areas.
5. Restrict the measures to the section of the Howtown Road where problems actually (rather than anecdotally) occur – thereby also reducing the extent of the signage along the road.
6. Reduce the number of signs to a minimum and their height to make them less dominant – and re-position the one in the passing area/lay by close to Howtown which currently interferes with access to this pull-in.
7. Enforce the restrictions in Howtown Bay so that word spreads that they are enforced (especially on social media) and they may then be effective.