

COUNTY COUNCIL LOCAL COMMITTEE FOR COPELAND
Meeting date: 20 May 2022
From: Executive Director – Economy and Infrastructure

COPELAND HIGHWAYS WORKING GROUP – UPDATE REPORT FROM 20 APRIL 2022

1.0 EXECUTIVE SUMMARY

1.1 *This report details the discussions and recommendations of the Highways Working Group (HWG) for the Copeland Area which met on the 20 April 2022. It includes recommendations for consideration by Local Committee. A copy of the HWG minutes is attached as Appendix 1.*

2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS

2.1 *The Local Committee will help inform and apply the County Highways policy framework. It will help to meet the County Council's key objectives of Greener, Safer, Better, Wealthier and Healthier.*

2.2 *The HWG will help identify equality implications within proposed highway and transportation schemes and issues of concern and will help prepare more equitable solutions.*

3.0 RECOMMENDATION

3.1 *It is recommended that the Copeland Local Committee note the minutes of the meeting of the Copeland HWG which met on the 20 April 2022, which are attached as Appendix 1.*

3.2 *That the Local Committee: -*

Agree that a letter be sent by the Chair on the Committee's behalf, regarding the lack of investment in the area by National Highways.

Addressed to the Local MP for Copeland and to the Chairman of the House of Commons Transport Select committee

3.3 *That Local Committee agree the proposed option, for the use of the allocated additional budget of £200,000 dedicated to the treatment of potholes*

3.4 *That Local Committee agree to proceed to statutory consultation and advertisement of a Traffic Regulation Order (“the Order”) which would:*

Consolidate the provisions of: -

(a)The County of Cumbria (Various Roads, Borough of Copeland) (Consolidation and Provision of Traffic Regulations) Order 2020; and

(b) The County of Cumbria (A5086/U4017 Arlecdon Parks Road, Arlecdon) (Traffic Regulation) Order 2003 as attached as Appendix 44; and

Introduce new restrictions as shown on the plans attached as Appendices 2, 3, 4A, 5, 6, 7, 9, 10, 11, 13, 16, 17, 19, 20, 22, 25, 27, 28, 29, 31, 33A, 34, 36A, 37, 38, 39, 40, & 42 ONLY

4.0 BACKGROUND

4.1 The minutes of the HWG held on the 20 April 2022 are attached as Appendix 1 to this report.

4.2 At the Local Committee meeting on the 22 March 2022, the Local Member for Egremont North and St Bees had expressed concerns over the list of proposed schemes laid out by National Highways at the A595 Liaison Group meeting in March. It was noted that National Highways had put their list of preferred schemes in writing which had been circulated to members. The Local Member for Egremont North and St Bees noted the latest discussion with National Highways, acknowledging that a number of potentially very beneficial projects to improve the road were discussed but felt that there was a complete absence of any firm delivery dates or confirmation that funding was available even for the prioritised schemes. The Local Member continued by supporting the aims of the “Levelling up” agenda and expressed concerns that failure to deliver highways improvements in this part of the North of England could have harmful effects on local economic growth and thereby adversely affecting the ability to promote not just highways improvements but also the remainder of the agenda. It was agreed that the Local Committee be recommended to write to the Local MP for Copeland, and to the Chairman of the House of Commons Transport Select Committee, explaining the concerns and asking for an investigation into whether the delays in delivering small and medium highways schemes to support the “Levelling up” agenda reflect funding levels, capacity within National highways, or both, and what could be done to address them.

4.3 The Local Area Network Manager reported to HWG on the allocation given to Local Committees by Cabinet of £200,000 within the revenue pot, dedicated to the treatment of potholes. Following an informal meeting to discuss the best use of this budget, and three options being presented to members, it had been agreed that the best use of the budget was to fund an additional team of two personnel for the whole financial year resulting in three identical teams across the whole of Copeland equipped to deal with a

range of defects from potholes, flags and kerbing defects, small drainage related defects as well as dealing with road traffic accidents when needed. It was noted that this would help to reduce the numbers of defects currently on the HIAMS system as well as reducing response times for any urgent defects which require an immediate response.

- 4.4 Copeland Remainder TRO Review report which was presented to HWG on the 20 April 2022 is attached as Appendix 46 to this report. Members of the Highways Working Group requested changes to the original Appendices 4, 33 and 36, upon which members of the Working Group have subsequently been consulted upon, and are attached as Appendices 4A, 33A and 36A respectively, and which are recommended for inclusion in the Order referred to at paragraph 3.4 above.

5.0 OPTIONS

- 5.1 That Local Committee accept, amend, or reject the recommendations laid out above. Follow the discussions during the Copeland HWG as detailed in this report.

6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

- 6.1 The resource implications are laid out in respect to each of the recommendations are set out in the original reports to the HWG circulated to members.

7.0 LEGAL IMPLICATIONS

7.1 There are no direct legal implications arising from the recommendation to recommendations 3.1, 3.2 and 3.3 to note the Minutes of the HWG of 20 April 2022 which are attached as Appendix 1.

7.2 In relation to the recommendation at paragraph 3.4, 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 Traffic Order detailed in this Report for the reasons specified at sections 1(1)(a), (c), (d) and (f) of the 1984 Act, as also set out in the Statement Reasons which is attached as Appendix 45, 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, 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 road or adjoining property, or

(f) for preserving or improving the amenities of the area through which the roads run.

7.3 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.

7.4 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. (KB – 11.5.2022)

8.0 CONCLUSION

8.1 That This report details the discussions and recommendations of the meeting of the HWG on the 20 April 2022 and recommends that the Local Committee note the Minutes of the HWG which is attached as Appendix 1 and agree to the proposed recommendations laid out in paragraph 3 of this report.

Angela Jones
Executive Director – Economy and Infrastructure

May 2022

Please ensure that every part of this section where there is an asterisk* is completed in accordance with the instructions before sending the report to Democratic Services, following which please delete this sentence.

APPENDICES

- Appendix 1 - Minutes of the Copeland HWG 20 April 2022**
- Appendix 2 - Proposal 1 - Bowthorn Road, Cleator Moor AM01**
- Appendix 3 - Proposal 2 - Birks Road, Cleator Moor AM00**
- Appendix 4a - Proposal 3 The Forge Cleator**
- Appendix 5 - Proposal 4 - Palmers Court, Cleator - AM00**
- Appendix 6 - Proposal 5 - Wellington Street, Millom AM00**
- Appendix 7 - Proposal 6 - Albert Street, Millom AM00**
- Appendix 8 - Intentionally omitted**
- Appendix 9 - Proposal 7 - Holborn Hill, Millom AM01**
- Appendix 10 - Proposal 8 - Market Square, Millom AM00**
- Appendix 11 - Proposal 9 - U4141 Millom - AM00**
- Appendix 12 - Intentionally omitted**
- Appendix 13 - Proposal 10 - Main Street, St Bees AM01**
- Appendix 14 - Intentionally omitted**
- Appendix 15 - Intentionally omitted**
- Appendix 16 - Proposal 12 - Main Street, St Bees AM01**
- Appendix 17 - Proposal 13 - Hollins Park & West Spur - AM00**
- Appendix 18 - Intentionally omitted**
- Appendix 19 - Proposal 14 - Main Street, Frizington AM01**
- Appendix 20 - Proposal 15 - Arlecdon Parks Road, Arlecdon AM00**
- Appendix 21 - Intentionally omitted**
- Appendix 22 - Proposal 17 - Ennerdale School AM00**
- Appendix 23 - Intentionally omitted**
- Appendix 24 - Intentionally omitted**
- Appendix 25 - Proposal 20 - Ramsay Drive, Parton AM00**
- Appendix 26 - Intentionally omitted**
- Appendix 27 - Proposal 22 - Foundry Road, Parton - AM01**
- Appendix 28 - Proposal 23 - Bridge End, Egremont AM00**
- Appendix 29 - Proposal 24 - Various Egremont AM00**
- Appendix 30 - Intentionally omitted**
- Appendix 31 - Proposal 25 - Scurgill Terrace, Egremont AM01**
- Appendix 32 - Intentionally omitted**
- Appendix 33a - Proposal 26 Market Street Egremont**
- Appendix 34 - Proposal 27 - Main Street, Egremont - AM00**
- Appendix 35 - Intentionally omitted**
- Appendix 36a - Proposal 28 Gosforth Road, Seascale**
- Appendix 37 - Proposal 29 - Whitecroft - AM00**
- Appendix 38 - Proposal 30 - Calderbridge Layby - AM00**

- Appendix 39 - Proposal 31 - Main Street, Ravenglass AM00**
- Appendix 40 - Proposal 32 - Bankfield Road, Haverigg - AM00**
- Appendix 41 - Intentionally omitted**
- Appendix 42 - Proposal 34 - Lowca Community School - AM01Appendix**
- Appendix 43 - Intentionally omitted**
- Appendix 44 - The County of Cumbria (A5086/U4017 Arlecdon Parks Road, Arlecdon) (Traffic Regulation) Order 2003**
- Appendix 45 - Statement of Reasons for proposing to make the Order detailed at paragraph 3.4**
- Appendix 46 - Copeland Remainder TRO Review – Highways Working Group Report**

Electoral Division(s): All Copeland

** Please remove whichever option is not applicable*

Executive Decision	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> No
Key Decision	<input type="checkbox"/>	<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"/>	<input type="checkbox"/> N/A
Is the decision exempt from call-in on grounds of urgency?	<input type="checkbox"/>	<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"/>	<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"/>	<input type="checkbox"/> No
Has an environmental or sustainability impact assessment been undertaken?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> N/A
Has an equality impact assessment been undertaken?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> N/A

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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