

COUNTY COUNCIL LOCAL COMMITTEE FOR SOUTH LAKELAND
Meeting date: 30 September 2022
From: Executive Director – Economy and Infrastructure

AMBLESIDE TRAFFIC REGULATION ORDER

1.0 EXECUTIVE SUMMARY

- 1.1 *This report sets out the responses to the statutory consultation and advertising of the Order referred to at paragraph 3.1 of this report. All of the proposals are summarised in the statutory notice which is attached as Appendix 1.*
- 1.2 *The plans, attached as Appendices 2.1 and 2.2 to this report, show the details of the proposed restrictions.*
- 1.3 *The Councils' statement of reasons for proposing to make the Order is attached as Appendix 3.*
- 1.4 *The report seeks a resolution on the proposed introduction of the Order.*

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, which are*
 - *To safeguard children, and ensure that Cumbria is a great place to be a child and grow up*
 - *To enable communities to live safely and shape services locally*
 - *To promote health and wellbeing, and tackle poverty*
 - *To protect and enhance Cumbria's world class environment*

- ***To provide safe and well maintained roads and an effective transport network***
- ***To promote sustainable economic growth, and create jobs***
- ***To support older and vulnerable people to live independent and healthy lives***
- ***To be a modern and efficient council***

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.

3.0 RECOMMENDATION

3.1 *Having taken into account the objections and representations which were received during the statutory consultation and advertisement, and having also 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, that The County of Cumbria (Various Roads, Ambleside) (Consolidation of Traffic Regulations) (Order 2003) Variation (No.5) Order 20>< (“the Order”) be brought into operation as advertised SAVE FOR the following amendments: -*

(a) In relation to the north western side of Chapel Hill that the extent of the “No Waiting at Any Time” restriction to be reduced to 13 metres commencing from a point 18 metres from its junction with Fair view Road, as shown on the plan attached as Appendix 4.1.

(b) In relation to the north side of High Gale that the extent of the “No Waiting at Any Time” restrictions to be reduced to 19 metres commencing from its junction with Low Gale, as shown on the plan attached as Appendix 4.2.

4.0 BACKGROUND

4.1 The County Council has been requested by Councillor Will Clark to review several areas within Ambleside for consideration of parking restrictions following concerns of parking causing obstructions.

4.2 Proposals have been drawn up to introduce “No Waiting at Any time” double yellow lines on sections of the Chapel Hill, Fair View Road, Gale Howe Park, High Gale, How Head and Low Gale in Ambleside.

4.3 Initial consultation was carried out in March 2020 prior to the restrictions which were introduced in response to the Covid-19 pandemic. Due to the impact these restrictions had upon members of the public’s ability to respond to the consultation it was decided to carry out the initial consultation again in October 2020.

- 4.4 The full plans and background to the proposals are presented in the appendices to this report for information; Appendix 1 – Statutory Notice; Appendix 2 – Plans of the proposed restrictions; Appendix 3 – Statement of Reasons and Appendix 4 - Amended plans to reflect the Recommendations.
- 4.5 The proposals were consulted upon and advertised on 23rd June 2022, with the statutory 21 days statutory consultation and advertisement period ending on 15th July 2022.
- 4.6 Appendix 5 summarises and recommends the outcomes from various comments and objections received for each of the proposals.
- 4.7 For the Chapel Hill area proposals, a total of 6 responses were received. Of these responses 3 were in support, 2 in objection and 1 conditional.
- 4.8 Concerns were raised regarding loss of available on-street parking should these proposals be approved.
- 4.9 This concern has been carefully considered as the restrictions have been proposed in locations where the carriageway is very narrow. At times vehicles may currently park where it is narrow but that is resulting in the road being obstructed at times. It is therefore proposed to reduce the No Waiting at Any Time (double yellow line restrictions) on the northwest side of Chapel Hill to 13 metres to minimise the impact these proposals may have whilst also achieving the aim to reduce obstructive parking.
- 4.10 Requests were made for residents parking to be introduced. Resident's parking would limit available parking by formalising the current parking arrangements through the introduction of specified parking bays. The restrictions are to prevent obstruction of the highway taking place and have been carefully considered to minimise the impact on available parking.
- 4.11 Following discussion with Councillor Clark it is proposed that parking bays will be marked out at the top of Chapel Hill. These will be unrestricted and aim to indicate where parking can take place.
- 4.12 Appendix 4.1 details these proposed amendments.
- 4.13 For the Low Gale area proposals, a total of 16 responses were received. Of these responses 13 were in support, 1 in objection and 2 were conditional.
- 4.14 Concerns were raised that the proposed restrictions would reduce available parking. The proposed restrictions will prevent parking which may cause an obstruction of the highway. It is proposed to reduce the No Waiting at Any Time restriction on the north side of High Gale to be reduced to 19 metres to limit the impact these proposals have on available parking.
- 4.15 Appendix 4.2 details this proposed amendment.

5.0 OPTIONS

- 5.1 Local Committee approve the recommendation at paragraph 3.1 of this report
- 5.2 Local Committee do not approve the recommendation at paragraph 3.1 of this report.

6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

- 6.1 The cost of the Order in terms of staff resources and advertising (in relation to the statutory element) is £3,000 and any implementation measures as a result of the making of the Order are estimated at £1,995 and funding has been allocated through the Members Highway Priority Works for the Lakes Division.
- 6.2 Members are asked to note that there will be some future maintenance costs for the Order and these are estimated at £85 per annum (based on 10 year cost estimation), which will need to be met from future revenue budget allocations if the order is approved and implemented. (SR Reviewed 14/9/22)

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 Orders detailed in this Report for the reason specified at sections 1(1)(a), (c) and (f) of the 1984 Act, as set out in the Statement of Reasons which is attached as Appendix 3, namely: -
- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or,
 - (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
 - (f) for preserving or improving the amenities of the area through which the road runs
- 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. (KB – 12.9.2022)

8.0 CONCLUSION

8.1 It is recommended that the Ambleside Traffic Regulation Order be brought into force in accordance with the recommendations in paragraph 3.1.

Angela Jones
Executive Director – Economy and Infrastructure
 September 2022

APPENDICES

- Appendix 1** **Statutory Notice**
- Appendix 2** **Plans detailing proposed restrictions**
- Appendix 3** **Statement of Reasons**
- Appendix 4** **Amended plans to reflect the Recommendations**
- Appendix 5** **Consultation Summary and Recommendations.**

Electoral Division(s): Lakes Division

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?
If so, give details below.

	No
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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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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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