

COUNTY COUNCIL LOCAL COMMITTEE FOR EDEN

Meeting date: 15 November 2022

From: Executive Director – Economy and Infrastructure

EDEN SPEED LIMIT REVIEW

1.0 EXECUTIVE SUMMARY

- 1.1 *This report sets out the responses to the statutory consultation and advertisement of the Order referred to at paragraph 3.1 of this report.*
- 1.2 *Full details of the proposals which were advertised are shown in the plans attached as Appendices 1 - 12*
- 1.3 *A copy of the Notice which summarises the proposals is attached as Appendix 13.*
- 1.4 *A copy of the Councils Statement of Reasons for proposing to make the Order is attached as Appendix 14*
- 1.5 *A summary of the representations which were received, is attached as Appendix 15*

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 provide safe and well maintained roads and an effective transport network*
 - *To promote sustainable economic growth, and create jobs*
 - *To be a modern and efficient council*

2.2 *Members are advised that generally the measures contained in the proposals contribute to these commitments by continuing to ensure that the council can provide an effective and safe Highway Network.*

3.0 RECOMMENDATION

3.1 ***Having taken into account the 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 Towns and Villages in the District of Eden) (Consolidation and Provision of Speed Limits) Order 20>< (“the Order”) be brought into operation as advertised***

4.0 BACKGROUND

4.1 *Statutory consultation and advertisement of the proposed changes to the Eden Speed Limit Order of 2021, took place between the 15th October 2022 and the 5th November 2022, to which a total of 21 representations were received which are summarised at Appendix 15 of this report.*

4.2 *Details of each proposal is listed below, and further detail can be found within the appendices to this report*

4.3 *Proposal 1 (Appendix 1) – Alston. It is proposed that a 40mph speed limit is introduced on the A686 at Lowbyer. Concerns have been raised in relation to vehicles approaching the 30mph at excessive speeds, therefore the intention of a 40mph buffer zones is to gradually slow the vehicles down before reaching the 30mph limit. There was 1 representation received in support of this proposal.*

4.4 *Proposal 2 (Appendix 2) – Catterlen, Following concerns raised in relation to pedestrians including young children using this section of carriageway when exiting the bus, a request was taken through the Local CRASH group to introduce a speed reduction. Speed Data showed traffic speeds were compliant with a 40mph therefore in order to improve road safety this proposal was progressed. There was 1 representation received in support of this proposal.*

4.5 *Proposal 3 (Appendix 3) – Blencow. it is proposed that a 40mph speed limit is introduced to each approach to the 30mph speed limit following concerns in relation to vehicles approaching the village at excessive speeds, therefore the intention of a 40mph buffer zones is to gradually slow the vehicles down before reaching the 30mph limit. There were 2 representations received in relation to this proposal, both in support.*

4.6 *Proposal 4 (Appendix 4) – Bampton. It is proposed that a 40mph speed limit is introduced on the Bampton to Bampton Grange road. Concerns have been raised in relation to vehicles approaching the 30mph at excessive speeds, therefore the intention of a 40mph buffer zones is to gradually slow the vehicles down before reaching the 30mph limit. There was 1 representation received in support of this proposal.*

- 4.7 Proposal 5 (Appendix 5) – Castletown. Following the recent installation works of a new footway the section of carriageway was compliant with a 40mph speed limit, therefore it is recommended that the existing 40mph speed limit is extended to include the new sections of footway and improve road safety. There was 1 representation received in support of this proposal.
- 4.8 Proposal 6 (Appendix 4) – Croglin. It is proposed that a 40mph speed limit is introduced on the B6413 Croglin. Concerns have been raised in relation to vehicles approaching the 30mph at excessive speeds, therefore the intention of a 40mph buffer zones is to gradually slow the vehicles down before reaching the 30mph limit. There were 2 representations received in relation to this proposal, both in support.
- 4.9 Proposal 7 (Appendix 7) – Culgaith. It is proposed that a 40mph speed limit is introduced on the approach to Culgaith. Concerns have been raised in relation to vehicles approaching the 30mph at excessive speeds, therefore the intention of a 40mph buffer zones is to gradually slow the vehicles down before reaching the 30mph limit. In addition to this the 30mph extents are proposed to be extended to ensure all properties on the outskirts of the village are included. There was 1 representation received in support of this proposal.
- 4.10 Proposal 8 (Appendix 8) – Garrigill. Following requests and concerns of traffic speeds within the village a request was made for a 30mph speed limit to be introduced with the intention of improving road safety. There were 2 representations received in relation to this proposal, both in support.
- 4.11 Proposal 9 (Appendix 9) – Greystoke. It is proposed that a 40mph speed limit is introduced on each approach to the village. Concerns have been raised in relation to vehicles approaching the 30mph at excessive speeds, therefore the intention of a 40mph buffer zones is to gradually slow the vehicles down before reaching the 30mph limit. There were 2 representations received in relation to this proposal, both in support.
- 4.12 Proposal 10 (Appendix 10) – Helton. Following requests and concerns of traffic speeds within the village a request was made for a 30mph speed limit to be introduced with the intention of improving road safety. There were 2 representations received in relation to this proposal, both in support.
- 4.13 Proposal 11 (Appendix 11) – Melmerby. Following on from concerns relating to traffic speeds and noise pollution within the village of Melmerby and taking into account collision history, this matter has been discussed through local CRASH meetings to identify improvements. The extension of the existing 30mph speed limit and introduction of a 40mph buffer zone will ensure sufficient enforcement can be undertaken by the Police and as vehicles will not be revving their engines to reach 60mph quickly when leaving the village noise pollution should decrease. There were 15 representations received in relation to this proposal, with only one being against the proposal.
- 4.14 Proposal 12 (Appendix 12) – Carleton Brow. Following recent development works which saw the introduction of street lighting units, bringing those extents of road to restricted road status and compliant with 30mph concerns were received in relation to the remaining section of carriageway which was

unrestricted with a school within its extents. Therefore it is recommended that the remaining section of carriageway is supported by 30mph restriction to ensure compliance and improve road safety. There was 1 representation received in support of this proposal.

- 4.15 Through the representations received during the informal consultation and statutory advertisement, requests were made for further extents to be covered by the restrictions or consideration to be given for the introduction of 20mph speed limits.
- 4.16 Officers responses in relation to these requests were that Cumbria County Council are required to work to criteria which is set by the Department for Transport when addressing speed limits and their extents and this is what has been followed when identifying the extents within these villages. Whilst further extensions are favoured by those impacted, if the characteristics of the road do not meet the criteria the recommendation would be not to progress, as motorists would contravene the restriction which would then result in further complaints and have a negative effect to any improvements made. However the extents will be monitored and should further improvements be required they will be addressed during the 2023 review.
- 4.17 In relation to the requests for 20mph speed limit, responses were given to state that they could not be addressed at this time however would be kept on file to be assessed during the 2023 review.

5.0 OPTIONS

- 5.1 That the Local Committee approves the recommendation set out in paragraph 3.1 of this report
- 5.2 That the Local Committee does NOT approve the recommendation set out in paragraph 3.1 of this report.
- 5.3 That the Local Committee decides that the Order be brought into force to an extent that differs to that recommended in paragraph 3.1 (providing that the extent of the restrictions proposed to be introduced are less onerous than those which were advertised) paragraph 3.1 of this report

6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

- 6.1 The cost for installation of the works will be approximately £10,000, which will be paid for from the Eden Village Speed Limit 2022/23 budget allocation
- 6,2 Members are asked to note that should the Order be approved and implemented that there will be ongoing maintenance costs to be met from revenue budgets in future years.

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 bringing into operation of the Order detailed in this Report, for the reasons specified at sections 1(1) (a), (b), (d) and (f) of the 1984 Act, which are also referred to in the Statement of Reasons which is attached as Appendix 14, 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

(b) for preventing damage to the road or to any building on or near the road, 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 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 – 8.11.2022)

8.0 CONCLUSION

8.1 That the Local Committee agree to introduce the Order referred to at paragraph 3.1 of this report in accordance with the recommendation

Angela Jones

Executive Director - Economy and Infrastructure.

November 2022

APPENDICES

*** Appendix 1 – Proposal 1 Location Plan Alston**
Appendix 2 – Proposal 2 Location Plan Catterlen
Appendix 3 – Proposal 3 Location Plan Blencow
Appendix 4 – Proposal 4 Location Plan Bampton
Appendix 5 – Proposal 5 Location Plan Castle Town
Appendix 6 - Proposal 6 Location Plan Croglin
Appendix 7 - Proposal 7 Location Plan Culgaith
Appendix 8 – Proposal 8 Location Plan Garrigill
Appendix 9 – Proposal 9 Location Plan Greystoke
Appendix 10 – Proposal 10 Location Plan Helton
Appendix 11 – Proposal 11 Location Plan Melmerby
Appendix 12 – Proposal 12 Location Plan Carleton Brow
Appendix 13 – Copy of Site Notice
Appendix 14 – Statement of Reasons
Appendix 15 – Summary of representations

Electoral Division(s): Alston and East Fellside Penrith West, Penrith East, Penrith Rural, Eden Lakes and Greystoke and Hesket

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

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PREVIOUS RELEVANT COUNCIL OR EXECUTIVE DECISIONS

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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