

<b>COUNTY COUNCIL LOCAL COMMITTEE FOR SOUTH LAKELAND</b>
<b>Meeting date: 24 November 2022</b>
<b>From: Executive Director – Economy and Infrastructure</b>

## **STAVELEY 20MPH SPEED LIMIT 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 Appendix 2 to this report shows 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 *A summary of the responses to the statutory consultation and advertisement, together with officer comments, is attached as Appendix 4.*
- 1.5 *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 in the District of South Lakeland) (Consolidation and Provision of Speed Limits) (Order 2018) Variation Order (No.10) (Staveley) 20>< be brought into operation as advertised.***

### **4.0 BACKGROUND**

- 4.1 The County Council has been requested by County Councillor Stan Collins and Staveley Parish Council to develop proposals for Staveley Village with an aim to slow vehicular traffic where there are likely to be pedestrians in the road.
- 4.2 Initial consultation was carried out in 2019 for the consideration of restrictions.
- 4.3 It is proposed to introduce a 20mph zone on the following:-
- The entire lengths of Scroggs Close, Silver Street, The Green, Bank Lane, Crag View, School Lane, Brow Lane, the access road to the houses at the back of the Old Vicarage, Main Street, Gowan Terrace, Fairfield Close, The Banks, Gowan Crescent, Station Road and Beck Nook
  - Sections of Kentmere Road, Windemere Road, Kendal Road and Crook Road.

- 4.4 Due to the restrictions brought in by the Government in response to the Covid-19 pandemic statutory consultation was delayed.
- 4.5 The full plan and background to the proposals are presented in the appendices to this report for information; Appendix 1 -Statutory Notice; Appendix 2- Plan of proposal; Appendix 3 -Statement of Reasons.
- 4.6 The proposals were statutorily consulted upon and advertised on 1<sup>st</sup> September 2022, with the statutory 21 days statutory consultation and advisement period ending on 22<sup>nd</sup> September 2022.
- 4.7 Appendix 4 summarises and recommends the outcome from various comments received to the proposals.
- 4.8 33 responses were received in response to the proposals.
- 4.9 6of these responses raised concerns including requesting a longer consultation period and that roads leading out of Staveley should be included to create a wider 20 mph.
- 4.10 2 objected to the proposals asking why it was necessary and that it was a heavy handed response.
- 4.11 25 responses received were in support of the proposals with several requesting the extents of the 20mph were extended.
- 4.12 The statutory consultation period was for 21 days as set out on the Local Authorities Traffic Orders procedure. The consultation period was extended by an additional week following requests for further time to respond.
- 4.13 Request for a 20mph have been received from the community and Staveley Parish Council with an aim to improve road safety for all highway users.
- 4.14 The proposed 20mph speed limit over the centre of the village covers the area where the mean speed is 24mph or below. This will associate characteristics of the rural village and will lead to self-compliance as advised by the Department of Transport. Any extension of the proposed 20mph would require the implementation of traffic calming measures to reduce vehicle to a compliant level for a 20mph.
- 4.15 It is recommended that the Order is brought into force as advertised.

## **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 If Local Committee decide to agree recommendation 3.1 the estimated £7280 all costs associated with preparing, consulting on and implementing the Order would be met from Upper Kent Divisional.
- 6.2 Local Committee are asked to note that if it is decided to agree recommendation 3.1 the ongoing maintenance of road markings and signage based on a ten year cost estimation is approximately £65 per year which would need to be met from within the Highways revenue budget devolved to Local Committee.

## **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 Order detailed in this Report for the reason specified at sections 1(1)(a) and (c) 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).

- 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 – 26.10.2022)

## 8.0 CONCLUSION

8.1 It is recommended that the Order be brought into force in accordance with the recommendation in paragraph 3.1

**Angela Jones**

**Executive Director – Economy and Infrastructure**

October 2022

### APPENDICES

***Appendix 1 – Statutory notice***

***Appendix 2 – Plans of proposals***

***Appendix 3 – Statement of Reasons***

***Appendix 4 -Summary of responses and officer comments***

Electoral Division(s): Upper Kent

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?

	No
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If so, give details below.

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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