

ALLERDALE HIGHWAYS WORKING GROUP

Meeting date: 5th April 2022

From: Executive Director – Economy & Infrastructure

MARYPORT TRAFFIC REGULATION ORDER REVIEW

1.0 EXECUTIVE SUMMARY

- 1.1** *The purpose of this report is to provide Members of the Highways Working Group (“the Working Group”) with the background and details of proposed changes to The County of Cumbria (Various Roads, Maryport and Surrounding Area) (Consolidation and Provision of Traffic Regulations) Order 2018, following informal consultation which concluded on 21st March 2022.*
- 1.2** *Plans showing the proposed changes are attached as Appendices 1 to 13 inclusive.*
- 1.3** *A copy of the Council’s Statement of Reasons for proposing to introduce the changes, is attached as Appendix 14.*

2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS

- 2.1** *The proposed traffic restrictions are designed to improve traffic flow and traffic management within the areas assessed, whilst also providing a safe and effective transport network.*
- 2.2** *The restrictions which are proposed comply with Cumbria County Council’s forward plan of creating a safe and secure community, whilst providing a high quality environment for all.*
- 2.3** *There are no Equality implications at this stage.*

3.0 RECOMMENDATION

- 3.1** *That the Working Group recommend that Local Committee agree to proceed to statutory consultation and advertisement of a Traffic Regulation Order which would consolidate and vary The County of Cumbria (Various Roads, Maryport and Surrounding Area) (Consolidation and Provision of Traffic Regulations) Order 2018, (as varied by The County of Cumbria (Various Roads, Maryport and Surrounding Area)*

(Consolidation and Provision of Traffic Regulations) (Order 2018) Variation (No. 1) Order 2019), by proposing to introduce new restrictions as shown on the plans attached as Appendices 1, 2, 3, 4A, 5, 6, 7, 8, 11, 12, and 13 only (“the Order”).

3.2 *That the Working Group recommend that Local Committee agree that, subject to there being no unresolved objections received at the end of the statutory consultation and advertisement of the changes referred to in paragraph 3.1 above, that the Order be brought into operation, as advertised having 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.*

4.0 BACKGROUND

4.1 Cumbria Highways are presently carrying out a review of the traffic restrictions in Maryport and the surrounding area. The proposed changes are intended to improve traffic flow and traffic management at key locations, and to address issues of inconsiderate and inappropriate parking.

4.2 Officers undertook site assessments, proposing solutions for alleviating issues where applicable. These proposals require amendments to The County of Cumbria (Various Roads, Maryport and Surrounding Area) Order 2018.

4.3 An informal consultation was carried out from 14th February 2022 to 21st March 2022 and a number of responses were received. The proposed traffic restrictions are due to go through statutory consultation and advertisement in the next financial year, subject to Local Committee approval.

4.4 Details of each proposal and comments received as a result of the informal consultation are as follows:

4.4.1 Proposal 1 – Ewanrigg Road, Maryport

To introduce a section of “No Waiting at Any Time” restriction (double yellow lines) on a section of road opposite an existing bus stop. A plan detailing the proposal is attached as Appendix 1.

This section of road is in close proximity to a hospital, local services and serves a considerable suburban area whilst acting as a distributor road and a through-route between the A596 and A594. The proposed restrictions will prevent obstructive and potentially hazardous parking, whilst maintaining clearance around the bus stop.

No objections were received in relation to these proposals.

4.4.2 Proposal 2 – Eaglesfield Street, Maryport

To introduce a section of disc parking (Mon – Sat 8:30am – 6pm, waiting limited to 2 hours, no return for 2 hours, resident permit holders exempt) to replace a

now-redundant section of parking for police vehicles only. A plan detailing the proposal is attached as Appendix 2.

Proposals will re-purpose the section of highway outside the former police station and offer increased parking provision for local residents.

No objections were received in relation to these proposals.

4.4.3 Proposal 3 – Lawson Street, Maryport

To introduce a section of “No Waiting at Any Time” restriction (double yellow lines) to replace a section of “No Waiting Mon-Sat 8:30am – 6pm” (single yellow lines) in order to prevent obstructive parking following complaints of large vehicles (e.g. refuse vehicles) having difficulty manoeuvring. A plan detailing the proposal is attached as Appendix 3.

One objection was received citing concerns around loss of parking provision however officers recommend that this proposal is pursued to ensure access is maintained and services are not disrupted.

4.4.4 Proposal 4 – A594 Ellenborough Road / Ashby Street

To introduce two 50 metre sections of “No Waiting At Any Time” restrictions (double yellow lines) extending either side of the junction with the A594. A plan detailing the proposal is attached as Appendix 4.

These proposals are suggested following a number of incidents that have occurred in the vicinity, that were identified in a subsequent Engineering Safety Study. The study recommended these measures be introduced to reduce the likelihood of these collisions from occurring.

Four objections have been received, all citing concerns in relation to loss of parking and one of these also relating to concerns over possible increase in speeds due to things being “opened up”.

Whilst the recommendations in the Engineering Safety Study are very specific in their extents, officers have considered the concerns in balance with the desired outcome of the proposed restrictions and suggest reducing the extents of the restrictions. A plan detailing a revised proposal is attached as Appendix 4A.

4.4.5 Proposal 5 – Ryehill Road, Flimby

To introduce sections of “No Waiting At Any Time” restriction (double yellow lines) at the junctions of School Drive, Rye Hill Crescent, Lowther Street and Farmers Way. A plan detailing the proposal is attached as Appendix 5.

These proposals have been put together in response to complaints of antisocial and obstructive parking that often takes place at either end of the school day.

Three responses have been received. One in support of proposals, suggesting longer restrictions around School Drive; one making general comments but

suggesting a resident permit scheme; and another objecting to the proposals, concerned over loss of parking and suggesting part-time restrictions, resident permits and a one-way system.

Officers recommend that proposals proceed to statutory consultation and advertisement as per the original proposal. The proposed restrictions are minimal, and arguably located where parking should not occur at any time of day. A resident permit scheme or one-way system would not be viable in this area and are both beyond the scope of this exercise.

4.4.6 Proposal 6 – High Street (#1), Maryport

To introduce a section of disc parking (Mon – Sat 8:30am – 6pm, waiting limited to 2 hours, no return for 2 hours, resident permit holders exempt) to replace a now-redundant section of “No Waiting At Any Time” restriction (double yellow lines) where access was once needed for a privately-owned garage, which has now been demolished and replaced with housing. A plan detailing the proposal is attached as Appendix 6.

Proposals will offer increased parking for local residents where provision is limited yet in high demand.

No objections were received in relation to these proposals.

4.4.7 Proposal 7 – A596 / Gavel Street, Maryport

To introduce two sections of “No Waiting at Any Time” restrictions (double yellow lines) either side of the junction with the A596. A plan detailing the proposal is attached as Appendix 7.

These proposals have been put together in response to concerns relating to obstructive parking that often takes place and in order to maintain visibility.

No objections were received in relation to these proposals.

4.4.8 Proposal 8 – Wigton Road, Allonby

To introduce a section of “No Waiting At Any Time” restrictions (double yellow lines) alongside a recent development where obstructive parking often takes place in a narrow section of carriageway near a junction. A plan detailing the proposal is attached as Appendix 8.

Two responses were received in relation to these proposals, both in support.

4.4.9 Proposal 9 – The Went, Dearham

To introduce a one-way system following historical concerns regarding the volume of traffic using The Went, particularly at either end of the school day. A one-way system is expected to reduce traffic volumes and prevent the frequent conflicts that often occur. A plan detailing the proposal is attached as Appendix 9.

Five responses were received, all objecting to proposals, mainly citing access issues – a number of properties, businesses and privately owned garages access The Went with less-than-optimum geometry (awkward angles combined with little room to manoeuvre and limited visibility) meaning that a one-way system is not practical without major re-engineering of the highway, involving realignment of the carriageway and land-take.

One of the responses highlighted concerns over the almost-inevitable increase in traffic speeds that would be likely to result from a one-way system. The additional factors of narrow carriageway, nowhere for pedestrians to step off as well as many of those pedestrian movements being connected with the school; further amplify these valid concerns.

Taking into account all responses received considered against the benefits of the proposal; officers recommend that these measures are not pursued and that other measures be considered.

4.4.10 Proposal 10 – A594 Marsh Terrace, Maryport

To introduce two sections of “No Waiting At Any Time” restrictions (double yellow lines) either side of a junction to a proposed future housing development in order to prevent obstructive parking and maintain visibility. A plan detailing the proposal is attached as Appendix 10.

Four responses were received, objecting to proposals and highlighting concerns in relation to loss of parking.

Officers have since been informed that the proposed development is still in the very early stages of planning and is not an absolute certainty. Therefore officers recommend that proposals are not pursued at this point in time.

4.4.11 Proposal 11 – Church Street / Christian Street, Maryport

To introduce a section of “No Waiting at Any Time” restriction (double yellow lines) to replace a section of “No Waiting Mon-Fri 8:30am – 9:30am, 2:30pm – 4:00pm” (single yellow lines) in order to prevent obstructive parking that often takes place at either end of the school day. A plan detailing the proposal is attached as Appendix 11.

One response was received in support of proposals.

4.4.12 Proposal 12 – Crosby Street, Maryport

To introduce a section of disc parking (Mon – Sat 8:30am – 6pm, waiting limited to 2 hours, no return for 2 hours, resident permit holders exempt) to replace a short section of “No Waiting at Any Time” restriction (double yellow lines). The proposals will offer increased parking for local residents where provision is limited yet in high demand. A plan detailing the proposal is attached as Appendix 12.

No objections were received in relation to these proposals.

4.4.13 Proposal 13 – High Street (#2), Maryport

To introduce a section of disc parking (Mon – Sat 8:30am – 6pm, waiting limited to 2 hours, no return for 2 hours, resident permit holders exempt) to replace a section of “No Waiting at Any Time” restriction (double yellow lines). Proposals will offer increased parking for local residents where provision is limited yet in high demand. A plan detailing the proposal is attached as Appendix 13.

No objections were received in relation to these proposals.

5.0 OPTIONS

5.1 The Working Group may recommend that Local Committee agree the recommendations at paragraphs 3.1 and 3.2

5.2 The Working Group may recommend that Local Committee agree the recommendations at paragraph 3.1 IN PART.

5.2 The Working Group may recommend that Local Committee agree that the proposals are not progressed to statutory consultation and advertisement.

6 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

6.1 There are no direct resource or value for money implications arising from the recommendations in section 3 of this report, however, should it proceed, the cost of the Traffic Regulation Order and implementation of the restrictions will be met from the Local Committee Capital budget.

6.2 The Highways Working group is asked to note that, should the scheme be subsequently agreed and implemented, there will be ongoing future maintenance costs to be met from the Local Committee devolved highways budget

7 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 implementation of the Order detailed in this Report for the reasons specified at section 1(1)(a), (c), (d) and (f) of the 1984 Act, as set out further in the attached Statement of Reasons which is attached as Appendix 14, 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 roads 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 roads or adjoining properties, or

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

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 – 24.3.2022)

8 CONCLUSION

8.1 That Members of the Highway Working Group agree to recommend to Local Committee to agree the recommendations to resolve a number of issues experienced in Maryport and the surrounding area.

Angela Jones
Executive Director – Economy and Infrastructure

April 2022

APPENDICES

Appendix 1:	Location Plan, Ewanrigg Road, Maryport
Appendix 2:	Location Plan, Eaglesfield Street, Maryport
Appendix 3:	Location Plan, Lawson Street, Maryport
Appendix 4:	Location Plan, A594 Ellenborough Road / Ashby Street
Appendix 4A:	Revised Location Plan, A594 Ellenborough Road / Ashby Street
Appendix 5:	Location Plan, Ryehill Road, Flimby
Appendix 6:	Location Plan, High Street #1, Maryport
Appendix 7:	Location Plan, A596 / Gavel Street, Maryport
Appendix 8:	Location Plan, Wigton Road, Allonby
Appendix 9:	Location Plan, The Went, Dearham
Appendix 10:	Location Plan, A594 Marsh Terrace, Maryport
Appendix 11:	Location Plan, Church Street / Christian Street, Maryport
Appendix 12:	Location Plan, Crosby Street, Maryport
Appendix 13:	Location Plan, High Street #2, Maryport
Appendix 14:	Statement of Reasons

Electoral Division(s): Maryport North
 Maryport South
 Dearham and Broughton
 Aspatria

Executive Decision Yes*

Key Decision No*

If a Key Decision, is the proposal published in the current Forward Plan? N/A*

Is the decision exempt from call-in on grounds of urgency? No*

If exempt from call-in, has the agreement of the Chair of the relevant Overview and Scrutiny Committee been sought or obtained? N/A*

Has this matter been considered by Overview and Scrutiny?
If so, give details below. No*

Has an environmental or sustainability impact assessment been undertaken?

Has an equality impact assessment been undertaken? No*

PREVIOUS RELEVANT COUNCIL OR EXECUTIVE DECISIONS
[including Local Committees]

No previous relevant decisions.

CONSIDERATION BY OVERVIEW AND SCRUTINY

Not considered by Overview and Scrutiny.

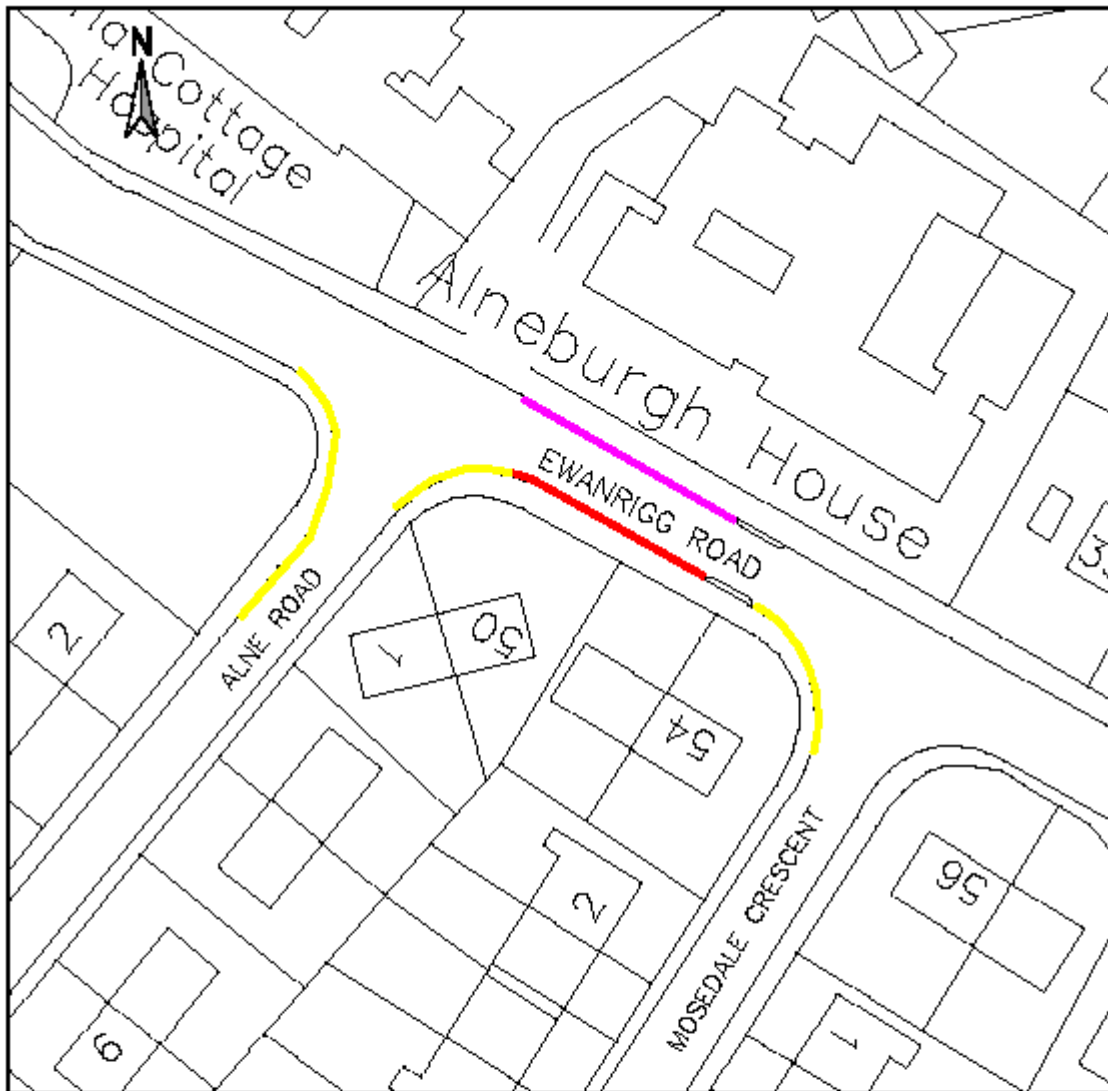
BACKGROUND PAPERS

No background papers

REPORT AUTHOR

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Traffic Management Officer
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Appendix 1



KEY

- Existing double yellow lines (no waiting at any time)
- Proposed double yellow lines (no waiting at any time)
- Existing bus stop



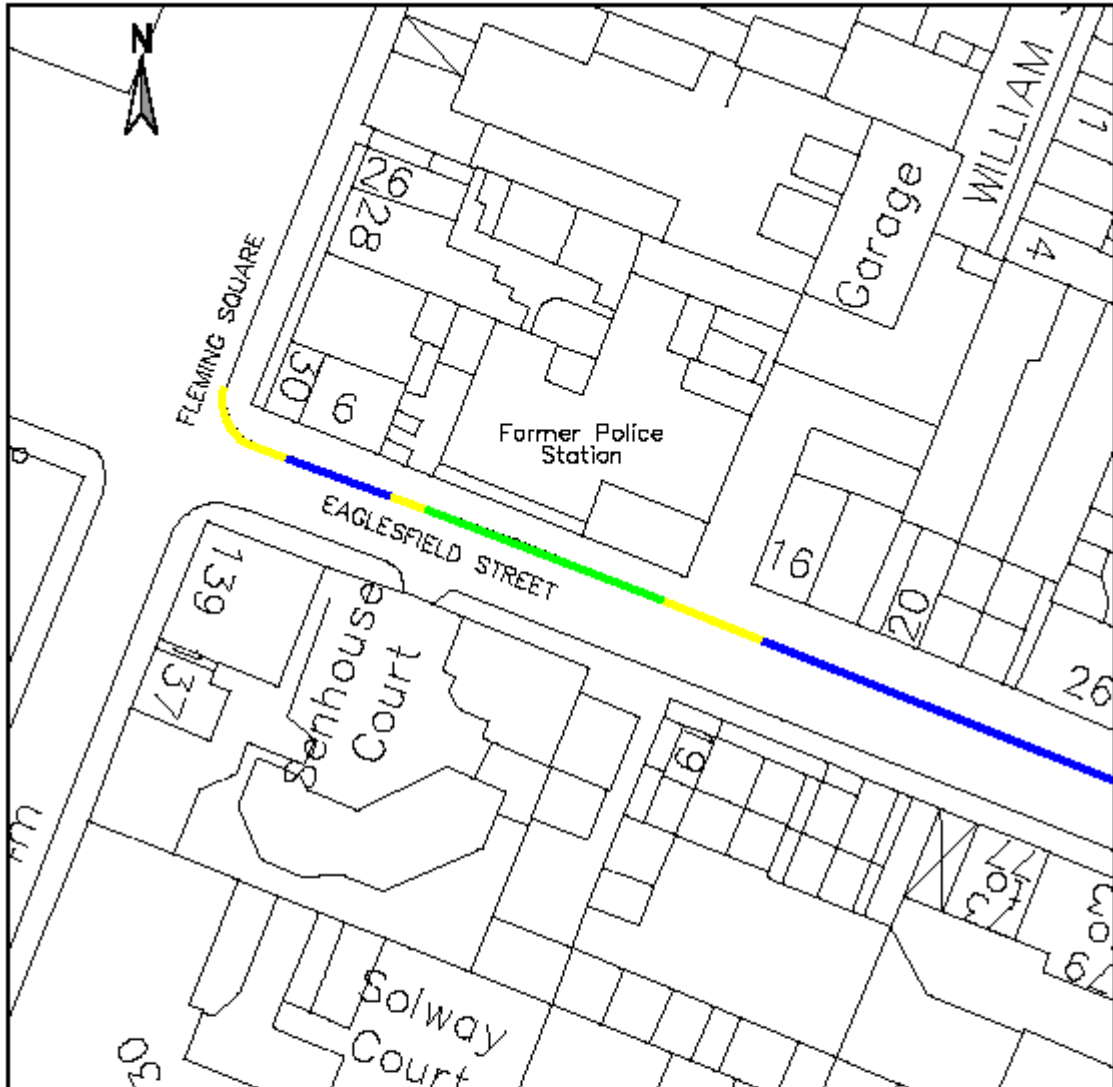
Maryport TRO Review 2021/2
 Proposal 1
 Ewanrigg Rd, Maryport

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


Drawing No. MTRO21/PNG001.Rev0

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Appendix 2



KEY

-  Existing double yellow lines (no waiting at any time)
-  Existing disc parking (Mon-Sat 8.30am-6pm, waiting limited to 2 hours no return for 2 hours, resident permit holders exempt)
-  Proposed disc parking (Mon-Sat 8.30am-6pm waiting limited to 2 hours, no return for 2 hours, resident permit holders exempt) to replace Police vehicles only



Perthouse Building, Kingmoor Business Park
CARLISLE, Cumbria, CA6 4SL, Tel: 01228 673200

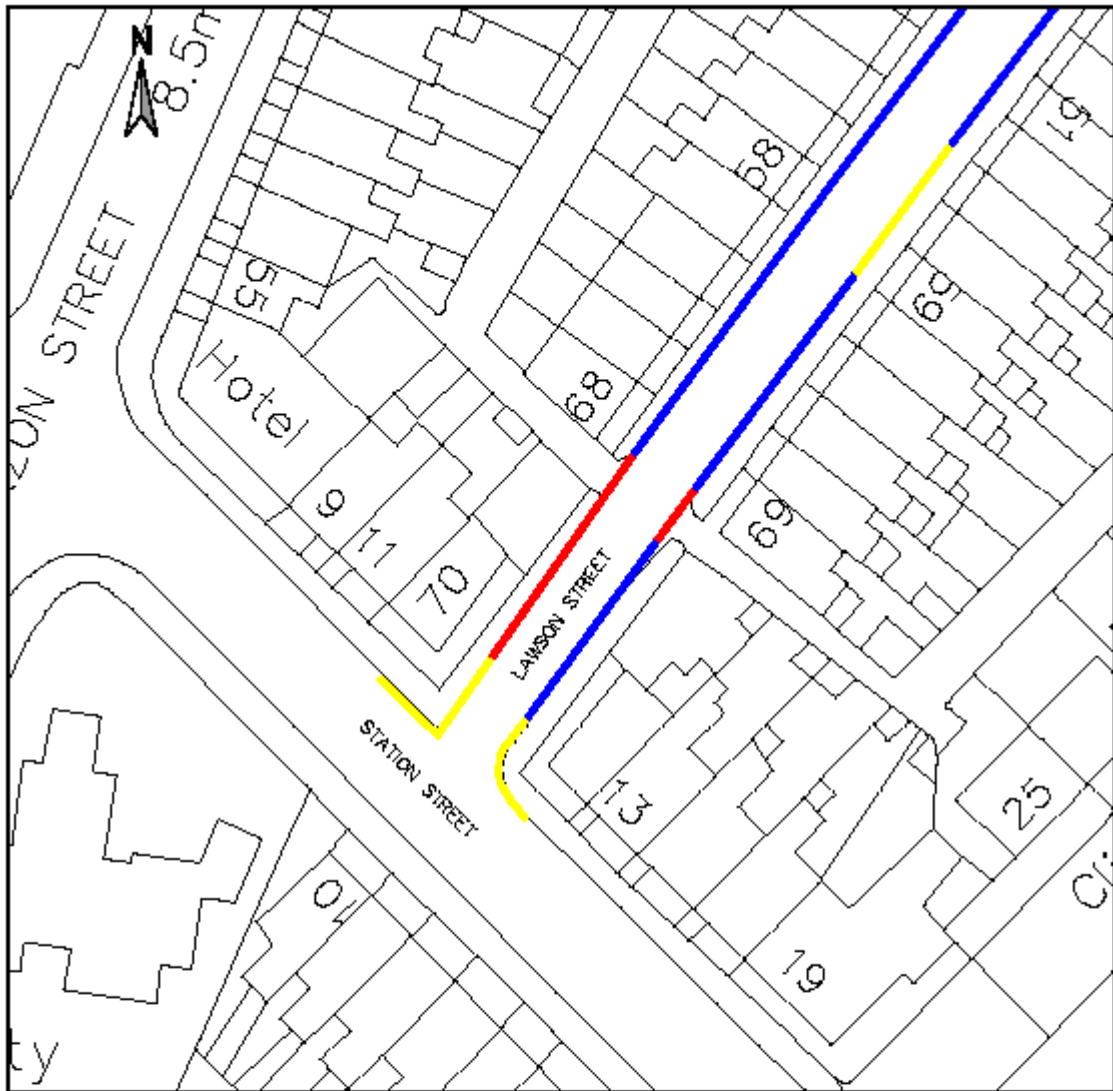
Maryport TRO Review 2021/2
Proposal 2
Eaglesfield St, Maryport

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


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Drawn by PNG Scale 1:500 Date FEB '22

Appendix 3



KEY

-  Existing double yellow lines (no waiting at any time)
-  Proposed double yellow lines (no waiting at any time) to replace single yellow lines (no waiting Mon–Sat 8.30am–6pm)
-  Existing disc parking (Mon–Sat 8.30am–6pm, waiting limited to 2 hours no return for 2 hours, resident permit holders exempt)



Perthouse Building, Kingmoor Business Park
CARLISLE, Cumbria, CA6 4SL, Tel. 01228 673000

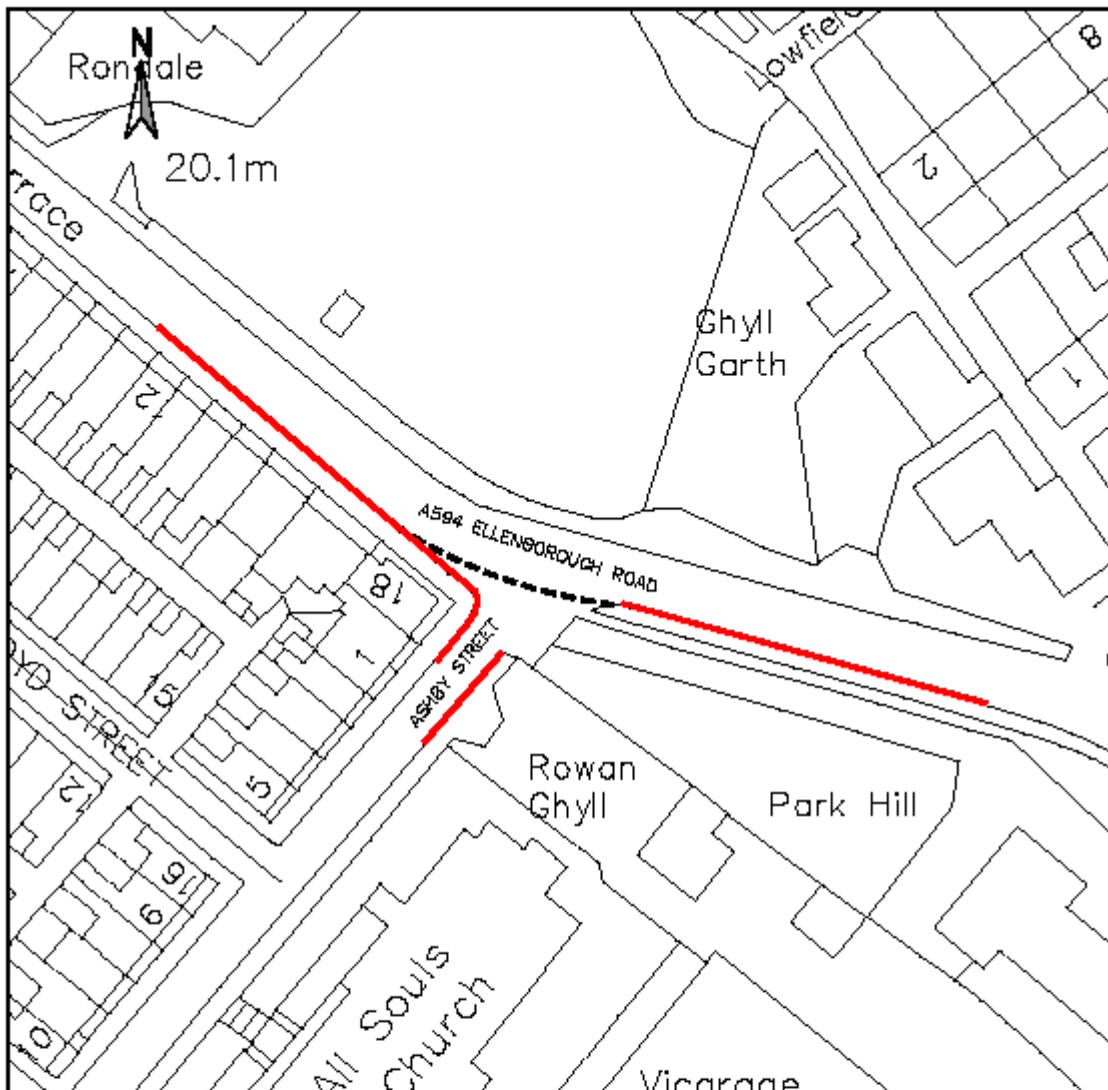
Maryport TRO Review 2021/2
Proposal 3
Lawson St, Maryport

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Drawing No. MTRO21/PNG003.Rev0

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Appendix 4



KEY

 Proposed double yellow lines (no waiting at any time)



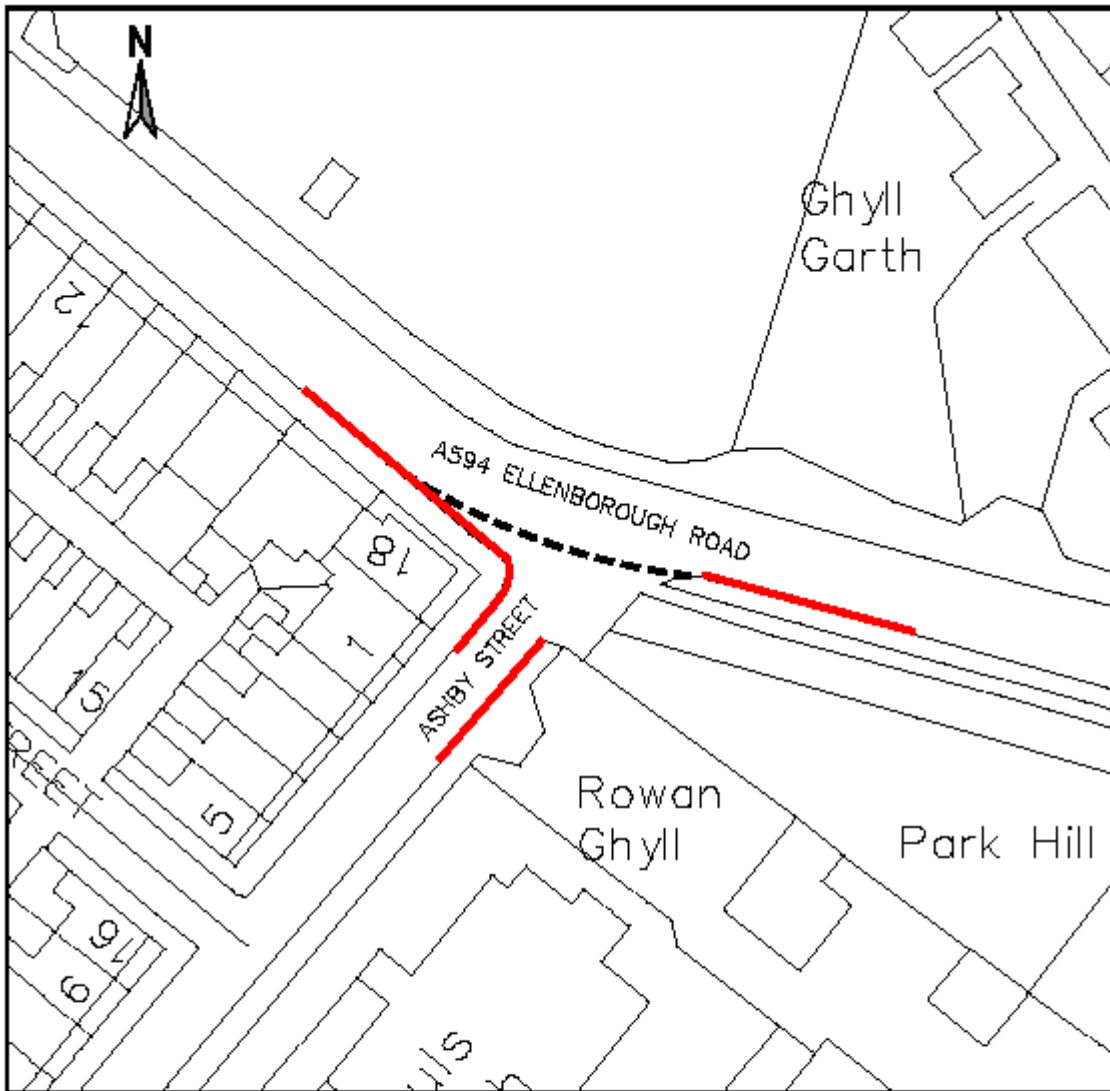
Maryport TRO Review 2021/2
Proposal 4
A594 Ellenborough Rd /
Ashby St, Maryport

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Appendix 4A



KEY

 Proposed double yellow lines (no waiting at any time)



Perkhouse Building, Kingmoor Business Park
CARLISLE, Cumbria, CA6 4SL, Tel. 01228 673030

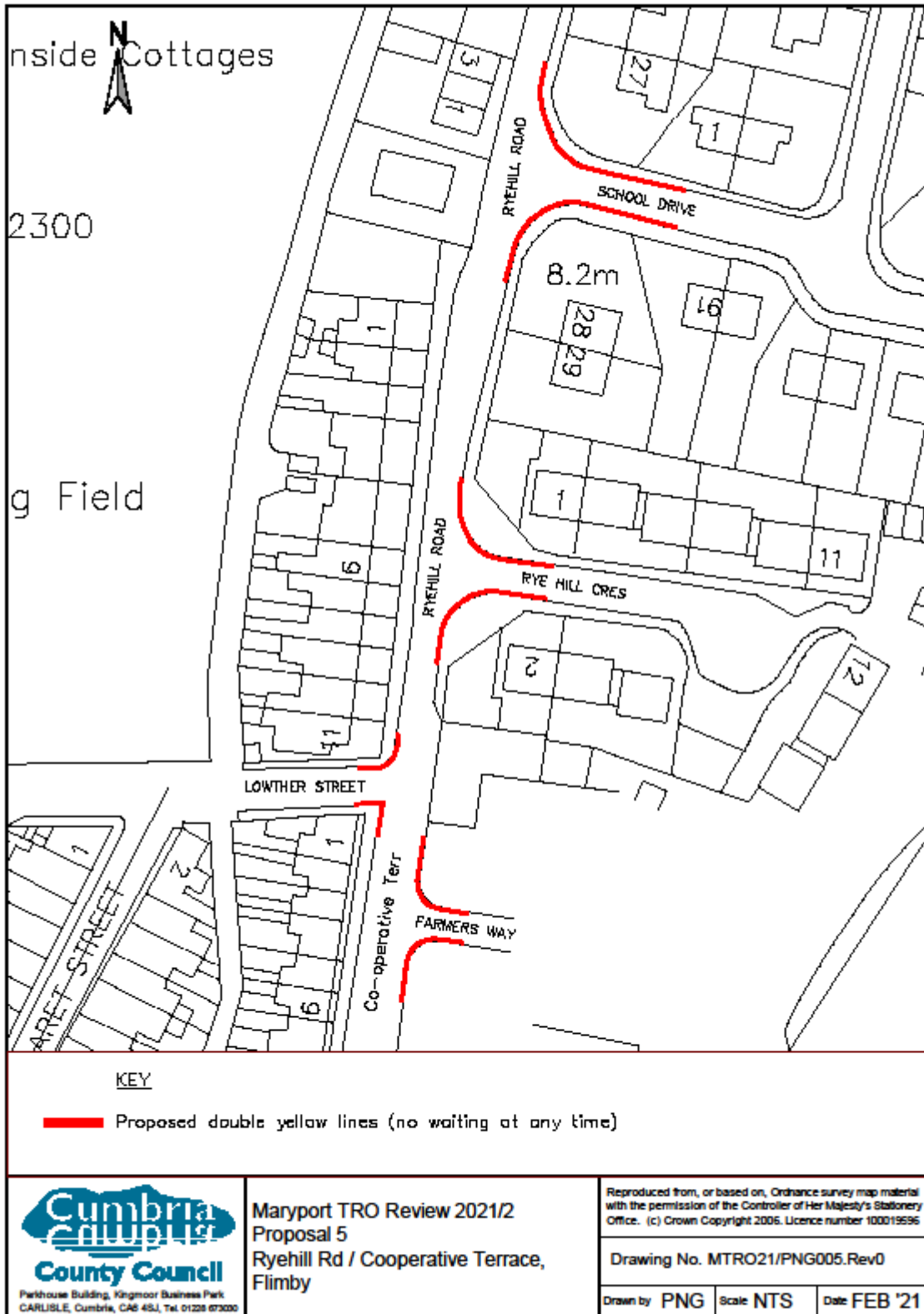
Maryport TRO Review 2021/2
Proposal 4
A594 Ellenborough Rd /
Ashby St, Maryport

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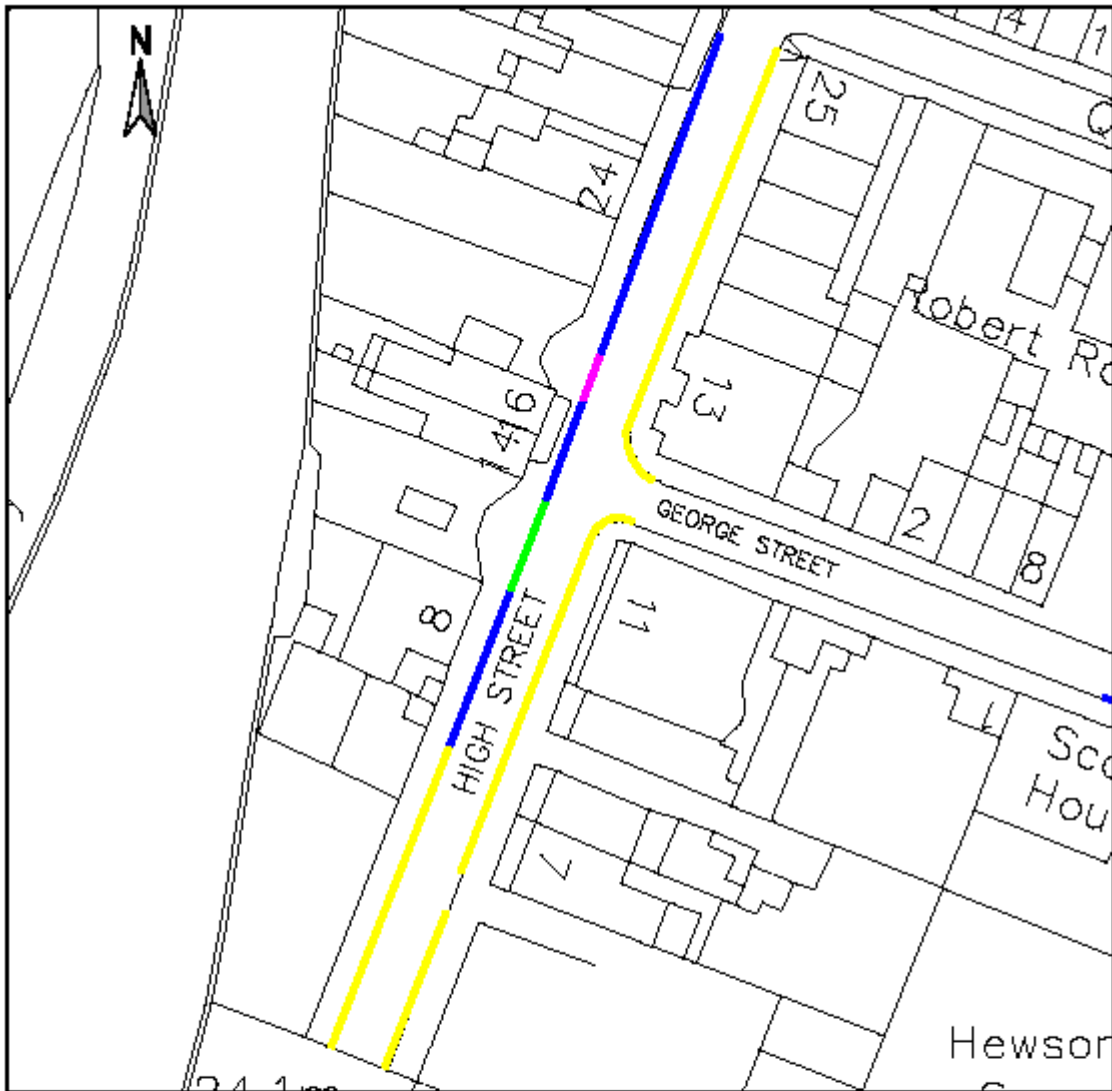
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


Appendix 5



Appendix 6



KEY

-  Existing double yellow lines (no waiting at any time)
-  Existing single yellow line (no waiting Mon-Sat 8:30am-6:00pm)
-  Existing disc parking (Mon-Sat 8:30am-6:00pm)
-  Proposed disc parking (Mon-Sat 8:30am-6:00pm) to replace single yellow line (no waiting Mon-Sat 8:30am-6:00pm)



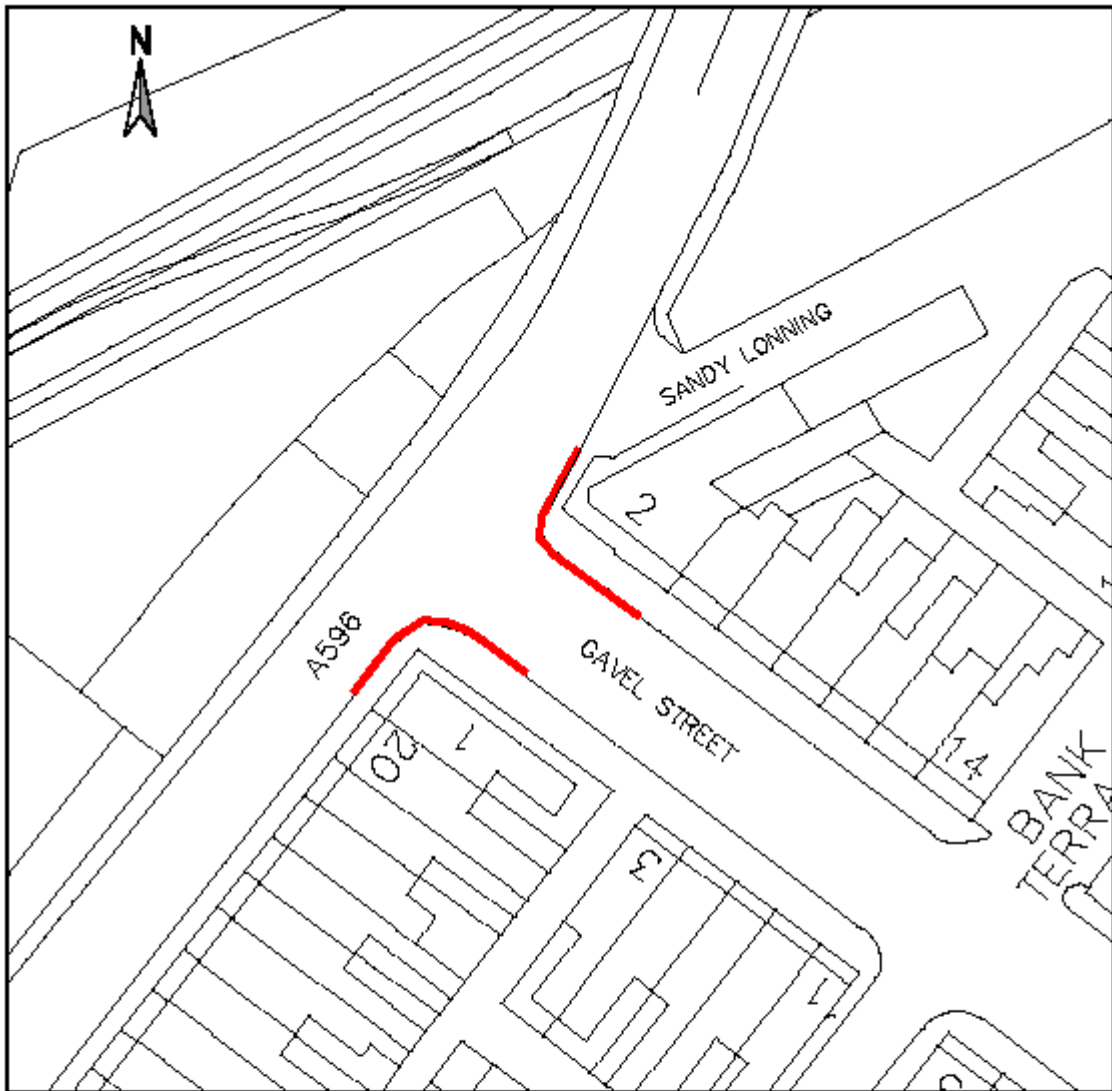
Maryport TRO Review 2021/2
 Proposal 6
 High Street, Maryport

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Drawing No. MTRO21/PNG006.Rev0

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Appendix 7



KEY

 Proposed double yellow lines (no waiting at any time)



Parthouse Building, Kingmoor Business Park
CARLISLE, Cumbria, CA6 4SU, Tel. 01228 673000

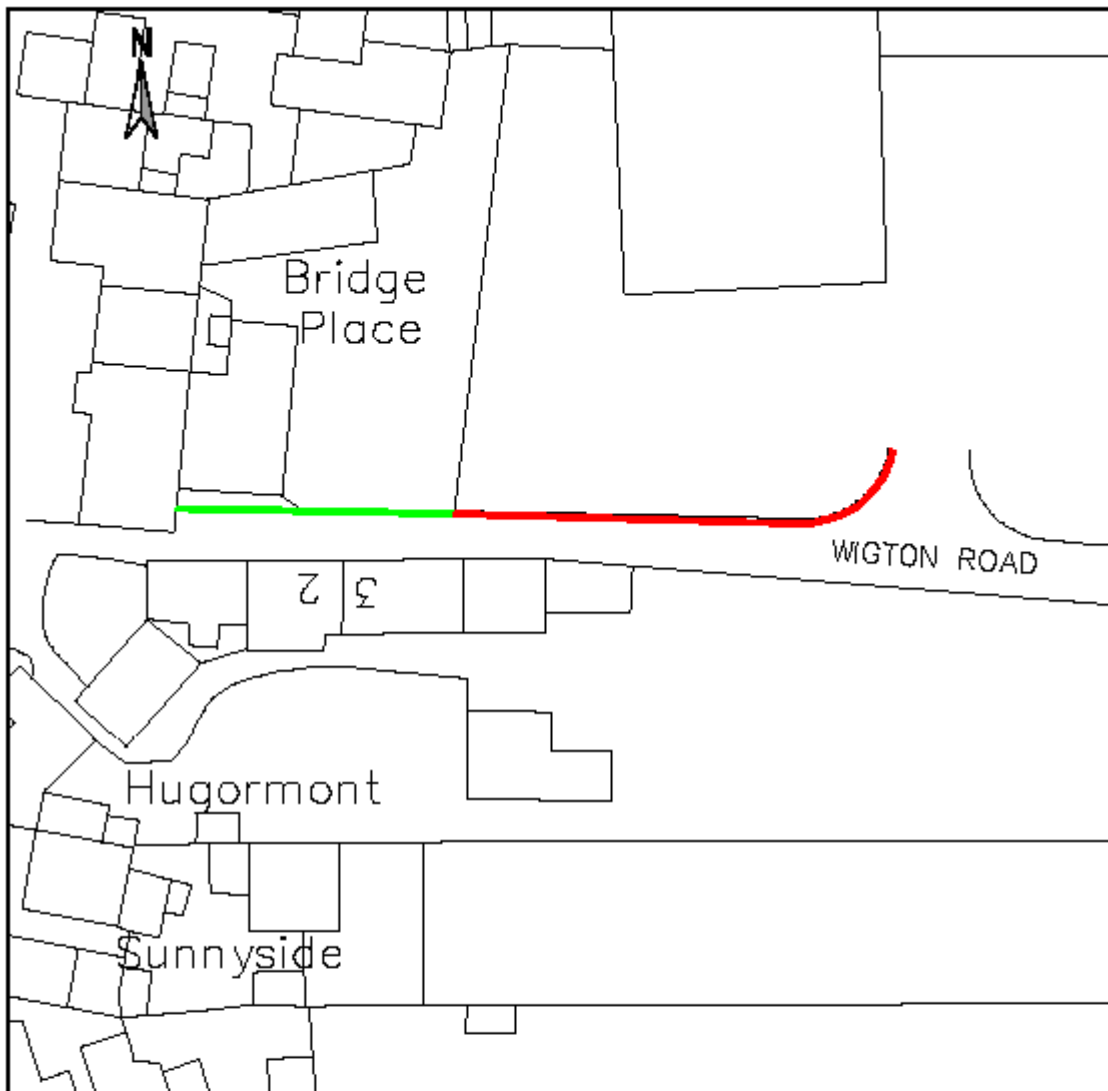
Maryport TRO Review 2021/2
Proposal 7
A596 / Gavel St, Maryport

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Appendix 8



KEY

- █ Existing advisory passing place / KEEP CLEAR
- █ Proposed double yellow lines (no waiting at any time)



Perthouse Building, Kingmoor Business Park
CARLISLE, Cumbria, CA6 4SL, Tel. 01228 673000

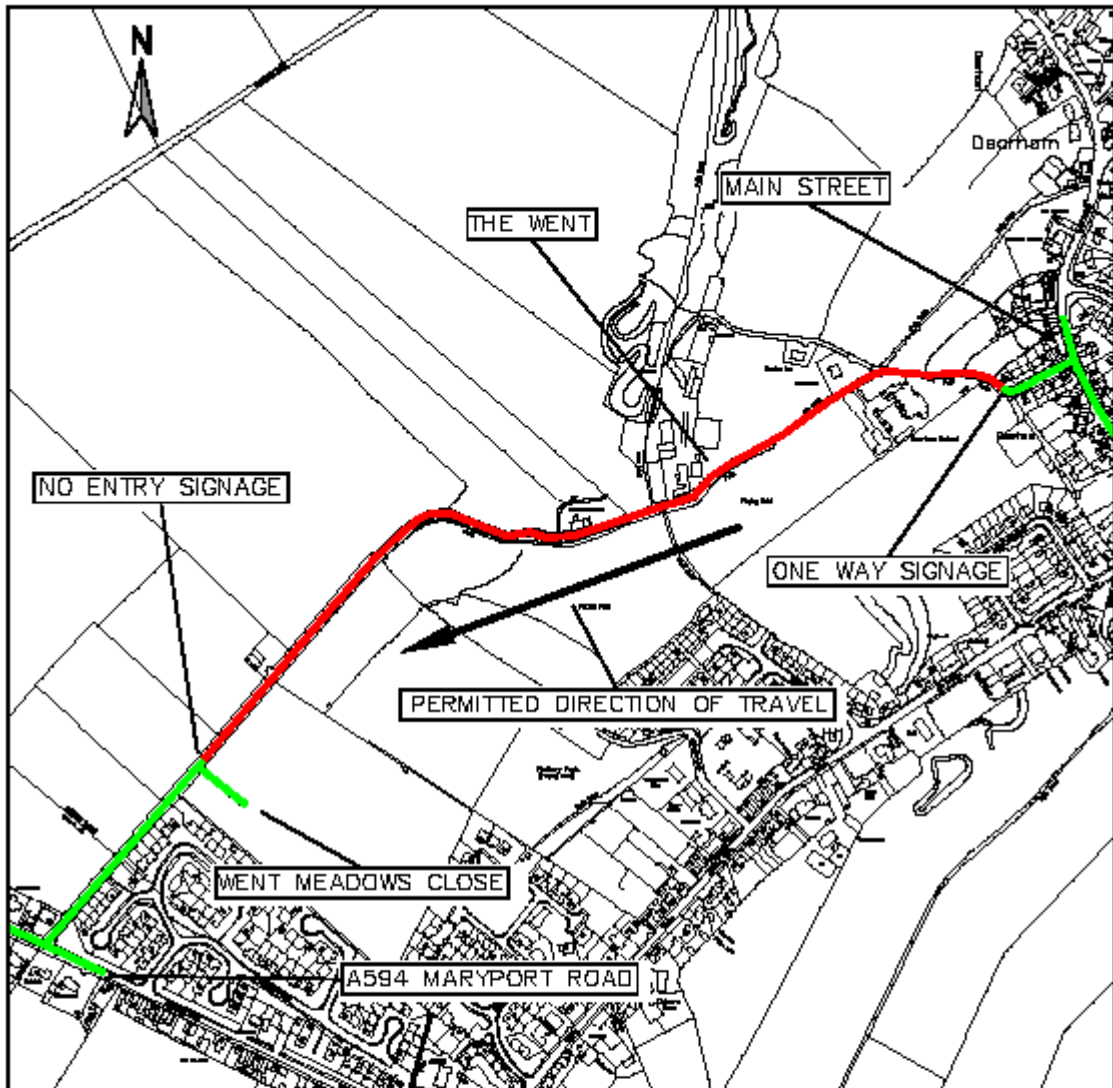
Maryport TRO Review 2021/2
Proposal 8
Wigton Road, Allonby

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Appendix 9



KEY

- Two-way traffic
- Proposed one-way traffic



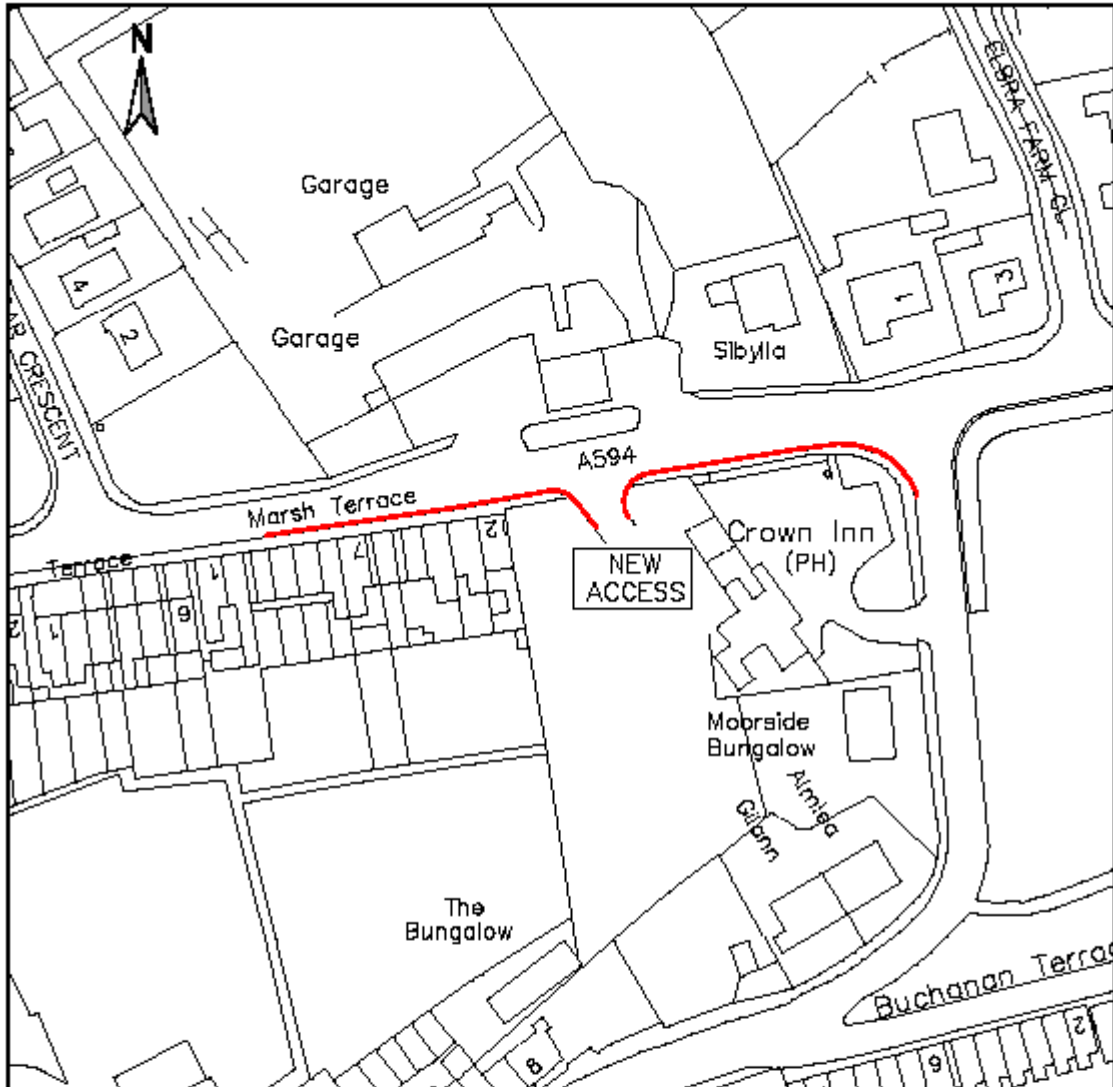
Maryport TRO Review 2021/2
Proposal 9
The Went, Dearham

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Appendix 10



KEY

 Proposed double yellow lines (no waiting at any time)



Parthouse Building, Kingmoor Business Park
CARLISLE, Cumbria, CA6 4SU, Tel. 01228 673000

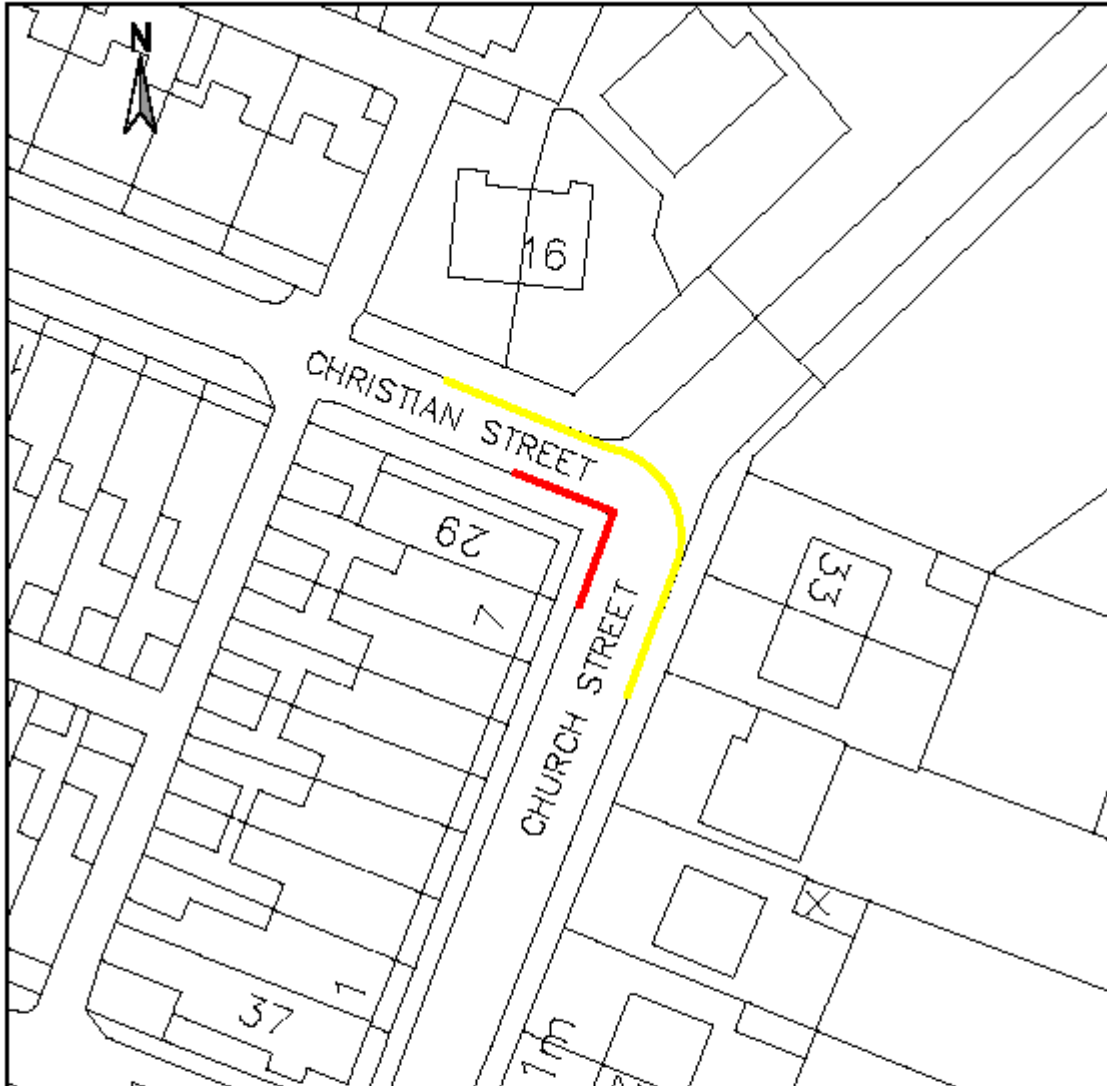
Maryport TRO Review 2021/2
Proposal 10
A594 Marsh Terrace, Maryport

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Appendix 11



KEY

- █ Existing SCHOOL KEEP CLEAR
- █ Proposed double yellow lines (no waiting at any time) to replace Single yellow lines (no waiting Mon-Fri 8:30am-9:30am 2:30pm-4:00pm)



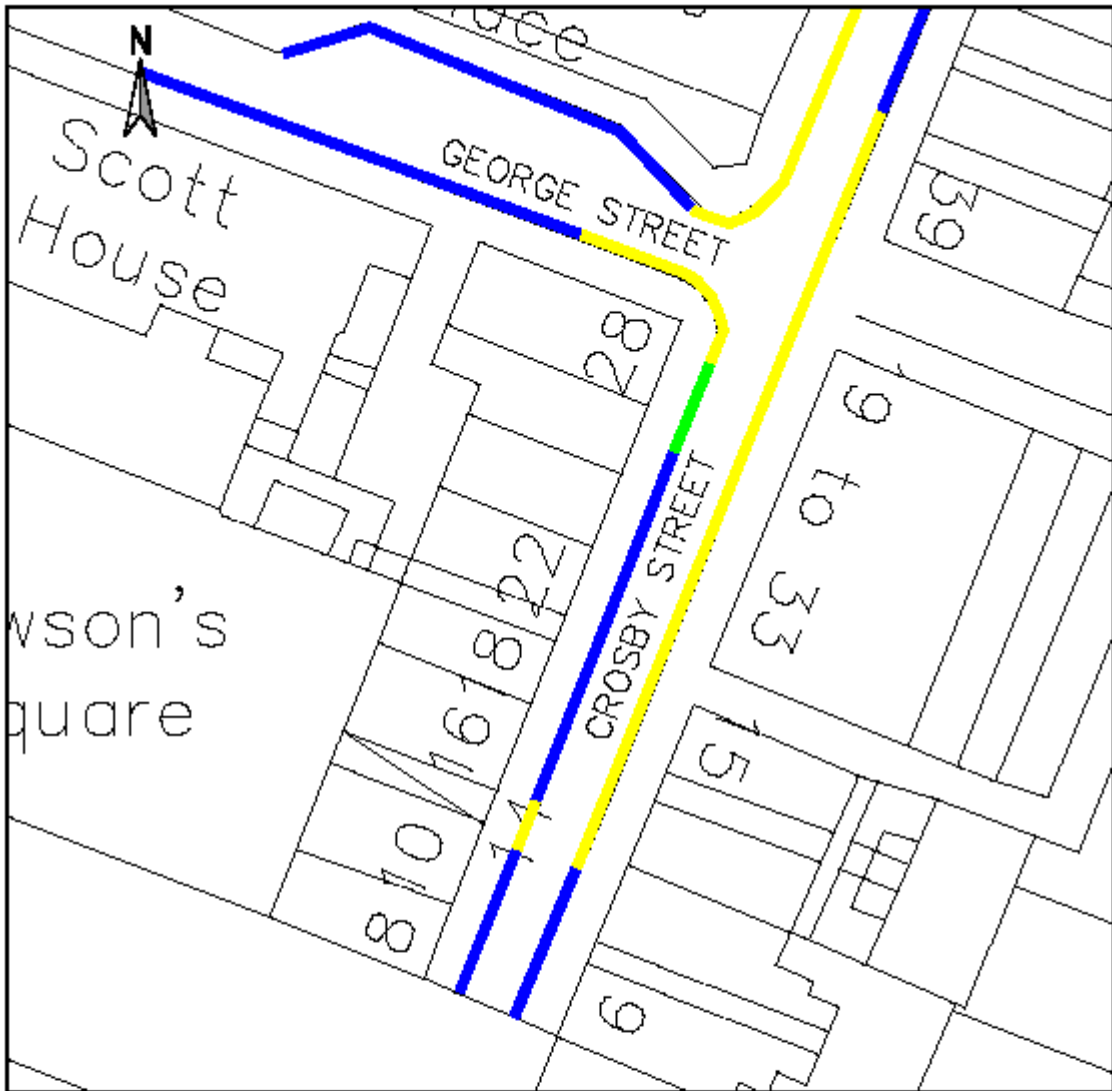
Maryport TRO Review 2021/2
 Proposal 11
 Christian St / Church St

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Appendix 12



KEY

- Existing double yellow lines (no waiting at any time)
- Existing disc parking (Mon–Sat 8:30am–6:00pm)
- Proposed disc parking (Mon–Sat 8:30am–6:00pm) to replace double yellow line (no waiting at any time)



Perthouse Building, Kingmoor Business Park
CARLISLE, Cumbria, CA6 4SL, Tel. 01228 673000

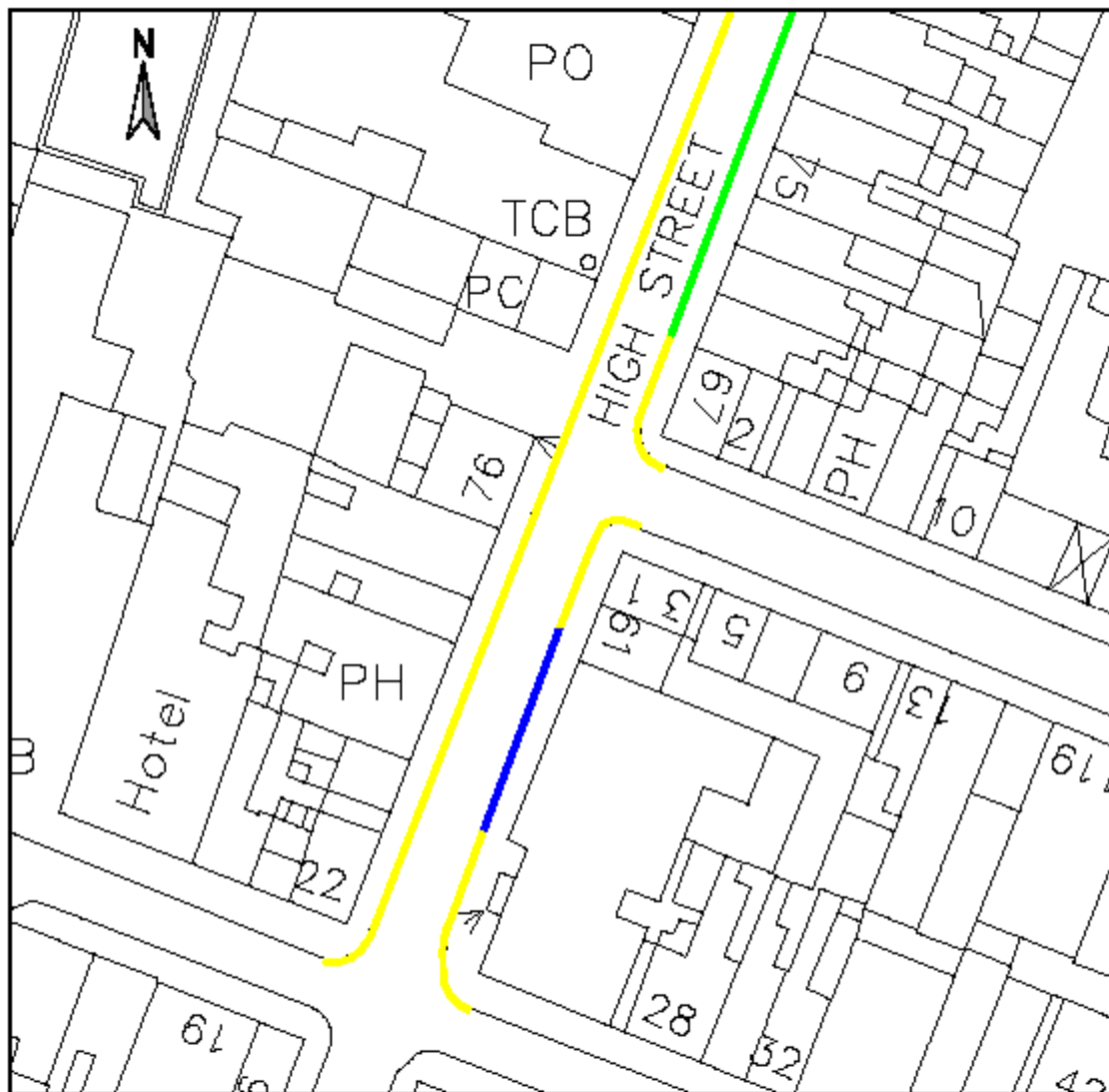
Maryport TRO Review 2021/2
Proposal 12
Crosby St

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Appendix 13



KEY

- Existing double yellow lines (no waiting at any time)
- Existing disc parking (Mon–Sat 8:30am–6:00pm)
- Proposed disc parking (Mon–Sat 8:30am–6:00pm) to replace single yellow line (no waiting Mon–Sat 8:30am–6:00pm)



Maryport TRO Review 2021/2
 Proposal 13
 High Street #2, Maryport

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Drawing No. MTRO21/PNG013.Rev0

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Appendix 14

THE COUNTY OF CUMBRIA (VARIOUS ROADS, MARYPORT AND SURROUNDING AREA) (CONSOLIDATION AND PROVISION OF TRAFFIC REGULATIONS)

ORDER 20><

STATEMENT OF REASONS

Following a review of the present parking/access restrictions in Maryport and the surrounding area, Cumbria County Council propose to make the above Order, for the following reasons specified in Section 1(1) Road Traffic Regulation Act 1984, namely to:

Proposal 1 – Introduction of “No Waiting at Any Time” restrictions to prevent obstructive parking in the vicinity of an existing bus stop opposite. *(c) for facilitating the passage on the roads or any other roads of any class of traffic (including pedestrians),*

Proposal 2 - Introduction of 2 hour disc parking to replace a now-redundant police parking bay in order to offer more parking provision in an area where parking is limited and demand is considerable. *(f) for preserving or improving the amenities of the area through which the roads run,*

Proposal 3 – Introduction of “No Waiting at Any Time” restrictions to replace “No Waiting Mon-Sat 8:30am – 6pm” in order to prevent obstructive parking that limits the manoeuvrability of large vehicles, for example refuse vehicles. *(c) for facilitating the passage on the roads or any other roads of any class of traffic (including pedestrians),*

Proposal 4 - Introduction of “No Waiting at Any Time” restrictions to prevent obstructive parking at the junction of the A594 that might limit visibility. *(c) for facilitating the passage on the roads or any other roads of any class of traffic (including pedestrians),*

Proposal 5 - Introduction of “No Waiting at Any Time” restrictions to prevent obstructive parking that might also limit visibility. *(c) for facilitating the passage on the roads or any other roads of any class of traffic (including pedestrians),*

Proposal 6 - Introduction of 2 hour disc parking to replace a now-redundant section of “No Waiting at Any Time” restriction in order to offer more parking provision in an area where parking is limited and demand is considerable. *(f) for preserving or improving the amenities of the area through which the roads run,*

Proposal 7 - Introduction of “No Waiting at Any Time” restrictions to prevent obstructive parking at the junction of the A596 that might limit visibility. *(c) for facilitating the passage on the roads or any other roads of any class of traffic (including pedestrians),*

Proposal 8 - Introduction of “No Waiting at Any Time” restrictions to prevent obstructive parking in a narrow section of carriageway and to maintain visibility at a junction. *(c) for facilitating the passage on the roads or any other roads of any class of traffic (including pedestrians),*

Proposal 11 - Introduction of “No Waiting at Any Time” restrictions to replace “No Waiting Mon-Fri 8:30am – 9:30am, 2:30pm – 4:00pm” in order to prevent obstructive parking that often takes place at either end of the school day. *(c) for facilitating the passage on the roads or any other roads of any class of traffic (including pedestrians),*

Proposal 12 - Introduction of 2 hour disc parking to replace a section of “No Waiting at Any Time” restriction in order to offer more parking provision in an area where parking is limited and demand is considerable. *(f) for preserving or improving the amenities of the area through which the roads run,*

Proposal 13 - Introduction of 2 hour disc parking to replace a section of “No Waiting at Any Time” restriction in order to offer more parking provision in an area where parking is limited and demand is considerable. *(f) for preserving or improving the amenities of the area through which the roads run,*