

Report Title	Traffic Regulation Order 20mph Speed Limit Trent Vale North Walney
Meeting	Furness Locality Board
Meeting Date	17 April 2024
Report Author	Melanie Thexton
Lead Cabinet Member(s)	Cllr Peter Thornton – Cabinet Member – Highways and Assets
Wards Affected	Walney Island
Public. Part Exempt, or Fully Exempt	Public
Appendices (if any)	Appendix 1 Location Plan Appendix 2 Site Notice Appendix 3 Statement of Reasons Appendix 4 Consultation responses received

1. Executive Summary

- 1.1 This report informs Members of the outcome following the statutory advertisement and consultation of the Order referred to in paragraph 2.1 of this report concerning 20mph in North Walney to support the North Walney cycling scheme. 2 representations were received during the 21-day period of statutory advertisement and consultation. The report seeks a resolution on the proposed introduction of the Order and recommends the Order be made and introduced as advertised.

2. Recommendations

For the reasons set out in this report, Furness Locality Board is recommended to:

- 2.1 Having taken into consideration representations received during statutory advertisement and consultation of the proposed Order, 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 9.2 of this Report, that the WESTMORLAND AND FURNESS COUNCIL (VARIOUS ROADS BARROW-IN-FURNESS AND SURROUNDING AREA)(CONSOLIDATION AND PROVISION OF SPEED LIMITS) ORDER 20>< (“the Order”), be brought into operation as advertised

3. Information: the Rationale & Evidence for the Recommendations

- 3.1 Background and details of the proposal are listed below, and further detail can be found within the appendices to this report;
- 3.2 There is a proposed project in place which aims to develop and deliver a 2.32km LTN 1/20 (Local Transport Note) complaint cycling, walking, and wheeling route on North Walney, Barrow-in-Furness. Commencing at Earnse Bay, the route follows West Shore Road and Trent Vale before going through Vickerstown Park and re-joining the highway at the Jubilee Bridge junction with Walney Promenade.

To facilitate a 0.31km section of 'quiet street' approach on Trent Vale the existing restricted road with a speed limit of 30mph, by virtue of the presence of a system of street lighting, is proposed to be reduced to 20mph. The aim is in slowing vehicular traffic where there is likely to be cyclists in the road.

The Order is proposed to include to include the connecting roads in introducing a reduced speed limit from the current restricted road 30mph to 20mph to slow vehicular traffic within this whole residential area.

The roads are Trent Vale, Thames Road, Tyne Road, Mersey Road, Tees Gardens, Tweed Rise, Medway Road, Southport Drive and Maryport Avenue as shown in Appendix 1.

- 3.3 A copy of the Notice which summarises the proposals is attached as Appendix 2 of this report.
- 3.4 A copy of the Councils Statement of Reasons for making the Order is attached as Appendix 3 of this report.
- 3.5 The statutory consultation and advertisement period for 21-days, of the proposed Order took place between the 1st December and 22nd December 2023.
- 3.6 Two representations were received in relation to the statutory advertisement and consultation. A summary is provided as part of this report which is attached as Appendix 4 of this report.

4. Link to Council Plan Priorities: (People, Climate, Communities, Economy and Culture, Customers, Workforce)

- 4.1 A safe, sustainable, and serviceable highway network underpins the Council Plan Vision for Westmorland and Furness to be a great place to live, work and thrive and supports many of the Council's priorities. A reliable highway network enables people, goods, and services to be moved around the Authority area promoting new business creation, economic growth and enabling people to thrive within their own communities.

5. Consultation Outcomes

- 5.1 There were 2 representations received to the statutory advertisement and consultation of the Order - see Appendix 4 for full details.
- 5.2 Barrow Town Councillor for North Walney made representation in support of the 20mph scheme in the area and therefore in support of the recommendation at 2.1 of this report.
- 5.3 A resident of Thames Road objected on the grounds that the money should be spent on maintenance of local roads rather than on the cycling scheme. The funding for this project is not taking away from existing revenue budgets for maintenance and is additional funding specifically for this cycling project. The funding can only be used for this improvement for North Walney. Therefore, it is considered that this objection should not be upheld.
- 5.4 It is concluded having considered the 2 responses received and bearing in mind the large amount of engagement and consultation undertaken in the North Walney area on this project through inception and design, that the 20mph speed limit Order is recommended to be implemented as advertised.

6. Alternative Options Considered

- 6.1 Prior to the scheme including a Traffic Regulation Order for 20mph, there was consideration of the route, use of the highway and design of the scheme. The route had no alternative option but to use Trent Vale which currently has a 30mph speed limit by way of the system of street lighting. There are no alternatives to consider taking the route off Trent Vale or segregating cyclists from vehicles. Therefore the 'quiet street' with a 20mph speed limit proposal was the option progressed.

7. Reasons for the Recommendations

- 7.1 Having considered the two responses received and bearing in mind the large amount of engagement and consultation undertaken in the North Walney area on this project through inception and design, that the 20mph speed limit Order is recommended to be implemented as advertised.

8. Climate and Biodiversity Implications

- 8.1 The proposal for a 20mph speed limit is part of a wider scheme creating a safe environment for walking and cycling. The scheme provides a link across North Walney Island from Jubilee Bridge to Earnse Bay and is part of the wider Local Cycling and Walking Infrastructure Plan (LCWIP). The premise for the scheme is to encourage greater uptake of walking and cycling for

everyday life reducing car dependence and use. This has implications for encouraging reduced car use, cleaner air, and healthier lives.

9. Legal and Governance Implications

9.1 Westmorland and Furness Council, as the 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 bringing the Order into force as per the recommendation in this Report for the reasons specified at sections 1(1)(a) and (b) of the 1984 Act, 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

(b) for preventing damage to the roads or to any building on or near the roads.

9.2 Under Section 122(2), the matters which must be taken into account in exercising that duty are: -

(1) The desirability of securing and maintaining reasonable access to premises;

(2) the effect on amenities of an area;

(3) the national air quality strategy prepared under section 80 of the Environment Act 1995;

(4) 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

(5) any other matters appearing to the authority to be relevant.

9.3 Pursuant to Paragraph 15.12.2 (d) of the Constitution, Locality Boards are empowered to consider and determine traffic regulation orders, speed limit orders, experimental orders, parking places orders and revocation orders, with the exception of those that require urgent determination or are temporary in nature, in all cases, the relevant local member will have been notified of the matter. [KB 13.03.24]

10. Human Resources Health Wellbeing and Safety Implications

10.1 There are no human resources implications for consideration in connection with the Order proposals or decision whether to make the Order.

11. Financial Implications

11.1 The cost of installation of the traffic signs and road markings for the new speed limit restriction will be approximately £6,000. This is to be funded through the North Walney Cycling and Walking Scheme award from the

Active Travel Funding Tranche 3 (ATF3) for Local Authority Transport allocations from the Department for Transport (DfT).

- 11.2 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.

12. Equality and Diversity Implications (please ensure these are compliant with the EIA Guidance)

- 12.1 There are not considered to be any equality or diversity implications as a result of these restrictions or this decision.

13. Background Documents

- 13.1 The statutory requirements of the Road Traffic Regulation Act 1984 and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 have been followed and the Order will be signed in accordance with the Traffic Sign Regulations and General Directions 2016.
- 13.2 Full details on the background to this Order referred to within this report can be found in the Appendices.