

Westmorland and Furness Council

Report Title:	Consolidation of Speed Limits Traffic Regulation Order and introduction of new 20mphs for Old Hutton and Ulverston
Meeting:	Locality Board - South Lakeland area
Meeting Date:	25 th April 2024
Report Author:	Helen Karaaslan, Traffic Management Team Leader
Lead Cabinet Member(s):	Cllr Peter Thornton, Cabinet Member for Highways and Assets
Wards Affected?	Consolidation of speed Limits – all wards Old Hutton 20mph- Sedbergh and Kirkby Lonsdale ward Ulverston 20mph – Ulverston ward
PUBLIC, PART EXEMPT OR FULLY EXEMPT	Public
List of Appendices (if any)	Appendix 1 - Statutory Notice Appendix 2 - Plans of the proposals Appendix 3 - Statement of Reasons Appendix 4 - Summary of responses to Statutory Consultation Appendix 5a and b - Equality Impact Assessment's

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 and seeks a resolution on the proposed introduction of the Order.
- 1.2 Details of the proposals for the 20mph at Old Hutton and Ulverston are summarised in the statutory notice which is attached in Appendix 1.
- 1.3 The plans attached as Appendix 2a, 2b and 2c to this report show the extents of the proposed restrictions.
- 1.4 The Councils' statement of reason for proposing to make the Order is attached as Appendix 3.
- 1.5 30 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

2. Recommendation

For the reasons set out in this report, it is recommended that –

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 7.2 of this Report, that the Locality Board agree that the Westmorland and Furness Council (Various Roads, South Lakeland Area) (Consolidation and Provision of Speed Limits) Order 20>< (“the Order”) be brought into operation, as advertised. The effect of the Order will be to consolidate the restrictions and provisions of the following orders, without any change of substance:-

- i. *The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) Order 2018*
- ii. *The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) (Order 2018) Variations Order (No.1) 2018*
- iii. *The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) (Order 2018) Variations Order (No.2) 2019*
- iv. *The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) (Order 2018) Variations Order (No.3) 2019*
- v. *The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) (Order 2018) Variations Order (No.4) 2021*
- vi. *The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) (Order 2018) Variations Order (No.5) 2021*
- vii. *The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) (Order 2018) Variations Order (No.6) 2021*
- viii. *The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) (Order 2018) Variations Order (No.7) 2022*
- ix. *The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) (Order 2018) Variations Order (No.8) 2022*

- x. *The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) (Order 2018) Variations Order (No.9) 2013*
- xi. *The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) (Order 2018) Variations Order (No.10) (Staveley) 2022*

AND introduce 20 mph speed limits on the following roads in Ulverston: -

B5281 Fountain Street; B5281 King Street; B5281 Queen Street
C5016 Daltongate; C5107 County Square Roundabout;
C5107 Market Place; C5107 New Market Street;
C5107 Victoria Road; U5713 Benson Street
U5713 Cavendish Street; U5713 New Market Back Street;
U5713 Theatre Street; U5714 Boltons Place;
U5714 Brewery Street; U5714 Brogden Street
U5714 Cross Street; U5714 Little Union Street
U5714 Market Street;
U5714 New Market Street to Brogden Street
U5714 The Weint; U5714 Union Place
U5714 Union Street; U5714 Well Street
U5732 Daltongate; U5897 Deerfield; U5897 Fallowfield Avenue;
U5897 Machell Close

AND introduce a 20mph speed limit on part of the B6254 Old Hutton

3. Information: the Rationale and Evidence

- 3.1 Approval is sought for the introduction of the Order so as to consolidate the existing speed limits into one concise Order, as well as introducing new 20mph speed limits in Ulverston and Old Hutton.
- 3.2 This Order will put all the speed limits into a more easily understood and administered format which will also enhance enforcement.
- 3.3 The proposed 20mph at Old Hutton and Ulverston town centre have been ongoing for several years with representations made to request implementation going back several years. Due to community support indicated and both schemes meeting the criteria set out in the 20mph policy (as agreed at Highways Strategic Board on 12th September 2023) it has been decided to progress these 2 schemes.
- 3.4 Representations have been made to the proposal to implement the 20mph at Old Hutton and Ulverston town centre. Please refer to Appendix 4 for a summary of the responses received to the consultation.
- 3.5 *Old Hutton* – Following requests from the Old Hutton Primary School, Old Hutton and Homescales Parish Council and residents it is proposed to replace

the 30mph speed limit on part of the B6254 Old Hutton with a 20mph speed limit, from a point 20m northwest of the centre of its junction with the U5647 The Park in a south easterly direction to a point 141m in an easterly direction from its junction with the U5647 St Johns View.

- 3.6 *Ulverston* – Following requests from residents, Westmorland and Furness ward councillors and Ulverston Town Council it is proposed to replace the existing 30mph speed limits (by virtue of the presence of streetlights) with a 20mph speed limit on the entire lengths of the following roads :-

B5281 Fountain Street; B5281 King Street; B5281 Queen Street
C5016 Daltongate; C5107 County Square Roundabout;
C5107 Market Place; C5107 New Market Street;
C5107 Victoria Road; U5713 Benson Street
U5713 Cavendish Street; U5713 New Market Back Street;
U5713 Theatre Street; U5714 Boltons Place;
U5714 Brewery Street; U5714 Brogden Street
U5714 Cross Street; U5714 Little Union Street
U5714 Market Street;
U5714 New Market Street to Brogden Street
U5714 The Weint; U5714 Union Place
U5714 Union Street; U5714 Well Street
U5732 Daltongate; U5897 Deerfield; U5897 Fallowfield Avenue;
U5897 Machell Close

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 service to be moved around the Authority area promoting new business creation, economic growth and enabling people to thrive within their communities.

5. Consultation Outcomes (with services, ward councillors and public consultation where required)

- 5.1 No changes will be made to existing restrictions in the Speed Limit Consolidation TRO (Traffic Regulation order), therefore a notice of making of the order was published in the Westmorland Gazette

- 5.2 For the 20mph speed limit proposals for Old Hutton and Ulverston these do require Statutory Consultation and advertisement, which began on Thursday 15th February 2024 for 21 days finishing on Thursday 7th March 2024.
- 5.3 In response to the Old Hutton consultation 3 representations were made in support of the proposal.
- 5.4 Support was received from the Waste and Environmental Services department of Westmorland and Furness Council stating that the changes will be beneficial towards keeping the councils' operatives safe whilst carrying out collections of waste and recycling on the streets and roads listed within the proposal.
- 5.5 Old Hutton Primary School sent in feedback expressing their support for the proposals.
- 5.6 A representation was made in support of the proposed speed limit at Old Hutton, which in addition requested the implementation of parking restrictions at the blind bend at St Johns View on the B6254. The reason being due to parking taking place which results in vehicles driving on the wrong side of the road around the blind bend.
- 5.7 It is not possible to implement parking restrictions within this TRO as this is for speed limit changes. This request has been noted for consideration of a future TRO for parking restrictions.
- 5.8 In response to the Ulverston consultation the Waste and Environmental Services department of Westmorland and Furness Council supported the proposed 20mph stating that the changes will be beneficial towards keeping the councils' operatives safe whilst carrying out collections of waste and recycling on the streets and roads listed within the proposal.
- 5.9 26 further responses were received, 1 in support, 24 conditional responses in support of the proposals with further requests, and 1 in objection.
- 5.10 The objection received stated that the 20mph was a waste of money; that Ulverston town centre is naturally a speed reduction area due to its shape and size; that the installation of signs for the speed limit would be unnecessary and not commercially viable; that several of the roads are dead end and one-way narrow streets and that no information regarding costs of the proposal and cost benefit analysis has been provided.
- 5.11 The 20mph was requested in the previous authority under which initial consultation was carried out with properties adjacent to the proposals. Responses received in the initial consultation indicated support for the proposal.
- 5.12 Introduction of 20mph have shown to make streets safer by reducing speeds and enabling an equitable use of the road space for all users, encourage residents to walk and cycle by reducing vehicle speeds, bring health benefits

both physical and mental and reduce noise pollution by amending the way vehicles accelerate/decelerate.

- 5.13 Of the 24 conditional responses received all were in support of the proposals but requested additional roads were also included such as Southgate and Town Bank Road and surrounding areas.
- 5.14 It is not possible to make changes within these proposals which are more onerous at the statutory consultation and advertisement stage.
- 5.15 Westmorland and Furness Council has a 20mph policy which opened to applications from parish and town councils. Introduction of further 20mph within Ulverston will be considered under this process for introduction in a future phase.
- 5.16 Having taken into consideration all the support and responses received, as shown in Appendix 4, with those detailed above, in conclusion it is recommended that the Speed limit Consolidation Order with new 20mph speed limits for Old Hutton and Ulverston Town Centre be approved for implementation as advertised.

6 Alternative Options Considered

- 6.1 It is considered that there are not any other measures that can be introduced that will be as effective as these proposed schemes for 20mph speed limit.

7 Reasons for Recommendations

- 7.1 It is recommended that the Locality board approve the introduction of the Order to put all the existing speed limits into a more easily understood and administered format which will also enhance enforcement.
- 7.2 Having taken into consideration the responses received it is recommended that the 20mph at Old Hutton and Ulverston are implemented as advertised since 20mph schemes have shown to reduce speeds; enable equitable use of the road space for all users; encourage residents to walk and cycle by reducing speeds; bring health benefits both physical and mental and reduce noise pollution by amending the way vehicles accelerate/decelerate.

8 Climate Change and Biodiversity Implications

- 8.1 The scheme to introduce 20mph speed limits at Old Hutton and Ulverston town centre is considered to have a positive impact for climate biodiversity. The scheme aims to increase uptake of active travel as environmentally friendly forms of travel by making it easier and safer to walk and cycle. Reduced vehicle speeds and less braking through more consistent speeds generally leads to less noise pollution and air pollution.

9 Legal and Governance Implications

- 7.1 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.

7.2 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.

Pursuant to Paragraph 15.12.2 (d) of the Constitution, Locality Boards may *“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.”*

10 Human Resources Health Wellbeing and Safety Implications

10.1 The Council has a responsibility under the Health & Safety at Work Act 1974 to ensure, as far as reasonably practicable, that there are arrangements in place to ensure a healthy and safe working environment for all services for which it has responsibility. The restrictions have been considered carefully and are required on health and safety grounds for the travelling public.

10.2 There are no direct HR implications arising from the recommendations in this report.

11 Financial Implications

11.1 There are no financial implications for the Locality Board arising from the Consolidation of the Speed Limit Traffic Regulation Order.

11.2 The proposed 20mph at Ulverston is to be funded through a private works agreement with Ulverston Town Council.

- 11.3 The Locality Board are asked to note that if it is decided to agree recommendation at paragraph 2.1 the ongoing maintenance cost of signage for the restrictions for the Ulverston scheme is approximately £50 a year which would need to be met from within the Highways revenue budget.
- 11.4 The proposed 20mph at Old Hutton is to be funded through the Priority Investment Fund 20mph scheme for which the cost is £10,440.
- 11.5 The Locality Board are asked to note that if it is decided to agree recommendation at paragraph 2.1 the ongoing maintenance cost of signage for the restrictions for the Old Hutton scheme is approximately £25 a year which would need to be met from within the Highways revenue budget.

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

- 12.1 Equality Impact Assessment Screening has been carried out. It is not considered to have any Equality and Diversity implications therefore full EIA not completed. Attached as Appendix 5.

13 Background Documents

- 13.1 Full details on the background to this Order referred to within this report can be found in the Appendix documents 1-5.
- 13.2 20mph Policy decision at Highways Strategic Board on 12th September 2023.
- 13.3 Setting Local Speed Limits. DfT circular 01/2013.