



## **Highways and Transport Strategic Board**

**Date:** Tuesday, 30 January 2024

**Time:** 10.30 am

**Location:** Cumbria House, Botchergate, Carlisle

**Present:** Cllr D Rollo (Chair), Cllr B Cannon and Cllr M Fryer

**Also Present:**

**In Attendance** Director of Place, Sustainable Growth and Transport  
Democratic Services Officer  
Assistant Director - Highways and Transport  
Chief Legal Officer (Monitoring Officer)  
Lawyer - Highways and Traffic  
Traffic Management & TTRO Team Leader - Allerdale  
Senior Manager - Infrastructure Planning and Transport  
Senior Manager for Asset Management  
Senior Manager, Highways Delivery  
Traffic Management Team Leader - Copeland  
Road Safety Coordinator  
Capital Portfolio Manager - Capital Programme

### **HSTB.14/23 APOLOGIES FOR ABSENCE**

Apologies for absence were received from Cllr Grisdale and Cllr Quilter.

### **HSTB.15/23 HEALTH AND SAFETY PRESENTATION**

The Chair gave a presentation on winter driving. The presentation highlighted the difficulties face by the highway teams and advice for driving when it was cold and there was a risk of black ice. The Chair referred members to the ROSPA (The Royal Society for the Prevention of Accidents) website for further advice.

### **HSTB.16/23 DECLARATIONS OF INTEREST**

There were no declarations of interest made at the meeting.

### **HSTB.17/23 EXCLUSION OF PRESS AND PUBLIC**

**RESOLVED**, that the press and public be not excluded from the meeting during consideration of any item on the agenda.

### **HSTB.18/23 MINUTES OF LAST MEETING**

**RESOLVED**, that the minutes of the last meeting of the Board held on 11 November 2023 be confirmed as a true record and signed by the Chair.

### **HSTB.19/23 PUBLIC PARTICIPATION**

A petition was presented to the Board by John Robinson – Tree Road, Brampton:-

“I and everyone who is a signee of this petition would like to ask the Cumbria Highways Department to form a section of footpath along the side of the boundary wall to Allan Fields, Tree Road, Brampton, Cumbria. Also to make the road single track with priority to the vehicles travelling up the hill. The existing arrangements at the moment is highly dangerous for pedestrians, the disable, pushchairs and wheelchair users.”

The Board received the petition which was to be considered under agenda item 7.

The Chair read out a letter of support from the Local Member for Brampton who had been unable to attend the meeting.

A Board member asked if the petitioner had approached the community panel. The petitioner advised he had not.

The petitioner was thanked for his attendance at the meeting and for the presentation of the petition.

### **HSTB.20/23 PETITION - TREE ROAD, BRAMPTON**

The Senior Manager for Asset Management presented a report on the petition received to form a section of footpath along the side of the boundary wall to Allan Fields, Tree Road, Brampton and also to make the road single track with priority to vehicles travelling up the hill.

Members were informed that it was the intention of officers to investigate the issues and requests raised and provide a detailed report back to the next meeting of the Highways & Transport Strategic Board in April 2024.

The Assistant Director for Highways and Transport encouraged reporting as it strengthened the case for that issue to be dealt with and advised that this could be done in various ways including online, the highway hotline and through Community Panels.

**RESOLVED**, that the Board, having heard the presentation of a Petition requesting the Council to form a section of footpath along the side of the boundary wall to Allan Fields, Tree Road, Brampton, agree that officers investigate the issues and requests raised and report back to the next meeting of the Board in April 2024.

### **HSTB.21/23 CAPITAL PROGRAMME UPDATE**

The Board received a report and presentation from the Capital Portfolio Manager that provided an update on the Highways and Transport projects included in the Place Portfolio of the Capital Programme. The Place portfolio includes projects that were funded from the Department for Levelling Up Housing and Communities (DLUHC) through Levelling Up funding, Town Deal, Future High Street Funds and Borderlands Inclusive Growth Deal.

It was noted that the Council had a large Place programme including four Town Deals (Carlisle, Workington, Cleator Moor and Millom), two Future High Street Funds (Carlisle and Maryport) and three Levelling Up schemes. A large element of the Capital Programme included a range of highway and transport focused projects that were funded through DLUHC. These projects included junction improvements, public realm enhancements and cycle and walking improvements. The report provided members with an update on progress of the highways and transport focused projects within the programme and highlighted any key items for consideration by the Board.

Members spoke in support of the projects. The officer and team were thanked for their fantastic work.

**RESOLVED**, that the report be noted.

## **HSTB.22/23 HIGHWAYS FUNDING ALLOCATION 2024-25**

The Highways Asset Manager provided a report that updated the Board to the Highways Capital Allocations for 204/25 and recommended the split of highways capital funding between the relevant asset groups. The report also contained details on how the schemes were prioritised.

Members noted that following arbitration the Department for Transport ( DfT), Highways Capital Grant allocation was disaggregated between Cumberland and Westmorland & Furness in 2023/24 and 2024/25, assuming that the grant allocation remained the same for both years. The result was that Cumberland received £17.14m in 2023/24 and will receive £16.78m in 2024/25. The officer explained that without arbitration the allocation would have been £16.37M in both years. In future years the DfT would allocate funding directly to both authorities in line with the DfT formulae which would see a further reduction in funding to £16.37m.

It was reported that in November 2023 an additional £1.949m was awarded to Cumberland for both 2023/24 and 2024/25 for local road resurfacing and wider maintenance activity on the local highway network. The year-by-year profile beyond 2024/25 had not yet been finalised, but the funding was expected to increase over time and it was estimated that £130m additional funds would be allocated between 2023/24 and 2033/34. Given Cumberland had been allocated £1.949M in 2023/24 and £1.949M in 2024/25 it was estimated that for each year from 2025/26 to 2033/34, an extra £14.03M will be allocated to Cumberland for highways. Additional grant funding was allocated to specific projects such as the Levelling Up Fund and so this was ring fenced from these purposes and was not included in this paper.

The report proposed a split of the £18.729m (£16.78m and £1.949m) between the various asset groups for 24/25 and was linked to the Highways Asset Management Strategy which was approved by the Board in August 2023. The Strategy recommended an asset driven approach to the maintenance of the highways and the associated infrastructure, fulfilling the statutory duty under Section 41 of the Highways Act 1980 to maintain the highway (option 3 in the report).

Members welcomed the asset management risk based approach as it ensured the allocation split was flexible and responsive to service needs. A member asked what the overall effect would be on the road network as he felt it was in poor condition. The Assistant Director for Highways and Transport advised that the network was the Council's biggest asset, continually expanding, underfunded, needed investment and, in part, was reliant on funding bids. The Chair advised of regular meetings with the DfT to lobby for more funding. The officer confirmed that the Levelling Up fund allocation was ring-fenced for the A595 and A5086.

Winter weather and the detrimental effect it had on the network was discussed. The Assistant Director for Highways and Transport outlined new measures put in place to maintain the network.

**RESOLVED**, that

- (1) the Cumberland Highways Capital Funding Allocation between the asset groups for 2024/25 be approved as detailed in section 4 of the report;
- (2) additional funding received during 2024/25 would be allocated by officers in conjunction with the agreement of the Portfolio holder.

### **HSTB.23/23 HIGHWAYS AND TRANSPORT DRAFT WORK PROGRAMME 24/25**

A report was presented to members detailing the proposed works programme for the Highways & Transport service for the 2024/2025 budget year. The report also indicated potential programmes for future years. The programme was broken down into several work types, each aimed at supporting the maintenance and improvements of the road network across Cumberland.

It was noted that the finalised works programme would be circulated to members along with map locations. A member advised that some of the schemes had been assigned to the wrong community panel. The officer agreed to correct these. The officer confirmed pre-existing schemes would take priority.

**RESOLVED**, that the proposed Highways Works Programme for the 2024/25 budget year and the indicative programme for future years, Appendix 1 to the report, be noted.

### **HSTB.24/23 20 MPH SPEED LIMIT POLICY**

The Traffic Management Team Leader – Copeland presented a report on a new 20mph speed limit policy, appended to the report and criteria to be used in assessing and implementing 20mph speed limits within Cumberland.

The Chief Legal Officer and Monitoring Officer advised the Board that the report decision was a key decision and had not gone through the due process therefore invited members to make comments and advised that this matter would be considered at the next Board meeting.

The officer outlined the background of the paper. The 20mph speed limit policy had been developed to deliver a consistent approach to the assessment and introduction of 20mph limits within Cumberland. The policy was intended to ensure speed limits were logical and suitable for their surroundings, and was reflective of the DfT's stance on 20mph limits. It was noted that the policy would be revisited once new DfT guidance was published. The 20mph restrictions would be reviewed in accordance with the agreed Traffic Regulation Order (TRO) programme which was appended to the report.

The officer outlined schemes for schools and advised that it was unrealistic to enforce 20 mph speed limits at every school. Other measures could be put in place to assist with safety around schools. The discussion centred around enforcement, speeding, speed limits in villages and parking on pavements. A member expressed his disappointment on the policy as he felt it was too timid. A Board member disagreed and advised that the introduction of the policy would help speed up the assessment process. The Assistant Director for Highways and Transport advised

that it was a supportive measure to deliver a consistent approach to the assessment and introduction of 20 mph limits with Cumberland.

**RESOLVED**, that the 20mph speed limit policy be submitted to the next meeting of the Board for consideration.

### **HSTB.25/23 ROAD SAFETY MANAGEMENT AND THE CUMBRIA ROAD SAFETY PARTNERSHIP (CRSP)**

A report was received which provided a brief explanation of the management of Road Safety within the Council boundary and background to the Cumbria Road Safety Partnership (CRSP) which was attached as Appendix 1. The Board was updated on several changes currently being made which had the aim of making the roads within Cumberland safer for all.

Members noted that the CRSP, led by the Cumbria Police had recently refreshed its approach to its Governance and have now:

- Adopted “Vision Zero” – A target of zero fatalities by 2040 with a 50% reduction in those killed or seriously injured by 2030, with respect to a baseline.
- Established an overseeing Tactical Group and two Operational Groups, which act as the local tasking forums. The current Remit of the Tactical Group was attached as an Appendix.

The CRSP Road Safety Plan was currently being finalised, which was expected to apply for a three year period, together with the future use and hosting of the supporting CRSP website. Related activity currently underway by Cumberland Council was the drafting of a Cumberland Council Road Safety Policy that would detail how the Council would ensure the safety of the infrastructure and the intention to make the optimum use of staffing resources through the Transformation process.

**RESOLVED**, that the report be noted.

### **HSTB.26/23 CUMBERLAND COUNCIL (VARIOUS ROADS, MARYPORT AND SURROUNDING AREA) (CONSOLIDATION AND PROVISION OF TRAFFIC REGULATIONS) ORDER 20><**

Members received a report that informed of the background and proposed changes to the former “The County of Cumbria (Various Roads, Maryport and Surrounding Area) (Consolidation and Provision of Traffic Regulations) Order 2023, following statutory consultation and advertisement of the Cumberland Council (Various Roads, Maryport and Surrounding Area) (Consolidation and Provision of Traffic Regulations) Order 20><.

The Traffic Management (Allerdale) & TTRO (Cumberland) Team outlined the background, consultation period and the proposed changes.

The Ward Councillor made representations including the following points:-

- raised concerns about the reduction of waiting limit from 1 hour to 30 minutes in disc parking bays on Senhouse Street;
- raised concerns on a narrow part of Senhouse Street with bollards that made it difficult for wheelchair users and prams, fire appliances and ambulances;

- asked for disc parking, waiting limit to 30 minutes, on Senhouse Street (outside the pub) in place of the bus stop;
- supported the proposals for Wood Street and Catherine Street.

The officer confirmed that no objections to the proposals had been received. The Ward Councillor was advised that some of the changes proposed related directly to the delivery of the Maryport Future High Street Fund project and if necessary, could be reviewed in the Maryport and surrounding area traffic review in 2025/26.

**RESOLVED**, that

- (1) that, having taken into consideration the matters contained in Section 122(2) of the Road Traffic Regulation Act 1984, which were more specifically referred to in the Legal section of the report, it be agreed that the Cumberland Council (Various Roads, Maryport and Surrounding Area) (Consolidation and Provision of Traffic Regulations) Order 20>< (“the Order”), be brought into operation, as advertised, in respect of the following proposals:
  - (i) reduce the extent of the “Disc Zone 2 – Disc Parking places, waiting limited to 2 hours, return prohibited within 2 hours, resident permit holders exempt from the time limit, 8.30 am – 6.00 pm, Monday to Saturday inclusive” on the south side of Catherine Street, Maryport by 4 metres and replace it with a “No Waiting At Any Time” restriction;
  - (ii) remove the “Disc Parking Places, Waiting Limited to 1 hour, return prohibited within 1 hour, 8.30 am – 6.00pm, Monday to Saturday inclusive” restriction on parts of Senhouse Street, Maryport;
  - (iii) introduce “Disc Parking Places, Waiting Limited to 30 minutes, return prohibited within 30 minutes, 8.30 am – 6.00pm, Monday to Saturday inclusive” restrictions on parts of Senhouse Street, Maryport;
  - (iv) amend the “Disc Parking Place, Waiting Limited to 30 minutes, return prohibited within 1 hour, 8.30 am – 6.00pm, Monday to Saturday inclusive” restriction on the south side of Wood Street, Maryport to “return prohibited within 30 minutes”;
  - (v) amend the extent of the “No Waiting At Any Time” restrictions on Senhouse Street, Maryport

## **HSTB.27/23 INFRASTRUCTURE PLANNING AND TRANSPORT UPDATE**

The Senior Manager for Infrastructure Planning and Transport presented a report that updated the Board on key workstreams within Infrastructure Planning and Transport. These were as follows: -

- Active Travel
- Funding for Bus Services
- Zero Emission Bus Regional Areas 2 (ZEBRA 2)
- Transport for the North (TfN)

Members discussed bus services in their areas and difficulties in maintaining them. The officer was aware of issues that had been raised by members through the engagement that has happened with the Community Panels.

Members were disappointed that a bid had not been put forward for funding to the Zero Emission Bus Regional (ZEBRA) 2 scheme. The Council had submitted an Expression of Interest to potentially submit a bid but unfortunately an agreement could not be put in place with Stagecoach. The Chair and Assistant Director of Highways and Transport had raised concerns with the DfT, outlined the difficulties working with one bus service operator and held regular meetings with Stagecoach to try and attain a people led service.

A member raised concerns on the Winter Maintenance Policy. It was agreed that this be discussed outside of the meeting.

The officer and highways teams were thanked for all their hard work.

**RESOLVED**, that the report be noted.

### **HSTB.28/23 DATE OF NEXT MEETING**

It was noted that the next meeting of the Board was scheduled for 22 April 2024 at 10.30 am in the Civic Centre, Carlisle.

The meeting finished at 1.20 pm