

**COUNTY COUNCIL LOCAL COMMITTEE FOR SOUTH LAKELAND  
HIGHWAYS AND TRANSPORTATION WORKING GROUP**

Notes of a meeting of the County Council Local Committee for South Lakeland Highways and Transportation Working Group held on Wednesday 30 September 2009 at County Offices, Kendal at 10.00 am.

**PRESENT**

Mr T Clare (Chair)

Mr S B Collins  
Mr P Hornby  
Mrs C Salisbury  
Mr I Stewart

Mr W J Wearing  
Mrs J Willis  
Mr R Wilson

At the start of the meeting members reflected on the sad death of Mr Brian Barton the former County Councillor for the Lakes Division.

**Officers in Attendance:-**

Mr K Masser - Acting Area Engineer – South Lakeland  
Mr K Beattie - Service Manager, Capita  
Mrs D Whitehead - Area Support Manager  
Mrs G E Andrews - Member Services and Scrutiny Unit

**11. APOLOGIES**

An apology for absence was received from Mr D Earnshaw (substitute Mr I Stewart).

**12. DISCLOSURES OF INTEREST**

There were no disclosures of interest by members in relation to any item on the agenda.

**13. NOTES**

The notes of the meeting of the Working Group held on 16 July 2009 were received and agreed as a correct record.

#### **14. REQUEST FOR FINANCIAL SUPPORT FOR CREATION OF PEDESTRIAN LINK AT THE GLASSHOUSE, AMBLESIDE (APPENDIX 1)**

Consideration was given to a report by the Corporate Director – Environment informing of a request from the South Lakeland Development Trust on behalf of Adrian Sankey Glass Ltd for financial support towards the creation of a new pedestrian link from the Rydal Road car park to Rydal Road south of Old Bridge House. It was understood that South Lakeland District Council had offered a contribution to the work and that a matching contribution of £10,000 had been requested from the County Council via the devolved capital budget.

The Chair of the Working Group reported that he had sought advice from Legal Services on the issue of the new pedestrian link which he circulated at the meeting. It was reported that whilst it was the Developer's preferred option to have a permissive path this meant that the Council would have no control over the route. In the absence of any legal agreement the Developer would therefore be at liberty to block the route at any time. Legal Services had advised having a dedication agreement with the £10,000 as a "consideration" for the dedication thus making it binding and giving the Council control, albeit that there would be a future maintenance liability.

In discussion there was disappointment expressed in relation to the route chosen and support to the view that the whole issue of footways and cycleways in the Ambleside area needed to be investigated.

**RECOMMENDED**, that no contribution be made towards the proposed scheme to create a new pedestrian link from the Rydal Road car park to Rydal Road south of Old Bridge House, and that the whole issue of footways and cycleways in the Ambleside area be investigated.

#### **15. MANAGEMENT OF DEVOLVED HIGHWAYS PROGRAMME 2009-10 (APPENDIX 2)**

A report by the Corporate Director – Environment provided updated information and comments regarding significant variances and issues in connection with the devolved highways budgets for the South Lakeland Local Committee. Options and proposals for virement to manage those variances and to maintain effective control of the devolved highways budgets which were set out in appendices 1-4.

A capital drainage schemes budget of £100,000 had been established within the Non-Principal Route Network (NPRN) Structural Maintenance budget to offset the reduction in the Drainage and Remedial Earthworks revenue budget necessary to establish a revenue budget allocation for Members Highway Priority Works (minute 31(1) of a meeting of the Local Committee on 27 July refers). Attached at appendix 5 to the report was a list of drainage works in suggested priority order which would be delivered up to the limit of the available budget. Appendix 6 to the report provided an update on Members Highway Priority Works for 2008/09.

The Working Group considered the report in conjunction with the following one on the agenda relating to the draft devolved capital APM/NPRN Capital Programme for 2010-11.

At the start of the debate there was support to the view that before reports were circulated to the Working Group the Chair and Cllr Wearing should, if possible, have sight of them beforehand. It was also suggested that instead of inviting every member of the Local Committee to meetings of the Working Group that they should speak to the Area Engineer about any local issues and only attend for strategic matters.

In responding to issues raised during the course of discussion the Acting Area Engineer explained that in relation to the budget for Drainage and Remedial Earthworks the time taken for schemes to be loaded onto the E5 finance system accounted for the variances in the information provided to the Working Group and to the last meeting of the Local Committee.

In relation to the overspend on the Highways Revenue budget the Working Group was informed that this would be reduced slightly once an accounting issue in connection with the Highways Response Teams had been ironed out. Members were advised that this was a countywide problem and that it was being looked at by the Network Manager. An explanation of the position for all Members of the Local Committee was called for.

In discussing the proposed NPRN Capital Drainage Schemes Programme for South Lakeland 2009 – 10 there was support to the view that it would be helpful for members to be circulated with a full list of all capital and smaller maintenance type drainage schemes. A member referred to the serious drainage problems at Stavely and Burneside and of similar problems being experienced in north Kendal. He made the point that there were no drainage maps and suggested that when any response work was carried out on the drains that the details were recorded on a plan. Officers agreed to look into this suggestion and to report back on the outcome.

There were proposals in the report to use funding from the Minor Structural Maintenance budget to support scheduled patching programmes. There was some discussion on the process for pre-patching and support to the view that it would be preferable for surface dressing schemes to be agreed in time for orders to be placed in September, which would allow for the work to be carried out earlier in the following year.

With regard to Members Highway Priority Works Members confirmed that it was their intention for the 2008-09 unspent allocation to be rolled forward into 2009-10 The Acting Area Engineer advised that if this was the case it would affect the bottom line figure in appendix 6.

During the course of discussion the local member for Upper Kent asked for the serious problems of erosion on the coastal road to be borne in mind.

**RECOMMENDED, that**

- (a) the proposed virements within the devolved highways budgets, as set out in the following appendices to a report by the Corporate Director – Environment, be approved:-
- Non-Principal Route Network Structural Maintenance budget 2009/10 (appendix 2)
  - Annual Package of Measures budget 2009/10 (appendix 3)
  - Better Ways to School budget 2009/10 (appendix 4)
- (b) specific recommendations for managing the overspend in the Highways Revenue Budget (appendix 1) be presented to the Working Group;
- (c) in relation to the use of the possible underspend in the 2009-10 APM allocation members be invited to put forward a high priority scheme from their division to be assessed and scored for possible inclusion in the programme (appendix 3) so as to ensure full delivery;
- (d) the proposed list of works to be undertaken in priority order up to the limit of funding available via the Non-Principal Route Network Drainage Schemes capital budget of £100,000, as set out in appendix 5 to the report by the Corporate Director – Environment, be noted, and that a full list of all capital and routine maintenance type schemes be presented to the next meeting of the Working Group.

**16. DRAFT DEVOLVED CAPITAL ANNUAL PACKAGE OF MEASURES AND NON-PRINCIPAL ROUTE NETWORK PROGRAMMES 2010-11 (APPENDIX 3)**

Consideration was given to a report by the Corporate Director – Environment detailing the following draft programmes of highway works:-

- Three Year Surface Dressing Programme for South Lakeland 2010-2011 to 2012-2013 (appendix 1)
- Three Year Non-Principal Route Network (NPRN) Structural Maintenance Programmes for South Lakeland 2010-2011 to 2012-2013 (appendix 2)
- Annual Package of Measures (APM) programme for South Lakeland 2010-2011 (appendix 3)
- Overall Prioritised List of Candidate APM schemes (appendix 4)

In presenting the report the Acting Area Engineer reminded the Working Group that at its meeting on 17 September 2009 the Local Committee had considered the draft list of surface dressing schemes and had approved the first six in the list for preparatory patching.

The local member for High Furness referred to scheme SL0234 listed in appendix 3 – “Improved Access Facilities to Staveley Station”. She advised that whilst there was local support for the scheme she had concerns as to how this scheme could be taken forward given the problems with the occupiers of the land where the footpath would run.

In discussion members questioned how schemes listed in appendices to the report were scored and it was felt that it would be useful to have a breakdown of the scores in order to have a clearer understanding of the system. In relation to the accident safety score the Working Group was advised that KSIs and slights were taken into account. Members were again of the view that they needed an understanding of the equality of the scoring and agreed to revisit the draft surfacing list when they had been provided with this information. Amongst other points made was the need for there to be a degree of equality so that schemes were not all delivered in one or two areas. Account also needed to be taken of the fact that in some areas there were no alternative routes for residents to use if the sole access road was in poor condition.

In respect of the overall prioritised list of candidate APM schemes listed in appendix 4 to the report members were advised that past annual programmes of work had been prioritised according to road condition survey data from SCANNER and CVI surveys. However from 2010-11 the worst sections of carriageway would initially be identified through course visual inspections of the network. They would then be assessed as individual schemes and scored using additional data which was set out in the report.

In relation to the Surface Dressing Programme for 2010 -2012 (appendix 1) the local Member for Upper Kent proposed withdrawing the scheme on the C5056 – Burneside to Lowgroves to A6. He advised that the highway was in a good state of repair and that the problem of surface water was a more serious issue that needed to be addressed. Large lumps of rock were also falling onto the road from a wall that was disintegrating. Having regard to the draft programme the justification for carrying out schemes on the C5058 and U5297 was also queried.

During the course of discussion members asked for a note on the current position in relation to satellite navigation systems directing HGVs onto unsuitable routes.

Scheme SL0205 in the APM list was discussed. Although the scheme had a high priority score the local member agreed that there would need to be consultation and negotiations regarding the route and land access, and that deliverability in 2010-11 may be problematic. The Area Engineer would arrange for the necessary consultations to be progressed with a view to the scheme being considered for programming in a future year.

**RECOMMENDED,** that

- (a) the concerns raised by the local member for Upper Kent in relation to the surface dressing scheme on the C5056 included in the draft 3 Year Surface Dressing Programme 2010 - 2012 (appendix 1) be looked into with a report back on the outcome;
- (b) subject to the removal of the scheme on the C5056 Burneside to Lowgroves to A6 in year 1, and inclusion of the next scheme on the list, namely the C5059 Levens to Brigsteer, the Non-Principal Route Network Structural Maintenance programme as set out in appendices 1 and 2 to the report by the Corporate Director – Environment be approved;
- (c) the Annual Package of Measures programme for 2010-11, as detailed in appendix 3 to the report by the Corporate Director – Environment, be approved;
- (d) the indicative prioritised lists of Non-Principal Route Network schemes for the following two years, as detailed in appendix 4 to the report by the Corporate Director – Environment, be approved.

**17. ZERO BASED BUDGETING EXERCISE**

A report by the Corporate Director – Environment set out a methodology for undertaking a zero based budgeting exercise to inform preparation of the devolved 2010-2011 Highways Revenue budget as agreed by the Local Committee at its meeting on 27 July 2009.

**AGREED,** that the methodology for a zero based budgeting exercise to be applied to the 2010-2011 devolved Highways Revenue budget be approved, and that a further report be presented to the next meeting of the Working Group.

**18. VEHICLE ACTIVATED SIGNS (VAS)**

At the request of the local member for Kendal Castle the Corporate Director – Environment presented, for information, a report on the provision and use of vehicle activated signs in South Lakeland. Appended to the report was a traffic advisory leaflet on vehicle activated signs issued by the Department of Transport.

In presenting the report the Acting Area Engineer advised that the use of vehicle activated signs was a more flexible arrangement than set out in the report. In discussion on the various types of speed devices members referred to the money made available by the Local Committee for vehicle activated signs and their aspiration for one in each division. They noted that instead of erecting posts it would be possible to attach them to lamp posts.

**AGREED** that,

- (a) the report be noted; and
- (b) members be invited to suggest sites where they would wish to see a speed activated sign, and that an assessed programme of work and the costs involved, together with details about school flashing zones, be presented to a future meeting of the Working Group.

## **19. UNSURFACED UNCLASSIFIED COUNTY ROADS (GREEN ROADS)**

A report by the Corporate Director – Environment advised that the report was being presented at the request of the local member for Cartmel as a result of concerns raised by Colton Parish Council regarding the management and maintenance of unsurfaced unclassified county roads (UUCR's) sometimes known as green roads. A briefing paper prepared by the local member for Cartmel setting out the issues and his recommendations for further action was attached as an appendix to the report, together with correspondence between the Chair of Colton Parish Council and the Director of Park Services for the LDNPA.

The report described the context of the request and the complexities that applied to the issues of UUCR's. The Working Group was advised that they comprised part of the non-principal road network maintained by Local Committees via the devolved highway maintenance budgets. In practice the UUCR network was treated as very low priority for the allocation of highway maintenance resources and maintenance was limited to essential works to keep the highways in a "passable with care" condition at best.

For 2010-2011 onwards the Corporate Director – Environment was considering recommending to Cabinet that specific funding within the Non-Principal Route Network capital block be set aside for UCRs and distributed among Local Committees according to UUCR network lengths for them to prioritise within their area.

The Working Group was also advised that the County Council had established a Cumbria Countryside Access Partnership comprising the various authorities responsible for countryside access in Cumbria. The Partnership was seeking to develop improved maintenance and operational arrangements for the UUCR network that would not only address the maintenance and biodiversity concerns arising out of vehicular use, but also the need to secure sustainable access for essential and recreational vehicular use of the network as far as was reasonably practicable.

The local member for Cartmel advised that his briefing note listed the wider implications of the green road issues, and he flagged up the fact that this was a countywide problem. He suggested that it would be useful for a road to be worked up with the National Park Authority as an example and for a report back to the next meeting of the Working Group on the outcome. If funding was needed it was suggested approaching the Friends of the Lake District. It was agreed that the local members for Cartmel, Sedbergh and Kirkby Lonsdale, and for High Furness

be involved in preparing the report back to the Working Group, and for reference to be made to the Yorkshire Dales National Park.

**AGREED,** that the report be noted and that a further report be brought to the next meeting of the Working Group regarding:

- (a) the terms of reference and work of the Cumbria Countryside Access Partnership, with specific reference to the management and maintenance of unsurfaced unclassified county roads (UUCRs);
- (b) the extent of the network of UUCRs in South Lakeland;
- (c) recommendations for improving the management and maintenance of UUCRs in South Lakeland;
- (d) the proposed setting up of a small task and finish group, to comprise of members, an officer, a representative from the Lake District National Park and from Colton Parish Council which would consider issues and possible solutions;
- (e) an analysis of a route to provide an understanding of the issues.

## **20. BUS SHELTERS**

The Working Group received, for information, a schedule of bus stops, shelters, flags and cases in the South Lakeland Area.

## **21. TRAFFIC DOWN LOWTHER STREET KENDAL**

The local Member for Kendal Castle referred to the problems that had arisen on Lowther Street, Kendal because of a lorry that had broken down on New Road. The Service Manager Capital advised of diversionary routes in place when incidents of this sort occurred.

The meeting ended at 12.50pm