

### **103. PUBLIC PARTICIPATION**

(1) There were no public questions relating to any item on the agenda for this meeting.

(2) A595 Dalton - Grizebeck

B5281 Ulverston - Gawthwaite

Several members of the public had given notice that they wished to be given the opportunity to make their views known on a proposed width restriction order to control large vehicle usage on both the A595 and B5281 roads in Furness. The Chair indicated that given the interest expressed he intended to consider a report on the outcome of initial consultations (Agenda Item 14) as soon as the Committee had heard from all those present at the meeting.

Mr Bishop-Rowe, speaking on behalf of Ulverston Town Council, voiced concerns about the size and number of heavy goods vehicles travelling through the town centre. These concerns included the amount of heavy goods vehicles using the B5281 as an access route between the A5092 and the A590 that had no business or commercial deliveries/collections within the town; the frequency and number of journeys currently being made by these vehicles; and the likelihood of over 2500 extra patient vehicle movements per week once the Primary Care Resource Centre opened later in the year. Mr Bishop-Rowe showed slides demonstrating the problems caused by HGVs in the Town Centre and, referring to traffic flows through the town, was concerned about the risk of a serious accident occurring.

Mr Ellis presented a petition on behalf of the residents of Soutergate, Ulverston supporting and welcoming the proposals to limit the width of vehicles on the B5281. The road ran through a densely populated area of Ulverston, which was, in part, a conservation area with many houses and businesses on either side of the road. In Soutergate elderly residents lived in sheltered accommodation, and there were residents with young families who walked to school, crossed, and lived on and adjacent to, the road. The heavy traffic also caused a build up of vehicles in the narrow streets of Ulverston Town Centre bringing with it environmental pollution for residents and visitors alike.

Whilst residents were aware that heavy vehicles which had businesses in Ulverston would still travel along this road, they felt strongly that the heavy traffic using this road to cut through to the A590 had increased in recent years. As well as being potentially highly dangerous and damaging, it was also affecting the quality of life for all residents. In making known the concerns of residents Mr Ellis advised of the

impact of large vehicles on the structure of houses on Southergate which were built around the late 1500 to 1800's.

Mr Spendlove, speaking on behalf of the Parish Council of Egton with Newland, Mansrigg and Osmotherly supported the recommendations contained in the report before the Committee. However he referred to the poor condition of the A595 between Askam-in-Furness and Grizebeck, as well as parts of the A5092 and A590 trunk roads, and he urged the County Council to press the Highways Agency to improve them to modern day standards. Mrs Vaughan speaking on behalf of Lowick Parish Council supported the views expressed by Mr Spendlove. She stressed that the A5092 was not capable of coping with any additional large vehicles, and added that there were concerns about an increase in the use of the junction at Greenod which was an accident black spot. She reiterated the point that the three trunk roads in the area were substandard and needed to be improved.

Mr Saunders of M E Saunders Ltd., agreed with the view that the A5092 could not cope with additional heavy traffic and believed that it would be disastrous if vehicles were forced onto this road. In speaking to the Committee he pointed out that access exemptions to the Traffic Regulation Order would mean that large vehicles requiring access to land or premises would still be travelling along restricted lengths of road. Mr Dickinson of Burlington Slate Ltd echoed the views expressed about the A5092 and the dangers of the Greenodd Junction which had a poor accident record. However he raised concerns about the effect on his company if vehicles making journeys between Dalton and Grizebeck had to go along the A590 and A5092 trunk roads (via Greenodd) which was an extra 7 miles, one way, as well as the time taken to travel the extra distance.

Mrs Grant of Blawith and Subberthaite Parish Council informed Members that residents in her Parish had no alternative but to travel along the A5092. The road had very poor visibility at nearly every junction and a very bad accident record. She advised that the consultants for the Highways Agency – Amey Mouchel could not recommend support for a restriction on both the A595 and B5281. They had pointed out that the A5092 had a worse accident record than the A595 length to be restricted, and that the Greenodd A590 junction had a worse accident record than the Dalton roundabout. Mrs Grant contended that the A5092 could not take any extra vehicles. Mr Boyren who had accompanied Mrs Grant described the bad weather conditions in winter, and made the point that with additional vehicles travelling along the A5092 there were environmental issues to be taken into account.

Having listened carefully to the views expressed, and thanked those present for attending the meeting, Members gave consideration to a report by the Managing Director Capita Local Practices, on behalf of Community Economy and Environment,

summarising the response to preliminary consultation with local communities, and with trade and industry, to proposals to introduce a traffic order controlling large vehicle usage on both the A595 and B5281. The report showed that Parish Councils representing local communities had differing views, with some supporting the restrictions on the A595, and others on the alternative route strongly opposed to any restriction that would put extra traffic through their communities. The trade and industry sector were also against the restrictions, particularly on the A595 because of the extra distance involved on the alternative route.

During the course of discussion there was a consensus that the roads in the area were substandard, and Members shared concerns about the dangers at the A590 Greenodd junction. However, whilst there were those Members who supported the introduction of the restrictions in view of the worries by residents about large vehicle usage on the length of the B5281 through Ulverston, there were others who did not support proposals which would transfer traffic into the A5902.

Upon being put to the vote, it was

**RESOLVED**, that

- (a) the implementation of an experimental traffic order to control large vehicle usage of the B5281 between the south end of Soutergate, Ulverston and its junction with the A595 at Gawthwaite be approved;
- (b) the experimental order to prevent all large vehicles over 2.2 metres (7ft 3'') in width from using the B5281, as described in (a) above, except for the usual access exemptions, be approved;
- (c) a decision to impose a width restriction on the A595 for six months be deferred pending the outcome of discussions with the Highways Agency and Barrow Local Committee on ways of improving the condition of the five mile stretch north of Askam-in-Furness to Grizebeck;

(d) the question of investment to improve the sub-standard length of the A595 be referred to Cabinet, perhaps for the County Council to make a statement of intent.