

**THE COUNTY OF CUMBRIA (VARIOUS ROADS, COPELAND REMAINDER)  
(CONSOLIDATION AND PROVISION OF TRAFFIC REGULATIONS) ORDER 2023**

**STATEMENT OF REASONS**

*(As amended by Copeland Local Committee decision of 22 November 2022)*

Cumbria County Council considers that it is expedient to propose to make the above order for the following reasons in Section 1(1) Road Traffic Regulation Act 1984:

**Proposal 1 – Bowthorn Road, Cleator Moor.** Installing sections of No waiting at any time restriction. *(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.*

**Proposal 2 - Birks Road, Cleator Moor.** Introduce a section of double yellow line restrictions (no waiting at any time) between the Howgill Family Centre and Fell View Clinic *(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, and (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians).*

**Proposal 3 – The Forge, Cleator Moor.** Introduce a section of double yellow line restrictions (no waiting at any time) on the access to the area known locally as ‘The Forge’ near Cleator. *(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians).*

**Proposal 4 – Palmers Court, Cleator.** To Extend a section of double yellow line restrictions (no waiting at any time) at Palmers Court, Cleator. *(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising; and (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians).*

**Proposal 5 – Wellington Street, Millom.** Proposing to change the existing ‘Keep Clear’ markings outside of Boots and to replace it with a Loading and Unloading area for goods vehicle only. *(f) for preserving or improving the amenities of the area through which the road runs.*

**Proposal 6 –Albert Street, Millom.** To introduce sections of 1 hour Disc Parking along Albert Street. This would include a resident’s exemption for up to 2 vehicles to properties that do not have off street parking availability, along with 1 visitor permit. *(d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property; and (f) for preserving or improving the amenities of the area through which the road runs.*

**Proposal 7 – Holborn Hill, Millom.** Introduce a section of double yellow line restrictions (no waiting at any time) at the junction of Holborn Hill and Moor Road. *(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising*

**Proposal 8 – Market Square, Millom.** Introduce 1 additional disabled parking space in Market Square, Millom, to replace the solitary disc parking bay that sits next to the existing disabled allocation. *(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians).*

**Proposal 9 – U4141 Millom.** Introduce a section of double yellow line restrictions (no waiting at any time) on the unnamed road between Station Road and Duke Street. *(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians).*

**Proposal 10 - Main Street, St Bees.** Introduce a section of double yellow line restrictions (no waiting at any time) at the junction of Sea Mill Lane. *(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising*

**Proposal 12 - Main Street, St Bees.** To remove the existing ‘Limited Waiting’ restrictions. *(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians). (f) for preserving or improving the amenities of the area through which the road runs.*

**Proposal 13 - Hollins Park & West Spur, Moor Row.** To introduce a section of double yellow line restrictions (no waiting at any time) between the junctions of West Spur and Hollins Park. *(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising*

**Proposal 14 – Main Street, Frizington.** To introduce a section of double yellow line restrictions (no waiting at any time) on Main Street, Frizington. *(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.*

**Proposal 15 – Arlecdon Parks Road, Arlecdon.** To replace a section of double yellow lines (no waiting at any time) with Single yellow lines (No waiting 8am-6pm, Mon-Sat) *(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising; and (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)*

**Proposal 20 – Ramsey Drive, Parton.** To introduce a section of double yellow line restrictions (no waiting at any time) around the junction of Ramsey Drive. *(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising*

**Proposal 22 – Foundry Road, Parton.** To introduce a section of double yellow line restrictions (no waiting at any time) around the junction of Foundry Road and Brewery Brow. *(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising*

**Proposal 23 – Bridge End, Egremont.** To introduce a section of double yellow line restrictions (no waiting at any time) along sections of Bridge End Industrial Estate. *(d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property.*

**Proposal 24 – Various Egremont.** To introduce a section of double yellow line restrictions (no waiting at any time) along various sections of East Road. *(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians).*

**Proposal 25 – Scurgill Terrace, Egremont.** To introduce a section of double yellow line restrictions (no waiting at any time) along a section of Scurgill Terrace. *(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger*

*arising; and (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)*

**Proposal 26 – Market Street, Egremont.** To replace a section of disc parking with double yellow line restrictions (no waiting at any time) as well as a new Disabled Parking Place, at all times in Braithwaite Court. *(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians).*

**Proposal 27 – Main Street, Egremont.** To replace a section of Disc Parking with a Disabled Parking Bay in the vicinity of Westcroft House Surgery. *(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians).*

**Proposal 28 – Gosforth Road, Seascale.** To introduce a section of Disc Parking and No waiting at any time on Gosforth Road. *(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property.*

**Proposal 29 – Whitecroft, Gosforth.** To introduce a section of double yellow line restrictions (no waiting at any time) at Whitecroft. *(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.*

**Proposal 30 – Layby south of Calderbridge.** To introduce a section of Disc Parking on the A595 lay-by south of Calderbridge. *(d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property.*

**Proposal 31 – Main Street, Ravenglass.** To change the existing 'Limited Waiting' restrictions to 'Disc Parking' *(d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property.*

**Proposal 32 – Bankfield Road, Haverigg.** To introduce a section of double yellow line restrictions (no waiting at any time) around the junction of Bankfield Road. *(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians).*

**Proposal 34 - High Lowca, Lowca.** To introduce a section of double yellow line restrictions (no waiting at any time. *(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, and (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)*

**Proposal 35 – Frith Hall Bridge, Ulpha.** Proposed reduction of weight restriction to 13 tonnes. *(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.*

**Proposal 36 – Boot Mill Bridge, Moot.** Proposed reduction of weight restriction to 18 tonnes. *(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.*

**Proposal 37 – Wha House Bridge, Holmrook.** Proposed reduction of weight restriction to 33 tonnes. *(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.*

**Proposal 38 – The Green Bridge, Distington.** Proposed reduction of weight restriction to 10 tonnes. *(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.*

Local Committee decision (minute 51 refers): -

**RESOLVED,** 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 at paragraph 7.2 of the report, it be agreed that “The County of Cumbria (Various Roads, Borough of

Copeland) (Consolidation and Provision of Traffic Regulations) Order 20><" ("the Order") be brought into operation as advertised, save for;

- i) Proposal 5 – Wellington Street, Millom, which sought to replace existing 'Keep Clear' markings with a Loading/Unloading area, which was not to be introduced; and
- ii) The following proposals which are to be introduced in part only:
  - a) Proposal 7 – Holborn Hill, Millom – namely to the extent shown on the plan attached as Appendix 9;
  - b) Proposal 20 – Ramsey Drive, Parton– namely to the extent shown on the plan attached as Appendix 18;
  - c) Proposal 34 – High Lowca– namely to the extent shown on the plan attached as Appendix 32;
  - d) Proposal 23 – Introduction of 'No waiting at any time' parking restrictions at Bridge End Industrial Estate, Egremont be introduced in part only, to allow for an additional unrestricted length on the north-west side of Bridge End Industrial Estate;
- iii) Proposal 28 – Gosforth Road, Seascale, which sought to introduce 2 hour disc parking, was to be introduced less onerous than advertised, namely 3 hour disc parking, – namely to the extent shown on the plan attached as Appendix 26.