

CARLISLE HIGHWAYS AND TRANSPORT WORKING GROUP
Meeting date: 27 August 2020
From: Executive Director – Economy and Infrastructure

TRAFFIC REGULATION ORDER AMENDMENTS SEWELLS LONNING, CARLISLE

1.0 EXECUTIVE SUMMARY

1.1 This report advises the Highway and Transport Working Group (the Working Group) of the outcome of the informal consultation in relation to;

the removal of the entry in Schedule XXX of the Traffic Order referred to in the Recommendation, relating to the partial one-way traffic restriction on Sewells Lonning (Note: Removing the entry will restore two-way flow to the entire length of Sewells Lonning), and

the introduction of a new prohibition of its use by any vehicle exceeding 7.5 tonnes maximum gross vehicular weight for the entire length of Sewells Lonning.

1.2 This report also advises the Working Group that a verbal update on the formal consultation and statutory advertising in relation to the above will be presented to the Local Committee in September for their determination.

2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS

2.1 In considering any implications, members must consider if there are any adverse effects on the community and if the proposals impact on the Council Plan. The Highways and Transport Working Group is advised that generally the measures contained in these proposals contribute to the Council Plan by continuing to ensure that the Council is able to provide an effective, efficient and safe highway network.

2.2 No equality implications have been identified at this stage, the statutory processes will provide the mechanisms for any Equality Issues to be raised and aired.

3.0 RECOMMENDATIONS

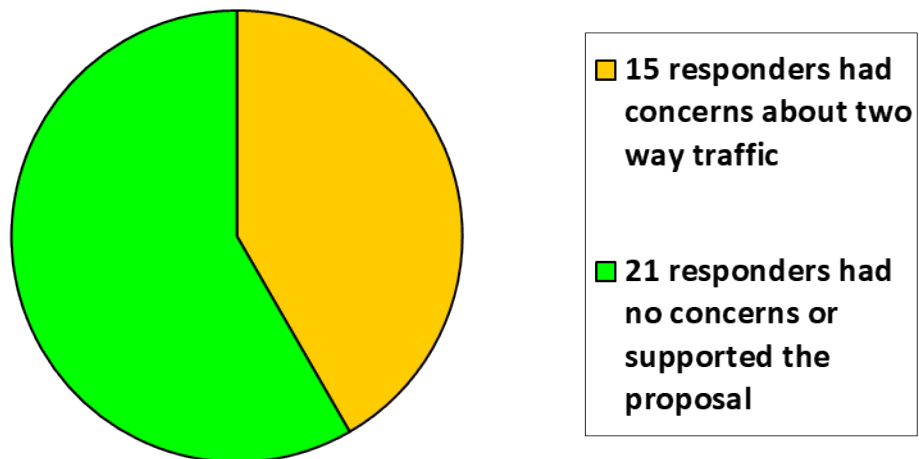
- 3.1 That the Highways and Transport Working Group recommends the Local Committee agree to vary The County of Cumbria (Various Roads, Carlisle Urban and Rural Area) (Consolidation and Minor Amendment of Traffic Regulations) Order 2001 by making the following changes;**
- i. Removing the entry in Schedule XXX relating to Sewells Lonning in order to remove the existing section of One-Way traffic restriction (105m in length) thereby restoring two-way flow along its entire length; and***
 - ii. Introducing a 7.5 Tonnes maximum gross vehicle weight restriction on the entire length of Sewells Lonning.***
 - iii. Any unresolved representations received to the proposals specified in paragraph 3.1 above, will be reported to the Local Committee for a determination in September 2020.***

4.0 BACKGROUND

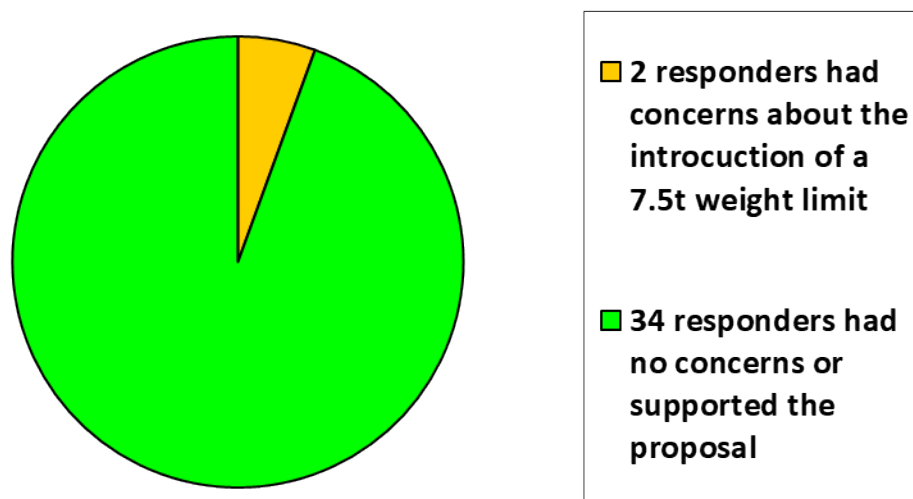
- 4.1 Sewells Lonning is an increasingly important link for residents moving between the new housing developments accessed from Cumwhinton Road and London Road (A6).
- 4.2 It is directly adjacent to land allocated for housing as well being a link for land allocated for housing in the St Cuthbert's Garden Village plans.
- 4.3 Due to the narrowness and for road safety, a short section Sewells Lonning was added as an entry into Schedule XXX (One-Way Traffic). This prohibits northbound traffic flow from London Road.
- 4.4 Recent housing development to the west of Sewells Lonning has widened the route adjacent to the development and added a footway.
- 4.5 The County Council has funding from Cumbria LEP and a Section 106 contribution from Homes England (via Carlisle City Council).
- 4.6 This funding has been provided to enable Sewells Lonning to be widened and a footway added to the southern section of carriageway between the already widened section and London Road.
- 4.7 The layout plan attached at Appendix 1 shows the section of road being widened which is also the section of Sewells Lonning currently subject to the one-way traffic restriction.
- 4.8 Work to widen the route is due to start in December and will be completed before the end of March.
- 4.9 Once completed Sewells Lonning will be a standard carriageway width with a full footway for the entire length.
- 4.10 The introduction of an environmental weight restriction is being considered alongside the removal of the one-way traffic restriction. This will permit residents to use the route and avoid its use by unsuitable vehicles.
- 4.11 The layout plan attached at Appendix 1 also shows the proposed 7.5 tonne environmental weight restriction.

- 4.12 The County Council has undertaken informal consultation on;
the removal of the one-way traffic restriction on Sewells Lonning (The result of which will be the restoration of two way traffic flow on the entire length of Sewells Lonning).
the introduction of an environmental weight restriction of 7.5 tonnes.
- 4.13 The County Council received 36 responses to the informal consultation.
- 4.14 Analysis of the informal responses received:

Restoring two way traffic



Introducing a 7.5t weight limit



- 4.15 Road safety comment:
The one-way on Sewells Lonning was introduced to improve road safety due to vehicular conflict, which can occur on narrow sections of the carriageway.

Work to widen the route will provide adequate width for two-way traffic and significantly reduce the risk of conflict.

The route will have a similar risk profile to the risk profile that exists elsewhere on other two way routes.

On completion of the widening works the reason for the one-way restriction will not exist and the Traffic Order entry could be challenged.

The restoration of two way traffic is considered the option that will most likely improve road safety by reduce the likelihood of an incident occurring on the local area network.

The Working Group is advised to recommend to Local Committee that they agree and remove the one-way traffic restriction on Sewells Lonning (The result of which will be the restoration of two-way traffic flow on the entire length of Sewells Lonning).

5.0 OPTIONS

5.1 The Highways and Transport Working Group agree the recommendations.

5.2 The Highway and Transport Working Group do not agree the recommendations.

6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

6.1 Should the recommendation be agreed, funding is available in the Annual Review of Signs, Lines & TRO budget of the Local Committee's Devolved Highways Capital budget.

7.0 LEGAL IMPLICATIONS

7.1 The County Council, as 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 the implementation variation of the Traffic Regulation Order detailed in this Report for the reason specified at sections 1(1)(a) and 1(1)(d) of the 1984 Act, namely: -

- (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
- (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.

7.2 Under Section 122(2), the matters which must be taken into account in exercising that duty are: -

- (a) The desirability of securing and maintaining reasonable access to premises;
- (b) the effect on amenities of an area;
- (c) the national air quality strategy prepared under section 80 of the Environment Act 1995;

- (d) 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
- (e) any other matters appearing to the authority to be relevant.

7.3 Local Committees may, pursuant to Part 2D, paragraph 5.1.2 g) of the Constitution, approve the making of traffic regulation orders in accordance with powers under Parts I, II and IV of the Road Traffic Regulation act 1984, except for the making of Traffic Regulation Orders which involve the introduction for on-street residents permits, which are delegated to the Executive Director – Economy and Infrastructure subject to a decision of the appropriate member body to introduce such charges. (KB – 12.8.2020)

8.0 CONCLUSION

8.1 Subject to; the Working Group providing a recommendation that the Local Committee (having also taken account of the formal consultation, to be presented at the Local Committee) can agree upon the outcome would be:

- The restoration of two-way traffic flow on the entire length of Sewells Lonning and,
- The introduction of a 7.5t environmental weight restriction on the entire length of Sewells Lonning.

Angela Jones
Executive Director – Economy and Infrastructure

August 2020

APPENDICES

Appendix 1 – Layout plan

Appendix 2 – Informal consultation feedback

Electoral Division: Wetheral

Executive Decision

Yes	

Key Decision

	No
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If a Key Decision, is the proposal published in the current Forward Plan?

		N/A
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Is the decision exempt from call-in on grounds of urgency?

	No
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If exempt from call-in, has the agreement of the Chair of the relevant Overview and Scrutiny Committee been sought or obtained?

		N/A
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Has this matter been considered by Overview and Scrutiny?
 If so, give details below.

	No
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Has an environmental or sustainability impact assessment been undertaken?

		N/A
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Has an equality impact assessment been undertaken?

		N/A
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N.B. If an executive decision is made, then a decision cannot be implemented until the expiry of the eighth working day after the date of the meeting – unless the decision is urgent and exempt from call-in and necessary approvals have been obtained.

PREVIOUS RELEVANT COUNCIL OR EXECUTIVE DECISIONS

CONSIDERATION BY OVERVIEW AND SCRUTINY

Not considered by Overview and Scrutiny.

BACKGROUND PAPERS

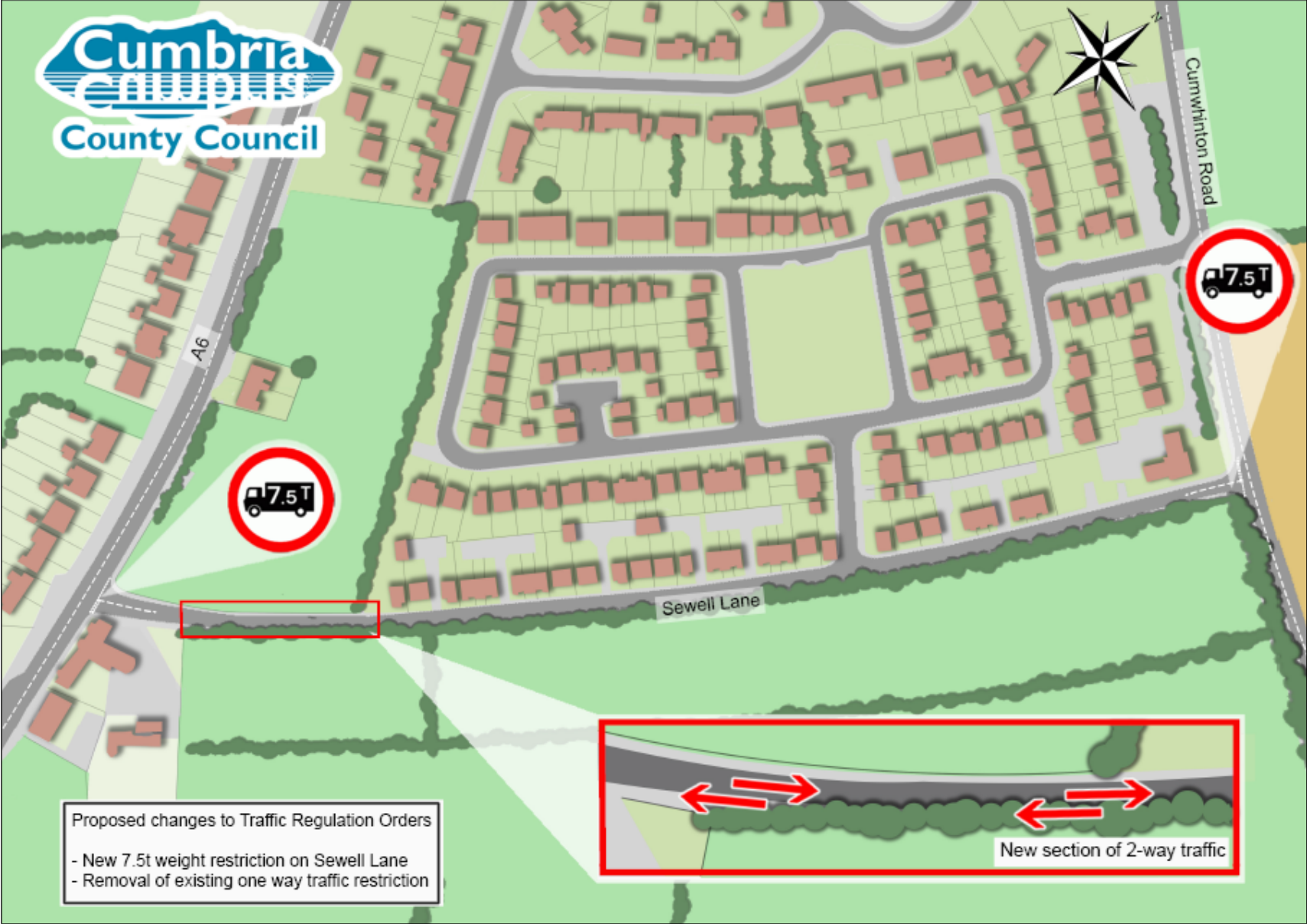
No background papers.

REPORT AUTHOR

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Proposed changes to Traffic Regulation Orders

- New 7.5t weight restriction on Sewell Lane
- Removal of existing one way traffic restriction

New section of 2-way traffic

Informal Consultation Responses

Ref	Response
1	<p>XXXXXX learnt at its meeting last night of the proposals to make Sewell Lane a two-way road; with a 7.5t weight restriction; with widening at entrance and exit. XXXXXX was surprised and disappointed that it had not been consulted about this proposal. Can you please explain why XXXXXX was not consulted? XXXXXX would also appreciate a better understanding of why this road needs to be two-way. Is it because of the proposed development of another 160 homes? Has a traffic impact assessment been carried out?</p> <p>XXXXXX (who is a resident of Speckled Wood) and XXXXXX made XXXXXX aware that residents had had an informal consultation letter. XXXXXX explained that his understanding was that residents were not supportive because the road narrows where residents park their cars and that this would cause several problems for a two-way system. He advised that he and others had responded as residents to the informal consultation. He also explained that he had proposed (in his letter as a resident) that the better option would be to widen the road from Carleton Clinic to A6 and make it two-way. XXXXXX are clearly concerned, and XXXXXX does not understand why it has not been consulted as it would have wanted to make observations on behalf of them. XXXXXX does not meet again until September, but I could make observations (in consultation with XXXXXX) – please can you let me know if XXXXXX can submit observations? I look forward to hearing back from you.</p>
2	<p>I support these proposed changes but would wish to get the views from the dwellings closest to the junction with the A6 XXXXXX.</p> <p>I propose to copy the attachments and put it through their doors inviting them to respond directly to you.</p> <p>There is a XXXXXX meeting tonight and it will probably be discussed there, I will have regard to their response before I do anything.</p>
3	<p>My name is XXXXXX.I am forwarding to you XXXXXX letter which .I TOTALLY agree with .Please improve cycle provision.</p> <p>Thank you for including us in this consultation.</p> <p>My main comment is to ask why this is a priority at this time when the one way running has been in place for some time now and why there is a need to restore it to two way traffic?</p> <p>There is no doubt that the restoration of two way traffic will make it easier for all traffic (including cycling), but during the period of lockdown only a matter of weeks ago we were given a glimpse of what life could be like with far fewer motor vehicles on the roads.</p> <p>My plea would therefore be to put on hold schemes which make driving more convenient and instead push exclusively walking and cycling schemes to the top of your priority list. For Sewell lane then, I would ask that instead of two way for all traffic you simply create a contra-flow cycle lane to allow cycling from the A6 to Cumwhinton Road.</p> <p>The money saved could then be reallocated to a nearby scheme which has been waiting for funding for many years now. This is the Petteril Valley Cycleway which runs from the other side of the A6 to Memorial Bridge with gaps continuing to remain in the following locations:</p> <ul style="list-style-type: none"> * Petteril Bank Road / Carliol Drive to Harraby Green Road * Harraby Green Road to Melbourne Park * Warwick Road - Stony Holme <p>The Caldew Cycleway from Dalston to Carlisle has proved what can be achieved in terms of numbers of people cycling when a useful and safe route is provided. It</p>

	<p>remains a flagship route and more are desperately needed in Carlisle to reduce motor traffic. I therefore request that there is a shift in policy at the County Council to prioritise schemes that will increase cycling and walking, rather than increase motor traffic, for the benefit of everyone and a better local environment. It is long overdue.</p>
4	<p>I wanted to write to you concerning the proposed traffic regulation order for widening Sewell Lane and making it a two way road.</p> <p>I am a resident of Sewell Lane. Our lane is already used as a “rat run” for commuters to access the M6 in a morning – so I imagine we’d expect a similar number of cars using the lane for the reverse journey in the evening.</p> <p>I can see the benefits to myself for the road being two way so it’s not something I would oppose.</p> <p>My main concerns relate to the speed of the traffic on the road. Motorists frequently break the speed limit on this road, despite it being a residential area etc. I would urge you to consider implementing traffic calming measures along this road to reduce the number of road users who are tempted to speed.</p>
5	<p>In response to your letter, my partner and I object to your plan to make Sewell lane a two way profusely as it will greatly increase traffic and noise levels throughout the whole estate. As it is a cut through for going into Harraby or to the motorway, people are already going an excessive speed which is very dangerous for people such as us who regularly walk our dog along Sewell lane.</p> <p>Also considering when people along Sewell lane who purchased a house being told that they would be able to park outside without a problem will then lose the ability to park outside their own house. This will cause havoc when trying to park and you will have people parking on corners of junctions and on every single bit of pavement around. This would also be going against persimmons advertising for the houses along Sewell for on-street parking.</p> <p>Lastly, the introduction of a 7.5 tonne weight limit for the road is just not on. People will not feel safe walking along a tight right with lorries going back and forth along the road. This will also greatly increase the noise and pollution levels in the whole area.</p> <p>My overall views of your plans are to not do it, what you should be doing is tarmac the road and then put a few speed bumps along to stop most people going well above the speed limit, which may one day cause a catastrophe. I do not think it is fair that the trees have been cut down already well before consulting anyone on the estate. It looks like you are just going ahead with the plans of this road regardless of what people think and just sending out letters telling people what may or may not happen to tick the consultation box on your plans.</p> <p>I am sure a lot of people in our area have objected to this decision and I hope you do not just go ahead with this plan if more people say to not do it than to do it.</p> <p>I look forward to hearing from you as soon as possible.</p>
6	<p>In response to your letter, dated 17 July 2020, we object to Sewell lane being converted to a two-way traffic road for the following reasons:</p> <ol style="list-style-type: none"> 1. Safety: currently there is a problem with speeding within Sewell lane as we have, on many occasions, written to the MP and Cumbria constabulary about this. There has been analysis completed on the Sewell lane which indicates that this is a problematic road for speeding. 2. Increase traffic from the surrounding areas: This will majorly increase due to the two way system, and increase more when other surrounding housing estates are completed. This means increased pollution and noise. Primarily the house was purchased based on the one way traffic system, which was indicated in the planning document as one way, purposely built to assure it stays in this manner. 3. House values: House values will decrease due to the road being busier if a two way system is in place. <p>For these primary reasons we object.</p>

	<p>Please can you indicate what the primary reasons for wanting to widen Sewell lane, as just "wanting" to make it a two way system, as per letter, does not make any sense whatsoever.</p> <p>Please can you also inform me of the process of how this planning is to be approved and a way to stop this going ahead?</p>
7	<p>I have received the letter regarding the widening of Sewell Lane. I would prefer it stayed one way. Its a fast road and I think it could be dangerous two ways unless some traffic calming measures were implemented. I also this it will encourage much more traffic onto the road and I done think its fair to encourage large heavy goods vehicles to use it. That's not what the people on Sewell Lane signed up for when they bought their houses. There are a lot of children living on that road and I feel it will be an accident waiting to happen</p> <p>I would prefer it stayed one way or two way with traffic calming and no to heavy goods vehicles</p>
8	<p>I must object to this proposed order as it stands. It will only encourage more traffic to use the road.</p> <p>I would suggest that it remains one way but has a contra flow cycle lane so that cyclists can go both ways.</p>
9	<p>My first question would be why??</p> <p>Why do you need a two way system when it has worked perfectly up until now? No one has ever voiced their concern about this or any workmen on site (XXXXXX site foreman)</p> <p>But no matter what we say on our estate the inevitable will happen, all I would say is there is a lot of children on this estate and on Sewell lane and with the park area currently underway could you please consider speed limits or traffic control?</p> <p>Also I would like to add as a shift worker the noise pollution will go up and this is really bad for anyone but especially for people who work shift.</p> <p>Please take into consideration my concerns.</p>
10	<p>I am writing with significant concerns to my family's safety following your proposal to make Sewell Lane a two-way road.</p> <p>I purchased my property on Sewell Lane from Persimmon Homes Ltd as a new build property. I paid a great deal of money for my house and there were a number of factors, that in my opinion, increased the value and attractiveness of my property which in turn would also be selling points when the time comes that I wish to sell. Making this road two-way would diminish these and in turn decrease the value of my house.</p> <p>Living on a quiet, one-way road with views of a field is highly desirable and by completing the proposed work my property, and all the other properties on Sewell Lane would lose the quiet, country lane vibe we were sold and in turn get a noise polluted, busy, dangerous rat run outside our front door.</p> <p>I was sold the house being told that I had street parking available to me on a one-way street. This was of great importance to me. When XXXXXX has his work vehicle at home, due to insurance purposes, he has to park off street and then we have 2 private vehicles. XXXXXX parks by our garage in our free private parking space and I park on the road. I provide majority of the care to our children who are X months old and X years old so you can imagine my horror at the prospect of having to walk into a busy, fast, two way road with my small children to put them into the car</p> <p>Furthermore, the majority of the houses on our street park at least one (if not two) of their vehicles on the street. Making the road two-way means that we either lose our street parking which would mean we were essentially miss-sold one of the benefits with the property, or vehicles will have to dip in and out of parked cars along the length of the road. This increases the risk of accidents, increases the risk of my children, and all the children that live on our road's safety and would increase people's insurance through no fault of their own if their vehicle was to be damaged.</p>

	<p>There has already been a number of complaints regarding the speed that people drive along Sewell Lane and it was only last year that we had police officers doing door to door visits to gather evidence of the resident's concerns and recommended traffic calming measures such as speed bumps. It does confuse me that if the police are concerned about the speed and recommend speed bumps or another measure for safety, why you feel it is sensible or safe to add another direction of traffic into this mix?</p> <p>This road was one-way when no houses were built along here so I find it very difficult to understand why you feel that now, when there are 30 properties on the road that it would make sense to increase the risk to safety? There is adequate access to the road by using the farm lane, Cumwhinton road from the London road entrance or by travelling through Cumwhinton. If you made the road two way we would also get the staff from Carleton Clinic using the road which adds hundreds upon hundreds of vehicles each day.</p> <p>I feel it would be absolutely ridiculous to open the road to being two-way, putting vehicles at risk and more importantly children's lives at risk to save people a couple of seconds in their day, if it would even save them any time at all.</p> <p>Please take my concerns into consideration before you make your decision and please consider the safety of the children living on Sewell Lane and surrounding areas.</p>
11	<p>In reply to your letter received today regarding the widening and provision of two way traffic on Sewell Lane. I would like to register my opposition to this proposal as the increase in traffic just since they allowed cars to turn left out of the main estate has already increased traffic significantly. I presume the widening is only to be on the London Rd end where the lane was? If not where would you make the rest of the width from some vehicles already cause the windows to vibrate so i would not want the road any closer. I was not told the road would be two way when I purchased the house from Persimmon so would not be happy for this to go ahead.</p>
12	<p>I'm writing in concern with the proposed widening of Sewell Lane, I really don't think it is a good idea the increased traffic on London road, which is already very busy. It was also just be used as a short cut for all of the vehicles going to the garlands estate so will cause issues with all cars turning into the road, especially those that have to cross traffic.</p> <p>The road will back up which will cause people to drive carelessly to avoid waiting. Traffic already travels to fast on that section of road.</p> <p>Living on Carleton road with children, I genuinely believe this will make the road more dangerous</p>
13	<p>I live on the Speckled Wood estate and am in support of introducing two way traffic along the length of Sewell Lane with a weight limit.</p> <p>Will the road be widened all the way along? Currently the two way part of the road is tricky to navigate during rush hour due to the parked cars.</p> <p>Widening the entire road would involve the removal of an established hedgerow, is there a replanting scheme to help mitigate the environmental impact?</p>
14	<p>Thank you for the opportunity to comment on your proposal</p> <p>Living as we are adjacent to Cumwhinton Road we have seen a significant increase in traffic of all types, a lot coming from nearby housing estates(and increasing) who have realised Sewell Lane is an easy access to the M6..</p> <p>Accepting the situation your proposal will inevitably increase the amount of traffic even more - double ?.</p> <p>I would kindly suggest you emphasise that Sewell Lane is already in a 30mph area (many users seem to have not been aware) and I strongly recommend the introduction of SPEED RESTRICTORS (Bumps)</p> <p>Note : a speed camera would earn the Council a lot of money ! I maybe wrong but I have seen the police with a mobile camera ONCE.</p>

15	<p>I am a resident of Sewell Lane and have been since March 2018.</p> <p>I am very concerned by your letter dated 17 July 2020 regarding the proposed creation of a two way system on Sewell lane.</p> <p>As you may or may not be aware Sewell lane currently has traffic issues with it being used as a cut through from Cumwhinton road to London road and the majority of the drivers exceeding the stated speed limit. I have already approached the local MP regarding this issue and a survey was conducted that identified the issue that was raised.</p> <p>Secondly the lane as it stands as a whole is far too narrow to support the supposed increase in traffic. Residents occupy one whole side of the road as parking spaces which leaves the opposite side of the road to be used as the highway. I can only see an increase in bad traffic from your proposal due to there only being one viable lane for traffic to use and a lack of space to pull in to let traffic by.</p> <p>There are a number of alternative routes no less than 100 meters from the proposed site and having used these routes myself it adds but mere seconds to any trip which would make this adjustment to the highway at taxpayers expense a waste of time, resources and money.</p> <p>Increasing the traffic flow of this narrow lane will only increase the danger of an already dangerous road.</p> <p>It is about time the highways agency started to listen to people who live on this road and for once make a decision that benefits the residents and not the wider population who would shave seconds off their trip.</p> <p>I am not surprised by your attempt to increase the road width but the decision in my eyes is a no trainer and the project should not go ahead.</p> <p>I am happy to discuss the issue further and am will to take the time to even walk you through the issues on the road.</p>
16	<p>With regard to the informal consultation turning Sewell Lane into a 2 way road, I wholeheartedly agree with this proposal. I would be hopeful this may ease the burden on the small roundabout at Garlands/Cumwhinton Road which is unfit for purpose.</p>
17	<p>I would like to raise some concerns on the widening of Sewell Lane, making the full road two way and the 7.5 tonne weight guidance, please see below issue's;</p> <ul style="list-style-type: none"> * Cars/vans drive extremely fast now down Sewell Lane, I believe if it was two way this would just make it worse and it would be very dangerous for the residents and the general public. * This is a residential area and the introduction of the 7.5 tonne weight I believe will make the area a lot nosier plus air pollution would be an issue, the health and wellbeing of the residents would be put in jeopardy. * Making it two way would have affects on the road being busy, thus having noise and air pollution. <p>If the full road was to become two way (which I hope it doesn't) it would be beneficial to have speed restrictions in place, i.e. 20mph, speed humps and speed detection on the road side etc.</p> <p>I would really appreciate if you could take into consideration these issues when deciding on the outcome?</p>
18	<p>Thank you for including us in this consultation.</p> <p>My main comment is to ask why this is a priority at this time when the one way running has been in place for some time now and why there is a need to restore it to two way traffic?</p> <p>There is no doubt that the restoration of two way traffic will make it easier for all traffic (including cycling), but during the period of lockdown only a matter of weeks ago we were given a glimpse of what life could be like with far fewer motor vehicles on the roads.</p> <p>My plea would therefore be to put on hold schemes which make driving more</p>

	<p>convenient and instead push exclusively walking and cycling schemes to the top of your priority list. For Sewell lane then, I would ask that instead of two way for all traffic you simply create a contra-flow cycle lane to allow cycling from the A6 to Cumwhinton Road.</p> <p>The money saved could then be reallocated to a nearby scheme which has been waiting for funding for many years now. This is the Petteril Valley Cycleway which runs from the other side of the A6 to Memorial Bridge with gaps continuing to remain in the following locations:</p> <ul style="list-style-type: none"> * Petteril Bank Road / Carliol Drive to Harraby Green Road * Harraby Green Road to Melbourne Park * Warwick Road - Stony Holme <p>The Caldew Cycleway from Dalston to Carlisle has proved what can be achieved in terms of numbers of people cycling when a useful and safe route is provided. It remains a flagship route and more are desperately needed in Carlisle to reduce motor traffic. I therefore request that there is a shift in policy at the County Council to prioritise schemes that will increase cycling and walking, rather than increase motor traffic, for the benefit of everyone and a better local environment. It is long overdue.</p>
19	<p>I live at XXXXXX Sewell Lane and wish to raise my objection and concerns to the proposed plan to alter the layout of our lane to allow traffic up to seven and a half tonne lorries to use both direction entry and travel.</p> <ol style="list-style-type: none"> 1/ We already have enough problems with young drivers using one direction to travel way above the speed limit on our residential lane, without giving them the option of causing more danger on return journeys. 2/ The deceptive sign of a 7 and a half tonne limit suggests lorries cannot use the road, when this will mean vehicles of 26 feet long by 12 feet high trucks can now come at us from both directions in a small residential lane of thirty houses. 3/ This will now sat nav lorry drivers to stop on the A6 in the face of oncoming traffic whilst awaiting to turn into our lane to access all parts of Parklands, Carlton Clinic and Harraby instead of using the established, safely light controlled, junction of the main Cumwhinton Road. 4/ Noisy and pollutive lorries, cars and delivery vans will now use our residential lane as a run through in both directions causing danger to children and cyclists of all ages who safely use our lane. <p>Is there going to be an opportunity for a public meeting where all our residents who are going to be seriously affected can put our concerns to your officers who, themselves, are clearly are not going to suffer the consequences of the decisions they are making?</p>
20	<p>As a resident of Sewell Lane, I am very concerned about on street parking and the speed already observed that some vehicles use, we have cars parked at the front and back and am worried they may be damaged with 2 way traffic.</p> <p>Keeping Sewell lane one way and the road with the milk shed on made one way the opposite to Sewell lane will ensure a better flow in my opinion</p>
21	<p>I really think its a great idea the proposed plans to widen Sewell Lane for two way traffic. At the minute the traffic is increased to go the longer way round to the estate if you're coming from the top end of London Road area you either have to go round Cumwhinton or right down London Road and cut through the smaller residential streets around Mallyclose Drive increasing traffic on there.</p> <p>There's currently no easy way back into the estate from that end of town without adding traffic to other areas so that road would make a big difference.</p> <p>My only concern, is the more traffic coming in and out of that road, where the road turns to a 60mph it is awful for speeding and trying to quickly pull in and out of the road could increase the risk of accident. The main estate road is bad enough coming in and out as people drive 60mph right down to the roundabout at Cumwhinton Road</p>

	even though it changes to a 30mph way before then. Sewell Lane Junction is right where the speed changes. So it would be useful to have a flashing speed sign like the one on London Road to try and slow people down.
22	I seen the letter about the 2 way system on Sewell Lane. It is a great idea and will make help with access to the estate. I hope it happens.
23	The 2 way system on Sewell Lane is great idea. It would help with congestion in the actual estate. Residents of Sewell Lane need to start parking in their designated places rather than block the road.
24	No objections from me for the 2 way street.
25	The two way system is fine with us.
26	<p>I am a resident of Sewell Lane (XXXXXX) and currently endure Sewell Lane as a short cut to the A6 by many vehicles. I also see a lot of vehicles travelling in excess of the speed limit (currently 30mph).</p> <p>In response to the informal consultation on the above I wish to make the following observations:</p> <ol style="list-style-type: none"> 1. I can agree with the introduction of a 7.5 tonne weight limit apart from access (deliveries and emergency vehicles). 2. I can agree with the principle of removing the one way section but would like to add the following requests for me to fully endorse such a move; <ol style="list-style-type: none"> A) removal of the road sign on Cumwhinton Road indicating Sewell Lane as an “alternative route to A6”, B) creation of a maximum speed limit of 20mph for the length of Sewell Lane (as part of the “Twenty’s Plenty” for residential zones), C) construction of raised sections of road at the junctions of Sewell Lane/Cumwhinton Road, Sewell Lane/Brimstone Way and Sewell Lane/London Road with smaller speed bumps added at some location between Brimstone Way junction and London Road as further speed control, D) maintaining the kerbside parking for all addresses on Sewell Lane (i.e. not introducing any double yellow sections), E) completing a safe footpath along Sewell Lane from Cumwhinton Road up to London Road (it currently terminates at the point where the road narrows). <p>If the control measures listed above in point 2. (A-E) could be adopted I would fully support the Council’s proposed alterations. <u>Without further control measures I cannot support the proposals as laid out in your letter dated 17 July 2020</u> based upon safety fears for my children with potentially increased, unregulated two way traffic passing approximately three metres from my front lawn. Please do not hesitate to contact me if you have any queries regarding this response.</p>
27	<p>I would like to object to the widening of Sewell Lane and the introduction of 2 way traffic movements.</p> <p>The objection is based on increased traffic will lead to noise, pollution and traffic congestion. Sewell Lane is used as a rat run as it just now with speed being an issue. If it does become 2 way, the junction to Cumwhinton road will be an issue as the hedgerow restricts vision of vehicles approaching from Cumwhinton and into the 30’s, speed there is also an issue as cars do not slow down sufficiently as they hit the 30 zone which is 10 metres from Sewell Lane.</p>
28	I am replying to you with some worries and queries I have with regards to the plans. Which part of the road are you extending? Is it just the end of the road that my house is based? I live at XXXXXX Sewell lane. Or are you extending the width of the whole road?

	<p>As you will be able to see if you drive down our road, a lot of use the road to park, as this was sold as a “perk” when we bought it. Are we guaranteed to still be able to park there and no yellow lines will be put down? As not only would this disadvantage us house owners, but also decrease the value of our house.</p> <p>I can imagine, no matter what we say, the plans will go ahead, so I want them done in the safest way possible, that doesn't disadvantage us.</p> <p>I look forward to hearing from you.</p>
29	<p>I am writing in regards to the proposed traffic regulation order amendments. Comments and Observation</p> <p>The houses along Sewell lane are all 3 or 4 bed houses all with provision for parking only 1 car that someone gave planning permission for only a few years ago, and the majority are mostly 4 bed detached with just one parking space!</p> <p>Most if not all properties have 2 to 3 cars leaving no choice but to park on Sewell lane. Making it a single lane at best and dangerous for traffic in both directions with roughly 30 cars parked on one side of the road.</p> <p>If these changes go ahead to appease I would like a free drop kerb installed enabling off street parking on my front garden.</p>
30	<p>Many thanks for your letter dated 17th July regarding the proposed TRO amendments to Sewell Lane.</p> <p>We live at XXXXXX, which is currently the XXXXXX, by the current one way area. We have a couple of questions which we hope you will be able to help us with. Will the whole of Sewell Lane be being widened, or just the area that is currently single file and one way? Also, there is currently a speed bump on entry in to the one system, will this be being removed? I ask about the speed bump because it's largely ignored by passing traffic and is actually very noisy for us as cars hit it as speed. Also, would the council consider installing a speed deterrent system, similar to the one on Cumwhinton Road which tracks a drivers speed and displays this. The Lane is currently used as a bit of a rat run for motorists and with a large number of children on the street we feel like it's an accident waiting to happen.</p> <p>Many thanks for your time.</p>
31	<p>There are no objections to the above application at this time from the Access Officer.</p>
32	<p>There are no objections to the above application at this time from XXXXXX. (Sent on behalf as general secretary)</p>
33	<p>I live on Speckled Wood Drive and would welcome Sewell lane becoming 2 way. I am a new mother and I hate using the country road further down. There is blind spots and people speeding down here.</p> <p>I hope this goes ahead.</p>
34	<p>Please find attached a letter of objection from my mother (a resident of the village of Carleton for over 63 years) with regards to the above 'Sewell Lane - proposed Traffic Regulation Order Amendment':</p> <p>Thank for your letter dated 17th July outlining the proposed Traffic Regulation Order Amendments in relation to Sewell Lane. I am writing to strongly object to the proposed scheme to make Sewell Lane have two-way traffic. If you consult your old plans, you will see it used to be 'two way', but due to the high number of road accidents at this location, one of which being fatal, it was thankfully changed to 'one way' which was a great relief to me and the other residents of Carleton Road. I have lived on Carleton Road 63 years, 43 of them at my current residence which is XXXXXX. Subsequently I have the knowledge and daily experience of the speed some vehicles travel along the road (A6). The idea of vehicles from either direction (but especially the south) slowing down or stopping to turn into to Sewell Lane as well as slower cars pulling out into and across quicker traffic fills me with dread and fear more road traffic accidents will result in returning the lane to two way traffic. I would like to suggest as an alternative solution a mini roundabout, vehicles would</p>

	<p>then have to reduce their speed in order to navigate around it and I believe it would be much safer for all concerned.</p> <p>People's safety must come first; I look forward to hearing back from you soon.</p>
35	<p>Further to you letter dated 17th July 2020 regarding the above.</p> <p>Your proposal does not seem to take account of a number of issues.</p> <ol style="list-style-type: none"> 1) There is likely to be a planning application for the land adjacent to the proposed widening within the next 4-6 weeks and there is currently no information as to where the access to this site is likely to be. 2) Apart from the area to be widened the remainder of Sewell Lane is not wide enough to take two-way traffic because of residents parked cars. 3) There is already poor visibility for vehicles leaving the estate via Brimstone Way because of parked cars in the visibility splay and two make the road two-way would just add to the problem and compromise road safety. 4) This road will carry at least double the traffic that it does now and quite probably more as it will be the only direct road from Cumwhinton Road to the A6. <p>Whilst the proposal has its merits it is not practical without widening the whole of Sewell Lane and improving visibility splay at the junction of Brimstone Way. A more strategic approach should be considered by widening the road from Carleton Clinic to the A6 and making that two-way.</p> <p>Please keep me informed of your decision.</p>
36	<p>I am emailing concerning the planned change to the Traffic Regulation Order Amendment to SEWELL LANE, Carlisle.</p> <p>I wish to object to the removal of the existing one-way Traffic Regulation order along the south end of the road and the introduction of the two-way movement along the full length of the road. This proposed change would also include the introduction of a 7.5 tonne weight limit for the full length of the road.</p> <p>The reason for my objection for two reasons:</p> <ol style="list-style-type: none"> 1) SEWELL LANE does not lend itself for two way traffic particularly at the south end of the SEWELL LANE road. The width of the road at the South end of the lane would not easily accept two-way traffic and would require traffic from both directions to stop to allow traffic from the opposite direction to pass by. It is my opinion this would create a build up of traffic from either the North or South side of Sewell Lane and this would create congestion, particularly where residents are parking outside their own dwellings on SEWELL LANE. 2) My objection is also against the introduction of a 7.5 tonne weight limit for the full length of the road because it would encourage vehicles of such nature to use the lane further East along Cumwhinton Road towards Cumwhinton (The lane where The Milk Shed company is) which is, in my opinion, a very tight road for vehicles and very inappropriate for 7.5 tonne (and larger) vehicles. This again would create traffic congestion caused by vehicles reversing to allow vehicles from the opposite direction to continue with their journey. This would become hazardous for 7.5 tonne vehicles. <p>If I may propose an alternative to the planned change to SEWELL LANE I would like to suggest you convert SEWELL LANE into a one-way North to South order and THE MILK SHED lane into a South to North Order for all vehicles. This would allow all types of vehicles to travel safely when journeying from the A6 to Cumwhinton Road without causing congestion and without the need for vehicles to meet other vehicles heading in the opposite direction. This would be a much safer option.</p> <p>Many thanks for considering my objection as detailed above.</p>

	CCC Officer comments
	<ul style="list-style-type: none"> • <i>The widening of the route has always been intended. The public consultation on the Carlisle District Local Plan 2015-2030, which includes the improvement of Sewell Lane was undertaken prior to its publication. Page 230 of the published public plan, which can be found on the Carlisle City Council website, states “due to traffic issues associated with the standard of the existing access/lack of visibility onto London Road, an improved two way access such as the upgrading of Sewells Lonning to Local Access Road Standard will be required.”</i> • <i>The decision to undertake the widening has been made the consultation was about restoring two way traffic and a 7.5t environmental weight restriction on completion of the planned widening.</i> • <i>Informal consultation was undertaken an as early indicator of objections. Should the proposed changes in the consultation be taken forward the formal advertisement and consultation would include all responders to the informal consultation.</i> • <i>The time given for public responses has been normal we do not take into account third party meeting arrangements.</i> • <i>Recognising the importance of cycling and walking the Local Committee have commissioned the Walking and Cycling plan for the Carlisle Area.</i> • <i>The County Council recognise the use of excess speed on an unsuitably narrow route. The widening will combat the inappropriateness of the speed used. Due to the length of proposed change any change in speed as a result of the changes is going to be limited. Widening the route will however make the route more suitable for the speed that vehicles are currently travelling.</i> • <i>The addition of a footway will improve pedestrian safety along the route.</i> • <i>Some responders allege inaccurate statements from the developer during the purchase of their property. Prior to making any significant investment we recommend all prospective buyers review any published Local Planning documents and contact the County Council for any information that may impact on their decision making.</i> • <i>Land dedicated as highway is not reserved for any kind of parking. Planning policy determines the location and number of parking spaces required per property. The continuation of verge or roadside parking cannot be guaranteed anywhere. Safe, suitable and adequate parking as per the planning policy is provided to the rear of the properties.</i> • <i>Traffic volumes are increasing across the network. These improvements have the potential to shorten journeys and reduce the total volume of traffic on the network.</i> • <i>Noise and air pollution are an in going concern that is influencing policies. These changes have the potential to shorten journeys and make the network more resilient. This will reduce noise and air pollution in Carlisle.</i> • <i>Independent road safety auditors have reviewed the design with regards road safety. The proposed changes are aimed at reducing the likelihood of an incident occurring.</i>