

CARLISLE HIGHWAYS AND TRANSPORT WORKING GROUP

Minutes of a Special Virtual Meeting of the Carlisle Highways and Transport Working Group held on Thursday, 27 August 2020 at 10.00 am.

PRESENT:

Mr R Watson (Chair)

Mr J Bell
Mr N Christian
Dr S Haraldsen

Mr J Mallinson (Vice-Chair)
Mr C Weber

Also in Attendance:-

Ms S Fawkes	-	Project Lead
Mrs L Harker	-	Senior Democratic Services Officer
Mr D Haughian	-	Programme Lead
Mr K Poole	-	City Engineer (Carlisle City Council)
Ms H Renyard	-	Lead Officer - Flood & Development Management
Mr G Scott	-	Local Area Highways Network Manager

1 ROLL CALL OF MEMBERS AND OFFICERS

All of the above members and officers were in attendance.

2 APOLOGIES FOR ABSENCE

Apologies for absence were received from Mr S Higgs and Mrs V Tarbitt.

3 TRAFFIC REGULATION ORDER AMENDMENTS SEWELLS LONNING, CARLISLE

Members received a report from the Executive Director – Economy and Infrastructure which detailed the outcome of the informal consultation in relation to:

- the 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.

The Working Group noted that a verbal update on the formal consultation and statutory advertising in relation to the above would be presented to the Local Committee in September for their determination.

RECOMMENDED, that

- (1) 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;
- (2) any unresolved representations received to the proposals (specified in paragraph 3.1 of the report) be reported to the Local Committee for a determination in September 2020.

4 EMERGENCY ACTIVE TRAVEL T1 UPDATE

Members received a verbal update from the Local Highways Area Network Manager who advised the Working Group that the first tranche of Emergency Active Travel funding was being used to deliver works to enhance English Street, Devonshire Street and Victoria Viaduct and would begin from 10 September. He explained that part of those works were aimed at creating more space for pedestrians and cyclists in the heart of the City to encourage more active travel and would include a temporary bus gate trial.

The Working Group was informed that for the duration of the trial vehicles (mainly cars) would be unable to enter English Street between the Citadel buildings. It was explained that exemptions would be made for cyclists, buses, locally registered taxis, emergency service vehicles and vehicles used for the delivery of goods to businesses on English Street, Devonshire Street, Victoria Viaduct and Black Friars Street.

Members were informed that the trial would run between October to December (dates to be confirmed) and was aimed at reducing traffic driving through the city centre area. It was explained that advanced signs would be located in key locations to remind motorists and advise of alternative routes such as Crown Street.

The Working Group was informed that the changes would also involve more permanent improvements such as:

- Narrowing English Street to a single lane. For the duration of the trial this will be dedicated to Bus, Cycle and Taxis only.
- The creation of additional safe space on English Street for pedestrians and cyclists in the heart of the city.
- The provision of a 2m wide cycle lane on English Street and Devonshire Street.
- The provision of cycle stands on English Street.
- The removal of the parking area within the pedestrianised area of English Street in order to create more space for pedestrians to socially distance themselves.
- The refreshing and enhancing of existing cycling lanes leading into the area.

It was explained that engagement had started with partners and other key stakeholders about those changes and public announcements were planned in the next few weeks.

Members were informed that as this was a trial feedback would be encouraged and it was anticipated a dedicated email address would be made available to allow comments to be made. It was explained that traffic survey work would also be undertaken to help understand the impact of the change highlighting that, for a number of reasons, it had been agreed to remove the bus gate prior to the late night Christmas shopping period in December.

Members noted the bus gate trial was expected to have less of an impact on the network than the recent long unplanned closure of Victoria Viaduct explaining access to the City Centre would still be available via Victoria Viaduct and that Devonshire Street would also remain available. The Working Group noted that bus services would be largely unaffected but would have less traffic to negotiate on English Street. It was explained that during the trial traffic flows would be monitored to determine if a permanent arrangement could be considered once the Carlisle Southern Link Road was opened. Members were informed that early discussions with Stagecoach had been positive and they were supportive of the scheme.

The Working Group was informed that following a review of a wide range of proposals the County Council had decided that for the second Tranche of Emergency Active Travel funding to bid for schemes in Barrow and Kendal. It was

explained that a good proposal was put forward for further enhancements in Carlisle around the station end of Warwick Road to further enhance cycling and walking options for residents but only design work would be undertaken.

In July the Local Committee had agreed to fund a Study into walking and cycling in and around Carlisle. The Study, also supported by partners such as the City Council was due for completion early next year and would be key to unlocking additional Government funding. Additional funding that would help to develop the local network in and around Carlisle in a way that supported the needs of those who wanted greater choice when it came to active travel options such as use of bus and rail services, walking and cycling for part or all of their journey.

The Working Group welcomed the update and discussed the matter further. Members felt there was a need to reduce traffic on English Street to provide a more desirable entrance to the City.

During the course of discussion the Local Highways Area Network Manager confirmed that the Authority would liaise with key stakeholders with regards to publicity and Carlisle City Council members would be included in communications. Members emphasised the need for succinct information to be contained within all communications.

A discussion took place regarding the receipt of data and officers anticipated this would feed into the Local Cycling and Walking Infrastructure Plan.

Members welcomed the update and asked for the information be circulated to all members of Carlisle Local Committee.

5 DATE OF NEXT MEETING

It was noted that the next meeting of the Working Group would take place on Thursday 8 October 2020 at 10.00 am at Cumbria House, Botchergate, Carlisle.

The meeting ended at 10.25 am