1.0 EXECUTIVE SUMMARY

- This report has been prepared to update the Local Committee on the progress of cycle improvements on Viaduct Estate Road. The scheme aims to connect the Caldew Cycleway (NCN7) with Bridge Street, providing users direct access to Carlisle city centre. This report seeks Local Committee approval to introduce the contra-flow cycleway traffic regulation order (TRO) and to approve the installation of two raised speed tables.

2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS

- Provision of this cycle link will assist the County Council to achieve the objectives set out in the Local Transport Plan (LTP3). It will also aid the council to work towards its Council Plan priorities, which are:
  
  challenging poverty in all its forms;
  
  ensuring that the most vulnerable people in our communities receive the support they need; and
  
  improving the chances in life of the most disadvantaged in Cumbria.

- More specifically, this scheme will improve the link from the well established and well used facility of the Caldew Cycleway to cycle routes to Carlisle city centre and beyond. Enhancing this route will contribute to the modal shift and transport options, especially for trips between Denton Holme area and the city centre / north Carlisle. When Currock Bridge is replaced with a cycle-friendly bridge this traffic-free route to the city centre is also likely to attract more non-motorised trips from the Currock and Upperby areas of Carlisle bringing benefits to those communities.

- An equality impact assessment will be carried out for this scheme as the scheme design is developed in further detail.
3.0 **RECOMMENDATION**

3.1 That the Local Committee resolves to bring into operation The County of Cumbria (Various Roads, Carlisle Urban and Rural Area) (Consolidation and Minor Amendment of Traffic Regulations) (order 2001) Variation Order (No. 43) 2001, which will prohibit any vehicle, other than a pedal cycle to proceed, other than in a north-westerly direction, along the contra-flow cycle lane on the north-east side of the Viaduct Estate Road to Bridge Street, having taken into consideration the matters contained in Section 122(2) of the Road Traffic Regulation Act 1984 which are specifically referred to at paragraph 7.2 of this Report. This will allow:

*Cyclists to cycle north on Viaduct Estate Road from Caldew Cycleway to Castle Way, providing direct access for cyclists to the City Centre.*

3.2 To approve the installation of two No. raised speed tables on Viaduct Estate Road.

4.0 **BACKGROUND**

4.1 The section of Viaduct Estate Road from the point where the Caldew Cycleway emerges beside the Ceramic Tile Distributors and Eden Bridge Club up to Bridge Street does not legally accommodate cycling at present. It is therefore a significant weak link in the Caldew Cycleway and existing infrastructure does not provide continuity to the city centre and beyond.

4.2 The existing footway on the south-western side of the Estate Road ‘ramp’ is on average 1.5m wide but narrows down to only 0.5m at the top. This footway cannot be widened to the required minimum of 2.5m for a shared use facility at the top to accommodate cycling due to the conflict with vehicles turning in from Bridge Street. The preferred option is to provide a cycle facility on the north-eastern side of the road.

4.3 To avoid lengthy and costly processes involving Network Rail, cycleway provision has been designed which utilises the existing carriageway on the ‘ramp’ as a contra-flow facility for cyclists. This design has been approved by Network Rail and by Sustrans. The revised layout retains a 3.5m wide traffic lane heading down the ‘ramp’ and a 2m wide contra-flow lane up the ‘ramp’ for use solely by cyclists.

4.4 In order to make this layout work, a contra-flow cycleway Traffic Regulation order is required. This has been advertised from 8 November to 29 November 2013. As at the date of writing, no objections had been received. Should objections be received between the date of writing and Local Committee, these will be reported in Appendix 3. In addition, it is proposed to provide two raised speed tables to act as cycle crossing points but also to regulate traffic speeds. These will be of the same construction and layout as the speed table / priority chicane further along Viaduct Estate Road at the pedestrian arch-way through to Town Dyke Orchard. This proposal has
been advertised by virtue of a Notice in the press and on site from 8 November to 29 November 2013. As at the date of writing, no objections had been received. Should objections be received between the date of writing and Local Committee, these will be reported in Appendix 3.

4.5 The other significant element of the scheme is the proposal to reduce the height of the planting beds on Bridge Street south footway to improve intervisibility between motorists turning into Viaduct Estate Road and users of the shared-use footway. It is proposed to reduce the height of these raised beds from 700mm to approximately 300mm. The planting will be replaced with low ground-cover type planting which will have less impact on visibility when in full growth.

**Scheme Costs and Funding**

4.6 It is estimated that the scheme will cost £50,800.

4.7 The funding for this project has been confirmed as follows:

- £40,000 from Sustrans Linking Communities Fund
- £20,000 from Carlisle City Council

4.8 Sustrans funding must be claimed by 31st March 2014. The work programme has been developed to meet this deadline.

**5.0 OPTIONS**

5.1 The Local Committee can resolve to approve the TRO as advertised. This will allow the scheme to be opened to cyclists on completion of the works.

5.2 The Local Committee can resolve not to approve the Contra-flow Cycleway TRO as advertised. The scheme would then be non-viable in its current form and works would be cancelled. Sustrans funding opportunity would be lost.

5.3 The Local Committee can resolve to approve the installation of the raised speed tables, as advertised.

5.4 The Local Committee can resolve not to approve the installation of the raised speed tables as advertised.

**6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS**

6.1 There are no direct financial implications to the Local Committee budgets. All funding for this project has been externally sourced.
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 at paragraph 7.2, in considering whether it is expedient to agree to the implementation of the traffic regulation order (TRO) detailed at paragraph 3.1 of this Report, for the reason specified at section 1(1)(c) and 1(1)(f) of the 1984 Act, namely for facilitating the passage on the road or any other road of any class of traffic (including pedestrians) (by providing continuity to the Caldew Cycleway in a northerly direction; and for preserving or improving the amenities of the area through which the road runs.

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.

8.0 **CONCLUSION**

8.1 It is understood that a developer funded scheme for a ramp under Caldew Bridges to the North side of Castleway will in part address the continuity of the Cycleway to north of the city and longer distance routes beyond, but it does not help cyclists wishing to access the city centre.

8.2 The scheme for the Viaduct Estate Road contra-flow cycle-way will allow the completion of a link for cyclists between the south-west side of the city and the city centre.

*Andrew Moss*
*Assistant Director – Highways and Transport*

*December 2013*
APPENDICES

Appendix 1 – Viaduct Estate Road Cycleway – TRO Notice and Contra-flow
General Arrangement plan.

Appendix 2 – Viaduct Estate Road Raised Speed Tables – Notice & Raised
Speed Table plan.

Appendix 3 – Summary of objections received (to follow after the
consultation period ends on 29th November 2013).

Electoral Division: Castle

Executive Decision

Key Decision

If a Key Decision, is the proposal published in the current Forward Plan? N/A

Is the decision exempt from call-in on grounds of urgency? No

If exempt from call-in, has the agreement of the Chair of the relevant
Overview and Scrutiny Committee been sought or obtained? N/A

Has this matter been considered by Overview and Scrutiny? No

If so, give details below.

Has an environmental or sustainability impact assessment been
undertaken? N/A

Has an equality impact assessment been undertaken? No

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
[including Local Committees]

Minute 95(3) Carlisle Local Committee December 2012
Minute 140 Carlisle Local Committee March 2013

CONSIDERATION BY OVERVIEW AND SCRUTINY

Not considered by Overview and Scrutiny.

BACKGROUND PAPERS

No background papers.
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