

**CARLISLE HIGHWAYS AND TRANSPORT WORKING GROUP**

Minutes of a Meeting of the Carlisle Highways and Transport Working Group held on Tuesday, 12 April 2022 at 10.00 am at Conference Room A/B, Cumbria House, Carlisle. CA1 1RD

**PRESENT:**

Mr R Watson (Chair)

Mr J Bell  
Mr RW Betton

Mr S Higgs  
Mr C Weber

Also in Attendance:-

Mr D Coyle	-	Manager of Flood & Development Management
Mrs L Harker	-	Senior Democratic Services Officer
Mr J Houghton	-	Traffic Manager
Ms A Hutson	-	Local Area Highways Network Manager - Carlisle
Mr K Poole	-	City Engineer (Carlisle City Council)

**36 APOLOGIES FOR ABSENCE**

An apology for absence was received from Mr N Christian.

**37 MINUTES**

The minutes of the meeting of the Working Group held on 9 February 2022 were confirmed as circulated.

**38 2021/22 FLOOD AND DEVELOPMENT MANAGEMENT UPDATE**

Members considered a report by the Executive Director – Economy and Infrastructure which detailed an overview of Flood and Development Management activities in the Carlisle area.

The local Member for Botcherby highlighted the lack of a response following the previous meeting of the Working Group regarding potential pollutants emitting from the Cavaghan and Gray site at Arkwright Way, Durrhill Industrial Estate, Carlisle. It was agreed the Manager of Flood and Development Management would investigate the matter and report back direct.

The local Member for Harraby North asked for further information on the proposed works at California Lane and it was agreed the Manager of Flood and Management Development would investigate the matter and report back direct.

The local Member for Harraby North raised concerns regarding water running onto the highway from Brookfield Gardens highlighting the safety issues this caused during freezing temperatures. It was agreed the Manager of Flood and Management Development would investigate the matter and report back direct.

**RECOMMENDED**, that the report be noted.

### **39 A69 WARWICK BRIDGE AND CORBY HILL**

The Working Group had received a copy of correspondence between National Highways and the local Member for Corby and Hayton.

Members noted that National Highways had instructed a contractor to undertake a study looking at how the footpaths and crossing points on the A69 through Corby and Warwick Bridge could be improved for all non-motorised users. It was, therefore, suggested that a report be presented to the next meeting of Carlisle Highways and Transport Working Group and an invite to the meeting be extended to a representative from National Highways.

Mr J Bell, the Local Committee's representative on the CRASH Group, informed members that this matter was considered by the Group on a monthly basis and would update the Working Group accordingly.

**RECOMMENDED**, that

- (1) a report be presented to the next meeting of the Highways Working Group;
- (2) a representative from National Highways be invited to the next meeting of the Working Group.

### **40 IMPLEMENTING 20 MPH SPEED LIMITS OR ZONES**

Members considered a report from the Executive Director – Economy and Infrastructure which provided an update on the application of 20mph speed limits and zones and the Service Procedure entitled “Implementation of 20mph Speed Limit or Zones”.

The Working Group was asked to note the way forward for new requests for 20mph schemes and the cost and resource implications to be considered.

The Chair of the Local Committee asked that details of areas which currently enforced 20 mph speed limits be circulated to members when it was available.

The Carlisle City Council Member for Wetheral and Corby informed the Working Group that Wetheral Parish Council had been in discussions with Mark Brierley, the County Council's Infrastructure Planning Lead Officer, regarding 20 mph speed limits in villages. It was explained that it had been suggested 20 mph speed limit pilot schemes be considered in the Parish of Wetheral.

Members agreed that the Local Area Highways Network Manager and Traffic Manager would investigate this matter further with the Infrastructure Planning Lead Officer.

During the course of discussion a number of concerns were raised regarding traffic speeding issues throughout the Carlisle area. Whilst the Working Group acknowledged those concerns agreed that initially the issues in rural areas would be investigated.

**RECOMMENDED**, that the following be noted:-

- (1) the report and Service Procedure No 09/035 entitled Implementation of 20 mph Speed Limit or Zones, (attached as Appendix 1 to the report);
- (2) any new requests for 20mph speed limits should be considered by the Traffic Management Team Leader in discussion with the Divisional Elected Member and the Casualty Reduction and Safer Highways (CRASH) Group.

#### **41 GUARD RAILING HARDWICKE CIRCUS UPDATE**

The Working Group considered a report by the Executive Director – Economy and Infrastructure which provided an update on guard railings at Hardwicke Circus, Carlisle following a concern raised at a meeting of Carlisle Local Committee.

Members had raised their concerns that the pedestrian guard railing at Hardwicke Circus roundabout had come to a point where repair or replacement needed to be considered for aesthetic reasons. Officers explained that the guard railing guidance document and assessment criteria was developed to assist them with decisions regarding the replacement or removal of sections of guard railing.

The Working Group was informed that the Pedestrian Guard Rail Assessment, (attached as Appendix 1 to the report) was carried out for the Hardwicke Circus Guard railing giving a weighed percentage score of 59.58%. Members noted there were two possible decisions for guard railings with a score above 50%; either remove and replace with an alternative or retain. Officers explained that as there were no suitable alternatives which would serve the same purpose as the guard railing it was recommended that they were retained.

Members were informed that the barrier replacement at Georgian Way and Hardwicke Circus was included on the identified PRN list of works but given the nature did not score highly for prioritisation against carriageway and footway schemes. The Working Group noted that the cost for replacement at Georgian Way (between Hardwicke Circus and Spencer Street) was £114,000 and the cost for replacement at Hardwicke Circus was £116,000.

Officers explained that the damaged sections of railing at this location had, therefore, been ordered for repair.

The Carlisle City Council Engineer explained that renovation of the guard railing near The Sands Centre would take place as part of the new leisure centre development. It was agreed the Local Area Highways Network Manager would discuss the possibility of including the renovation of the Authority's guard railings further with the City Council Engineer.

**RECOMMENDED**, that the report be noted.

## **42 WEST WALLS AND BLACKFRIARS STREET - TRAFFIC RESTRICTIONS**

The Working Group considered a report by the Executive Director – Economy and Infrastructure which advised members of the representations received in response to the statutory consultation and advertisement of the Orders proposing to introduce restrictions on West Walls and Blackfriars Street, Carlisle.

Members were informed that following the demolition of the former Central Plaza Hotel concerns were raised regarding the impact on the length of West Walls abutting the site and the highways stability and safety of the public. Officers explained that an emergency Temporary Traffic Regulation Order (TTRO) was introduced which imposed one way traffic and a 7.5 tonne weight limit; the disabled parking bays were also suspended to allow traffic to travel further from the edge of the carriageway to reduce the impact.

The Working Group was informed that the TTRO had been extended, with the approval of the Secretary of State to run until August 2022. Members noted there were ongoing discussions regarding the former Central Plaza site and the condition of the highway with the City Council, but those would not be resolved before the TTRO extension date expired. Officers explained, therefore, a permanent TRO was required to be put in place to protect the stability of the highway and safety of the public.

A detailed discussion took place regarding the matter and whilst members raised their concerns they acknowledged that a permanent TRO was required and that safety was the overriding factor. The Working Group emphasised the importance of communication and asked that property owners were kept informed of the situation as it further developed.

**RECOMMENDED**, that members consider the representations which have been received to the statutory consultation and advertisement of: -

- (i) the County of Cumbria (Various Roads, Carlisle Urban and Rural Area) (Consolidation and Minor Amendment of Traffic Regulations) (Order 2001) Variation Order (No. 63) 20>< (“the West Walls Order”);

and recommend that Local Committee Agree to introduce the West Walls Order, as advertised, except with the following amendments: -

- (a) the One-Way Traffic proposal on West Walls be shortened to apply from Victoria Viaduct to Heads Lane only (as shown on the plan in Appendix 5 of the report);
  - (b) to omit the One-Way traffic restriction on Annetwell Street;
  - (c) the no loading and unloading restrictions on Blackfriars be shortened on the North Eastern side to run from Ferguson’s Lane to Highland Laddie Lane only (as shown on the plan in Appendix 5 of the report);
- (ii) agree that The County of Cumbria (West Walls, Carlisle) (Prohibition of Heavy Commercial Vehicles Over 7.5 Tonnes Maximum Gross Vehicle Weight) Order 20>< (“the Weight Limit Order”), be introduced as advertised but with exemptions included for vehicles being used,
    - (a) for police, fire and ambulance purposes; or
    - (b) for the purpose of an undertaker in an emergency, such as the loss of supply of gas, electricity or water to premises in the area, which necessitates the bringing of vehicles into the section of road to which this Weight Limit Order applies; or
    - (c) in the service of a local authority in performance of statutory powers or duties; or
    - (d) for mechanical road cleansing and sweeping; or
    - (e) anything done with the permission of or at the direction of a police constable in uniform.

#### **43 THE COUNCIL OF THE CITY OF CARLISLE OFF-STREET PARKING PLACES CONSOLIDATION VARIATION ORDER**

Members considered a report from the Executive Director – Economy and Infrastructure which provided details regarding the making of an Order to amend the fees and charges within the existing “The Council of the City of Carlisle (Off Street Parking Places Consolidation and Minor Amendment Variation Pay by Telephone) Order 2012”.

The Working Group noted that the proposed new Order, entitled “The Council of the City of Carlisle (Off Street Parking Places Consolidation and Minor Amendment Variation Pay by Telephone) Order 2012 (as varied) (“the Order”) (attached as Appendix 1 to the report) proposed new tariffs across all car parks and an increase in fees for permits.

**RECOMMENDED**, that the proposal by Carlisle City Council to introduce The Council of the City of Carlisle (Off Street Parking Places Consolidation and Minor Amendment Variation Pay by Telephone) Order 2012 (as varied) (as detailed in Appendix 1 of the report) be noted.

#### **44 2022/23 HIGHWAYS BUDGET/PROGRAMME PROGRESS REPORT**

The Working Group considered a report by the Executive Director – Economy and Infrastructure which detailed the Highways Revenue, Devolved Capital and Non-Devolved Capital budget allocations for 2022/23.

Members were informed that the allocated Highways Revenue budget for 2022/23 was £1,691,332 (£1,438,010 plus an inflationary increase of £53,312) added to an additional £200,000 of pothole funding, the allocated Devolved Highways Capital budget for 2022/23 was £2,465,000 and the Non-Devolved Highways Capital budget for 2022/23 was £1,809,000.

Members were informed the additional £200,000 Pothole funding had been included in the total budget and would be allocated in the future.

**RECOMMENDED**, that the following be noted:-

- (1) the various Highways Revenue budget allocations and headings (shown in Appendix 1 of the report);
- (2) the various Highways Capital budget allocations and headings (as detailed in Appendix 2 of the report);
- (3) the Highways Devolved Capital Programme information (as set out in Appendix 3 of the report);

- (4) there are no comments in the Appendices to bring to the attention of local members. Any significant comments, changes and/or amendments will be highlighted here in subsequent and future reports to the Working Group.

#### **45 REVIEW OF FORWARD PLAN**

The Forward Plan was noted.

#### **46 DATE OF NEXT MEETING**

It was noted that the next meeting of the Working Group would take place on Wednesday 15 June 2022 at 10.00 am in Cumbria House, Carlisle.

The meeting ended at 11.00 am