



Highways and Transport Strategic Board

Date: Thursday, 18 July 2024

Time: 2.00 pm

Location: Cathedral Room, Civic Centre, Carlisle, CA3 8GQ

Present: Cllr D Rollo (Chair), Cllr B Cannon and Cllr A Quilter

In Attendance Director of Place, Sustainable Growth and Transport
Assistant Director - Highways and Transport
Senior Manager Legal and Democratic Services and Deputy Monitoring Officer
Senior Manager, Highways Delivery
Parking Manager
Senior Manager - Infrastructure Planning and Transport
Capital Portfolio Manager
Streetworks Manager
Traffic Management Team Leader - Copeland

Call-In

Date of Publication: 22 July 2024

Call-in Period Ends: 29 July 2024 at 4.00 pm

Notes: Information regarding call-in procedures can be viewed in Paragraph 13 of Part 3 – Section 5 Overview and Scrutiny Procedure Rules in the Council's Constitution: [Cumberland Council Constitution](#)

HSTB.1/24 Apologies for Absence

Apologies for absence were received from Councillors Fryer and Lynch.

HSTB.2/24 Declarations of Interest

There were no declarations of interest made at the meeting.

HSTB.3/24 Minutes of the Last Meeting

RESOLVED - that the minutes of the last meeting of the Board held on 22 April 2024 be agreed as a correct record and signed by the Chair.

HSTB.4/24 Exclusion of Press and Public

RESOLVED - that the press and public be not excluded from the meeting during consideration of any item on the agenda.

HSTB.5/24 Public Participation

Pursuant to Executive Procedure Rule 1.18, the following questions were submitted on notice by members of the public:

(a) Traffic through Crosby, Maryport

"Policies on public transport regarding the speed and volume of traffic through Crosby, Maryport, exposing residents to all aspects of noise pollution, anti-social behaviour and personal safety issues"

The Sustainable, Resilience and Connected Places Portfolio Holder responded to the question and said 'Cumberland Council is currently progressing the Workington Gateway project which intends to dramatically improve access into Workington by addressing pinch points at the Ramsay Brow junction (A66/A596) and on the A596 at Hall Brow. This project will enhance a key strategic route for HGVs into the town from the west towards the Port of Workington and other major industrial sites around the town. It is expected that completion of the project will see a reduced number of HGVs through the settlements on the A596, including Crosby.

In connection with the Workington Gateway project, Cumberland Council will be considering the road signage on all approaches to Workington to ensure they are appropriate and relevant.

Traffic surveys were last carried out through Crosby in May 2022, with results showing generally acceptable levels of speed within the posted limit of 40mph, however in light of the recent concerns, updated surveys will be undertaken to establish current figures. Once this data is available, the matter will be referred to the Cumbria Road Safety Partnership multi-agency group meeting, which is attended by representatives from both Cumbria Constabulary and Cumberland Council, along with other partner agencies, and is tasked with investigating speeding and safety issues throughout the region'.

In a supplementary question the member of the public said the problem was not just with HGV's, they said the speed of cars and motorbikes in the evenings and early morning really was bad and asked for clarification on what the timescale would be for the authority to look in to it.

Through the Portfolio Holder the Assistant Director of Highways and Transport responded to say 'we will review the speed limit in the area but we will also put speed counts out to get an up to date report on the actual speeds which may be different to the perceived speeds. We will also look in to changing the signage at Thursby roundabout to try and focus vehicles to take the A595. We will report back to you in due course'.

(b) Parking issues at Farlam Drive, Carlisle:

"I am a resident on Durrhill housing estate, Farlam Drive Carlisle. Myself and my neighbours are very frustrated by the increased parking that is currently happening on our streets. Due to H&h now charging for parking, workers are now parking on the estate on the streets. This means that residents can't get parked. I at times have come home to not be able to get parked on my street. There has been occasions I've come home with shopping and ended up parking round the corner with kids in tow. Workers are parking from before 8am in the morning and some stopping till 7pm at night. I would like to know how do we manage this issue and why parking zones have been rejected? I am becoming very frustrated with this matter as its not ideal coming home and not being able to get parked. I know a lot of the neighbours have also reported the issue but we feel let down by the response we have been given.

Where do we park when there is no places for residents due to parking being taken up because they refuse to pay for parking or maybe can't afford to park there”

The Sustainable, Resilience and Connected Places Portfolio Holder responded to the question as follows ‘Following a number of complaints from residents regarding the displacement of employee parking from Rosehill Industrial Estate into the surrounding streets, the traffic team undertook investigations in 2019 in to the parking situation. It was highlighted that vehicles were parked too close to junctions (particularly the Geltsdale Avenue/ Farlam Drive junction). As a result, double yellow lines were introduced on a number of junctions to prevent obstruction and maintain visibility, including the junction of Farlam Drive and Gisland Road. To introduce parking restrictions a TRO would be required following the formal process. The Board have agreed a four year program for the review of TROs in Cumberland and these issues are on the request list to be investigated where the TROs are reviewed in this area. It is proposed that the parking issues are investigated when the review of the relevant TRO is undertaken in the finance year 2026/27’.

Pursuant to Executive Procedure Rule 1.18, the following question had been submitted on notice by a representative of Wetheral Parish Council on behalf of Wetheral, Carlattan and Cumrew, Hayton, Farlam and Cumwhitton Parish Councils:

(c) Winter Gritting

‘Last winter several roads in Wetheral and other parishes were removed from the council’s gritting schedule for the first time in living memory. This was done without warning and without consultation with the residents or the Parish Councils.

As a result of this decision, there was at least one serious road traffic accident and many less serious accidents. Children were unable to go to school. School bus services were cancelled. Vulnerable adults were unable to visit shops and medical services. Carers were unable to reach their clients. Many people were unable to go to work and local businesses could not be accessed by their customers.

In addition to great inconvenience, there was a substantial financial cost to our communities – a cost that undoubtedly exceeded the ‘savings’ achieved by cutting the gritting service. Will the Cumberland Council now reassure our communities that these roads which were gritted by Cumbria County Council throughout its existence will be included in 2024-25 maintenance program and onwards?’

The Sustainable, Resilience and Connected Places Portfolio Holder thanked the representatives from the parish councils for their question and asked whether they wished to reserve their supplementary question until after the report on Winter Services had been discussed under the next agenda item.

It was agreed that a supplementary question be heard next, which read as follows ‘I am delighted that changes have been announced over the last 2 weeks which go some way in alleviating some of the concerns. My supplementary question is, Parishes east of Carlisle - Carlattan & Cumrew, Cumwhitton, Hayton, Wetheral and others – are pleased and grateful to see the Council’s change of heart and the reinstatement most of the routes which were dropped from the winter gritting schedule last year. There is one anomaly of which we are aware - the route used daily by up to 40 Wannop’s HGV’s on the C1024 (Toppin Castle road) leading to the A69 has been missed off the revision. In its place the road into Hayton has been included. The Code of Practice “Well managed Highways” recommends that lists of resilient roads should be

based on a risk assessment basis. As such a comparison of the routes would be heavily weighted towards the Toppin Castle route. Can that be noted and looked at again. We would therefore ask the Council if it will reconsider its decision in this case and further if it will guarantee that this Code of Practice will be used without fail in the future where decisions have to be made about the care and maintenance of the highways in our area. We would also ask if the Council will reassure us that it will prioritise effective communication with residents and strong relationships with Parish Councils in the future’.

The Portfolio Holder responded to say that was noted and more communication would follow.

HSTB.6/24 Winter Service Policy - Operational Review 2024

(Non Key Decision)

Portfolio: Sustainable, Resilient and Connected Places

Relevant Scrutiny: Place Overview and Scrutiny Committee

Subject:

The Sustainable, Resilient and Connected Places Portfolio Holder reported that the Council’s Winter Service Policy had been approved to enable the safe movement of goods, people and services in and around Cumberland.

The highways winter service was an essential front-line service to keep roads and routes open, well-connected and accessible during the winter months of September to April. The service made an important contribution to the Council’s overall vision and the council recognises that, given the size and resources required to deliver winter service in Cumberland, it was not economical or practical to treat the whole of the highways network when undertaking ‘planned’ winter activities.

The annual winter service review had been undertaken and the key amendments to the treatment network had been added to the Winter Service Policy 2023-26 and included:

- B5294 Frizington to Cleater Moor
- U4008 Rosehill Junction
- C2064 Dubwath to Cockermouth School
- Cotehill to Cumwhinton
- Great Corby to Cumwhitton to Heads Nook
- Cumrew to How Mill to Hayton.

The above changes were considered to be deliverable although the creation of a new route would be required along with the provision of one no. additional vehicle and 4 no. drivers. The additional cost to the Winter budget was estimated at approximately £86,000 per annum to cover the additional vehicle, drivers and salt. This approach would ensure that the winter service remained in line with the approved Asset Management plan and reinforced Cumberland’s Tier 3 status with the Department for Transport.

Members were informed that the authority held a fleet of 19 vehicles which, following accepted changes from the review, would be operating at full capacity on 19 routes across Cumberland, leaving no scope for breakdowns. The authority had therefore been engaging with external contractors on the options for hiring in a number of vehicles to boost fleet. In that scenario the number of vehicles hired would be monitored to test whether sufficient in for future winters.

There was discussion held around the age of the fleet, the importance thereof for maintenance and plans for replacements going forward.

The Financial Planning and Assets Portfolio Holder moved the recommendations and the Vibrant and Healthy Places Portfolio Holder seconded them.

Alternative Options: reject the updated Winter Service Policy

DECISION:

That the Highways and Transport Strategic Board:

- a) noted the outcome of the annual Winter Service Operational Review, and;
- b) approved the proposed amendments to Appendix 1 of the Winter Service Policy 2023-2028

Reason for Decision:

As Highway Authority, the Council is responsible for ensuring that the highway network is maintained and operational for the safe and convenient movement of people and goods across the County.

HSTB.7/24 Cumberland Bus Service Improvement Plan (BSIP)

(Non Key Decision)

Portfolio: Sustainable, Resilient and Connected Places

Relevant Scrutiny: Place Overview and Scrutiny Committee

Subject:

The Sustainable, Resilient and Connected Places Portfolio Holder submitted an update on the Cumberland Bus Service Improvement Plan.

The Portfolio Holder provided the background to the government funding that had been made available to Cumberland Council to fund the Bus Service improvement Plan (“the Plan”). The report gave an overview of the Plan and detailed the services that would be re-introduced, expanded and created and identified key areas of improvement.

The Plan aimed to:

- Reduce the age profile of the bus fleet to offer more attractive service to passengers.
- Move to an electric bus fleet.
- Improve bus station facilities in Carlisle and Workington.
- Improve waiting facilities at Keswick; Whitehaven; Wigton.
- Provide more information on next services and any delays or disruption, at key locations.

It was important to note that the Transport Act 1985 restricted local authorities to only be able to subsidise a commercial bus service to fill a gap in provision.

Any services a local authority subsidised could not distort the local commercial bus market. Therefore, services subsidised by the Council could only operate where there was a passenger need for a bus service that was not met by the commercial market. If this could be demonstrated a contract could be entered into with a commercial operator to provide a service.

The Council was nearing end of its procurement process and should be in a position to communicate the outcome by the end of July. It was possible that contracts may not be awarded for all routes advertised if no bid was submitted.

The Financial Planning and Assets Portfolio Holder moved the recommendations and the Vibrant and Healthy Places Portfolio Holder seconded them.

Various members spoke very positively about the work being carried out and in favour of the proposed Improvement Plan.

Alternative Options: Not to submit a revised Bus Service Improvement Document and not receive the £464,743 of funding.

DECISION:

That the Highways and Transport Strategic Board noted the update on the Cumberland Bus Service Improvement Plan.

Reason for Decision:

To provide the Highways and Transport Strategic Board with ongoing updates on the progress of the Cumberland Bus service Improvement Plan and funding opportunities.

HSTB.8/24 Tree Road, Brampton

(Non Key Decision)

Portfolio: Sustainable, Resilient and Connected Places

Relevant Scrutiny: Place Overview and Scrutiny Committee

Subject:

The Sustainable, Resilient and Connected Places Portfolio Holder reminded the Board that a petition regarding the narrow footway on Tree Road, Brampton had been considered at its 30 January meeting, it was resolved that the issues and requests raised would be investigated and reported back to the Board.

The report detailed the findings of the investigations and speed survey and outlines a proposed design of a footway widening scheme with associated single way traffic operating on a give and take principle i.e. vehicles travelling up hill would need to give way to vehicles travelling down hill if they approached the road narrowing at the same time.

Pedestrian counts were undertaken at peak morning and afternoon times on Tree Road to assess the footfall along the existing footway. There was a total of 15 adult pedestrians between 08:00am and 10:00am on 30th April 2024 and 22 adult pedestrians between 2pm and 4pm on 3rd May 2024.

There were no recorded collisions in the vicinity of the existing footway and the speed survey that was undertaken recorded a two way mean speed of 25.2mph in the 30mph limit, with an average 1424 vehicles a day passing over the counter in the 7 days. This number of vehicles should not lead to queues of traffic at the proposed give way. The proposed draft design for the widening of the footway and vehicle priority was shown on the plan attached to the report as

Appendix 1. It was estimated that the cost for the construction of the footway would be approximately £15,500.

The Board were asked to approve the proposed design and initiate a public consultation exercise with affected residents to gauge support for the scheme.

One member raised concern with approving proposals without sufficient available funding, however officers confirmed that only recently funding had been confirmed as available for the scheme.

One member enquired as to what type of consultation was to take place. It was explained that all usual stakeholders would be included, including all relevant parish councils and ward members, but also all signatories of the petition who had left details would be contacted.

The Financial Planning and Assets Portfolio Holder moved the recommendations and the Vibrant and Healthy Places Portfolio Holder seconded them.

Alternative Options: Not to undertake the scheme; use of an alternative walking route as detailed in the report.

DECISION:

That the Highways and Transport Strategic Board:

- a) noted the proposed design of a footway widening scheme at Tree Road, Brampton, as shown on the plan attached as Appendix 1 to the report;
- b) agreed that consultation be undertaken with local residents to gauge support for the scheme and kept on file to be considered should future funding become available.

HSTB.9/24 Parking Enforcement Policy

(Key Decision)

Portfolio: Sustainable, Resilient and Connected Places

Relevant Scrutiny: Place Overview and Scrutiny Committee

Subject:

The Sustainable, Resilient and Connected Places Portfolio Holder reported that Cumberland Council, as a local authority defined under the Traffic Management Act 2004, had responsibility for Civil Parking Enforcement. The report submitted requested the Highways and Transport Strategic Boards approval of the Cumberland Parking Enforcement Policy.

The Cumberland Parking Enforcement Policy (“the Policy”) was intended to outline the Council’s approach on dealing with contraventions that occur both on street (The Highway) and in Cumberland’s Car Parks. It was important that the public understood why an authority had introduced civil parking enforcement and what parking restrictions were in place. Motorists and other road users needed to be aware that parking enforcement was about supporting wider transport objectives, in particular keeping traffic moving, rather than raising revenue. Therefore, Civil parking enforcement should contribute to the authority’s transport objectives and a good civil parking enforcement regime was one that used quality-based standards that the public understood, and which were enforced fairly, accurately and expeditiously.

The proposed Policy provided clear, transparent, detailed information on how Cumberland Council would deal with Civil Parking Enforcement. The Policy and any related Traffic Regulation Orders should be regularly reviewed to ensure they were relevant to the services they were providing. Therefore, the Policy would be reviewed yearly. It was not proposed that any minor changes made to the Policy would be brought back to the Board, so a delegation is sought to the Parking Manager to make consequently minor changes to the Policy following consultation with the Assistant Director, Highways & Transport, the Chair and the legally qualified officer of the Council.

The Parking Enforcement Policy was not a standalone document but would compliment any other related policies and strategies for example the Cumbria Transport Infrastructure Plan.

One member asked whether the Policy would cover enforcement over drivers parking on pavements. It was explained that the authority currently did not have enforcement powers for that issue however it was often raised as a concern and it would be explored for future.

The Financial Planning and Assets Portfolio Holder moved the recommendations and the Vibrant and Healthy Places Portfolio Holder seconded them.

Alternative Options: None, it was a requirement of the DfT Guidance that local authorities developed, implemented and reviewed their civil parking enforcement regimes.

DECISION:

That the Highways and Transport Strategic Board:

- a) approved the Cumberland Parking Enforcement Policy, as attached to the report;
- b) delegated authority to consequentially add minor changes to the Policy to the to the Parking Manager following consultation with the Assistant Director - Highways & Transport, the Chair of the Highways and Transport Board and the legally qualified officer of the Council.

HSTB.10/24 Carlisle Southern Gateway Traffic Regulation Order

(Key Decision)

Portfolio: Sustainable, Resilient and Connected Places

Relevant Scrutiny: Place Overview and Scrutiny

Subject:

The Sustainable, Resilient and Connected Places Portfolio Holder submitted the background and details of the proposed changes to English Street (between Victoria Viaduct/Devonshire Street and Citadel Row/The Crescent); Devonshire Street; Citadel Row; Victoria Viaduct and The Crescent, Carlisle, in relation to the Carlisle Southern Gateway project, following statutory consultation and advertisement of the Order.

The enhancement of English Street, Victoria Viaduct, and The Crescent, was a key component of the Carlisle Town Deal programme funded from the Department of Levelling Up, Housing and Communities (DLUHC).

The improvements included wider footways and the incorporation of new cycling infrastructure. New seating, the introduction of biodiversity, and added greenery through planting were planned

to improve the streetscape, making it a safer, more secure environment encouraging the use of open public spaces in the City Centre. The Council proposed to make changes to the current Traffic Regulation Order, by the implementation of the Order, to fulfil the proposals in the RIBA Stage 4 design.

Statutory consultation and advertisement were undertaken from 17 May 2024 to 7 June 2024, the statutory three weeks period for representations to be made. A total of one response was received; a summary and officer comments, was attached as Appendix 4 to the report.

The Financial Planning and Assets Portfolio Holder moved the recommendations and the Vibrant and Healthy Places Portfolio Holder seconded them.

Alternative Options: Do nothing and not allow the project to progress.

DECISION:

That the Highways and Transport Strategic Board agreed that the “Cumberland Council (Various Roads, Carlisle Urban and Rural Area) (Consolidation and Provision of Traffic Regulations) (No.2) Order 20><” (“the Order”) be brought into operation, as advertised.

Reasons for Decision:

The Order would allow the delivery of public realm improvements which would support Cumberland Council's aim to drive change and prioritise addressing inequalities through investments in the local economy. The investment would enhance assets in Carlisle City Centre, serving as a catalyst for economic activity and generating opportunities for businesses in the area.

HSTB.11/24 Capital Programme Update

(Key Decision)

Portfolio: Sustainable, Resilient and Connected Places

Relevant Scrutiny: Place Overview and Scrutiny

Subject:

The Capital Portfolio Manager – Capital Programme gave a presentation which provided an update on a number of schemes within the Capital Programme.

The presentation updated the Board on the following works:

- Enhancing public realm on Devonshire Street, Carlisle
- Reimagining Greenmarket / Market Square, Carlisle
- Carlisle Southern Gateway
- Carlisle Station Gateway
- Active Travel 4, Carlisle
- Active Travel 4, Cargo Cycleway
- Connected Millom and Haverigg
- Connected Cleator Moor
- Workington Town Centre Connectivity
- Workington Gateway
- Active Travel 4 extension funding

- Active Travel 4, South Whitehaven cycle improvements

Alternative Options: None

DECISION:

The Highways and Transport Strategic Board welcomed the Capital Programme Update.

Reason for Decision:

To ensure that the Highways and Transport Strategic Board was fully apprised of progress of the schemes contained within the Capital Programme.

HSTB.12/24 Timber Transport Presentation

(Non Key Decision)

Portfolio: Sustainable, Resilient and Connected Places

Relevant Scrutiny: Place Overview and Scrutiny

Subject:

The Technical and Industry Support Manager from the Confederation of Forest Industries had provided a presentation which covered the purpose and work of the Timber Transport Forum.

Unfortunately the Support Manager could not attend to present the presentation in person and so the Board noted the summary slides which set out the purpose of the Forum, the work undertaken, an overview of the Agreed Route Map system and highlighted Good Practice Guides. The Technical and Industry Support Manager also briefed the Board on Regional Groups and the importance of forestry to the area.

It was hoped that the presentation could be brought back to a future Board meeting.

Alternative Options: None

DECISION:

The Highways and Transport Strategic Board noted the presentation summary.

Reason for Decision:

To inform the Highways and Transport Strategic Board of the purpose and work of the Timber Transport Forum.

HSTB.13/24 Health and Safety Update

(Non Key Decision)

Portfolio: Sustainable, Resilient and Connected Places

Relevant Scrutiny: Place Overview and Scrutiny

Subject:

The Chair provided a presentation which covered Bike Safety, providing summer safety tips for drivers and highlighted the importance for drivers to understand the priorities on the road.

Alternative Options: None

DECISION:

Reason for Decision:

To inform the Highways and Transport Strategic Board the importance of Bike Safety.

DECISION: that the update be noted.

HSTB.14/24 Date of Next Meeting

It was noted that the next meeting of the Highway and Transport Strategic Board was scheduled for 24 October 2024 at 2.00pm in the Council Chamber, Allerdale House, Workington.

The meeting finished at 3.23 pm