

CUMBERLAND COUNCIL

(VARIOUS ROADS, CARLISLE URBAN AND RURAL AREA) (CONSOLIDATION AND PROVISION OF TRAFFIC REGULATIONS) ORDER 20><

STATEMENT OF REASONS

Cumberland Council considers it expedient to propose to make the above Order for one of more of the following reasons specified in Section 1(1) of the Road Traffic Regulation Act 1984: -

(a) for avoiding danger to persons or other traffic using the roads or any other roads or for preventing the likelihood of any such danger arising, or

(b) for preventing damage to the roads or to any building on or near the roads, or

(c) for facilitating the passage on the roads or any other roads of any class of traffic (including pedestrians), or

(d) for preventing the use of the roads 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 roads or adjoining properties, or

(e) (without prejudice to the generality of paragraph (d) above) for preserving the character of the roads in a case where it is specially suitable for use by persons on horseback or on foot, or

(f) for preserving or improving the amenities of the area through which the roads runs; or

(g) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).

A summary of the proposals and the reasoning behind them, is as follows: -

Devonshire Street (Future High Street Funding)

By widening footways and removing the bus lane on Devonshire Street, we aim to increase the space for pedestrians and businesses to utilise, enabling opportunities for outdoor seating, street furniture, benches, cycle parking spaces and trees.

The streetscape is not attractive for the cafes and restaurants who attempt to utilise the space for outside seating during the summer months. Heavy peak time traffic and a number of bus stops further reduce the ambience of the street scene. The project benefits would flow to the wider city centre, strengthening the night-time economy, encouraging investment in Carlisle's food and beverage sector and diversification of the central core the away from overreliance on retail.

Reducing the vehicular carriageway on Devonshire Street could provide excess space for pedestrians and businesses to spill into. This would encourage activity and dwelling time in the street. It would create a meaningful activity zone, with more space for people to walk and spend time sitting outdoors. The businesses currently located on the northern edge of the street offer a possibility to create a spacious outdoor seating area.

Furthermore, reconfiguring the street to one vehicle lane will enable the provision for street furniture on the northern footway with benches, cycle parking spaces and trees, encouraging dwelling time and improving permeability for pedestrians.

The positive benefits that will flow to this part of the city centre will help to encourage more investment in food and beverage uses in Carlisle, a sector which is currently relatively underdeveloped and marginal (and hence not able to be self-funded by existing businesses in this sector).

- The proposals will:
 - Enable businesses to provide a more suitable environment for customers outdoors.
 - Increase the food and beverage offer and the evening economy in the city centre.
 - Provide a more inviting and safer public realm to enhance the pedestrian, family friendly experience of the city centre.
 - Reduce vehicle domination of the space.
 - Provide an enhanced streetscape.
 - Increase footfall using improved spaces and business offer

The proposals, in summary are: -

Devonshire Street, Carlisle

- (i) Removal of the bus lane;
- (ii) Changes to the extents of the “No Waiting At Any Time” restrictions;
- (iii) Removal of some “No Loading/Unloading At Any Time” restrictions;
- (iv) Removal of “No Loading/Unloading – 8.00 am - 9.30 am, 12 noon – 1.30 pm, 4.30 pm – 6.00 pm, Monday – Saturday inclusive (north side for its full length);
- (v) Removal of the “Loading Only – All Day, Every day” area on the north side;
- (vi) New “Loading Only Area – 5 am – Midnight, every day” on the south side;

(NB: New “No Stopping Except Taxis, Midday-5am” on the south side – to be progressed under a separate Taxi Rank Order).

Victoria Viaduct, Carlisle

- (i) Changes to the extents of the “No Waiting At Any time” restrictions;
- (ii) New “No Loading/Unloading At Any Time” restrictions.

Market Square and Green Market

By changing the pallet and enhancing the space of Market Square and Green Market we aim to become more of a focal point for residents and visitors.

The project will increase and retain footfall and become a unique multifunctional events space that encourage people to gather.

Market Square and Green Market have an area of 6000 square metres and are completely underutilised.

The public realm is not conducive to:

- A space that is able to attract and retain a greater footfall
- A space which is capable and will hold a wider range of events
- A space that will enable residents and visitors to want to stay longer.

Project outcomes and key messages

- Market Square is the most substantial public space in the city centre, spanning 6,000 square metres. The space could be put to better use and become more of a focal point for residents and visitors alike.
- Using funding from the Future High Street Fund (FHSF), the Council wants to put in place a distinctive, coherent, and inclusive city centre that will improve the perception of the city, support growth and ultimately improve economic performance through greater resident and visitor footfall and demand.
- The strength of the historic and cultural offer already embedded within the city will be enhanced securing a vibrant legacy from the investment.
- The project will diversify the city centre through the creation of a unique multi-functional events space that encourages people to gather, explore, linger, and engage with their surroundings transforming the visitor experience and rejuvenating the heart of the city.

The proposals, in summary are: -

Castle Street/Greenmarket

New "Restricted Street" - No Waiting At Any Time, No Loading/Unloading between 12 noon and 7.00 pm and Loading/Unloading only between 7.00 pm and 12 noon the following day (all vehicles, including buses and coaches) - (Waiting for Loading/Unloading limited to 1 hour).

Other Traffic Schemes

Proposal 1

Following the previous extension of Zone E to include Cranbourne Road, the culs de sac along Cranbourne Road are now subject to vehicles parking all day to go to the hospital. Therefore, we are now proposing to extend Zone E to include cul de sacs as follows:

Cranbourne Road, Carlisle – cul-de-sac between house numbers 7 – 29 (odd)
Cranbourne Road, Carlisle - cul-de-sac between house numbers 36 – 54 (even)
Peel Street, Carlisle – cul-de-sac between house numbers 41 – 67 (odd)
Peel Street, Carlisle – cul-de-sac between house numbers 73 -99 (odd)
Peel Street, Carlisle – cul-de-sac between house numbers 105 – 131 (odd)
Peel Street, Carlisle – cul-de-sac between house numbers 66 – 88 (even)

for the following reason set out in Section 1 Road Traffic Regulation Act 1984:-

f) for preserving or improving the amenities of the area through which the road runs

Proposal 2

Proposed provision of new of No Waiting At Any Time (NWAAT) restrictions on the following streets:

Kendal Street (on each of the access to private parking areas only); Cranbourne Road (culs-de-sac) and Peel Street (culs-de-sac) and Bower Street

for following reason set out in Section 1 Road Traffic Regulation Act 1984:-

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; and

c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or

f) for preserving or improving the amenities of the area through which the road runs

Proposal 3

Removal of disc parking bays on Spring Gardens Lane to facilitate vehicle movements for the new Slack development.

For the following reasons set out in Section 1 Road Traffic Regulation Act 1984:-

c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)

Proposal 4

Following comments from residents regarding a marked increase in HGV's using the estate as a short cut between London Road and Cumwhinton Road, we are proposing to introduce a 7.5T maximum gross vehicle weight restriction on the following streets:-

Mallyclose Drive (entire length); Forest Hill (entire length); Hopes Hill Drive (entire length) and Highwood Crescent (entire length)

for the following reason set out in Section 1 Road Traffic Regulation Act 1984:-

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.

f) for preserving or improving the amenities of the area through which the road runs

Proposal 5

U1241, Button Ford Bridge -

Following a review of the structural capability of the bridge, we are proposing to introduce a permanent 7.5 Tonnes maximum gross vehicle weight limit on the bridge

for the following reason set out in Section 1 Road Traffic Regulation Act 1984:-

- 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;*

Proposal 6

U1017, Sunnywaite Bridge

Following a structural inspection, we are proposing to introduce a permanent 18 Tonnes maximum gross vehicle weight limit on the bridge

for the following reason (s) in Section 1(1) Road Traffic Regulation Act 1984:

- 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;*