

Infrastructure Delivery Planning Working Group 29 June 2022

Minutes of a meeting of the Infrastructure Delivery Planning Working Group held on 29th June 2020 at Carlisle Archives Centre commencing at 11.30 am.

Present

Members

Cyril Weber – Chair (Cumbria County Council)

Officers

Graeme Innes - Cumbria County Council
Victoria Kelsall - Cumbria County Council
Guy Kenyon, Cumbria County Council
Paul Musgrave - Cumbria County Council
Gareth Scott - Cumbria County Council

Keith Poole - Carlisle City Council
Steve Robinson - Carlisle City Council
Richard Wood - Carlisle City Council

Councillor Cyril Weber welcomed everyone to the meeting.

Apologies were received from Reg Watson (Member – Cumbria County Council, Nigel Christian (Member - Carlisle City Council) and Rhian Davies (Cumbria County Council).

(2) IDP Annual Report/Transport Improvement Study

Members were presented with an update of the Infrastructure Delivery Plan Gap Funding Analysis. It was explained that work is continuing to analyse the latest funding position including schools infrastructure and is expected to be available for presentation at the next meeting.

It was highlighted that it is intended that a review will be undertaken of all the Transport Improvement Studies across Cumbria. The review and update will provide a consistent and comprehensive approach to the identification; delivery, reporting and monitoring of the transport schemes for each of the two new unitary authorities to support the growth identified in the Local Plans.

Concern was raised about the Hardwicke Circus/Georgian Way scheme, due to the increase of developments taking place north of the river. It was explained that no further development had been made on delivery of this improvement scheme, the scheme was dependent on outside funding sources and as yet none were available, although this was being monitored closely.

With regards to the Currock Road/Crown Street junction – the junction design has been developed in conjunction with the Water Street / James Street junction improvements to support the development of Carlisle Station. It was noted that improvements to Currock Street / Crown Street are unlikely to be required as part of the Station improvements and at the current time there is no identified funding source for this improvement. It was noted that that the improvement was likely to be included in the St Cuthbert's Garden Village Transport Improvement Study, this could help justify developer contributions in the future.

(3) St Cuthbert Garden Village (SCGV)

Members were provided with an update in relation to the proposed times of the emerging SCGV Local Plan where publication of the final draft, with a six week consultation period is expected to be available from July 2023 with the final adoption in 2024.

The Transport Improvement Study to support the development of the Local Plan is intended to be complete by Autumn 2022, it will include designs and costings for off-site mitigation and infrastructure improvements as well as internal road layout for primary network cycle network and costings.

Members were given an update on the production of a masterplan in Cummersdale which the County Council as a landowner are leading on working closely with the City Council. The masterplan will facilitate the delivery of an attractive early phase of the Cummersdale element of SCGV, with a high-quality approach to design and a flexible mix of uses which can act as a positive early benchmark for the rest of SCGV.

(4) Carlisle Southern Link Road (CSLR)

Members noted that Morgan Sindall had been appointed to undertake the Stage 1 (Detailed Design) of the road in April 2021, fencing, tree and hedge removal and utility divisions which was part of the Stage 1 contract had been completed.

Due to the ongoing uncertainty associated with supply chains, the cost of construction materials and rising energy costs, the decision by County Council's Cabinet to award the stage 2 build contract for the CSLR had been deferred. The County Council remained committed to the project and regular contact with Homes England and Carlisle City Council was taking place.

The use of compulsory purchase powers had been implemented where land could not be acquired through negotiation, this meant that the County Council now titled all of the land required for the project.

With regards to the stage 2 phase, it was hoped that procurement of a contractor would take place in several months' time.

(5) Rail Update

Members received a presentation on the latest update regarding the Cumbria Coast Line. It was explained that Network Rail had led on a production of an Outline Business Case (OBC) for improvements to the Cumbria Coast Line. This had been submitted in May 2022.

The key update was the call in of the West Cumbria Mining planning application. The mine was forecast to require a significant number of rail paths for the transport of the coal and the uncertainty regarding this demand meant that the overall capacity of the line needed to be reassessed – further optioneering work had been undertaken following this decision.

A 'do-minimum' set of improvements had been identified that could be built upon if the mine gained planning permission in the future.

With regards to the High Speed 2 (HS2) Phase 2b, a hybrid bill had been introduced to Parliament in January 2022 for the Crewe to Manchester section on the HS2. This included:

- Proposals for the new railway line
- A connection north to the West Cumbria Main Line (Golborne Link)
- Improvements to increase capacity at Carlisle Station.

The County Council welcomed the proposals but concern had been raised around alignment with the Station Gateway project.

On 6th June, Government announced that it would not be proceeding with the Golborne Link scheme. There would still be a need to extend the platforms at Carlisle station to accommodate the longer trains and the Team were working closely with HS2 to minimise disruption.

With regards to the Community Rail Partnership, it was reported that work had been completed on improvements to platforms 1, 2 & 3 at Carlisle Station. Discussions regarding Winter Timetables 22/23 were underway and it was hoped that services that had been temporarily withdrawn due to staffing shortages would be reinstated.

The Saturday service from West Cumbria was regularly full and standing as people travelled to enjoy social/leisure activities at the weekend.

It was noted that the Community Rail Partnership had funded an additional 3,000 copies of the May 2022 timetable, this amounted to 10,000 booklets in total been distributed across the North West.

Negotiations were taking place with the rail industry to consider future engineering works taking place over holiday periods.

There had been a successful promotions event with Community Rail Partnership, Tyne Valley Community Rail and Settle-Carlisle Development company, this had taken place in The Lanes shopping centre.

(6) Cycling and Walking Programme Update

The group noted that, in line with the CTIP, five strategic corridors had been identified. These had been targeted at:

leisure & tourism, supporting the growth of the County's visitor economy, providing local recreational and community value for residents of Cumbria and contributing towards a low carbon economy. An Active Travel Strategy was in the process of being developed for each of the corridors, these were all at different stages of development.

The strategies would set out what was needed to achieve in each corridor and what would support the strategic case for investment.

With regards to the Hadrian's Wall/West Coast corridor this would be part of the Borderlands Hadrian's Wall Project with the aspiration of making Hadrian's Cycle way traffic free in Cumbria. The Council had commissioned consultancy support to prepare a Cumbria Coast Active Travel Strategy, develop route improvements and prepare business cases to seek funding to deliver against the strategy.

The infrastructure investment would be directed at bringing existing routes up to standard, plugging gaps in the network and improving pinch points. Routes would be developed to improve journeys to and from work, including Sellafield. The aim was to connect routes with

railway stations on the Cumbria coast line and to connect the existing cycle routes such as the Coast to Coast and Reivers Cycle Route. It was also planned to connect existing walking routes such as the Coastal Way footpath as well as linkages to places of interest and visitor attractions where possible.

Public consultations had been undertaken and feedback requested on route options. These were currently being assessed against a prioritisation framework to assist in the identification of a preferred route. It was noted that the preferred route was a hybrid of three of the options.

Following on from this, improvements had been identified for each station in order to develop the projects in the business cases. Any funding secured through the business cases would be used as a first phase of delivery against the Active Travel Strategy.

Six Local Cycling and Walking Infrastructure Plans (LCWIPs) had been identified;

- Barrow-In-Furness
- Carlisle
- Kendal
- Penrith
- Whitehaven
- Workington

The Government's six stage process had been used to develop these, along with extra engagement and consultation. To date, four out of the six LCWIPs had been approved and the remaining two would be considered by Members for approval in July.

The Carlisle LCWIP would be launched on 8th July with a press release and supporting social media activity. All LCWIP documents would be available on the County Council Website.

Scheme concept designs were already being developed for many of the planned routes and more scheme development was planned for this year.

Funding for the LCWIPs was being looked at from a wide range of sources including government funding such as place investment, DfT and the Levelling Up fund as well as private sector and developer contributions.

Some of the LCWIP network would be delivered through Place based investment programmes, this included a cycle link on English Street through the Southern Gateway Town Deal project.. Cycle hubs are planned at Carlisle Station and the Citadels.

The bid to the DfT for Active Travel funding to deliver the Denton Holme to Cummersdale and The Sands Centre to Strand Road schemes had been unsuccessful. There would be an opportunity to bid for capital funding in 2022/23, 23/24, 24/25.

(7) The Citadels Project & Carlisle Station

Members noted that the Citadels Project was part of the Borderlands Inclusive Growth Deal with £50m allocated to bring new purpose to the iconic Citadels. There would be a new home for the University of Cumbria and Transformational Gateway to the city centre.

A proposed design of the UoC site was shown to the group, the site would include

- High quality and fully digital enabled teaching space
- Centre for Digital Transformation
- 800m² Business Interaction Space
- UoC Administration and Support Services
- Creative and Cultural facilities
- Publicly accessible spaces and facilities
- Showcase historic Carlisle

The planning application for the development had been submitted in March 2022, with issues being worked through with LPA and Historic England. The application would be going to Planning Committee in August 2022. A main contractor had been appointed and land acquisitions were progressing.

A proposed design of the site was shown to members, both sides of the citadel buildings would be used with a large area incorporating the Lower Gaol Yard and along Bush Brow. The new build would start from English Street going round on to Victoria Viaduct.

With regards to the Carlisle Station development, public consultation had been completed in August 2021, the development had been well received and over 80% showed support for the development. Progress with regards to the delivery of the station interior were still continuing with Network Rail and survey works to inform designs and costs were programmed for July 2022.

Developing design schemes for enabling junctions were:-

- Water Street/James Street
- Court Square Bow/English Street

A masterplan for George Square was currently being developed, this would include

- Rail replacement services
- Car parking provision
- Transport interchange facility
- Pick up/drop off
- Taxis

A report to transfer the land where the pools were located would be going to Carlisle City Council Executive in July.

The project delivery is phased over several years to align with availability to land and to ensure coordination with other programmes of work in the area.

(8) High Street Fund and Town Deal

It was noted that the Town Deal and the Future High Street bids had been approved by Government with a total of £28.8M

Future High Street Fund receiving £9.1M to deliver 4 projects

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|-----------------------------|---|
| • Castle Street (£1.1M) | City Council to lead |
| • Central Plaza (£4.7M) | City Council to lead |
| • Devonshire Street (£0.5M) | County Council to lead |
| • Market Square (2.3M) | City Council and County Council to work jointly.
Co-operation Agreement in draft to legally set out roles and responsibilities |

Consultation on the projects is to be undertaken in the Town Centre over the coming weeks.

A survey on the Central Plaza had been completed and once the report was available this would be shared with County Council staff.

A funding agreement was being looked at to put together a budget to progress the scheme.

Consultants had been appointed to look at a design and cost plan for the Market Square development.

Tullie House were in the process of preliminary design/cost plan for Castle Street.

Town Deal £19.7M to deliver Seven projects.

- Carlisle Business Exchange Centre (UoC)
- Start with the Park, SCGV (CaCC)
- Southern Gateway (CuCC)
- Project Tullie (THT)
- Lighting Up Carlisle (CaCC)
- Digital & Community Learning Hub (CuCC)
- Carlisle Market Hall (CaCC)

Six of these seven projects were in the process of being signed off by DLUHC, Carlisle Market Hall been the exception.

Councillor Weber thanked everyone for their updates and presentations.

The meeting ended at 13:00