

**CUMBRIA COUNTY COUNCIL  
CARLISLE AREA TRANSPORT ADVISORY GROUP**

Minutes of a Meeting of the Carlisle Area Transport Advisory Group held on Tuesday  
3 January 2006 at 10.00 am at The Courts, Carlisle.

**PRESENT**

Mr R Watson (Chair)

Mr T Allison – Carlisle City Council  
Mr R D Bloxham – Carlisle City Council  
Ms D Brewis – Cumbria Cycle Campaign  
Mr V Dodd – Cumbria Chamber of Commerce  
Ms J Holland – Carlisle Parish Councils Association  
Mr H McDevitt – Cumbria County Council  
Mr M Mitchelson – Carlisle City Council  
Mr D Morton – Carlisle City Council  
Mr G Prest – Cumbria County Council  
Mr C F Weber – Cumbria County Council

**Officers in Attendance:**

Mr K B Poole	-	Carlisle City Council
Mr J Smith	-	Cumbria County Council, Area Engineer, Carlisle and Eden
Mr J White	-	Cumbria County Council – Regeneration Manager
Mrs L M Graham	-	Member Services Unit

**Also in Attendance:**

Mr D Crockett	-	Faber Maunsell
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**11. APOLOGIES FOR ABSENCE**

An apology for absence was received from Mr J Collier.

**12. DISCLOSURES OF INTEREST**

Mr R Watson declared a personal interest in any item on the agenda relating to Carlisle city Council as a Member of that authority. Mr M Mitchelson declared a personal and non-prejudicial interest in Agenda Item No.9 – Patteril Valley Master Plan as a Member of Cumbria Vision.

**13. MINUTES**

The Minutes of the last meeting of the Group held on 28 September 2005 were agreed as a correct record.

**14. 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.

**15. FEEDBACK FROM LOCAL COMMITTEE**

A report from Cumbria Highways summarised actions agreed by the Local Committee and the current status of the issues concerned.

A report on Rural Wheels would be submitted to the next meeting and Ms Holland requested that the report should contain details of the amount spent on the scheme, staff time involved and results of the scheme.

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

**16. DECRIMINALISED PARKING ENFORCEMENT 2006/07**

The Group were advised that the City Council were seeking approval to increase the level of penalty charge from £50 to £60 and an increase from £25 to £30 if paid within 14 days. This increase would bring the charges in Carlisle in line with those in the rest of the County.

**AGREED**, that Carlisle Local Committee be advised that the ATAG concurs with the increase in the level of penalty charge for DPE in Carlisle.

**17. CARLISLE MOVEMENT STRATEGY UPDATE**

Duncan Crockett of Faber Maunsell attended the meeting to update Members of the Group with the progress on the Carlisle Movement Strategy. He advised the Group that the consultants were now almost half way through the study process and that meetings would shortly be arranged with Stagecoach, the Highways Agency, the Taxi Association and other stakeholders. The study would provide an audit of the existing movement situation and was reliant upon the supply of information from all affected parties. The Chairman stressed to the Group the importance of any individual/group who felt they had anything to contribute to the transport/movement situation getting in touch with the consultants as soon as possible.

Information supplied in Parish Plans would also be fed into the Movement Strategy and the Area Engineer agreed to contact Claire Rankin to obtain all available Parish Plans. The

views of other Parishes which had not yet produced Parish Plans would be important and these could be fed into the Movement Strategy process.

Mr Crockett explained that the baseline data would be gathered by the end of January following which there would be a two month period in which Faber Maunsell would be developing the proposals. They would hope to maintain contact with all appropriate bodies during this time as it was important to gather as wide an audience as possible. A workshop with the consultants and Members of the ATAG could be held if appropriate. He undertook to provide a list of all those organisations which had already been contacted and those which the consultants intended to contact to have the identification of any gaps.

**AGREED,** that the verbal report be noted and that any individual/organisation who wished to feed into the Movement Strategy should contact the consultants directly and not wait for their views to be sought.

#### **18. PROVISION OF TAXI RANKS AND BUS STOPPING FACILITIES**

Members considered a report submitted by the City Council compiled following representations from the taxi companies about taxi rank facilities in Carlisle.

The taxi companies were requesting that they be consulted when planning applications were considered in order to ensure that taxi rank facilities were incorporated into planning applications where necessary. This message would be passed on to the City and County Planning officers.

The taxi companies were concerned about parking on taxi ranks and Mr Poole would ensure that wardens were encouraged to carry out more enforcement at these locations.

The taxi companies had requested the provision of shelters for customers particularly on Court Square. The provision of a shelter at that location had been considered in the past, however the difficulty of designing and funding an appropriate structure for the conservation area had prevented any further action. It was noted that it was unlikely that the taxi companies would be willing to make a contribution to the cost of a shelter.

The taxi companies were concerned at the loss of ranks as a result of police vehicles parking on English Street however at its last meeting the Local Committee had agreed to a Traffic Regulation Order to officially permit the police parking and proposed the provision of an additional evening taxi rank on the loading bay outside Woolworths.

The taxi companies had requested consideration be given to the extension of the railway station taxi rank however Members felt that this would not be possible. It was suggested however that use of the rank could be opened up to all officially registered hackney carriages, not just the black cabs this would assist in the more rapid removal of people from the City Centre area during the evening.

There was a general request within the report for the location of taxi ranks to be reviewed in certain areas however Members felt that this should not be done on a piecemeal basis but should be carried out as part of an overall review. This review could form part of the consultation on the Carlisle Renaissance Movement Strategy.

The report also referred to a problem identified in meetings with Stagecoach regarding parking on bus stops. The Area Engineer advised that a report would be submitted to the Highways Working Group on the possible provision of bus stop clearways which would enable penalty charge notices to be issued to anyone parking on a bus stop marked as a clearway.

**AGREED,** that the comments of ATAG Members on the content of the report be reported to the Local Committee.

## **19. PETTERIL VALLEY MASTER PLAN**

A report from Cumbria Highways detailed proposals for a River Petteril Master Plan which had been identified as part of a study into areas of neglected under-used and derelict land. The River Petteril ran through some of the most socially deprived areas of Carlisle and also through some of the most beautiful landscapes and the report included an account of how the land was currently utilised and made proposals for change in use in order to improve the environment generally. Mr J White, Regeneration Manager, attended the meeting to discuss the Master Plan with Members. He explained that the North West Development Agency had asked for the study to be carried out into areas of derelict land with the aim of providing suggestions for public use of the land. Some funding had been approved for the implementation of the scheme by the NWDA to carry out the study however approval of funding towards the works required was still awaited. The total cost of the scheme was estimated to be in the region of £350,000 which included a small amount funding towards maintenance. Consultation had been carried out with stakeholders including the Environment Agency and it fitted in with flood defence proposals. Discussions had also taken place with City Council officers about how the scheme would tie in with the Three Rivers Project.

The NWDA had advised that the Master Plan would be submitted to Cumbria Vision as part of their consultation process. The support of Cumbria Vision towards the project was important and accordingly, it would be necessary to inform the members of Cumbria Vision about the project and why it was necessary.

**AGREED,** that

- (1) the Local Committee be recommended to support in principle the River Petteril Master Plan and that this support be relayed to Cumbria Vision;
- (2) copies of the report on the Master Plan be circulated to Members of the ATAG and Faber Maunsell.

## **20. CUMBERLAND INFIRMARY LINK**

The Group considered a report outlining a proposal by Sustrans to provide a cycle route between the Hadrians Cycle Route and the Cumberland Infirmary.

Ms Brewis, on behalf of the Cumbria Cycle Panel spoke in support of the proposal. She advised that part of the funding for the link could be sought from the landfill tax fund. The success of the application however would be dependant upon Sustrans putting in an early planning application and therefore an urgent indication of support from the County Council would be required.

As well as encouraging more cycle tourism the route could be used by Infirmary staff and visitors and therefore have health benefits and would assist with parking problems in the area.

The funding required for the scheme was detailed in the report and the County and City Councils would be asked to support the scheme financially. The majority of land covered by the proposed cycle route was owned by the City Council however the route would utilise the redundant River Eden railway viaduct which was it was understood was now owned by Sustrans. It was hoped that £50,000 towards costs could be obtained from the landfill fund and Sustrans would support the scheme by utilising the viaduct and carry out surveying works.

Whilst generally supporting the principal of the proposed Cumberland Infirmary link and its proposed route members expressed concerns regarding the maintenance of cycle ways. Within the Carlisle area, there were cycle routes for which funding had been found but on which there had been no subsequent maintenance. These routes included the Carlisle to Dalston cycle path and members had hoped that Sustrans would have carried out maintenance work however this had not been the case and some of the edges were now crumbling away. Ms Brewis suggested that the cycle routes formed parts of the Highways network and as such, the County Council should ensure that they were adequately maintained.

As the movement strategy for Carlisle was currently under consideration it was felt that the provision of the Cumberland Infirmary Cycle Link should be fed into that process. In addition, reference was made by the Local Member to the possibility of creating a cycle route along the footpath leading from the White Ox public house crossing the River Caldew and it was agreed that this should also be considered as part of the movement strategy.

The future issue of lighting along the route of the proposed cycle way would also need to be considered in due course.

Ms Brewis concluded by advising members that as the landfill tax fund was only available for a short time it would be unfortunate to miss the opportunity to utilise the grant assist with the provision of this cycle link and all the benefits it would provide.

**AGREED,** that

- (1) Carlisle Local Committee be advised that the Area Transport Advisory Group supports in principal the route of the proposed Cumberland Infirmary link however there were outstanding concerns regarding future maintenance of cycle routes;

- (2) the Cumberland Infirmary link and the suggested creation of a cycleway from the White Ox across the River Caldew be considered as part of the Carlisle movement strategy.

The meeting closed at 11.25 am.

LMG/FB