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

Minutes of a Meeting of the Carlisle Area Transport Advisory Group held on Monday 28 July 2003 at 9.30 am at The Courts, Carlisle.

PRESENT

Mr J Mallinson (Chairman)

Mr R E F Aldersey	-	Cumbria County Council
Mr R Bloxham	-	Carlisle City Council
Ms J Holland	-	Carlisle Parish Councils' Association
Mr W McPhail	-	Stagecoach
Mr R Morton		Carlisle City Council
Mr B Porter		Cumbria Cycle Panel
Mr J R D Robinson		Cumbria County Council
Mr C J Southward		Cumbria County Council
Ms J Whyberd		Road Haulage Association

Officers in Attendance:-

Mr K B Poole		Carlisle City Council
Mr J Smith	-	Cumbria County Council Area Engineer
Mrs L M Graham		Member Services Unit

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Mr J Adams, Ms D Brewis (substitute Mr B Porter) and Mr M Mitchelson.

2. MEMBERSHIP

It was noted that Mr R Bloxham and Mr D Morton had joined the Group as representatives from Carlisle City Council. The Chair welcomed them to the meeting.

3. DECLARATIONS OF INTEREST

There were no declarations of interest.

4. MINUTES

The minutes of the last meeting of the Group held on 10 April 2003 were received.

Further to minute No 42 – Amenity Lighting Programme 2003/04 – Mr Poole agreed to progress the pruning of overhanging trees in the crime “hot spots” as reported at the last meeting.

Further to Minute No 44 – New Technology for Transport – Mr Southward reported that he continued to have concerns about how location of the CCTV camera mast on Denton Street had been chosen and whether an alternative location had been fully explored. The mast for the camera was so large that it obstructed a large part of the width of the footway. Mr Bloxham agreed to arrange for the points made by Mr Southward regarding the location of the CCTV on Denton Street to be responded to in writing.

5. 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.

6. FEEDBACK FROM LOCAL COMMITTEE

A report by the County Corporate Director – Community, Economy and Environment summarised actions agreed by the Local Committee on highways matters and detailed the current status of proposals made as a result of recommendations from previous meetings of this group. In future, schemes would be deleted from the list as they were completed with the proviso that each scheme would appear at least once on the schedule. Where schemes were to be out forward for funding in the following financial year these would continue to appear to be on the schedule until a final decision on whether or not they would be carried out had been taken.

Further to Decriminalised Parking Enforcement Mr Smith advised that he was examining the financial arrangements with City Officers and would be reporting-back to the Local Committee in due course.

Further to consideration to of the wider traffic management issues for the Raffles Estate Mr Bloxom advised that discussions were taking place with Lovells builders, Carlisle Housing and the City Council regarding an improved road system for the estate.

Further to the Alleygator Project Mr Smith advised that a report on the Barrow experience would be submitted to the County Council Cabinet during September following which a decision on whether Alleygator could be erected in other parts of the County would be taken.

Further to Kentmere Grove Cut Mr Smith advised that this had not been successful in attracting funding from the 2003/04 annual packages of measures budget.

Further to the provision of the cycle lane at the Kingstown Road Junction modification Mr Porter advised that he had serious concerns regarding the safety of cyclists following the changes to the cycle lane network at the junction. He felt that a central cycle lane should

have been provided and advised that the position on the ground did not meet new Government legislation for advanced cycle stop lines.

RESOLVED, that Mr Porter, the Chairman of the Transport Steering Group and the Area Engineer meet on site to discuss the current situation and report back to the ATAG on suggested improvements.

Further to the requests for provision of parking bays Mr Smith advised that Capita would be producing a list of applications for parking bays to a future meeting of the Local Committee. This list would be prioritised as far as possible and Members would be required to suggest a programme for implementation bearing in mind that £20,000 was available within the current financial year. In relation to parking bays in Denton Holme Mr Porter advised Members that it was intended to re-route the Reivers cycle route onto the Caldew cycle route which would mean more cyclists would be using Denton Street. The length of street where cars parked outside the shops was a particularly dangerous stretch for cyclists.

In noting that taxis were to be allowed to use the Lowther Street bus gate Members discussed what steps should be taken to enforce the order preventing passage by other vehicles. Once the appropriate legislation had been passed City and Council Officers could discuss the possibility of enforcing the bus gate by decriminalised parking enforcement. In addition there were questions regarding the appropriateness of the type of camera provided and it was

RESOLVED, that City and County Officers consider what action should be taken regarding the Lowther Street bus gate as quickly as possible and report back as appropriate.

7. PARK AND RIDE

A report by the County Corporate Director – Community, Economy and Environment outlined the proposals detailed in the Local Transport Plan for Park and Ride and updated Members on the possible park and ride proposal for Carlisle which had been discussed at the last meeting of the Group. Mr McPhail advised that Stagecoach's plans for a Christmas Park and Ride project were well advanced. This would run from a tarmaced area at Kingmoor Park which was well lit and fenced in. Buses would use the back entrance to Kingmoor Park and run along Etterby Street to Stanwix Bank traffic signals. Buses would run at 10 minute intervals and there would always be a bus waiting at Kingmoor Park. The financial subsidies from local businesses and the County and City Councils had still to be finalised. A large publicity campaign would be needed particularly for those coming to Carlisle from the North. Staff from shops in the Lanes would be encouraged to use the park and ride scheme. Members from both Councils commented that their Authorities would be unlikely to be able to offer other than a minor contribution towards the costs of this scheme.

Members had reservations of the likely success of a trial park and ride scheme at this time and felt that the scheme should not be viewed as a pilot park and ride scheme for Carlisle as a whole. In general, the success of park and ride could only be judged when all the appropriate infrastructure was in place. This would include car parks on the appropriate arterial routes serviced by buses which were in expensive and able to travel more quickly

than cars by using dedicated bus lanes. In addition car parking in the City would need to be discouraged perhaps by the use of higher charges. It was also felt that the Christmas period might not be the best time to run a trial scheme as passengers were likely to have heavier shopping bags to take on the buses.

A major factor in the success of park and ride in other areas was the provision of dedicated bus lane space. Given the nature and width of the roads in Carlisle this would be a problem. For the future, issues such as having lanes of traffic available for inbound buses during the morning period and outbound during the afternoon and evening could be addressed.

Mr McPhail commented that the free passage of buses and other vehicles around the City centre was currently hampered by the many cars, lorries and vans parked in the carriageway at different times of the day.

Mr Aldersey suggested an alternative park and ride scheme using the smaller "bus" trains running from stations in towns and villages outside the City where drivers could leave their cars. Ms Whyberd suggested that an alternative park and ride involving transporting school children to and from school could be investigated.

The report also outlined the proposal in the local transport plan for park and ride in the Carlisle area in general. Mr Smith reported that the proposed schemes had been agreed some time ago and some might be no longer viable. Capita had been asked to investigate park and ride in the city and the effect on radial routes once the CNDR was completed. Mr Aldersey advised that there was local opposition to the provision of park and ride on the A595.

RESOLVED, that Carlisle Local Committee be advised that

- (1) Given the above views the Committee be advised that the ATAG has reservations about the success of the proposed Christmas park and ride trial
- (2) The trial scheme could be progressed subject to sufficient subsidy funding being available bearing in mind the likelihood that the County and City Councils would only be able to offer a small financial contribution
- (3) Future park and ride proposals would only be successful when all the appropriate infrastructure was in place.

8. BOTCHERGATE ENVIRONMENTAL IMPROVEMENTS

A report by the County Corporate Director – Community, Economy and Environment outlined the proposals for the Botchergate Environmental Improvement Scheme which was detailed in the Local Transport Plan APR for implementation during 2003/04. A contribution of £90,000 had been secured from the developer towards the cost of the Botchergate Scheme. Work was taking place on the suggestions made by the Local Committee at its meeting on 8 May regarding the possibility of moving the in-bound bus stop nearer to the City Centre and removing the stopping-up proposals at the Cecil Street/Tait Street/Brunswick Street junction.

The original scheme had been agreed in 2001 and, as such, the proposals had not been considered by the Cumbria Cycle Panel which was not established until 2002/3? Mr Porter advised that this was unfortunate as cyclists would have preferred to have the provision available to them in London Road and the upper part of Botchergate to be continued towards the Railway Station. A short length of a central carriageway cycle lane leading to an advanced stop sign at the Station traffic lights was acceptable to the cycling community but it was disappointing that this was not continued along the whole of the length of Botchergate.

Members were asked to note that the Conservation Officer at the City Council had suggested that sandstone paving blocks be used given that part of the area was a conservation area. Members heard, however, that the cost of the sandstone blocks would be prohibitive and felt that, given their location, there was likely to be some high degree of damage and this would become an expensive ongoing maintenance cost. It was noted that freestanding lighting columns would be provided along the length of Botchergate concerned.

RESOLVED, that the comments made by Members be noted.

9. CYCLING MEASURES

A report by the County Corporate Director – Community, Economy and Environment sought Members comments on a list of sustainable transport schemes to be funded via the sustainable transport category of the Annual Package of Measures.

In addition to the five suggested schemes detailed in the report Mr Porter put forward two other schemes for consideration. These related to a proposed link from the Caldewgate Cycle Path to the Cumberland Infirmary using the access road to the Port Road Business Park. A gateway to allow access to the Infirmary grounds would need to be provided in the fence erected by the Health Authority. The second proposal related to the provision of an 'undertaking' lane on the road alongside the Stanwix car park. The provision of such a lane would encourage car drivers to keep away from the edge of the road and thereby leaving it for the free passage of cyclists when traffic was stationary. A Traffic Regulation Order would be required for the Infirmary proposal and discussions with the Health Trust would need to be held. The undertaking lane would be easier and less difficult to implement.

Mr Porter was asked for his comments on all the proposed schemes and it was

RESOLVED, that the following schemes be put forward to Carlisle Local Committee for inclusion in the Sustainable Transport Programme of Works:-

Provision of 20 extra cycle parking spaces in the City Centre located in Castle Street, in the vicinity of the Tourist Information Centre, Scotch Street and Banks Street. Cyclists would be required to dismount to reach the parking spaces in the pedestrianised zone - £5,000

- Caldew Cycleway at Dalston – surface and cleaner signing on the last 100 metres of NCN 7 to road access - £4,500
- Advanced stop lines at traffic signal junctions around the City - £5,500
- Undertaking lane on Stanwix Bank - £5,000

The proposals relating to the extension of the Caldewgate cycle path to the Cumberland Infirmary and the proposal to permit access to the City Centre pedestrian zone to cyclists before 10.00 am and after 4.00 pm would be discussed further by the Cycling Panel in the first instance.

10. COMMUNITY SPEED WATCH VIDEO

The showing of this video was deferred to the next meeting of the Advisory Group.

Ms Holland reported that the view of the Carlisle Parish Council Association regarding community speed watch was that Parish Councils were concerned at the lack of Police support for speeding in rural areas. As volunteers members of Parish Councils could not be expected to take on more and more duties, including the carrying out of community speed watch schemes for which the Police should be taking responsibility.

11. SAFE WAYS TO SCHOOL VIDEO

The showing of this video was deferred to the next meeting.

12. DATE OF NEXT MEETING

This would be held towards the end of September with a date to be arranged by the Secretary.

The Meeting ended at 12.15 pm.