

CARLISLE AREA TRANSPORT ADVISORY GROUP

Notes of a Meeting of the Carlisle Area Transport Advisory Group held on Wednesday 2 October 2002 at 2.00 pm at the Civic Centre, Carlisle.

PRESENT

Mr J Mallinson (Chairman)

Mr R E F Aldersey	- Cumbria County Council
Ms D Brewis	- Carlisle Cycling Campaign
Mr P Farmer	- Cumbria County Council
Mr J M Guest	- Carlisle City Council
Mr B Hodgson	- Carlisle Taxi Association
Ms J Holland	- Carlisle Parish Councils Association
Mr B McFarland	- Stagecoach in Cumbria
Mr M Mitchelson	- Carlisle City Council
Ms J Morris	- Riverside Group
Mr G R Prest	- Carlisle City Council
Mr M L Richardson	- Cumbria County Council
Mr J R D Robinson	- Cumbria County Council
Mrs C Rutherford	- Carlisle City Council
Mr R Watson	- Cumbria County Council
Ms J Whyberd	- Road Haulage Association/W Armstrong

Officers in attendance:

Mr M Battersby	- Director of Environment and Development, Carlisle City Council
Ms E Chua	- County Council Area Support Team
Mr J Smith	- Carlisle Area Engineer, Cumbria County Council
Mr R Terwey	- Department of Community, Economy and Environment, Cumbria County Council
Ms C Watson	- Public Transport Unit, Cumbria County Council

16. APOLOGIES

Apologies for absence were received from Mr W Casey (substitute Mr B Hodgson), Mr C J Southward (substitute Mr M L Richardson), Mr V Dodd, Mr R Hindson and Mrs M Whales in connection with Agenda Item No 5(3) – Parking Petitions. The Group were advised that Mr D Scott's (Stagecoach) replacement would in future be Mr W McPhael however he was unable to attend this meeting as was Mr D Ashworth and their substitute was Mr B McFarland.

17. DECLARATIONS OF INTEREST

There were no declarations of interest.

18. MINUTES

The Minutes of the last meeting of the Carlisle Area Transport Advisory Group held on 22 August 2002, subject to the amendment to show Mr R Watson represented Cumbria County Council and not the City Council, were confirmed as a correct record.

Further to Note No 7 – Alligator Project Mr R Watson advised that he felt Members still had not received the full information they requested concerning the Alligator Project and particularly in relation to what had actually been provided, on the ground, in Barrow. Mr Smith reminded the Group that there were no legal grounds on which a public highway could be closed by the use of a gate. The Barrow gate had been provided as an experiment and on the understanding that no other such gates would be erected in the County.

AGREED, that a further report providing precise details of the provision made in Barrow under the Alleygator Project together with reasons why this could not be replicated in Carlisle, even as a pilot study, be submitted to the next meeting.

Further to Note No 12 – Potential Modifications to Existing Traffic Orders Mr G Prest advised that his understanding from the last meeting was that CAPITA, and not the City Council, would be prioritising the Schemes submitted as potential modifications to existing traffic orders. Mr J Smith, advised that CAPITA were, in fact, carrying out this work at the present time and a further report be submitted to the next meeting.

19. CARLISLE LOCAL COMMITTEE

The Group received an extract from the draft Minutes of the Carlisle Local Committee held on 12 September 2002 concerning highways issues discussed at the meeting.

In relation to Minute No 55 – City Centre Bus/Rail Interchange and Bus Priority Measures Mr Smith informed Members that the decision taken on this report had been referred back to the Committee by the Regeneration Scrutiny Panel. An urgent special meeting of the Local Committee would be considering the scheme further.

20. PETITIONS

(1) Kentmere Grove

Mr P Farmer, the local County Member for the area, advised Members that a petition requesting the closure of a cut at Kentmere Grove had been submitted to the City Council in August 2001. The report had been referred to the County Council's Area Committee however it had not appeared on the agenda of the Area Committee. Mr Farmer advised Members of the background to the request for the closure of the cut and the geography of the area. The cut in question passed between two properties, ran adjacent to a play area and joined another paved footpath which local people considered to be a suitable alternative. Owners of properties living close to the cut considered that it was being used as an "escape route" for vandals and criminals.

Mr Smith reminded Members of the discussion regarding the Alligator scheme and the difficulties experienced in wishing to close any rights of way. It was noted that some similar cuts had been closed on the Raffles estate a number of years ago. Mr Battersby advised that this had been done as part of a comprehensive review of the estate and in all cases suitable alternative routes, acceptable to all sides, had been presented. An Order to close a cut/public right of way could not be confirmed if there were any objections to the Order and such objections could be received from Ramblers' Associations etc not necessarily from the area. However, Members would wish to support the views of local people should this be possible and it was

AGREED, that Carlisle Local Committee be **RECOMMENDED** that a report on the closure of this cut should be submitted to the Local Committee identifying the source of funding for the Order. Should it be impossible to proceed with the closure the Local Committee be asked to look at other ways of mitigating the problems in the area.

(2) **Castlerigg Drive**

Mr P Farmer, the Local County Councillor for the area, reported on a petition signed by the majority of residents of Castlerigg Drive calling for traffic calming measures to be introduced along the road. This was a residential road which was often used as a "rat run" to local shops with traffic often travelling in excess of the speed limit. The local residents preferred option for traffic calming was to make Castlerigg Drive one way running from Stonegarth to Westrigg Road. Problems were also experienced along the road due to the high number of cars wishing to park on the highway. Members also referred to another petition from the Morton area requesting the provision of more laybys to ease this congestion and this applied also to the Castlerigg Drive area.

AGREED, that Carlisle Local Committee be **RECOMMENDED** that an investigation into the problems experienced on Castlerigg Drive be undertaken with a view to submitting the proposal for a one-way order into the budget round 2003/04.

21. PARKING PETITIONS –

(1) **BACK LANES OF WARWICK ROAD, AGLIONBY STREET AND WARWICK SQUARE**

(2) **THREAVE COURT**

Mr G Prest, the local City Councillor, advised that residents of the Warwick Road/Aglionby Street/Warwick Square area had submitted a petition requesting the extension of the residents parking scheme to back lanes adjacent to The Green in the triangle form by the three streets. Mr Prest also referred to problems being experienced generally in the area of St Martin's College where parking was becoming extremely difficult. Both of these schemes had been included in the list submitted to the last meeting which was currently being prioritised by CAPITA*dfs*.

The petition in relation to Threave Court, an area of flats for senior citizens, asked for assistance with traffic congestion on the days when football matches were held at Brunton Park. The residents were often unable to use the pavements as vehicles were parked on them. The Group felt this was an issue of enforcement which should be drawn to the attention of the Police.

RESOLVED, that

- (1) the request for the extension of the residents' parking zone in relation to the triangle formed by Warwick Road/Aglionby Street and Warwick Square and the area surrounding St Martin's College be considered as part of the prioritised list submitted to the next meeting;
- (2) Mr Smith contact Cumbria Police regarding the enforcement of safe parking surrounding Threave Court on match days.

22. RIVERSIDE HOUSING ASSOCIATION

Ms J Morris of Riverside Housing Association advised the Group of proposals to redevelop the Raffles estate in Carlisle to be carried out by a partnership formed by Riverside Housing Association and Lovell Builders. This would be a large scale development which would provide additional new housing stock together with proposals for a new mini market, open spaces/parks, fitness trail etc. As a result of the redevelopment there would be effects on the local highway network. The Partnership wished to create a new link road between Parham Grove and Marks Avenue and was suggesting that certain one-way orders within the estate be removed to allow residents to travel from west to east across the estate. The new building would take place on land which had already been cleared of existing housing stock. The Partnership were consulting widely with local residents, the police, leisure services etc and wished to commence discussions regarding highways issues at an early stage.

Ms Morris advised that the developer would pay for the provision of the new link road however detailed discussions regarding funding for other highways issues had still to take place with the Partnership. Mr Guest advised Members that traffic problems on the Raffles estate had been worsening for some time and that it may not be appropriate for the development partnership to address the longstanding problems.

In response to a question from a Member Ms Morris agreed to investigate whether the site of the former HK Campbell School formed part of the development. She also advised that the Partnership would consider issues in relation to cycle routes particularly where these related to safe routes to schools.

Ms Morris was thanked for her presentation and for the information supplied to Members regarding the development. Discussions with officers in relation to highways issues should continue.

23. ANNUAL PROGRESS REPORT (2)

Mr R Terwey for the Director of Community, Economy and Environment advised the Group of the position in the Local Transport Planning process of the annual progress

report. The Local Transport Planning process provided a framework plan for the years 2001/02 to 2005/06. The Annual Progress Report (of which this was the second) reported on how the LTP was being implemented and progress made towards the target set in the plan.

This Group should have three opportunities throughout the year to feed its views into the process. As well as commenting on the APR report on completion (as now) the Group would be given an opportunity to comment on the DTR's settlement letter received in January and in April would be asked to look at individual priorities for the area. Copies of the full APR document were available for those Members who had not received one at the last meeting. Mr Terwey advised that members of the public could access copies of the APR report at libraries, some supermarkets and via the intranet and internet. There would also be press releases and a poster campaign.

24. KINGSTOWN ROAD JUNCTION MODIFICATION

A report by the County Director of Community, Economy and Environment advised Members of issues that had been raised regarding possible amendments to the cycle facilities, modifications to bus shelter and provision of bollards to prevent parking on the recently constructed A7 Kingstown Road/Kingstown Broadway Junction Modification.

The current north travelling cycle lane directed cyclists into the Kingstown Industrial Estate. The County representative of the CTC had suggested that the northbound and southbound cycle lanes on the A7 be removed to the centre of the carriageway to assist cyclists travelling straight on in a northerly direction and those cyclists wishing to turn right into the industrial estate when travelling from the south. Members of the Group however considered that less experienced cyclists would not wish to travel along a cycle lane in the middle of such a busy road. There were concerns that given the high number of HGVs travelling along this road cyclists would be put in danger and the Road Haulage Association and Stagecoach representatives on the Group concurred with this view. Ideally, cycle facilities should be provided along both sides of the road and in the middle lane to assist cyclists wishing to travel north however this was not possible due to the lack of road space. Ms Brewis suggested that the cycle lane should continue for the most part in the nearside lane but cross to the middle of the road at the junction facilitated by a coloured cycle lane to allow cyclists to cross the carriageway. Other Members felt that this would be a dangerous manoeuvre to be of concern to both cyclists and motorists.

Members felt that they could not come to a conclusion on the location of the cycle lane and

AGREED, that the report (and a detailed plan) be submitted to Carlisle Local Committee without a recommendation from the Group as to how to proceed.

25. DEPARTMENT FOR TRANSPORT CONSULTATION PAPER – REVIEW OF BUS SUBSIDIES

Ms C Watson of the Public Transport Unit, Cumbria County Council introduced the DFT consultation paper on the review of bus subsidies. The consultation principally focused on a review of Bus Service Operators Grant (BSOG) although it also considered other funding themes. Views were sought on options for change. Ms Watson described each of the options and the proposed response from the County Council.

Some of the options favoured services in urban areas and others in rural areas however none of them particularly favoured counties such as Cumbria with its mix of urban and rural transport arrangements. Whilst parts of some of the options could be appropriate for particular areas of the County none of them would benefit the County as a whole. Members commented that a favoured option would have been to provide for the same concessionary fares for all areas of the country however this was not on offer in the consultation document. In an area such as Carlisle, bus companies entering the area from Scotland and Northumberland had different levels of concession and this caused discontent for bus users.

AGREED, that the report be noted and the Public Transport Unit note the comments of Members.

26. DATE OF NEXT MEETING

The next meeting of the Group was arranged for Monday 11 November 2002 at 2.00 pm at The Courts, Carlisle.

The Meeting ended at 4.40 pm

LMG/LH