



# INFRASTRUCTURE OVERVIEW AND SCRUTINY COMMITTEE

## *Committee Report*

Public

Date of Meeting: 25th April 2002

Title: CARLISLE AND CITY CENTRE BUS/RAIL INTERCHANGE AND  
BUS PRIORITY

Report of: DIRECTOR OF ENVIRONMENT AND DEVELOPMENT

Report reference: EN 057/02

### **Summary:**

At its meeting on 7<sup>th</sup> March 2002 the Committee commented on the consultation from the County Council. A summary of the consultation and proposed way forward was considered by the Carlisle Transport Steering Group at its meeting on 17<sup>th</sup> April. The report will be forwarded to the County Council's Area Committee to consider without any specific recommendation from the CTSG.

A copy of the report is appended for information and Members' attention is drawn to this Council's response in Appendix 5 together with the County Officers' comments.

The Committee may wish to assess if their concerns have been adequately addressed.

### **M Battersby**

Director of Environment and Development

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<b>CARLISLE TRANSPORT STEERING GROUP</b>	<b>Report No.</b>  10
<b>Meeting Date : 17 April 2002</b>	
<b>From: Director of Community, Economy and Environment</b>	

## CARLISLE CITY CENTRE BUS/RAIL INTERCHANGE & BUS PRIORITY STAGE 3 CONSULTATION

### 1.0 EXECUTIVE SUMMARY

- 1.1 *This report gives details of the third and final stage of consultation on the proposed Bus/Rail Interchange and Bus Priority Scheme, summarises the responses received and makes recommendations to progress the scheme (with amendments) to implementation.*

1.1

### 2.0 POLICY POSITION AND BUDGETARY IMPLICATIONS

### 3.0 RECOMMENDATION

- 3.1 *That the committee note the results of the questionnaire survey, the comments received and officer's comments and observations. (Appendices 3, 4 and 5).*

- 3.2 *That the committee approves the proposed amendments to the scheme and approves the progression of the scheme to award of tender stage. (Proposed scheme amendments contained in Appendix 2).*

### 4.0 BACKGROUND

- 4.1 Consultation Leaflets (including the questionnaire) were distributed between 22<sup>nd</sup> February and 5<sup>th</sup> March 2002. Various techniques were used to target all those with an interest in the scheme. The strategy is summarised in Appendix 1.

- 4.2 Of the 10,000 leaflets printed it is estimated that approximately 8,000 have been targeted successfully. This includes direct mailing, handing out face-to-face to shoppers, bus passengers in queues, and drivers entering The Lanes car park. Leaflets were also available at the exhibitions and from buses on city centre routes.

- 4.3 By the end of the consultation period, (allowing for posting on the 22<sup>nd</sup> March), 406 questionnaires were received. This corresponds to a 5% reply, which is in line with national average for consultations of this type.

### 5.0 CONSULTATION RESULTS

- 5.1 A full breakdown of the results from the questionnaire including interpretive findings is included in Appendix 3. A summary of additional comments relating to the questions is included in Appendix 4. Further comments, from other sources (not the questionnaire), are summarised with officer's observations in Appendix 5.

- 5.2 The majority (56%) of respondents said they were, overall, in favour of the scheme.
- 5.3 Nearly half (43%) of those in favour had some reservations about certain parts of the scheme. The main concern was the proposed pedestrianisation of Citadel Station Forecourt/Court Square. The majority want short stay parking and/or dropping-off / picking-up places.
- 5.4 The second most disliked proposal was the additional bus lanes. Analysis of the figures show that of those objecting to the scheme, 45% never use the bus, and of those who do not want bus services and facilities improving, very few of them (12%) use the bus daily.
- 5.5 Conversely, of those who support the scheme and want improvements to the bus services, there is a much larger proportion of regular (daily) bus users.
- 5.6 Although 73% said they want bus services and facilities improving, a large number of people were referring to route and punctuality of services and the poor state and user unfriendliness of the bus station. Of the issues related to the scheme, there was most demand for better/more bus shelters and better information.
- 5.7 The vast majority (63%) of respondents dislike the proposal to remove all parking from Court Square/Citadel Station Forecourt. Further analysis of the data shows that those against the proposal mainly travelled to the station by car, and those in favour of it (30%) mainly travelled by bus, taxi, walked or cycled.
- 5.8 There was a slight majority (51% against 40%) of replies in favour of taxis being able to use bus lanes (with the exception of the contra-flow lane on Lowther Street). This proposal was also includes White Saloons but not private hire vehicles. Analysing the comments to this question shows a wide spectrum of comments for and against this proposal. Most significantly though, is Stagecoach support the proposal.
- 6.0 CONCLUSION
- 6.1 The results of the consultation show there is support for the scheme and appreciation of the benefits it will bring to public transport users, pedestrians and cyclists. There are, however, also objections over many of the proposals and to the scheme as a whole.
- 6.2 To allow the scheme to proceed, the objections needs to be addressed and amendments made to the scheme as considered necessary.
- 6.3 The main objection is the proposal for Court Square/Citadel Station Forecourt. It is considered necessary, in light of the overwhelming feedback, to provide short stay parking in this area. The principal aim of the original proposal should not be lost however, and improvements for pedestrians should also be incorporated. With this aim, a preliminary design has been prepared which provides parking (16 spaces out of the original 20), and an improved pedestrian route (See drawing in Appendix 6).
- 6.4 Other proposed amendments are minor changes additions to bus shelter locations and cycle lanes etc. These amendments are listed in Appendix 2.
- 6.5 A forward programme for the scheme proposals leading to implementation is enclosed at Appendix 7.

APPENDICES

1. *Consultation Strategy*
2. *Proposed Amendments to Scheme*
3. *Results from questionnaire*
4. *Summary of Comments from Questionnaire*
5. *Summary of additional comments and Officer's Response*
6. *Proposed redesign of Citadel Station Forecourt/Court Square*

IMPLICATIONS

Staffing:

Electoral Division(s):

Executive Decision: Yes/No

Key Decision: Yes/No

Have the urgency procedures been used: Yes/No

BACKGROUND PAPERS

Carlisle Joint Committee 4 October 2001 : Report No. 12

Carlisle Joint Committee 4 October 2001 : Minute No. ??????

Contact: *Shamus Giles*  
*Telephone 01228 606223*  
*Email: shamus.giles@capita.co.uk*

Carlisle City Centre Bus/Rail Interchange and Bus Priority

Public Exhibition and Consultation – 25<sup>th</sup> February – 4<sup>th</sup> March

Appendix 1 to  
Agenda Item No  
CLC 17/4/02

Location	Operation	Day	Time	People	No. of leaflets	Leaflet Store
	Letters and leaflets to Members	Wed 20 <sup>th</sup> Feb		Shamus	70	Viaduct – Contact Shamus Giles 01228 606223
	Letters and leaflets to Interest Groups	Thur 20 <sup>th</sup> Feb		Shamus	35	Viaduct – Contact Shamus Giles 01228 606223
	Letters and leaflets to Frontagers	Mon 25 <sup>th</sup> Feb		1 person	75	Viaduct – Contact Shamus Giles 01228 606223
Cumberland News	Press release and details	Fri 22 <sup>nd</sup> Feb		GH/ST	0	
Queues at bus stops & passengers alighting from buses at - English Street – Lowther Street (W) – West Tower Street – Lowther Street (E) – The Crescent	Hand out leaflets to passengers with brief explanation of proposals Circuit of bus stops with one person starting at English Street and one at West Tower Street	Tue 26 <sup>th</sup> Feb & Wed 27 <sup>th</sup> Feb	08:00-09:00 10:00-12:00 16:30-17:30	2 people	1500	The Courts, English Street
On all buses using English Street/Devonshire Street and West Tower Street	On approx 50 buses in leaflet holders (unmanned)	Mon 25 <sup>th</sup> -Fri 1 <sup>st</sup> Mar (or as long as leaflets last)	All day	none	3000	Bus info centre Lonsdale Street – (Contact Derek Scott 01228 822022)
The Lanes/English Street pedestrian zone	Hand out leaflets to passing pedestrians with brief explanation of proposals	Mon 25 <sup>th</sup> Feb Tue 26 <sup>th</sup> Feb Fri 1 <sup>st</sup> Mar Sat 2 <sup>nd</sup> Mar	11:00-15:00	2 people	2000	
Lanes Car Park	Hand out leaflets to motorists at barrier when coming into car park. No explanation required.	Sat 2 <sup>nd</sup> Mar	10:00-15:00	2 people	1000	In car in car park or in library information desk
Library	Main exhibition with detailed plans on display. Shamus at library Wed and Friday	Mon 25 <sup>th</sup> Feb – Mon 4 <sup>th</sup> Mar	All day	none (except for SPG on Wed & Fri)	800	Library information desk
Railway Station	Second exhibition with detailed plans on display	Mon 25 <sup>th</sup> Feb – Mon 4 <sup>th</sup> Mar	All day	none	800	Virgin Information Desk
Bus outside Old Town Hall on English Street	Third exhibition with detailed plans on display	Thur 28 <sup>th</sup> Feb	10:30-16:30	SPG	400	On bus
Spare leaflets	For people requesting further information	Mon 25 <sup>th</sup> Feb - Fri 22 <sup>nd</sup> Mar		SPG	320	Viaduct – Contact Shamus Giles 01228 606223

CARLISLE CITY CENTRE BUS/RAIL INTERCHANGE AND BUS PRIORITY  
PROPOSED AMENDMENTS TO SCHEME

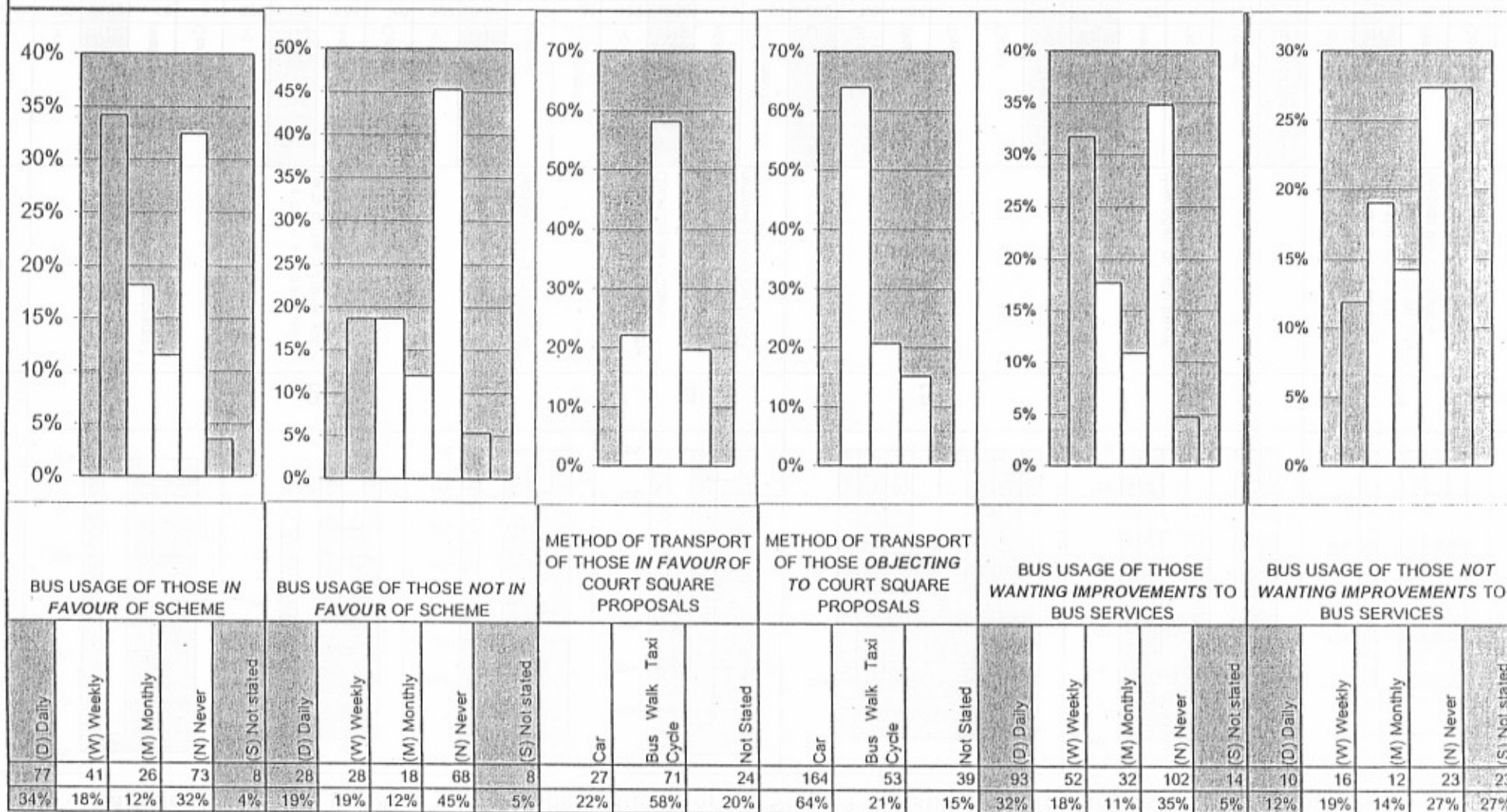
1. **Citadel Station/Court Square**
  - a. Amend design to include the existing disc parking area and most of the 20 minute waiting places in Station Forecourt (see Appendix 6).
  - b. Include parking spaces for motorcycles
  
2. **Cycle Lanes and Advanced Cycle Stop Lines (ASL)**
  - a. Remove the ASL at the top of Warwick Road
  - b. Remove the ASL on Lowther Street at its junction with Devonshire Street
  - c. Add an ASL on Scotch Street (Northbound) at its junction with New Drovers Lane
  - d. Add an ASL on West Tower Street (Eastbound) at its junction with Scotch Street
  
3. **Devonshire Street**
  - a. Move the bus shelter further west, towards English Street



Carlisle City Centre Bus/Rail Interchange & Bus Priority - Stage 3 Consultation Response to Questionnaire

No. of replies		406	Total No. of Questionnaires Returned		
	%				
Y	229	56%	1	<p>Bar chart showing responses to question 1. The y-axis represents percentage from 0% to 60%. The 'Y' bar reaches approximately 56%, 'N' reaches approximately 39%, and 'neither/no entry' reaches 4%.</p>	
N	159	39%			
neither/no entry		18	4%		
Comments		24			
Y	226	56%	2	<p>Bar chart showing responses to question 2. The y-axis represents percentage from 0% to 60%. The 'Y' bar reaches approximately 56%, 'N' reaches approximately 31%, and 'neither' reaches 14%.</p>	
N	125	31%			
neither		55	14%		
Comments		49			
Y	297	73%	3	<p>Bar chart showing responses to question 3. The y-axis represents percentage from 0% to 80%. The 'Y' bar reaches approximately 73%, 'N' reaches approximately 18%, and 'neither' reaches 11%.</p>	
N	64	18%			
neither		45	11%		
Comments		31			
Y	122	30%	4	<p>Bar chart showing responses to question 4. The y-axis represents percentage from 0% to 70%. The 'Y' bar reaches approximately 30%, 'N' reaches approximately 63%, and 'neither' reaches 7%.</p>	
N	256	63%			
neither		28	7%		
Comments		39			
Car		202	50%	5	<p>Bar chart showing responses to question 5. The y-axis represents percentage from 0 to 250. The 'Car' bar reaches 202, 'Bus' reaches 89, 'Walk' reaches 84, 'Taxi' reaches 115, 'Cycle' reaches 9, and 'none of the above' reaches 70.</p>
Bus		89	22%		
Walk		84	21%		
Taxi		115	28%		
Cycle		9	2%		
none of the above		70			
daily		112	28%	6	<p>Bar chart showing responses to question 6. The y-axis represents percentage from 0 to 160. The 'daily' bar reaches 112, 'weekly' reaches 77, 'monthly' reaches 47, 'never' reaches 147, and 'none of the above' reaches 23.</p>
weekly		77	19%		
monthly		47	12%		
never		147	36%		
none of the above		23			
Y	207	51%	7	<p>Bar chart showing responses to question 7. The y-axis represents percentage from 0% to 60%. The 'Y' bar reaches approximately 51%, 'N' reaches approximately 40%, and 'neither' reaches 9%.</p>	
N	162	40%			
neither		37	9%		
Comments		24			
General Comments		317			
THOSE SUPPORTING THE SCHEME BUT ARE OPPOSED TO SOME PART OF IT		98	43%		

Carlisle City Centre Bus/Rail Interchange & Bus Priority - Stage 3 Consultation Response to Questionnaire



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TOTAL		
14	Remove Botchergate/London Road bus lanes	
2	Support moving of coach drop-off & pick-up to Warwick Road	
2	More should be done for motorcyclists	
16	Too much emphasis on buses / remove bus lanes	
6	Too much emphasis on cyclists	
13	Cycling on footways and pedestrianised area needs to be controlled	
2	Entrance to West Walls from Victoria Viaduct causes problems	
28	Against removing parking form Court Square	
8	More should be done for pedestrians / more crossings	
11	More should be done for cyclists	
9	Need better bus shelters	
26	More should be done for bus users / better bus services	
3	Against moving the coach drop-off point further out from the centre	
15	Use the money on the CNDR / build a bypass	
4	Wants to retain the bus stops on Victoria Viaduct	
19	Good scheme on the whole / or parts of it	
8	Not radical enough, need major improvement i.e. inner-ring-road	
18	These proposals are anti-car and not what people want	
7	Problems caused by bus stops and lanes in wrong places	
7	Make improvements to bus station	
7	Too many cycle lanes	
2	Supports low floor buses	
5	Wants park & ride	
37	Scheme is a waste of money / leave things as they are	
12	need to stop parking/loading on cycle lanes and bus lanes	
1	cycling in bus lanes will hold up buses	
3	Against two-way flow on The Crescent	
1	Do not need pedestrian refuge/crossing on Victoria Viaduct	
7	Bus fares too expensive	
4	Contra-flow route on English Street appears dangerous	
1	Moving the taxi ranks from W to E side of English St is a good idea	
2	Bus lane on Lowther Street is good idea	
5	Scheme should be carried out urgently	
1	Need a pedestrian crossing refuge on Warwick Road outside PO	
1	Pelican crossing needed on Court Square Brow	
7	Allow traffic from Lowther Street to enter New Drivers Lane	
2	against Devonshire Street bus lane	
1	Ban all traffic from pedestrian zone	
1	out-of town bus services should call at the railway station	
3	Ban disabled parking on Victoria Viaduct	
1	more proposals for motorcycles	
27	Need more city centre parking	

General Comments

CARLISLE CITY CENTRE BUS/RAIL INTERCHANGE AND BUS PRIORITY

CONSULTATION 3 RETURNS - COMMENTS

Appendix 4 to  
Agenda Item No.  
CAC 17/4/02

## Carlisle City Centre Bus/Rail Interchange & Bus Priority

### Comments/Complaints/Suggestions etc (not from questionnaires)

Appendix 5 to  
Agenda Item No  
CLC 17/4/02

No	Date	Name/Address	Contact Method & Tel No.	Comments	Officers Comments/Observations	Ideas/Suggestions
1	25/2	7 Devonshire Street, Cafe Le Gall	Telephone call 07802 165521	Does not like having bus lane on Devonshire Street. With no parking and buses running along nearside lane it will be very unpleasant for diners/drinkers on pavements. (Has licence for 12 tables)	There is limited waiting 6pm-8.30am Mon-Sat outside Café at present.	Consider moving shelter towards English Street
2	27/2	Not given	At exhibition	Is disabled and uses the bus to shop at Tesco's on Victoria Viaduct. Existing bus stop locations on Viaduct is very useful and does not want them moved	A comment expected from those using this bus route to shop at Tesco's. Leaving bus stop in existing locations will mean refuge will not be possible.	Consider leaving inbound bus stop outside Tesco's and sacrificing refuge. Outbound bus stop causes more problems and the replacement on English Street is not as far as the alternative on Devonshire Street for inbound buses.
3	8/3	Mr Raymond Sharkey Premier Events and Travel (UK Ltd)	Letter 595900	Thinks the existing coach pick-up/set-down point (on The Crescent) is unsuitable. Supports the proposed point on Warwick Road outside the cinema. Also supports the proposed 24 hour taxi rank outside the post office on Warwick Road.	Positive response from a coach operator.	
4	7/3	John McMurray (personal comments) CE&E Lower Gaol Yard The Courts Carlisle CA3 8NA		<ol style="list-style-type: none"> <li>1. Allow some cycling on English Street (before 10am and after 4pm)</li> <li>2. Toucan crossing facilities at English Street/Devonshire Street, Lowther Street/Lonsdale Street and The Crescent/Botchergate</li> <li>3. Extend the advance stop line across the full width of Devonshire Street</li> <li>4. Allow cycles on the bus lane on Warwick Road from Spencer Street to Hartlington Place</li> <li>5. More cycle parking within Citadel Station</li> <li>6. Rather complicated access to Citadel Row from Warwick Road</li> <li>7. Lack of parking at Citadel Station could be controversial</li> </ol>	<ol style="list-style-type: none"> <li>1. Not considered as part of this scheme. CTC is pursuing matter with City Council.</li> <li>2. Space restriction and large number of pedestrians make this difficult or undesirable. Lack of continuity at either side of crossings on footways?</li> <li>3. Mistake on plan. ASL is full width</li> <li>4. Not part of scheme and as such have not consulted on it. Too late to add to this scheme, but proposal is feasible.</li> <li>5. Up to Virgin/Railtrack</li> <li>6. Yes, but Citadel Row is only for access (deliveries) and it is designed to stop inappropriate use.</li> <li>7. Yes. This may need to be redesigned.</li> </ol>	
5	22/3	Mr Brian Porter County Representative CTC 16 Kells Place Stanwix CARLISLE CA3 9DT	01228 543839	<ol style="list-style-type: none"> <li>1. The contra-flow cycle lane in English Street is to be welcomed, and provides a much needed link between the pedestrian area and Botchergate.</li> <li>2. The ASL on Victoria Viaduct suggests that cyclists will be able to turn right on to the contra-flow cycle lane in English Street. There is no phase in the stage sequence to allow this.</li> <li>3. The cycle lanes on Victoria Viaduct should be mandatory to deter parking in them.</li> <li>4. It would be helpful to have a cycle lane on the east side of Botchergate as well as the west.</li> <li>5. It is essential to have cycle lanes leading to the ASL on Warwick Road. One on the left and one in the middle. Otherwise there is little point in providing an ASL.</li> </ol>	<ol style="list-style-type: none"> <li>1. A positive comment.</li> <li>2. Yes, the proposal is for them to turn right and a phase/green arrow will be included in the design.</li> <li>3. In an ideal world, but with deliveries and orange badge holders parking issue this is very difficult to resolve. The presence of even advisory lanes should deter some parking.</li> <li>4. Botchergate is subject to an 'Enhancement Scheme Design Review' and as such these issues will be considered as part of that.</li> <li>5. Lanes are too awkward and in restricted carriageway too difficult to use.</li> </ol>	<ol style="list-style-type: none"> <li>1.</li> <li>2. Add green arrow and NO RIGHT TURN EXCEPT FOR CYCLES box sign.</li> <li>3.</li> <li>4.</li> <li>5. Leave ASL as shown.</li> <li>6. Amend ASL to just nearside lane.</li> <li>7. Add ASL to scheme.</li> <li>8. Add ASL to scheme.</li> <li>9.</li> <li>10.</li> </ol>



				<ol style="list-style-type: none"> <li>6. There is no need for an ASL at the Lowther Street/Devonshire Street junction.</li> <li>7. An ASL on West Tower Street (Eastbound) would be a safety improvement.</li> <li>8. An ASL on Scotch Street (northbound) at its junction with new Drovers Lane is essential.</li> <li>9. The green coloured surfacing needs to be 'emerald green' (as used on Annetwell Street outside Tullie House) so it stands out in all weather conditions.</li> <li>10. It should be ensured that gully gratings are level with the road surface and there is a smooth surface across the whole width of all cycle lanes up to the kerb edge.</li> </ol>	<ol style="list-style-type: none"> <li>6. Point taken. Proposed to amend ASL.</li> <li>7. No reason ASL could not be added to scheme.</li> <li>8. Will propose to add this to the scheme.</li> <li>9. Point taken. Will specify colour/properties in specification to contractors.</li> <li>10. Will ensure that highway designers are aware of issue.</li> </ol>	
6	20/3	Mr John Muter	email	<ol style="list-style-type: none"> <li>1. I think that your plans are good, but not radical enough.</li> <li>2. As you have the opportunity now, why not bite the bullet and stop all lorry deliveries on major thoroughfares in the city between 8am and 6pm Mon-Sat? That would stop congestion now and prevent it getting worse in the future when traffic volume is forecast to increase.</li> <li>3. I use the railway station frequently; please do not remove the short stay car parking places as they are essential for those meeting trains and pedestrianising the area is unnecessary. However, if you do, please provide the same number nearby - and free for 20 mins as at present.</li> </ol>	<ol style="list-style-type: none"> <li>1.</li> <li>2. In an ideal world this may work and would certainly reduce congestion. However, deliveries are essential to trade and controlling arrival times is not always possible, and certainly not to the degree suggested. I should imagine some businesses would suffer with more severe restrictions.</li> <li>3. Proposed amended design to station forecourt to keep most of the existing parking.</li> </ol>	Amend station forecourt to keep parking, provide new motorcycle parking and improve pedestrian access across Court Square Brow.
7	19/3	Mr Bruce Beattie	Letter	<ol style="list-style-type: none"> <li>1. The loss of 20 car-parking places at a key interchange is a retrograde step. Please do not remove any of the parking spaces in this area.</li> <li>2. It may be possible to organise two sets of 5 bays so that taxis could wait in a line down the centre of the two rows of parked cars.</li> <li>3. The short stone bollards shown in the artist's impression are a real problem when parking or manoeuvring. High bollards are much easier to see.</li> <li>4. Have you or the rail company considered the possibility of cycle cages instead of stands? The added security could induce more people to use a cycle in the city generally if it could be locked away from sight.</li> <li>5. The contra-flow cycle lane on English Street looks unsafe. Consider going via Devonshire Street, Lowther Street and The Crescent instead.</li> <li>6. Narrow cycle lanes on The Crescent and Victoria Viaduct of no value. Better to have wider lane on one side of the road only.</li> <li>7. Not sure if raised kerbs at bus stops is a good idea. Can buses always pull in parallel to kerb?</li> <li>8. It seems possible to have a bus lane and two traffic lanes in Devonshire Street.</li> <li>9. There appears no need for two-way flow on The Crescent.</li> <li>10. Raised junctions are not car friendly.</li> <li>11. The changes around the station have only a marginal pedestrian benefit. Prefer to have car parking as close as possible.</li> </ol>	<ol style="list-style-type: none"> <li>1. Proposed amended design keeps 16 out of the existing 20 spaces.</li> <li>2. May be possible, but where would the pedestrians walk?</li> <li>3. Point noted. The final choice of bollard will be considered carefully.</li> <li>4. There are cycle lockers in the station itself. Could possibly use see through cages on street but can look ugly.</li> <li>5. Contra-flow lanes in other cities have proved safe and successful. Route via Lowther Street too much of a detour and number of crossings mean long travel time - people would not use it.</li> <li>6. These lanes are 1.0m wide (wider than the London Road lanes)</li> <li>7. The design allows buses to pull in parallel to the kerb in all situations. The kerb would only be raised locally at the boarding point.</li> <li>8. 3 narrow lanes possibly but turning movements into and out of Devonshire Street would be impossible. Also no flexibility for loading/unloading.</li> <li>9. Additional width of saw-tooth bus bays mean there is insufficient width for 3 lanes on English Street. The Crescent is under utilised at 3 lanes. English Street has various traffic needs that cause conflicts. Better to segregate the traffic if possible.</li> <li>10. The junctions will not be raised, merely a coloured textured surface.</li> </ol>	

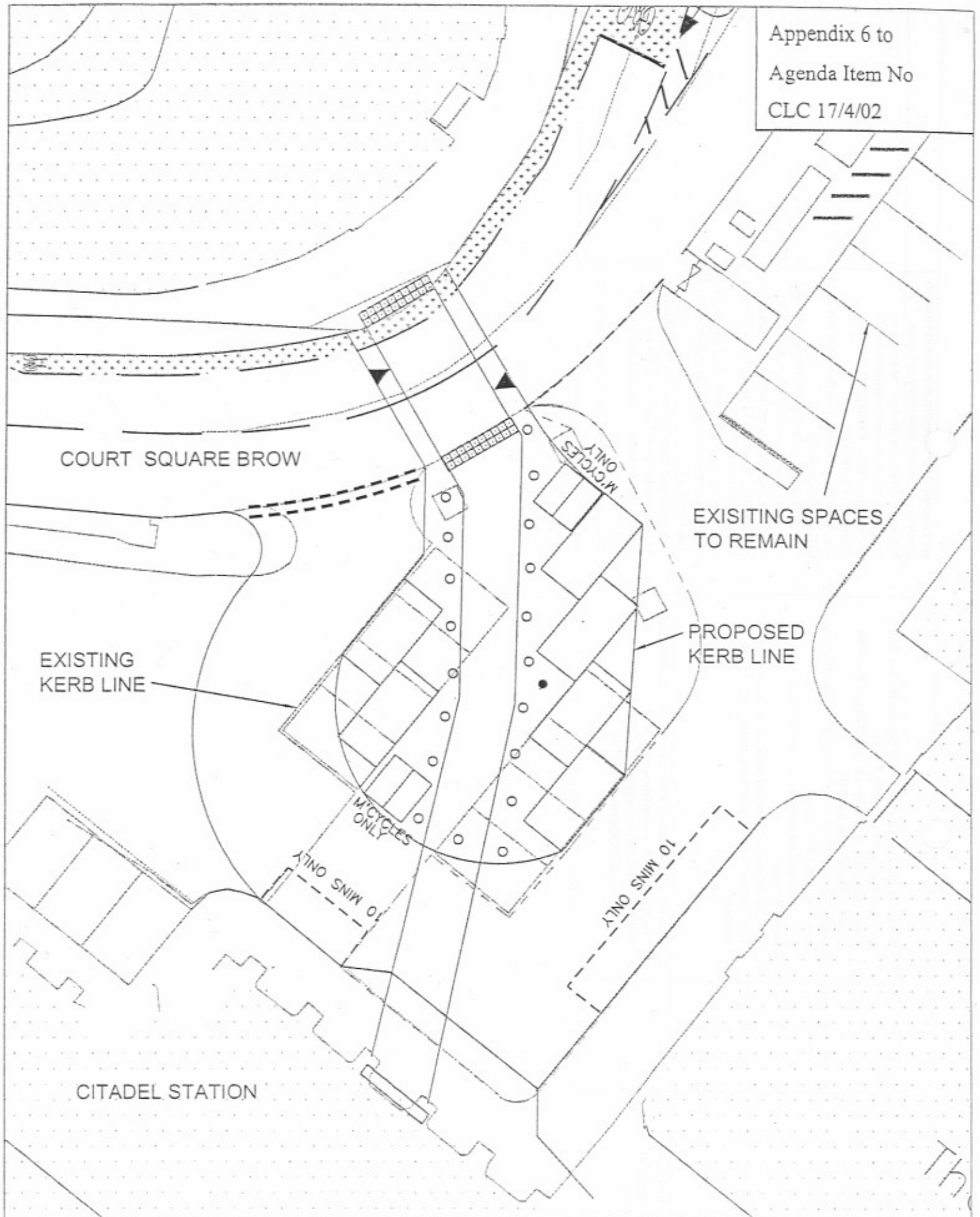
					11. Proposed amended design has parking spaces and makes improvements to pedestrian routes.	
8	18/3	Mike Battersby Carlisle City Council	Letter	<ol style="list-style-type: none"> <li>1. Court Square proposals appear to provide little benefit. The loss of short stay parking provision within Court Square is viewed as a diminution of existing arrangements not balanced by any improvements.</li> <li>2. The Council has major concerns about the capacity of the Botchergate/The Crescent junction. In addition, the safety seems to be a massive problem.</li> <li>3. The contra-flow cycle lane in English Street appears dangerous.</li> <li>4. The capacity of English Street reduced to one lane is questionable.</li> <li>5. The logic of reversing the existing one-way flow in Citadel Row is not understood and is felt to be less safe than the existing arrangement.</li> <li>6. There are safety concerns about the layout of the bus bays in English Street restricting driver visibility.</li> <li>7. Traffic flow information on The Crescent would be helpful because of concerns about increased flows in a very attractive part of the city.</li> <li>8. No information on reduced journey times, improved air quality, targeted increase in public transport use etc.</li> <li>9. Council Members have strong views on the use of bus lanes by taxis. Further work should be undertaken to assess the advantages and disadvantages of differing options.</li> </ol>	<ol style="list-style-type: none"> <li>1. Proposed amended design has parking spaces and makes improvements to pedestrian routes.</li> <li>2. The Botchergate/The Crescent junction will be analysed with more recent flow data concentrating on the effect of the contraflow cycle lane.</li> <li>3. Contra-flow lanes in other cities have proved safe and successful. Route via Lowther Street too much of a detour and number of crossings mean long travel time – people would not use it. Subject to Road Safety Audit.</li> <li>4. English Street will have a left lane as existing and an offside lane for buses, taxis, cycles, deliveries and access only.</li> <li>5. This was recommended by the Police as a measure to stop rat running.</li> <li>6. These saw-tooth bus bays have been designed so drivers can pull parallel to the nearside lane before entering it.</li> <li>7. Will provide details of new flow analysis when complete.</li> <li>8. Data will be interpreted from flow/capacity analysis being undertaken.</li> <li>9. If this issue cannot be resolved at this time it will have to be considered separate to this scheme.</li> </ol>	<ol style="list-style-type: none"> <li>1. Carry out further capacity analysis with recent flow data.</li> <li>3. Carry out supplementary Road Safety Audit.</li> <li>4. See point 2.</li> </ol>
9	6/3	Comments from the Castle Neighbourhood Forum		<ol style="list-style-type: none"> <li>1. The Bus Lane on Devonshire Street will reduce capacity and may cause congestion</li> <li>2. Increased pedestrian facilities are needed</li> <li>3. No right turn into Devonshire Street will cause a long &amp; alternative route if a driver misses the Crescent.</li> </ol>	<ol style="list-style-type: none"> <li>1. The scheme does offer improvements for Pedestrians.</li> </ol>	
10	8/3	Mr AG Scott	Letter	<ol style="list-style-type: none"> <li>5. The island at the Botchergate/the Crescent junction causes problems for buses negotiating the corner.</li> <li>6. The pedestrian crossing refuge on English Street causes problems for passing traffic when buses stop too far out or don't park properly on English Street.</li> <li>7. Disabled drivers park on this crossing (English Street) making it difficult for pedestrians to cross the road safely.</li> <li>8. The disabled drivers parking on Victoria Viaduct cause congestion.</li> <li>9. BSM driving school invariably has a car parked outside their premises in Devonshire Street.</li> <li>10. A lot of delay is experienced by buses on the Lowther Street contraflow lane at Devonshire Street and Warwick Road junctions.</li> </ol>	<ol style="list-style-type: none"> <li>1. The proposals include amendments to the islands and footway kerblines that will improve this situation.</li> <li>2. The proposals include saw-tooth style bus stops on this section of English Street. The design of these bays allow buses to pull parallel to the kerb and therefore will not intrude into the main carriageway.</li> <li>3. All parking will be stopped on English Street so this will not be possible.</li> <li>4. We are not proposing to ban disabled drivers from parking on Victoria Viaduct as part of this scheme but we are proposing a cycle lane along this section. This may deter some drivers.</li> <li>5. The proposed bus lane on Devonshire Street and 'No Loading' at peak times should restrict this practice.</li> <li>6. The proposed scheme includes changes at</li> </ol>	

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					the Lowther Street, Devonshire Street junction which would cause less delay to buses.	
11	27/2	Mr D Cleminson	Letter	<ol style="list-style-type: none"> <li>1. Removing parking bays in Court Square is unrealistic and inadequate for disabled drivers.</li> <li>2. There is already bus lanes on both sides of Lowther Street. Where's the benefit?</li> <li>3. English Street also has bus facilities on the left-hand side. Where's the benefit?</li> <li>4. The proposed taxi ranks are where the disabled currently park.</li> <li>5. What is the point of routing traffic from Botchergate to The Crescent? This will cause more delay at this junction.</li> </ol>	<ol style="list-style-type: none"> <li>1. Proposed amended design has parking spaces and makes improvements to pedestrian routes. Existing disabled provision is to remain.</li> <li>2. This scheme proposes to extend the bus lane to Devonshire Street.</li> <li>3. The proposed bus facilities on English Street are 5 new saw-tooth style stops that improve access/egress for buses and passengers.</li> <li>4. We are not proposing to remove any parking bays for the disabled.</li> <li>5. This is to segregate traffic in English Street, and better utilise the available road width in The Crescent.</li> </ol>	
12	19/3	Stephen Kelly Freight Transport Association	Letter	<ol style="list-style-type: none"> <li>1. There is no mention of loading/unloading facilities on The Crescent or on Devonshire Street.</li> <li>2. For premises with no adjacent loading bay what is the arrangement for loading/unloading.</li> </ol>	<ol style="list-style-type: none"> <li>1. It is proposed to permit loading on both sides of Devonshire Street and on the east side of Devonshire Street outside peak hours Mon-Sat.</li> <li>2. We have tried to incorporate restrictions that don't prohibit deliveries.</li> </ol>	

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Appendix 6 to  
 Agenda Item No  
 CLC 17/4/02



The



CAPITA *db*s  
 Viaduct Estate  
 CARLISLE  
 CUMBRIA  
 CA2 5BN

CARLISLE CITY CENTRE BUS/RAIL  
 INTERCHANGE AND BUS PRIORITY

CITADEL STATION/COURT SQUARE  
 AMENDMENTS

IS

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Drawing No. Figure 1

Drawn by SPG

Scale 1:250

Date Mar 2002