

# CARLISLE TRANSPORT STEERING GROUP

Notes of a Meeting of the Carlisle Transport Steering Group held on Wednesday 17 April 2002 at 2.00 pm at The Courts, Carlisle.

## PRESENT

Mr K Wilkinson (Chairman)

Mr J Adams – Carlisle Access  
Mr R E F Aldersey – Cumbria County Council  
Ms D Brewis – Carlisle Cycling Campaign  
Mr V Dodd – Cumbria Chamber of Commerce  
Mr L N Fisher – Carlisle City Council  
Mr R Hindson – Cumbria Police  
Mr G Hodgson – Carlisle City Council  
Ms J Holland – Carlisle Parish Council's Association  
Ms H M Horne – Cumbria County Council  
Mr J Mallinson – Cumbria County Council  
Mr G Prest – Carlisle City Council  
Mrs C Rutherford – Carlisle City Council  
Mr D Scott – Stagecoach North West  
Mr R Watson – Cumbria County Council

## Officers in Attendance

Mr M Battersby – Director of Environment and Development, Carlisle City Council  
Mr D Sheard – Carlisle Area Support Manager, Cumbria County Council  
Mr J Smith – Carlisle Area Engineer, Cumbria County Council

## 46. APOLOGIES FOR ABSENCE

Apologies for absence were received from Mr W Casey, Mr M Martin, Mr J Guest (substitute Mr G Hodgson) Mr M Mitchelson, Mr C J Southward (substitute Ms H M Horne).

## 47. DECLARATIONS OF INTEREST

There were no declarations of interest.

## 48. MEMBERSHIP

The Chairman had received an application for Membership on the Group from Mr D Hamilton of Carlisle Association of Driving Instructors and it was agreed that this would be considered at Agenda Item No.13 – Area Transport Action Group.

## **49. NOTES OF LAST MEETING**

The Notes of the last meeting of the Group held on 11 January 2002 were received.

Further to Note No.28 – “Stagecoach Bus Timetable Changes” Mr Scott advised that an amended timetable was now available and that some minor changes to the revised services had been agreed and would be introduced within 56 days.

Further to Note No.40(a) “Kingmoor Regional Business” Centre Mr Prest enquired when the pedestrian refuge would be constructed at the Lowry Hill Road junction. He understood that this had been agreed as part of the package of works relating to the Kingstown Road/Kingstown Broadway improvement work on which was nearing completion. The Chairman advised that in the event of there not being sufficient developer funding available for this particular aspect of the works and that the Local Committee would need to identify alternative funding. A report giving the background to this issue would be submitted to the meeting of the Local Committee on 29 April.

Further to Minute No.42 – “Lanes Extension: Warwick Street” Mr Hodgson advised that prohibited traffic was still travelling along Warwick Street and that more stringent monitoring of the situation was required.

Further to Note No.44 – “Objections to Newtown Road Pelican Crossing” Mr Aldersey was advised that a further report on this would be submitted to the next meeting of the Local Committee.

## **50. COUNTY COUNCIL LOCAL COMMITTEE FOR CARLISLE**

The Group received an extract of the Minutes of the Meeting of Carlisle Local Committee on 4 February 2002 relating to highways issues.

Further to Minute No.68(9) – Reference from Forums it was clarified that the whole situation in relation to yellow lines in the vicinity of Fusehill Street and streets adjacent to the new infirmary would form part of the investigation.

## **51. LTP ANNUAL PACKAGE OF MEASURES**

A report by the County Director of Community, Economy and Environment detailed the allocation approved by the County Council Cabinet for each category of the Annual Package of Measures for 2002/03 which for the Carlisle area totalled £227k. Although the allocations of the budget had been agreed by Cabinet there was the scope for virement by the Local Committee provided there were good and cogent reasons.

In relation to Danger Reduction Schemes a Member raised the issue of the safety of the zebra crossings at Caldewgate. The possible replacement of these crossings with pelican crossings had been discussed by the Transport Steering Group and the Local Committee on several occasions and as major planning applications were anticipated

for developments on the outskirts of the City, on Wigton Road, further consideration of such a scheme had been deferred pending receipt of those applications. The Area Support Manager advised that such an application had now been received and it was likely that this issue would be discussed at a future meeting. In the meantime, in order to improve the safety of pedestrians Mrs Rutherford suggested that the white lines on the zebra crossings at the Caldewgate junction be repainted and the brightness of the belisha beacon light be addressed.

**AGREED,** that Carlisle Local Committee be **RECOMMENDED** to note the allocation to the various categories of the Annual Package of Measures and that a further report detailing a list of schemes, in priority order, for each of the categories within the Annual Package of Measures be submitted in due course.

## 52. BOTCHERGATE BUS AND CYCLE LANE

A report by the County Director of Community, Economy and Environment detailed the results of consultations regarding the proposal of Carlisle Local Committee that consultations take place on the removal of the Botchergate bus and cycle lane on its length between St Nicholas Street and Crown Street. This length of the bus and cycle lane had proved to be generally an unsuccessful measures; bus drivers were reluctant to use it and it had contributed to worsened south bound congestion in the PM peak periods. The cycle lane however had benefited cyclists travelling into the City Centre and it was suggested that should be bus lane be removed the opportunity be taken to utilise the traffic lane as a combined north/south cycle lane with a centre line in either direction.

Members noted the contents of a letter from Ms McGettingan of the Bakehouse at 131 Botchergate who suggested that the bus lane be replaced with a number of small stopping bays for cars to stop for a maximum of 20 minutes. It was felt however that the introduction of such stopping bays would only contribute to congestion on Botchergate.

Members generally agreed with the proposal to remove the segregated bus lane however there would still remain the problem of congestion on Botchergate and particularly at the junction with King Street where traffic waiting to turn right brought south bound traffic to a standstill and it was hoped that something could be done to address the situation at this location.

The Chairman reminded Members that work had already commenced on the Botchergate enhancement scheme and that this would have an effect on the traffic on Botchergate. The potential use of a south bound cycle route could not be gauged however it was likely that it would as popular as the north bound route. Members noted that the estimated cost of removing the bus and cycle lane and replacing it with a north bound cycle lane with a carriageway marked out with a centre lane providing one lane in either direction was £9,500.

**AGREED,** that the Local Committee be **RECOMMENDED** to

- (1) decide whether or not to recommend to Cabinet the removal of the Botchergate bus and cycle lane in the light of consultation; and
- (2) to consider the proposal to replace the bus and cycle lane with a north bound cycle lane together with a centre line in either direction at a cost of £9,500.

### **53. WEST WALLS TRAFFIC CALMING CONSULTATION**

A report by the County Director of Community, Economy and Environment which had been deferred from the last meeting of the Transport Steering Group to be considered alongside comments from the Castle Neighbourhood Forum summarised the results of a consultation carried out in December 2001 on traffic calming proposals at West Walls. This was a named capital scheme in the 2001/02 LTP as it was envisaged that this route would be an alternative north bound diversion route for vehicles once the Lowther Street bus gate was operational. Vehicles had however been prevented from using West Walls as a north bound route due to a temporary one way south bound only restriction whilst the millennium works were constructed. There had therefore been no indication as to whether north bound traffic on West Walls had increased due to the restrictions on Lowther Street.

Mr Aldersey reported that there had been a large turn-out at the Forum meeting where this issue was discussed. There had been a good deal of support for the proposal to close West Walls to through traffic except cycles, providing access only to businesses and residences along its route and for it to be incorporated into a heritage route for tourists. The problems of policing such an arrangement were highlighted, however it was suggested that most drivers would not abuse such a restriction and to not introduce such measures solely on the grounds that they were difficult to police was no real justification.

There was no particular preference from residents and businesses along West Walls regarding the direction of the one-way system however it had been suggested that the lack of potential conflict with traffic from an opposing direction had contributed to raising vehicle speeds. There was therefore support for traffic calming measures in the form of a raised pedestrian crossing and a raised speed table at the Deanery.

The Working Group felt that they could not arrive at a firm recommendation regarding the implementation of the scheme and it was therefore

**AGREED,** that the report be submitted to the Local Committee for decision.

### **54. FOOTWAY MATERIALS**

A report by the County Director of Community, Economy and Environment highlighted a difficulty in sourcing replacement "Lazonby flags" to replace broken sandstone pavement slabs which had traditionally been used as paving materials in many areas throughout the Carlisle district. The problem had been exacerbated by the

increased activities of utility undertakers and the cable company within the area. The Highways Authority was required to pay for flags which were found to be broken prior to undertakers commencing works and the companies themselves were liable for the costs of replacing flags which were broke during the works. Replacement materials for the Lazonby flags were becoming increasingly sparse and newly quarried materials whilst available were extremely costly and were proving prohibitive for all but the highest profile locations.

Members felt that the priority areas where sandstone flags should continue to be used were the conservation areas within Carlisle. Although it was accepted that residents in other areas might wish to retain the sandstone pavements, due to the costs, the conservation areas must be given priority. Mr L Fisher drew Members and officers attention to the situation on Spencer Street where numerous utility companies had replaced pieces of tarmac and the pavement was now in a very poor condition.

Members felt that individual areas of the City should be looked at separately and, in view of the necessary timescale (the cable contractors were due to commence work in the Spencer Street area by the end of a month) urgent decisions would be required.

**AGREED,** that Carlisle Local Committee be **RECOMMENDED** to delegate to the Director of Community, Economy and Environment following consultation with the Chairman and Vice-Chairman of the Local Committee and the Chairman of the Transport Steering Group discussions to address issues and concerns about footway reinstatement materials and to agree a list of issues that officers should investigate.

## **55. CARLISLE CITY CENTRE BUS/RAIL INTERCHANGE AND BUS PRIORITY STAGE 3 CONSULTATION**

A report by the County Director of Community, Economy and Environment detailed the third and final stage of consultation on the proposed bus/rail interchange and bus priority scheme. The Area Engineer reminded Members that the Government Office North West had advised that funding arrangements for the CNDR might be put in jeopardy should this scheme not be progressed.

Members had several concerns regarding the scheme which had been mirrored by responses received during the consultation period. Several concerns had been expressed during this time to the proposal for the Court Square, Citadel Station forecourt and there had been overwhelming feedback to continue to provide short stay parking in this area. The proposals had therefore been amended to provide parking for 16 spaces out of the original 20 together with an improved pedestrian route however Members questioned whether this scheme would be cost effective as there now appeared to be very little change proposed to the current arrangements. The report detailed responses from consultees including Carlisle City Council and Mr Prest advised that he had not been assured that the concerns of the Council had been fully addressed and as such he had reservations about the whole scheme. Other Members were also concerned about this and other aspects of the scheme including the Court Square/Crescent Junction and the volume of traffic on Devonshire Street.

Mr Scott advised that Stagecoach had been closely involved with the detail of this scheme and it met their aspirations for an improved bus service with modern bus shelters. In relation to Court Square he advised that the existing situation for bus operators was not satisfactory with many vehicles needing to reverse into narrow spaces in the vicinity of pedestrians.

Ms Brewis asked that consideration be given to providing cycle lockers for rail passengers.

Members were advised that they could approve and recommend to the Local Committee particular aspects of the scheme without recommending the whole scheme however due to the lack of consensus it was AGREED that the report be passed to Carlisle Local Committee without further comment.

## 56. BUS CHALLENGE COMPETITION 2002

A report by the County Director of Community, Economy and Environment advised that the County Council would have the opportunity during the Summer to bid for funding from the Rural and Urban Bus Challenge competitions. Members of the Group were invited to submit any potential projects to the Area Support Manager.

**AGREED,** that Carlisle Local Committee be **RECOMMENDED** that

- (1) the opportunities presented by the Bus Challenge competitions be noted and;
- (2) any projects for consideration and development as a challenge bid be submitted to the Area Support Manager as soon as possible.

## 57. TRAFFIC CALMING CONSULTATION – BELAH ESTATE

A report by the County Director of Community, Economy and Environment summarised results of a consultation exercise carried out recently in the Belah area of the City to introduce traffic calming and a 20 mph zone. The majority of respondents to the consultation were in agreement with the proposals to introduce traffic calming, speed cushions and the reduction of the speed limit to 20 mph. In relation to a statement in the report, Mr Scott advised that Stagecoach had not indicated that they might withdraw the bus service from the estate should speed humps be introduced, but they would request that any humps were of the "bus friendly" type.

**AGREED,** that Carlisle Local Committee be **RECOMMENDED** that the formal Orders be advertised to introduce a 20 mph zone and speed cushions in the Belah Estate.

**58. AREA TRANSPORT ACTION GROUPS AS A MEANS OF  
MANAGING TRANSPORT MATTERS IN RELATION TO THE  
CAPITAL PROGRAMME**

The County Council was establishing Area Transport Action Groups in each of the six Districts of the County and in the Carlisle area this would result in the duplication if both this Steering Group and an ATAG were in place. The proposed core membership of an ATAG differed slightly from the membership of the Steering Group however most of the interests were covered by the existing membership of the Steering Group. It was suggested that the recommended ATAG groups which were not currently Members of the Steering Group could be invited to the two Meetings per year when input to the statutory LTP arrangements and to the annual progress report was being discussed.

**AGREED,** that Carlisle Local Committee be **RECOMMENDED** that

- (1) the Carlisle Area Transport Advisory Group (ATAG) be subsumed into the existing Carlisle Transport Steering Group;
- (2) The membership of the Group should continue as at present however representatives of those specific interest groups needing to be included within the ATAG process be invited to attend Meetings as appropriate.

Members also considered the application from Mr Hamilton to represent the Local Driving Instructors Association on the Steering Group and felt that the interests of driving instructors were already covered by the current membership of the Steering Group and particularly by the Local Business representative. The Head of Members Services would advise Mr Hamilton accordingly.

**59. PROPOSED DEVELOPMENT – ROSEHILL INDUSTRIAL ESTATE**

A report by the County Director of Community, Economy and Environment advised Members of a transport assessment report which had been submitted in support of a planning application for a mixed use development comprising business, food and drink, hotel, day nursery and a health and fitness centre on land between Montgomery Way and the M6 Motorway, Rosehill, Carlisle.

**AGREED,** that Carlisle Local Committee be **RECOMMENDED** to defer a decision on the application on highway and traffic grounds until such time as:-

- (a) a study examining the capacity of the Warwick Road/ Montgomery Way junction and possible improvements was completed;

(b) the developer undertook further traffic analysis.

**60. PROPOSED DEVELOPMENT – TESCO STORES LIMITED,  
WARWICK ROAD, CARLISLE**

A report by the County Director of Community, Economy and Environment advised Members of a traffic assessment report which had been submitted in support of a planning application for an extension to the existing Tesco retail food store at Warwick Road, Carlisle.

**AGREED,** that Carlisle Local Committee be **RECOMMENDED** that a decision on the application be deferred on highway and traffic grounds until such time as the study examining the capacity of the Warwick Road/Montgomery Way/Tesco junction and possible improvements was completed.

**61. PROPOSED SUB STATION, ALDERMANSEAT FARM, GRETNA**

A report by the County Director of Community, Economy and Environment advised of the arrangements to improve the section of the C1010 from its junction with the A7 trunk road at Dickstree Cottage to Corries Mill Bridge on the Scottish Border. The alterations to the highway, costs for which would be fully met by the developer, would facilitate the construction of a power station in Dumfries and Galloway.

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

**62. LONSDALE STREET – TAXI RANK**

A report by the County Director of Community, Economy and Environment advised that the changes to taxi ranks on Lonsdale Street introduced following consultation with the Taxi Associations, had been results of complaints from the public and a business on Lonsdale Street that the existing 24 hour rank was badly used. These changes had been linked to a proposal to allow taxis to turn right at Spencer Street and exit Lonsdale Street on to Lowther Street a situation which had been delayed pending authorisation from the Government Officer North West. Whilst it had been proved that the taxi rank was not being utilised at the present time it was felt that the situation should continue to be reviewed once the changes to the road permissions were implemented before a final decision was taken on whether this taxi rank should be retained during the day or alternatively whether it reverted to a parking facility for bus station users.

**AGREED,** that the use of the taxi rank be kept under review.

**63. PETITION REQUESTING IMPROVEMENTS AT THE JUNCTION OF  
LADYSTEPS AND BROOMFALLEN ROAD**



A petition signed by 27 people had been received requesting that the County Council fund a junction improvement at Ladysteps, Scotby, Carlisle. As Ladysteps was a private road the County Council had no budget provision for funding works on it and should such works be paid for by the highway authority this would set a precedent and might mean that the highway authority became responsible for maintaining the road in future. Members with local knowledge agreed that there was a problem at this junction which was likely only to be solved by the dedication of some land from the first garden on the road to improve visibility. As this was a private road it was felt that residents should be asked to contribute towards the scheme.

**AGREED,** that residents of Ladysteps be approached with a view to contributing towards the costs of any junction improvement and the possible dedication of some land from the first garden on the road.

#### **64. RESIDENTS PETITION – MORTON PARK CUTS**

A petition calling for the closure of access routes between Castlerigg Drive and Lowther Browns Lanning at Morton Park had been received. Residents with property adjoining these cuts were experiencing anti-social problems and these were reflected in two letters the contents of which were relayed to the Group. Whilst it was noted that not all adjoining residents had signed the petition it was explained that the petition had been left in a local newsagents and adjoining residents had not been personally approached to sign the petition.

The Area Support Engineer advised that as the sections of highway under consideration were all definitive footpaths they could only be closed to use by the public if they were unnecessary. It was felt that it was highly unlikely that nobody would object to these closures and therefore any application was likely to fail. In addition, the costs of such Orders were normally met by the applicants, ie in this case the petitioners. Members of the Group felt that there was possibly scope for these costs to be borne elsewhere, probably by the Local Committee, should such applications be felt to be justified by that Committee. In this case however Members felt that the applications for closure were likely to be unsuccessful and

**AGREED,** that Carlisle Local Committee be **RECOMMENDED** that in the first instance the problems in this vicinity be referred to the Neighbourhood Development Team who could attempt to work with the local population to help reduce any social problems that exist and should this fail further consideration be given to the promotion of Orders to close the footpaths.

#### **65. CARLISLE CITY COUNCIL AMENITY LIGHTING PROGRAMME 2002/03**

A report by the County Director of Community, Economy and Environment advised Members of the lighting programme proposed by the City Council for 2002/03 for which the City Council would also meet subsequent maintenance and energy costs.

**AGREED,** that Carlisle Local Committee be **RECOMMENDED** to authorise the implementation of the proposed programme.

**66. DATE OF NEXT MEETING**

The next Meeting of the Group was arranged for Monday 13 May 2002 at 10.00 am. The Chairman advised that a schedule of Meetings for the following 12 months would be produced.

The Meeting ended at 4.05 pm.