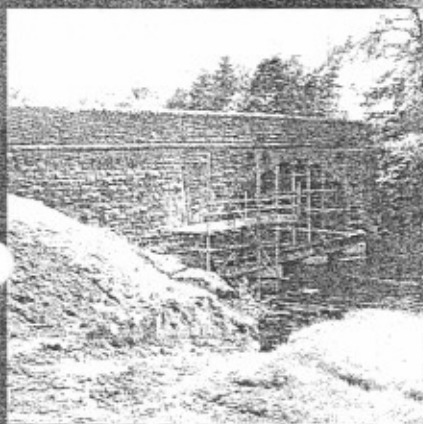




## Planning Cumbria's Transport



### What is this leaflet about?

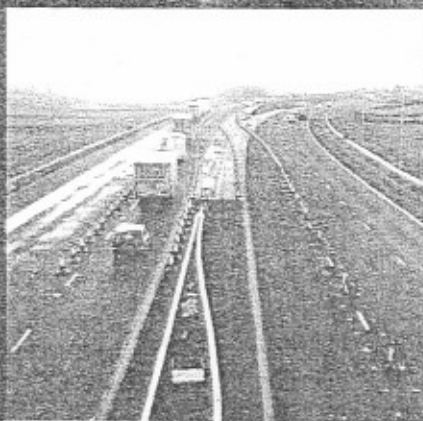
We need your views to help us to update the Local Transport Plan for Cumbria. This leaflet introduces the key transport issues in **Carlisle**. It suggests ways of dealing with these and most importantly seeks **YOUR** views on these matters. Do you agree with what is being said?

The County Council is responsible for managing the highway network and integrating transport in Cumbria. We set out in the Local Transport Plan (LTP) how we will address the issues of road safety, cycling and walking, journeys to work and school, public transport, road traffic, highway improvements and maintenance, accessibility, parking and freight.

Cumbria County Council is required to submit its second LTP by July 2005 and this consultation is aimed at confirming what the transport priorities are in the Carlisle Area.

The Local Transport Plan will set out:

- a) The council's transport priorities up to 2012
- b) A suggested programme of work
- c) The key targets for transport.



This will be influenced by other plans and strategies and the views of communities and organisations in the area.

### What are we doing to involve you?

This consultation is aimed at the organisations that contribute to shaping the transport network in the county and your views will shape the content of the Local Transport Plan.

### Partnership

The County Council cannot deliver its transport commitments on its own. Key roles are played by the district councils and national parks as planning and parking authorities, by the Highways Agency, Strategic Rail Authority, the police, transport operators and by parish councils, transport user groups and individuals in identifying needs and opportunities.

### Area covered



CARLISLE

## 1 Road safety

Carlisle has the fourth highest incidence of road casualties killed or seriously injured of the districts in Cumbria with 69 killed or seriously injured in 2003. The target is to reduce the incidence of those killed and seriously injured on the county's roads by 50% by 2010.

The plan will focus attention on speed reduction in villages in the area and on particular problems in urban residential areas, where possible linking with Home Zone initiatives.

Emphasis will be on raising awareness of the effect of speed on casualties through campaigns to educate drivers and the Safety Camera initiative and speed indicating devices. Cameras to detect motorists jumping red lights will be considered as needed.

Road safety engineering measures (including new footways, crossings and better lighting in villages) and the safety camera team will target locations where there is a history of casualties and inappropriate speed.



Safety engineering works and publicity programmes to reduce casualties and encourage cycling and walking to school alongside road safety training for children will be key parts of the Better Ways to School programme.

The Respect programme of speed and driver awareness in areas of high casualty incidence in disadvantaged areas could be extended to parts of Carlisle.

We will continue to identify routes/areas that require traffic calming particularly where elderly people or children are at risk. We will examine the use of measures other than road humps to reduce the numbers and severity of accidents.

In Carlisle there are problems of cyclists using pedestrian areas and footways irresponsibly, leading to demands for segregation.

## 2 Public transport

There are major issues about the limited public funds available to support the whole bus network. The priorities are:

- Developing safe, cheap and reliable park and ride services on the main routes into the city at the same time as managing city centre car parking to encourage economic activity.
- Providing better connections for rural communities into Carlisle, Brampton and Longtown using demand responsive services - car schemes, shared taxis and minibuses, for example Rural Wheels project.
- Implementing bus priority measures that improve bus reliability at peak times. A priority is to improve the bus station and principal bus stops and interchange between bus and rail in the city.
- There will be a programme of modest rail station improvements including parking at Carlisle, Brampton, Wetheral and Dalston stations. Opportunities will be kept under review for potential new stations to serve new developments. The feasibility of a metro style rail operation for the city will be investigated.



- We will work with bus and rail operators to improve information and marketing of services including reduced fares experiments.
- We recognise the importance of the development of a daily air service from Carlisle Airport and will seek to make sure the airport has good public transport links.

## 3 Highway network

An efficient and effective network of roads is a core element of the transport network. In Carlisle there is low need for car ownership due to the compact nature of the city. However in the wider district the population is sparse and there is high dependency on car travel.

All highway improvements are aimed at improving the highway network for all categories of user and increasing safety. The priorities are:

- Construction of the Carlisle Northern Development Route (CNDR), and the bus and cycle lanes and walking route improvements on which the CNDR project was based to make sure that traffic does not dominate the city centre in future.
- Developing proposals for a South Carlisle Environmental Route to alleviate through traffic in Carlisle and goods traffic problems in Wigton and on the B5305.

- Working with the Highways Agency to direct through traffic from the A69 to the A689 and to change the trunk road route accordingly to avoid Warwick Bridge and serve Carlisle airport.
- Improving the pedestrian and cycle links between the rail station, bus station, car parks and the city centre, and improve pedestrian links in villages.
- Reduce the proportion of roads in poor condition through maintenance programmes, using preventative maintenance techniques wherever possible including surface dressing and other lower cost treatments to renew carriageway surfaces and to extend its useful life.



#### 4 Travel to work and school

Journeys to school and work create the peak traffic flow problems for cars and buses in Carlisle. Opportunities for flexible or staggered hours of work and school will be investigated, alongside greater use of buses, through travel plans.

A programme exists to encourage schools in Carlisle to prepare and implement a travel plan by 2010 through the Better Ways to School initiative. Travel plans include safety, cycling and walking measures. The secondary schools still to prepare travel plans are: Caldew, Lochinvar, Morton, William Howard and the Technical College.

We will assist employers, through the Chamber of Commerce, in the development and implementation of work travel plans for businesses in the city to reduce the number of commuter car trips made. Key travel plans will be at the County Council and City Council themselves as principal employers in the area.

#### 5 Cycling

There is a national and local target to triple the numbers of journeys undertaken by cycling by 2010. Shorter journeys up to 5km are most likely to be made by cycle. To encourage this we will develop continuous cycling routes and establish a sustainable and effective future maintenance regime.

It is proposed to identify and implement a network of continuous cycle routes in the city, Brampton and Longtown. These will focus on existing favoured cycling routes and routes to serve new developments. Design will concentrate on reducing conflicts between cycles, cars and pedestrians. This will assist in delivering Better Ways to School and work travel plans.

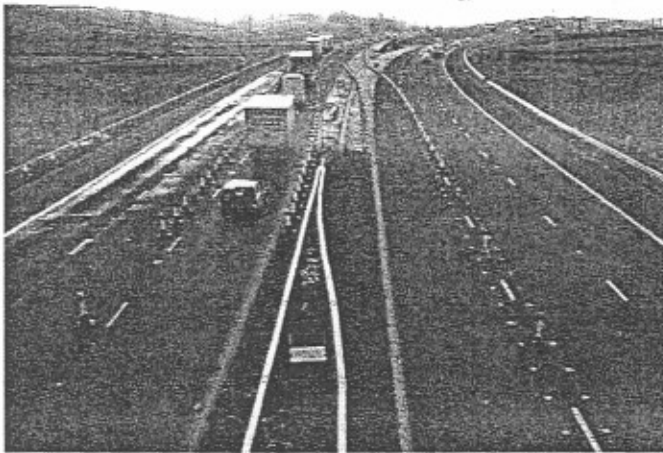
Secure cycle storage will be provided at Carlisle and the smaller stations and in the town centres. We will increase priority for cyclists at road junctions.

We will also improve the longer distance recreational cycle way network including the existing Cumbria Cycleway as part of cycle tourism development.

#### 6 Walking

Accessibility plans will be prepared for the town centres in each of Carlisle, Brampton and Longtown. This will involve identifying and overcoming gaps and obstacles in the pedestrian network to encourage walking for short journeys improving health and reducing traffic. We will also improve the network of footways and footpaths in villages to encourage walking.

Footway improvements and pedestrian crossings will be prioritised on routes to schools as identified in school travel plans, as well as promotion of the health and safety benefits of walking to school.



We will investigate opportunities to extend the pedestrianised city centre core in Carlisle while retaining access by public transport.

The Council will be preparing a Rights Of Way Improvement Plan and Countryside Access Strategy, to provide safe, accessible and attractive recreational and utility walking routes.

### **7 Road traffic**

We want to share out better the available road space between motorists, pedestrians, cycles and buses when the CNDR is opened so as to improve the attractiveness and economic vitality of the city. Opportunities will be sought to provide bus lanes and attractive cycle lanes and to widen footways to improve the pedestrian environment.

We will review the need for and phasing of traffic signals at pinch points together with a comprehensive review of traffic needs in parallel with CNDR.

We aim to improve the ability of buses to access residential areas where on-street parking currently causes problems.

Bus lanes will be put in place on routes into the city, where feasible, to improve reliability.

In the area to the north and east of Carlisle, road direction signing will be reviewed and improved where necessary, including better illumination of signs where needed.

Following implementation of decriminalised parking enforcement in Carlisle, the pattern of car parking has altered. There is now a need to assess the current location, scale and charging regime for car parking, encouraging short stay only in city centre car parks.

Long stay parking will be provided at the edge of town and shuttle bus links.

### **8 Freight movement**

Opportunities for transfer of goods to rail will be developed through the establishment of Freight Quality Partnerships and advice on grants.

An open access rail freight facility to the north of Carlisle at Kingmoor, that would enable local producers and consumers to use rail for goods traffic, will be explored fully.

Problems with large goods vehicle traffic will be tackled as they arise in line with the emerging road hierarchy. A particular problem has been identified in Longtown on Albert Street and an alternative route upgrading at Sandysike Road will be investigated.

### **9 Environment**

The County Council will work with the City Council and other key stakeholders to develop a publicity programme to encourage use of sustainable transport achieving a real shift from car travel to more public transport, cycling and walking.

Links will be established with any emerging Home Zones initiatives in the city to evaluate and programme the substantial highway input that would be required.

New guidance will be prepared for rural highway design and maintenance reflecting the need to conserve rural road character.

The highway authority recognises that transport has an impact on the environment particularly in the city centre and in sensitive rural areas. The use of quiet road surface treatments is proposed as part of the strategy to reduce these impacts.

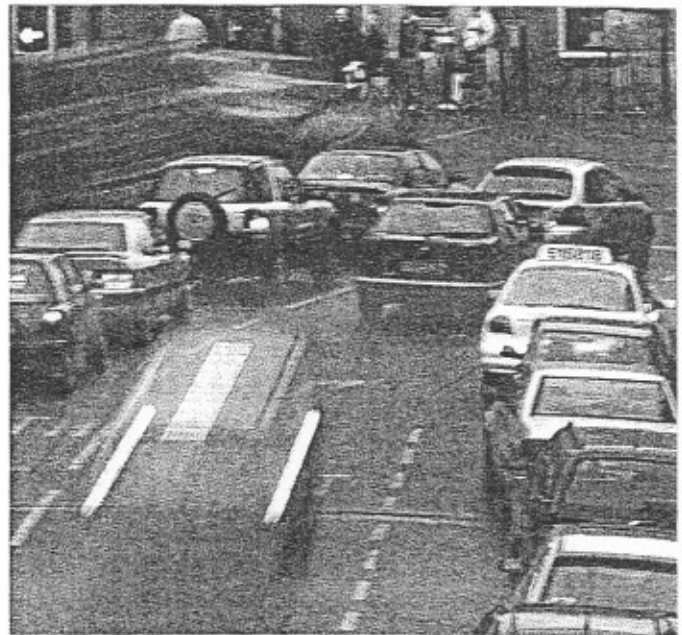
## 10 Access and equity

Accessibility plans will be prepared for the town centres in Carlisle, Longtown and Brampton. These will progressively eliminate barriers for all users of the network taking particular account of the needs of people with impaired mobility. The approach will be to improve whole continuous routes.

There will be a programme to provide dropped kerbs at crossing points, raised kerbs at bus stops and ensure that travel and transport information is available in accessible formats. We will also work with public transport operators to improve the accessibility of buses and trains.

Accessible parking for people with impaired mobility is an issue that needs to be addressed in ways that are not open to abuse by the able bodied.

The Cumbria Disability Network will provide the users' perspective and advice on priorities.



### What happens next?

Cumbria County Council regards your views as essential in preparing an Area Transport Plan for Carlisle that reflects local priorities. We need your responses by **14 June 2004**.

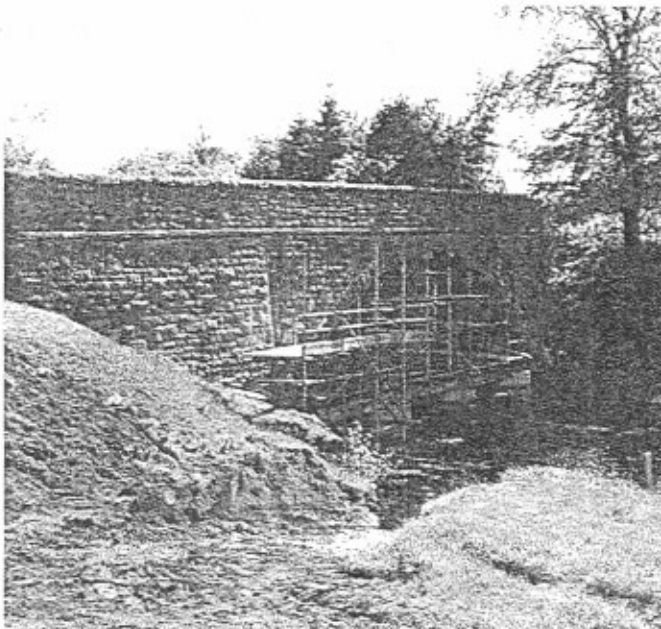
You can respond by Freepost to:

Local Transport Plan 2  
FREEPOST NWW8299A  
Strategic Planning  
Citadel Chambers  
Carlisle  
CA3 8NE

By e-mail to [CarlisleLTP2@cumbriacc.gov.uk](mailto:CarlisleLTP2@cumbriacc.gov.uk)

By fax on 01228 606726.

On the basis of this consultation we will prepare Area Transport Plans as part of the second Local Transport Plan. This will be issued as a draft for consultation in Autumn 2004 and the final version will be submitted to the Government in July 2005.



For further information or copies of this leaflet, please contact the Strategic Planning Team, Cumbria County Council, Citadel Chambers, Carlisle on 01228 606736 or visit [www.cumbriacc.gov.uk/roads-transport/travelincumbria/ltp2](http://www.cumbriacc.gov.uk/roads-transport/travelincumbria/ltp2)

If you would like this document in an alternative format, please contact 01228 606736.

# Planning Cumbria's Transport - Your Views

## Carlisle Area Transport Plan

### Response to Consultation

It would be helpful if any comments on the consultation leaflets could be made on this form. This form can be copied or additional copies downloaded from the website: [www.cumbriacc.gov.uk/roads-transport/travelincumbria/ltp2](http://www.cumbriacc.gov.uk/roads-transport/travelincumbria/ltp2)

Fold A

Local Transport Plan 2  
FREEPOST NWW8299A  
Strategic Planning  
Citadel Chambers  
Carlisle  
CA3 8NE

Fold B

#### Your details

Your name (and organisation)

Address

Contact name (if different to above)

Contact address (if different to above)

Please let us have your comments by **14 June 2004**.

Please note that all comments received will be available for public inspection.

If you wish your identity to remain confidential, please tick box:

Email: [CarlisleLTP2@cumbriacc.gov.uk](mailto:CarlisleLTP2@cumbriacc.gov.uk)

# Your Comments

District area:

Your comments:

*Fold at B and then A, tucking the last part showing your details inside.  
Please make sure that the Freepost address is visible and seal with sticky tape.*

**We Need Your Views**

Ref No..... (for official use)