

---

## **EXCERPT FROM THE MINUTES OF THE EXECUTIVE HELD ON 2 SEPTEMBER 2010**

---

**EX.136/10**    **THIRD LOCAL TRANSPORT PLAN 2011 – 2026**  
(Key Decision)

**Portfolio**    Economic Development

### **Subject Matter**

The Principal Local Plans Officer submitted report ED.22/10 informing Members that Cumbria County Council was consulting on a draft Core Strategy and Transport policies of the Local Transport Plan 3 (LTP 3) which defined the longer term transport strategy and the associated policies and programme from 2011 to 2026. That document set out the direction for the next 15 years, taking account of national policy as well as local needs and demands.

As regards issues for the City Council, the Principal Local Plans Officer pointed out that Carlisle had a sub-regional role, was a gateway City and was the largest centre of employment in Cumbria. Its status as a Regional City and Housing Growth Point was recognised within the report. Consequently a number of major transport issues continued to be of concern, details of which were provided.

The Core Strategy acknowledged ongoing key interventions which included the Carlisle Northern Development Route and the Strategic Overview for Carlisle and Transport Programme, the latter being the subject of a separate report to this meeting. It further outlined potential schemes requiring significant investment which would be established within the strategy should resources become available; referred to access improvements namely for public transport and car parks as well as Carlisle Railway Station improvements; and potential strategic infrastructure improvements, including the Carlisle Southern Bypass and A69 improvements. The strategy did not, however, itemise and clearly spell out all the specific issues for sub areas of the County, for example, no reference was made to improving air quality within Carlisle.

The Principal Local Plans Officer considered that, given the fact that the LTP3 was no longer restricted to a 5 year period, the Core Strategy should set challenging targets to achieve over the longer term. She further commented upon issues around Carbon Emissions and Climate Change; Air Quality; and Walking and Cycling.

In conclusion, she recommended that Members consider the draft Local Transport Plan 3 and that it be made available for consideration by the Environment and Economy Overview and Scrutiny Panel.

The Local Environment Portfolio Holder considered the County Council's report to be confusing, for example, it referred to carbon emissions and restricting transport and subsequently talked about welcoming transport to the City. He emphasised that the economic development of the City was dependant upon transport links with the rural area, but there was little mention of that within the Plan. Consideration should be given to better transportation arrangements for the rural area. He further questioned what consultation had been undertaken with Parish Councils

The Economic Development Portfolio Holder expressed disappointment at the quality of the Plan which had serious omissions. She pointed out that Cumbria only had one City and requested that be amended. The Executive would make a very robust response on behalf of the City in due course.

The Leader requested that the Officer write to the County Council suggesting that they approach the Parish Councils for direct feedback on the Local Transport Plan.

**Summary of options rejected** None

## **DECISION**

1. That the Executive had considered and commented upon the draft Local Transport Plan 3, as appended to Report ED.22/10, and made it available for consideration by the Environment and Economy Overview and Scrutiny Panel, prior to reporting back to the Executive on 11 October 2010.
2. In the meantime, the Assistant Director (Economic Development) be requested to write to the County Council suggesting that they consult directly with the Parish Councils.

## **Reasons for Decision**

The Transport Strategy for the period 2011-2026 will contribute to many of the objectives the Council aims to achieve through supporting economic development and delivering a more sustainable transport network.