

CARLISLE TRANSPORT STEERING GROUP

Notes of a Meeting of the Carlisle Transport Steering Group held on Friday
11 January 2002 at 10.00 am at The Courts, Carlisle.

PRESENT

Mr K Wilkinson (Chairman)

Mr R E F Aldersey	-	Cumbria County Council
Mr M Armstrong	-	Stagecoach North West
Mr N Barrett	-	Stagecoach North West
Mrs E Blackadder	-	Carlisle City Council (Agenda Item No.7d)
Mr C J Bowles	-	Stagecoach North West
Ms D Brewis	-	Carlisle Cycling Campaign
Mr L Fisher	-	Carlisle City Council
Mrs J Geddes	-	Carlisle City Council (Agenda Item No.7c)
Mr J M Guest	-	Carlisle City Council
Mr R Hindson	-	Cumbria Police
Ms J Holland	-	Parish Council Association
Mr H McDevitt	-	Carlisle City Council
Mrs E A Mallinson	-	Cumbria County Council (Agenda Item No.7c)
Mr J Mallinson	-	Cumbria County Council
Mr D Morton	-	Carlisle City Council
Mr G R Prest	-	Carlisle City Council
Mr R Watson	-	Cumbria County Council
Mr S F Young	-	Cumbria County Council

Officers in Attendance:-

Mr M Battersby	-	Director of Environment and Development, Carlisle City Council
Mr R Lewis	-	CAPITAdbs
Mr K B Poole	-	City Council Environment Department
Mr D Sheard	-	Carlisle Area Support Manager
Mr J Smith	-	Cumbria County Council – Area Engineer

23. APOLOGIES FOR ABSENCE

Apologies for absence were received from Mr J Adams, Mr V Dodd, Mr M Mitchelson (substitute Mr D Morton) and Mrs C Rutherford (substitute Mr H McDevitt).

24. MEMBERSHIP

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The City Council Membership of the Transport Steering Group was noted as follows:-

Mr L Fisher
Mr J Guest
Mr M Mitchelson
Mr G Prest
Mrs C Rutherford

25. DECLARATIONS OF INTEREST

The following interests were declared:-

Mr J Mallinson – non-pecuniary interest in Agenda Item No.4(1) in relation to Minute No.36(5) (Proposed Development Kingmoor Park Regional Business Centre) and Minute No.36(6) (Windsor Way Carlisle) and Agenda Item No.17 (Highway Authority Comments on Planning Applications – Kingmoor Park Regional Business Centre).

Mr L Fisher, Mr J Guest, Mr H McDevitt, Mr D Morton and Mr G R Prest – non-pecuniary in Agenda Item No.17b – Highway Authority Comments on Planning Application – Warwick Bridge – Holme Eden.

26. NOTES OF LAST MEETING

The Notes of the last meeting of the Carlisle Transport Steering Group held on 1 November 2001 were received.

27. COUNTY COUNCIL LOCAL COMMITTEE FOR CARLISLE

The Steering Group noted extracts from the Minutes of meetings of Carlisle Local Committee held on 9 November and 18 December 2001 detailing decisions on highways matters.

28. STAGECOACH – BUS TIMETABLE CHANGES

The Chairman welcomed a delegation from Stagecoach who had been asked to attend the meeting in connection with the recently publicised review of services. Advance information on the details of the proposed service changes had been circulated to Council offices in advance and in confidence due to the competitive nature of their business. Stagecoach were, therefore, concerned that the information was provided to the local press before they were ready to release it. It appeared that some Members had been unaware that the information had been sent in confidence. In future such information circulated by either Council should be clearly marked as confidential and Members were reminded that this information should not be disclosed. In addition, Members should be aware that the Carlisle Transport Steering Group, which was not

open to the press and public, might also receive information of a confidential nature from time to time which should not be disclosed.

Whilst Stagecoach indicated that they had intended to meet with Members after Christmas to discuss the proposed changes to services some Members indicated that a longer period was needed in order to carry out meaningful negotiations (the changes were due to come into force on 27 January). Members commented that there had in the past been better consultation arrangements between Stagecoach and the District and County Councils however this system appeared to have broken down. Stagecoach indicated that they would be willing to take part in regular consultation sessions with both Councils and the County Council's Public Transport Coordinator was asked to investigate how such a consultation system might be restarted.

Mr Barrett then went on to describe the main proposals within the review of services. The reasons for the reduction of some services and improvements to others related to a shift in passenger loadings and changes to the catchment areas of bus routes. Overall, the company expected to have the same number of buses on the roads. In particular services from the Raffles area had been decreased because there were considerably less houses on the estate to be served following the recent demolition of a large number of properties on the estate. There had been an increase in usage of services from the outlying areas including Annan, Longtown and Brampton travelling in to Carlisle and services had been redeployed to those areas. Stagecoach undertook to review any changes to services once they had been in forced for 4/6 weeks.

Members were pleased to note that Stagecoach had rescinded their initial proposal to withdraw the service to Asda. In relation to the reduction in the service to Petteril Bank Mr Barrett advised that the decision to reduce the frequency of this service was a result of a reduction in passenger numbers however as reported earlier the changes would be reviewed after 4/6 weeks of operation. Mr Barrett advised that the company were in the process of recruiting additional drivers to ensure that the service levels were maintained.

Mr Barrett then went on to give advance notification of proposed fare increases to be introduced with effect from 27 January details of which had not yet been released to the press. Members thanked Stagecoach for the advance notification of the fare increases and welcomed the proposed improvements to the mega-ride style tickets.

In response to a question from a Member, Mr Barrett advised that operators were not permitted to have joint mega-ride type schemes and that there were restrictions on the provision of joint services by different operators. Members were concerned at this position and asked for a report to a future meeting on this issue.

AGREED, that reports be submitted to future meetings regarding

- (1) future consultation meetings with Stagecoach and
- (2) restrictions placed on bus companies regarding shared discount tickets and restrictions regarding joint discussions between bus operators.

29. RESPONSES TO PETITIONS

(a) Scotby Road 20 MPH

A petition had been presented to the Local Committee at its meeting on 9 November 2001 requesting the introduction of a 20 mph speed limit, traffic calming measures a cycle path, HGV restrictions and a curb on further building works on Scotby Road.

The speed limit on Scotby Road had been reduced from 40 mph to 30 mph in September 2000 and the officers advised that a 20 mph limit could not be introduced without significant traffic calming measures. It was suggested that the proposal for a cycle path be pursued under the Better Ways to School Project. Measures to help reinforce the 30 mph speed limit were being considered for funding from a ward specific financial allocation.

AGREED, that the Carlisle Local Committee be **RECOMMENDED** that no action be taken regarding the request for a 20 mph speed limit on Scotby Road.

(b) Harold Street, Car Parking

A petition had been presented by a resident of Harold Street to the Carlisle Local Committee on 9 November 2001 requesting that action be taken regarding car parking by parents in the vicinity of Bishop Goodwin School. Some proposals to introduce waiting restrictions on the school side of the road and around the turning head on Harold Street had been introduced as part of the traffic calming scheme in Currock/Upperby area. However residents claimed that problems were being caused by teachers parking on Harold Street due to the fact that the school car park was not large enough to accommodate all teaching staff. The local Member was considering an allocation from the Ward specific financial allocation to fund an extension to the car park on the school grounds which would move teachers cars from Harold Street.

AGREED, that Carlisle Local Committee be **RECOMMENDED** that the situation be monitored once the car park extension has been completed with a view to introducing residents parking restrictions.

(c) Etterby Street Junction

A petition requesting CCTV cameras be sited at the junction of Etterby Street and Scotland Road in order to deter drivers going through the red traffic lights and endangering pedestrians, clearer road markings and antiskid surfacing had been received on 18 December 2001. A traffic island had recently been installed at the junction and a pedestrian phase across Scotland Road had been incorporated into the signal sequence. Officers commented that some years ago consideration had been given to the installation of red light cameras on the Scotland Road/Kingstown Road corridor when a major problem was the requirement for considerable police manpower in order to make the scheme successful. On the introduction of

hypothecation, when income from fines is kept by the police, the provision of red light cameras throughout Cumbria could be considered further.

The local County and City Members commented that whilst residents were appreciative of the provision of the new crossing they were very concerned about the danger to pedestrians from traffic which was passing through the red traffic light phase and from traffic which was parking on the yellow box junction. In addition there were concerns regarding the access from Etterby Street to Marlborough Gardens which they suggested by made a no right turn. Officers advised that the crossing had been installed due to an accident record at the junction. The Chairman asked that information about any accidents occurring since the installation of the crossing be collated and reported to the next meeting of the Local Committee.

AGREED, that

- (1) Carlisle Local Committee be **RECOMMENDED** to pass the petition on to the police for enforcement of vehicles travelling through a red light and a further report be submitted when the police are able to enforce red light/speed cameras;
- (2) Carlisle Local Committee be advised of the accident record for this junction since the installation of the pedestrian crossing.

(d) Orton Road – Pedestrian Crossing

A petition requesting the provision of a pedestrian crossing on Orton Road had been received at the Meeting of the Steering Group held on 4 October 2001. Officers had discussed the preferred location of the crossing with the petitioner and had found that it had coincided with the siting of a proposed crossing which had been considered for funding under the annual package of measures 2001/02 but had been deferred. The local City Councillor attended the meeting and confirmed the need for the provision of a crossing at the junction with Hutton Way.

AGREED, that Carlisle Local Committee be **RECOMMENDED** that the request for a crossing on Orton Road be considered as a scheme under the Annual Package of Measures 2002/03.

30. BRAMPTON ROAD – HGV RESTRICTION

Members considered a report updating them on the current situation regarding a request for an HGV restriction on Brampton Road. Officers had carried out consultation regarding the introduction of an 18 tonne weight restriction on Brampton Road with a view to its introduction as an interim measure pending the construction of the Carlisle Northern Development Route. It was noted that a restriction on Brampton Road would direct additional traffic on to the all ready congested Kingstown Road/Scotland Road. In addition substantial roadworks were due to commence in January for the construction of a signalised junction at Kingstown Broadway and it

was suggested that a restriction be not proposed while extra delays were to be experienced on the Kingstown Road corridor. Brampton Road and Whiteclosegate had been identified as being in need of resurfacing; work which it was hoped could be programmed in part or full next year and following which consideration could then be given to the introduction of a weight restriction if it was still needed.

The local County Member did not agree that consideration of a weight restriction be delayed for a further two years as considerable inconvenience was being experienced by residents of Brampton Road. She felt that a weight restriction should be brought in immediately to prevent additional HGVs using the road during the period of works on Kingstown Road. Other Members felt that as a major road arterial route into the City no restrictions for HGVs should be placed on the road.

AGREED, that Carlisle Local Committee be **RECOMMENDED** to not introduce a weight limit at this time but review this once the resurfacing work to Brampton Road and Whiteclosegate has been completed.

31. A74 GUARDS MILL ROAD

Stagecoach had asked for the inclusion of this item on the Agenda however following receipt of recent plans to provide an alternative route to the "Cumberland Gap" on the A74 when it was upgraded to motorway the company were now satisfied with the alternative.

32. BOTCHERGATE AND LONDON ROAD BUS LANES

The Steering Group considered a report on the monitoring of the Botchergate and London Road bus lanes and noted that the County Council Cabinet, in response to a request from the Local Committee, had agreed that consultation be carried out regarding the possible removal of the length of bus lane from St Nicholas Street to Crown Street.

The monitoring work carried out on journey times along the bus lane indicated that more analysis was required on how the bus gate on London Road should be used, what changes in bus usage had occurred and the effects of the overall Local Transport Plan policies and objectives the bus measures were having on London Road. It was noted that the Botchergate and London Road bus lanes were the first to be introduced under the Local Transport Plan policies and the original intention had been to replicate bus lanes on other major arterial routes in to the City but this would be hard to justify if the bus lanes on London Road/Botchergate could not be seen to be successful. The Stagecoach representatives indicated that they encouraged their drivers to use the bus lanes however there still seemed to be a technical difficulty in that some transponders were not triggering the lights at the bus gate. The Public Transport Coordinator was asked to investigate this problem and report back to the Local Committee.

AGREED, that

- (1) the Group notes the report and that consultation with affected parties would now take place to remove the Botchegate bus lane between St Nicholas and Crown Street;
- (2) that the Local Committee be **RECOMMENDED** to
 - (i) consider doing more analysis on how the bus gate should be used, what changes in the bus usage has occurred and the effect on the overall Local Transport Plan policies and objectives the bus measures are having on London Road;
 - (ii) receive up to date information regarding the technical problems being experienced with the transponder at the bus gate.

33. BUS SHELTERS IN THE URBAN AREA

A report by the County Director of Community, Economy & Environment advised that clarification had now been arrived at regarding the future maintenance of bus shelters in the urban area. The City Council had confirmed that they would fund the maintenance of bus shelters this financial year provided that in future years it was agreed to share the cost of bus shelter maintenance in the urban area. It was hoped that maintenance work to be carried out during the remainder of the current financial year could be commenced immediately and Stagecoach were asked to seek information from their drivers as to the best locations for future bus shelters.

AGREED, that the Carlisle Local Committee be **RECOMMENDED** to accept the offer from Carlisle City Council that the urban bus shelter maintenance be shared between the two authorities from 2002/03 onwards and that on this basis agrees to the allocation of the budget for new shelters in this financial year in the urban area of Carlisle on the main routes and central areas of the City routes.

34. WEST WALLS – TRAFFIC CALMING CONSULTATION

Members considered a report summarising the results of a consultation exercise on traffic calming on West Walls, a capital scheme in the 2001/02 LTP.

As a temporary measures, during the construction of the City Millennium works a one way south bound only restriction had been placed on West Walls. Following consultation with residents and businesses on West Walls it was proposed that the road revert to two way traffic. Some Members felt that this would be a retrograde step and another Member suggested an alternative of reversing the flow of traffic on Abbey Street. Mr R E F Aldersey reported that this issue had been considered at a recent meeting of the Castle Neighbourhood Forum and, whilst issues raised at that meeting were addressed in the report he felt that specific details of the discussion at

the Forum should have been considered together with the report. Members felt that a detailed plan would have been useful to raise consideration of the proposal and noted that an item later on the Agenda proposed a change to the traffic flow on Castle Street and that this might have an effect on any proposed changes they would wish to make to the traffic calming measures proposed for West Walls. Accordingly, it was

AGREED, that this item be deferred to the next meeting of the Carlisle Transport Steering Group when details of the discussion held at the local Neighbourhood Forum and a detailed plan should be circulated.

35. BETTER WAYS TO SCHOOL – DRAFT TRAVEL PLANS

Members considered a report detailing draft travel plans for Warwick Bridge and Houghton Primary Schools which had been selected for inclusion in the Better Ways to School programme for 2001/02. A budget of £10,000 which had been earmarked for each of the rural primary schools.

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

Warwick Bridge

- (1) a new footway be constructed at Warwick Bridge School from the community centre to the school and consideration be given to double yellow lines being painted in the vicinity of the footway;
- (2) cycle stands be introduced at Warwick Bridge School in order that cycles can be secured during school hours subject to appropriate advice from a cycling expert;
- (3) school signage on the A69 be considered by the Highways Agency;
- (4) officers pursue any appropriate contributions to the above from any local developments.

Houghton

- (5) alternatives or sources of funding be sought to enable the footway to be widened along Houghton Road.

36. CARLISLE VARIABLE MESSAGE SIGNS – PROGRESS REPORT

A report by the Director of Community, Economy & Environment outlined progress made to date in developing the proposal to locate Variable Message Signs (VMS)/Parking Information at a number of locations throughout the City for which funding had been obtained in the previous Local Transport Plan. The scheme currently proposed did not include the car park located adjacent to Iceland on Lowther

Street and Members were asked to consider whether this car park should be included in the scheme for which an additional cost of approximately £30,000 would be required. In view of the cost and the temporary nature of the car park (other temporary car parks in the City had been excluded from the scheme) Members did not feel that it was appropriate for a sign to be provided for the Iceland car park. However, in order to alleviate unnecessary traffic congestion at this vicinity it was suggested that the owner of the car park be request to erect a temporary sign when the car park was full and that clearer road markings in the vicinity be investigated.

AGREED, that

- (1) Carlisle Local Committee be **RECOMMENDED** to not include the car park adjacent to Iceland in the Variable Message Signing;
- (2) to note the current cost estimates and agree that the scheme be progressed to detail design stage in order to determine the cost with greater confidence.

37. SCHEME PROGRAMME ACTION AND MONITORING (SPAM)

The Director of Community, Economy & Environment submitted a report updating Members on progress on works within the highway funded from both capital and revenue budgets and some independently funded schemes.

AGREED, that the report be noted.

38. PROPOSED FOOTWAY ADJOINING UNCLASSIFIED ROAD NO.1070, TODHILLS

The Hespin Wood improvement and maintenance group had received a landfill tax grant towards the cost of a scheme to provide a footway through the village of Todhills. Further funding has been applied for and once all the funds had been received and there were no budgetary implications for the County Council it was

AGREED, that Carlisle Local Committee be **RECOMMENDED** that the provision of the footway be supported and the footway be adopted on completion.

39. PLANNING APPLICATIONS - PROCEDURES

This report was withdrawn from the Agenda.

40. HIGHWAY AUTHORITY COMMENTS ON PLANNING APPLICATIONS

(a) Kingmoor Regional Business Centre

Further to the discussion at the meeting of the Steering Group on 4 October 2001 the Director of Community, Economy and Environment reported on results of discussions with the developer regarding his contribution to highway works. As the works to be carried out had already been approved by the Transport Steering Group and only consideration of the contribution needed clarifying it was

AGREED that the County Members on the Carlisle Transport Steering Group meet to consider an appropriate recommendation to the Carlisle Local Committee.

(b) Holme Eden Abbey Development

A report by the County Director of Community, Economy and Environment detailed a proposed residential development at Warwick Bridge which would cause additional traffic on the A69 trunk road. Under the Better Ways to School initiative the requirement for a pedestrian crossing facility at this locality had been identified and it was suggested that the developer of the site could be requested to make a contribution.

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

- (1) note the report;
- (2) ask that the developer as part of the planning condition fund the cost of an appropriate pedestrian crossing on the A69.

41. REFERENCE FROM FORUMS

The St Aidan's Neighbourhood Forum had been advised of difficulties with car parking in the vicinity of the former Maternity Hospital, now St Martin's College. It was noted that there was provision made for a review of parking in this area once the College opened and it was proposed that this work be now progressed.

Residents in the Clift Street/Ruthella Street area were requesting an extension to the 8.00 pm residents parking restriction to prevent hospital staff parking in the residential area. Officers suggested that at the same time as reviewing the operational hours of the restrictions in this area all waiting restrictions around the hospital, including those on Newtown Road, be reviewed to ensure that the parking was not being abused by hospital staff or visitors.

Whilst Members accepted that there should be consistency regarding the length of hours of operation of the scheme they accepted that there should be the flexibility to deviate from the basic arrangements where an area had particular problems and asked

for a further report on the areas which had different arrangement form the core scheme.

AGREED, that

- (1) Carlisle Local Committee be **RECOMMENDED** to consider the alterations to the parking restrictions around St Martin's College and on the streets adjacent to the new Infirmary (Clift Street/Ruthella Street area) once Officers have carried out their investigations;
- (2) a further report be submitted to the Transport Steering Group on the principles of residents parking schemes, the general scheme to be adopted and any exceptions to that scheme.

42. LANES EXTENSION – WARWICK STREET UPDATE

Further to the discussion at the Meeting of the Steering Group on 1 November 2001 Members received an update report on the current situation regarding traffic arrangements around the Lanes in Carlisle City Centre. The restrictions on Warwick Street agreed at that Meeting were introduced before Christmas however some drivers continued to drive through the restricted area. This was causing concern and the situation would continue to be monitored.

AGREED, that the report be noted.

43. TRAFFIC MANAGEMENT WORKS 2001/2002

The Steering Group considered a report detailing the results of various weight and speed restrictions throughout the Carlisle area. One of the schemes was a proposed one-way Traffic Order on Castle Street from Finkle Street to St Mary's Gate and following the decision earlier in the Meeting at Note No 34 a decision on which would be taken at a later date.

A 50 mph speed limit was proposed on the B6264 between Linstock roundabout and the existing 30 mph restriction in the hope that eventually a 40 mph limit could be achieved on this length of road.

AGREED, that Carlisle Local Committee be **RECOMMENDED** to authorise the implementation of:-

- (1) a 7.5 tonne weight restriction except for access on the C1009 road between Blackford and Cliff;
- (2) a 50 mph speed limit on the B6264 between Linstock roundabout and the existing 30 mph restriction;
- (3) a 40 mph speed limit through Linstock village;

- (4) the existing 30 mph speed restriction in Castle Carrock be extended to include the Geltsdale Road.

44. OBJECTIONS TO NEWTOWN ROAD PELICAN CROSSING

A number of objections had been received to a proposal to install a pelican crossing on Newtown Road which had been included as part of the Annual Package of Measures for 2001/02. The proposed location of the crossing was in close proximity to a nursing home and cause parking difficulties for ambulances which often visited the home.

AGREED, that Carlisle Local Committee be **RECOMMENDED** that a detailed survey be carried out at this location to obtain the pedestrian demand crossing for Newtown Road and the results be reported to the Local Committee.

45. DATE OF NEXT MEETING

The next Meeting of the Steering Group was arranged for Tuesday 12 February at 1.00 pm at The Courts, Carlisle.

The Meeting ended at 12.30 pm.