

**CUMBRIA COUNTY COUNCIL  
CARLISLE AREA TRANSPORT ADVISORY GROUP**

Minutes of a Meeting of the Carlisle Area Transport Advisory Group held on Wednesday 28 September 2005 at 10.00 am at The Courts, Carlisle.

**PRESENT**

Mr R Watson (Chairman)

Mr T Allison	-	Carlisle City Council
Ms D Brewis	-	Carlisle Cycling Panel
Mr W Casey	-	National Taxi Association
Mr R Cook	-	Stagecoach
Mr R Hindson	-	Cumbria Police
Ms J Holland	-	Parish Councils' Association
Mr H McDevitt	-	Cumbria County Council
Mrs D Parsons	-	Carlisle City Council
Mr S Sawrey	-	Carlisle Taxi Association
Mr C F Weber	-	Cumbria County Council

**Officers in attendance**

Mr K B Poole	-	Carlisle City Council
Mr J Smith	-	Cumbria County Council, Area Engineer, Carlisle and Eden
Mr J Smith	-	Public Transport Unit
Mr G Whiteley	-	Public Transport Officer
Mrs L M Graham	-	Member Services Unit

**PART 1 – ITEMS CONSIDERED IN THE PRESENCE OF  
THE PUBLIC AND PRESS**

**1. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Mr R Bloxham (substitute Mrs D Parsons), Mr J R Collier, Mr D Morton, Mr G Prest and Mr M Battersby.

**2. MR JOHN GUEST**

Those present stood in silence for one minute in memory of Mr John Guest who had formerly represented the City Council on the ATAG and who had passed away the previous day.

### **3. DECLARATIONS OF INTEREST**

There were no declarations of interest.

### **4. MINUTES**

The Minutes of the last meeting of the Group held on 14 March 2005 were agreed as a correct record. Further to Minute No 33 – London Road Bus Lane the Group noted that a significant amount of work had been carried out on the junction improvement for the new B & Q store and this junction had been designed taking into account the presence of the bus lane. This scheme has been discussed some years ago at the Carlisle Transport Steering Group and the Area Committee. Some of the red surfacing of the bus lane required replacing following works by United Utilities. The Area Engineer advised that the reinstatement works should be carried out within six months.

### **5. EXCLUSION OF PRESS AND PUBLIC**

**RESOLVED**, that the press and public be not excluded from the meeting during consideration of any item on the agenda.

### **6. FEEDBACK FROM LOCAL COMMITTEE**

A report by the Corporate Director – Client Services summarised actions agreed by the Local Committee and the current status of these as a result of recommendations made at previous meetings of the ATAG. Members noted that further reports would be submitted on alleygates from the Head of Legal Services and St Aidan's residents' parking to the next meetings of the Highways Working Group and the next meeting of the ATAG respectively.

In relation to the layby adjacent to the A69 the Area Engineer advised that some problems had been experienced with locks being tampered with however the situation was being monitored by the Police and the situation would be reviewed at the end of the trial period.

In relation to the widening of Nelson Bridge Ms Brewis expressed disappointment that there were gaps in the cycle lane crossing the bridge. She felt that this would not encourage less experienced cyclists to attempt to negotiate the junction. The Area Engineer explained that the work that had been carried out on site was all that had been put forward with the original proposal.

The scheme to alleviate parking problems at Willowholme Industrial Estate had now been completed however members were advised that there were now some additional problems in Willowholme resulting from parking associated with the recently opened ice rink.

On behalf of the taxi community Mr Casey reported that drivers would like more information on the Rural Wheels Scheme and the Area Engineer undertook to put the relevant officer in contact with the Taxi Association.

## 7. HARDWICKE CIRCUS – REMOVAL OF TRAFFIC SIGNALS

A report from Cumbria Highways updated the ATAG on the trial which was ongoing at Hardwicke Circus whereby the traffic lights had been switched off for an experimental period of six months. During the experimental period officers and members had monitored the situation and reports had been submitted to meetings of the Highways Working Group. The report to the ATAG contained all the information reported to a meeting of the Highways Working Group the previous week. Following consideration of the information put forward the Highways Working Group had agreed to recommend to the Local Committee that part-time traffic signals be introduced on Hardwicke Circus for a trial period. This was felt to be the best way forward at the present time; the majority of drivers confirmed that traffic flow in the vicinity of the roundabout was better outside of the peak rush hour. Problems were experienced, however, during the rush hours particularly in the morning rush hour with traffic from the north (Scotland Road) and in the evening rush hour with traffic from the south (Georgian Way). It was noted that Stanwix Bank was now subject to an Air Quality Management Plan.

Officers advised members of the ATAG that their advice, mainly on safety grounds, was that the traffic lights should be switched back on permanently. Members noted that there had been a doubling in the number of accidents occurring on the roundabout during the trial period. Members of the Group concurred with the view of the Highways Working Group that, taking into account all of the evidence and the views of the general public a trial period of part-time lights should be introduced. It was noted that the precise hours during which the lights would be switched on were still to be agreed however these would be for fixed times for every day of the week. The provision of early warning signs and the need to fully publicise the new arrangements were accepted. Members were also advised that should the Local Committee agree to the part-time signals there would be some minor lining works to be carried out.

**AGREED,** that Carlisle Local Committee be advised that the unanimous view of the Carlisle ATAG was that part-time signals should be introduced on a trial basis at Hardwicke Circus.

## 8. CARLISLE RENAISSANCE – MOVEMENT STRATEGY

A report by the County Corporate Director – Economy, Culture and Environment, the County Corporate Director – Client Services and the City Council Head of Commercial and Technical Services provided members of the Group with information on the approach taken and progress made in developing a movement study for Carlisle to support the Carlisle Renaissance initiative. Carlisle Renaissance had developed following the January floods with an aim of rejuvenating the area and had received support from John Prescott, the Deputy Prime Minister. The need for a movement strategy was a central thread of the renaissance proposals and the aim was “to improve movement into and around the city for all modes of transport and promote sustainable development that reduced dependence on vehicular transport”. City and County Officers were jointly preparing a report for the Renaissance Steering Group to help identify a joint vision based on proposed development scenarios and movement/transport options to ensure that the direction taken by the study was agreed. It was proposed that detailed steering of the project would be through the

Carlisle Highways Working Group and that the Carlisle Area Transport Advisory Group and its membership would provide wider stakeholder engagement.

Ms Holland advised the Group that many parish councils were close to finalising parish plans for their areas and that transport was one of the issues addressed in these plans. Mr Smith of the Transport Planning Unit advised that any finalised plans would be studied during the development of future plans however there was a very tight timescale on which the Carlisle Renaissance proposals would be taken forward and parishes should endeavour to submit their plans to the County Council as soon as possible. He agreed to discuss this matter with the Parish Councils' Rural Development Officer.

**AGREED,** that the approach and progress of the movement study be noted.

## **9. AREA TRANSPORT PLAN**

The Area Engineer reported verbally on the production of an Area Transport Plan for the Carlisle area. The aim would be to produce a map based plan with priorities for action indicated on the map. The aim of the ATP would be to secure funding via the Local Transport Plan for the area concerned. For the Carlisle area, the Area Transport Plan would run alongside the movement study for Carlisle Renaissance and the Local Transport plan.

Mr Cook advised that Stagecoach would be happy to feed into this process by providing maps of locations where they would like to see additional bus stops provided.

The taxi representatives advised that they felt there was insufficient dialogue with the licensing officer at the City Council in connection with plans for changing taxi ranks. The taxi ranks currently provided had largely been in place for a number of years now and it was accepted by all sides that it would be timely for a review of the location of taxi ranks to be carried out.

**AGREED,** that a report be submitted to the next meeting of the ATAG regarding future locations of taxi ranks.

## **10. LOCAL TRANSPORT PLAN 2**

Members of the Group present at the meeting were furnished with a copy of the Local Transport Plan 2 which had just been produced. The Plan provided targets and programmes of schemes for each area which would be implemented depending on the level of funding provided by the Government.

The meeting closed at 11.20 am