

## Chapter 5 Delivery of LTP Strategies (Proforma B)

### 5.1 Introduction

This section of the report summarises what has been delivered in implementing the strategies for five key areas of the Local Transport Plan. The themes covered are:

**Road Safety**  
**Sustainable Transport**  
**Public Transport**  
**Better Ways to School and**  
**Highways Maintenance and Bridge**  
**Strengthening**

Each section describes the progress made to achieving the LTP programme. Where relevant, achievement of output and outcome targets is referred to.

Evidence of expenditure and scheme delivery is also referred to, summarising the content of previous Annual Progress Reports.

For each strategy a broad overall assessment of delivery is made scoring each on a scale of 1 -10 with 10 being full delivery or exceeding expectations and 1 being a substantial failure to deliver on the strategy.

## 5.2 Implementation of Road Safety Strategy

Delivery Benchmark	What has been done (April 2001 to March 2006)	Explanations for changes to what was planned
<p>1. Progress on local road casualty reduction targets up to 2005</p>	<p><b>Strategy Delivery Score 10</b></p> <p>As a result of road safety activities as planned in the Road Safety Strategy of LTPI Cumbria is on track to meet targets for all KSIs, Child KSIs and Slight Injuries. (See proforma A)</p> <p>During LTPI there was a specified allocation of capital funding (£2.75m) to identify, design and implement engineering safety schemes at sites and on routes with identified high casualty rates. This reflects the importance given to safety by the Council.</p> <p>In addition investment has been made in schemes and measures to reduce casualties in residential areas and traffic speeds in villages and rural areas.</p> <p>Engineering measures have been supported in areas which have both high levels of deprivation and road casualties by a series of 'Respect' projects of speed awareness and community commitment to road safety.</p> <p>Road safety programmes have been integrated with the Better Ways to School Programme to make safety improvements affecting journeys to and from school.</p>	<p>During LTPI the Council entered into a Local Public Service Agreement (LPSA) with government to achieve more stretching targets for casualty reductions. This resulted in additional pump priming funding which enabled increased activity and better co-ordination through the Cumbria Road Safety Partnership. The effective development of the partnership has made a substantial contribution to road safety.</p>
<p>2. Contribution of partners to delivery.</p>	<p><b>Strategy Delivery Score 9</b></p> <p>The Cumbria Road Safety Partnership has been able to achieve clearer co-ordination and maximise benefits of action relating to road safety undertaken by partners. The safety camera partnership has been able to target the locations identified by the wider partnership and to support engineering measures.</p> <p>The Cumbria Fire and Rescue service has provided Road Awareness Training to young drivers and 'pre' drivers through schools, colleges and employers (the Chamber of Trade is part of the Cumbria Road Safety Partnership). Young Cumbria have delivered a series of First Gear Courses to pre-drivers in which responsibilities were emphasised. All these funded initiatives were integrated with on-going work by Road Safety Officers.</p>	
<p>3. Impact of the five year programme of local safety schemes</p>	<p><b>Strategy Delivery Score 9</b></p> <p>A programme of Engineering Safety Schemes has been identified through Single Site studies, Route Action Studies and Area Improvement Plans. The schemes have been prioritised according to the rate of fatal and serious injuries at the location identified. The highest priority schemes have been implemented through a dedicated allocation of funding. The implementation of these schemes played a key role in the Council's successful approach to reducing the number of people killed or seriously injured on Cumbria's roads.</p>	

Delivery Benchmark	What has been done (April 2001 to March 2006)	Explanations for changes to what was planned
<p>4. Resources, delivery and impact of Education, Training and Publicity</p>	<p><b>Strategy Delivery Score 10</b></p> <p>During LTPI the council allocated approximately £1.25 m to this work. This has been supplemented by an additional £750K from the LPSA. The activities of Road Safety Officers in schools were maintained and links developed with the news media to highlight road safety issues. These activities have been co-ordinated with road safety priorities undertaken by other organisations in the partnership. School crossing patrols and education, training and publicity initiatives arising through School Travel Plans have been supported.</p> <p>The Respect programme has been implemented in the deprived wards of Barrow, Carlisle and Whitehaven. It involved a three-phase casualty reduction exercise aimed at reducing Killed and Seriously Injured casualties through a new approach centred on mobilising communities to take responsibility for their local area. Covering measures such as 'new qualified driver courses', 'speed advice enforcement days' and 'speed indication devices' the programme showed the following reduced level of casualties in the preceding five year period :-</p> <ul style="list-style-type: none"> <li>● Barrow 21 over five years to 0 in the year of the programme</li> <li>● Carlisle 76 over five years to 4 in the year of the programme</li> <li>● Whitehaven/Workington 31 over five years to 0 in the year of the programme</li> </ul> <p>It is difficult to assess the direct outcomes of other education, training and publicity initiatives. The council have monitored awareness of campaigns as a proxy. An independent random survey of 600 Cumbria residents showed that 205 had heard of Safer Roads for Cumbria – the brand adopted by the Partnership.</p> <p>Partnership with Cumbria Police has supported speed campaigns including 'bikesafe' by providing signing and speed devices. A number of high profile campaigns have been instigated to raise awareness of road safety amongst the general public and known high risk groups such as young drivers.</p>	<p>Under the LPSA 59% of the Stretched Targets was achieved which represents a considerable saving of casualties and lives above and beyond what is expected in LTPI. However the achievements did not result in receiving further additional funding through the LPSA. The Council has responded by increasing the levels of its own resources allocated to road safety.</p>

### 5.3 Implementation of Sustainable Transport Strategy

Delivery Benchmark	What has been done (April 2001 to March 2006)	Explanations for changes to what was planned
1. Airport Surface Access	<p><b>Strategy not relevant</b></p> <p>As there is no commercial passenger airport in Cumbria there is no reference in LTPI to this issue. Future potential development at Carlisle Airport and supporting surface access is recognised in LTP2</p>	
2. Co-ordination with Air Quality Action Plan and action on noise	<p><b>Strategy Delivery Score 8</b></p> <p>No significant air quality issues were identified in LTPI. Since the publication of LTPI Air Quality Management Areas (AQMA) have been declared to cover two locations in the County, in 2000 covering part of Kendal town centre and in 2005 a key arterial road in Carlisle. The declaration of the AQMA in Kendal was due to the levels of Nitrogen Dioxide resulting from road traffic emissions. In partnership with South Lakeland District Council significant progress has been made in reducing the levels of Nitrogen Dioxide to within acceptable limits through a range of transport measures which have come out of the Kendal Transport Plan. This includes changing the one-way system, re-prioritisation of traffic signals, and new traffic signing and increased priority for pedestrians and cyclists in the town centre.</p> <p>Work on the AQMA in Carlisle is still at an early stage and the council is working with the City Council in the development of an Action Plan. Proposals in LTP2 will help address the traffic congestion problems in Carlisle which have resulted in the AQMA proposed on Scotland Road. With the construction of the Carlisle Northern Development Road traffic flows on this main arterial route will be reduced and there will be the opportunity to give greater priority to bus, walking and cycling.</p>	<p>Following the introduction of the one-way system in Kendal town centre in 2005 there has been an increase in the levels of Nitrogen Dioxide in the AQMA from those achieved in the first phase of the Transport Plan due to increased traffic flows. The impact of this recently introduced measure will continue to be monitored.</p>
3. Action on climate change a) Relevant local outcome targets	<p><b>Strategy Delivery Score 5</b></p> <p>The transport strategy of LTPI acknowledges the all encompassing nature of sustainability and a number of sustainability indicators are reflected in the Plan.</p> <p>In LTPI, CO<sub>2</sub> emissions were not identified as a major issue in Cumbria reflecting its low population and relatively low levels of traffic. However the national and global importance of reducing such emissions is fully recognised.</p> <p>Aspirational targets for reduction in road traffic were set in LTP for Carlisle, the Lake District and Kendal. These have not been achieved. Achievement was dependent on restraint measures which have not proven feasible within the time frame of LTPI or acceptable in the light of the developing priorities of the Council.</p>	<p>In terms of road traffic the focus was on restraining traffic growth in Carlisle and the Lake District and reducing traffic in Kendal but these targets proved unrealistic. The target for Carlisle assumed that the Carlisle Northern Development Road would have been implemented by now and the growth in traffic in the Lake District is accepted at present as reflecting economic growth consistent with wider policy objectives. In Kendal the implementation of the Transport Plan is not yet complete. New provisional targets were set during LTPI to reflect the need to manage traffic growth and ensure economic regeneration focussing on Carlisle, Kendal and Barrow.</p>

Delivery Benchmark	What has been done (April 2001 to March 2006)	Explanations for changes to what was planned
<p>b) Delivery of sustainable transport initiatives</p>	<p><b>Strategy Delivery Score 7</b></p> <p>The LTPI strategy gives priority to increasing modal choice and ensuring accessibility to services and facilities for all sections of the community.</p> <p>Between 2001 and 2006, 165 school travel plans have been developed significantly exceeding the proposed target of 30 per annum. The measures introduced under the Better Ways to School Programme have targeted increasing journeys to school by cycling and walking. There has been both significant capital investment in measures such as cycle parking and footway improvements and pedestrian crossings and investment in cycle and pedestrian training integrated with other safety funding.</p> <p>With funding received from the DfT and DfES all school travel plans produced have been fully reviewed to take account of current best practice. The rate of travel plan development has been accelerated and improved monitoring taken place.</p> <p>11 workplace travel plans have been developed during LTPI. As part of raising travel awareness issues in Kendal a travel plan group was set up with representation from The County Council, South Lakeland District Council, Westmoreland General Hospital and K Village. The group was able to jointly access advice and support in developing early travel plans.</p> <p>A new Code of Practice for Highway Authority Input to Development Control was published in 2005. This makes it a pre-requisite for any employer to develop a Travel Plan as part of any Transport Assessment.</p> <p>The council signed up in 2005 to the national Liftshare scheme to provide alternatives to single-person car trips for journeys to work. The scheme is available to all County Council employees.</p> <p>A Cycling Development Action Plan for Cumbria was adopted in 2004. This sets out a comprehensive range of actions to encourage increased levels of cycling (see section on Cycling Strategy).</p> <p>In terms of encouraging public transport usage in urban areas the Council was successful in an Urban Bus Challenge bid in Carlisle which provided funding for a new bus service from the town centre to the major employment area on the northern edge of the town. Funding from the Urban Bus Challenge also supports City Wheels, a project which coordinates community buses in Carlisle to provide affordable accessible transport in the city.</p> <p>Close working with bus and rail operators has helped to promote public transport and provide improved passenger facilities.</p>	<p>It was recognised in 2003 that the target was over ambitious given the resources allocated. The appointment of a travel plan co-ordinator in 2004 resulted in a revision of the local target (to reflect DfT advice) so that it related to the amount of employees covered rather than number of travel plans produced.</p> <p>The appointment has created an upsurge in interest in travel planning among employers, which together with new County Council advice on Highways Input to Development Control is bringing greatly improved results.</p>

<b>Delivery Benchmark</b>	<b>What has been done (April 2001 to March 2006)</b>	<b>Explanations for changes to what was planned</b>
<p>4. Needs and special character of the countryside</p> <p>a) Achievement of targets</p>	<p><b>Strategy Delivery Score 10</b></p> <p>The Council have achieved the rural bus accessibility target with 59.4% of households having access to an hourly bus service compared to a baseline of 26.8% and a target of 37%. The Rural Wheels project has been a key determinant behind this growth as described in more detail below.</p> <p>The target for patronage of community transport services in Cumbria has also been exceeded with an increase of over 100% % since the baseline of 2002/03, significantly exceeding the target of 10% growth by 2010. This has been done through working with a range of organisations in order to support affordable and accessible transport schemes for community groups across the County.</p>	<p>Rural Wheels developed out of the Rural Transport Partnership described in LTPI. The project has been very effective in improving rural accessibility contributing to the Council's Rural Proofing programme which has developed during LTPI.</p> <p>The success of community transport schemes has emphasised the role this can play in improving accessibility. LTP2 targets will reflect the progress made in LTPI.</p>
<p>b) Delivery of Substantial Rural Transport Outputs</p>	<p><b>Strategy Delivery Score 7</b></p> <p>LTPI aimed to develop a cohesive network of rural services around which a wider network can be based. The sparsely populated nature of much of Cumbria gives particular difficulties in providing transport services and there has been a need for innovative solutions.</p> <p>The Rural Wheels project has been developed to complement the conventional rural bus network by providing an important element of transport provision in the remoter rural areas. The demand responsive nature of the service allows it to reach an extensive part of the rural community.</p> <p>Delivered with Countryside Agency funding through the Rural Transport Partnership, Rural Wheels presently serves two parts of the County utilising both commercial and voluntary transport providers and taking advantage of smart card technology. It has an additional benefit of improving the viability of small rural transport operators</p> <p>The continuing support of volunteers provides for many areas a very sustainable transport option. In particular the Fellrunner in the sparsely populated Eden valley provides a vital link to the market town of Penrith. Over 30 volunteers both manage and drive regular bus services using three accessible buses.</p> <p>Through the continuing availability of Rural Bus Service Grant, the Council has been able to provide a number of supported services in rural areas to provide access to essential services. Rural Bus Challenge enabled the Council to make substantial improvements to core services including the key link between Barrow and Kendal and Workington to Penrith. These services were also supported by a wide range of publicity.</p>	

Delivery Benchmark	What has been done (April 2001 to March 2006)	Explanations for changes to what was planned
b) Delivery of Substantial Rural Transport Outputs (continued)	<p>The Rural Transport Partnership encouraged the Council to develop working arrangements at a local level and trial a number of ways of dealing with social exclusion. The benefits of focussing on the voluntary and community sector became apparent when external funding came to an end in March 2006. The Council was able to continue to support this sector both financially and in more general terms. This part of the Passenger Transport service is now recognised as an important element of provision with a budget and staffing allocation.</p>	
5.Sustainable Distribution	<p><b>Strategy Delivery Score 5</b></p> <p>The overall approach in LTPI is to direct freight, particularly bulky commodities and dangerous materials, onto railways and away from the road network. In support of this approach are the two objectives to reduce the use of inappropriate routes by large goods vehicles and increase the levels of freight carried by rail and sea.</p> <p>A target to increase tonnage carried by rail freight by 5% was set but it did not prove possible to measure rail freight traffic reliably.</p> <p>A Freight Quality Partnership for Cumbria was established during LTPI but business changes amongst the freight quality partners put work in abeyance.</p> <p>Feasibility work into local inter-modal terminals was undertaken. There has been growth in inter-modal traffic at the Port of Workington (owned by the County Council) and at Kingmoor at Carlisle Warehousing.</p> <p>During LTPI a pilot lorry route hierarchy for the north of the County was developed and this approach is being rolled out to the rest of Cumbria to provide a basis for an advisory goods vehicle network.</p>	<p>Difficulties were experienced in securing robust and relevant monitoring information and indicators for freight mode were abandoned.</p> <p>The Council monitors journey times on key strategic routes with a target for journey time reliability within 10% of the average.</p>

## 5.4 Implementation of Public Transport Strategy

Delivery Benchmark	What has been done (April 2001 to March 2006)	Explanations for changes to what was planned
<p>I. Bus Strategy</p> <p>(a) Substantial improvements to bus services and networks across LTP area.</p>	<p><b>Strategy Delivery Score 8</b></p> <p>In total the County Council has invested in 6 'quality' bus routes across Cumbria, including 2 in partnership with the Highways Agency. In addition substantial schemes at Penrith and Carlisle have provided improved interchange facilities for passengers. The conclusion of the current phase of the Kendal Traffic Plan provides bus access to the pedestrian priority zone on Stricklandgate.</p> <p>The LTP Capital programme has been matched by some £9.2 m of revenue funding of bus services, of which some £6.3 m has been provided by Rural Bus Subsidy Grant (RBSG) and almost £1.5 m through successful bids for Urban and Rural Bus Challenges.</p> <p>Substantial revenue funding has been necessary to provide support for services that have been de-registered from the commercial network. Following the initial growth in services following the introduction of RBSG, the emphasis has been on maintaining the integrity of the rural network for access to essential services. Until recently most of the urban bus networks has remained commercially viable. Where withdrawals have taken place, the lack of demand has usually not required intervention by the Council.</p> <p>Latterly, Kendal Town network ceased to be commercially viable and is now supported by the Council to complement the objectives of the transport plan by providing a sustainable alternative transport service.</p> <p>The use of Bus Challenge funding has enabled targeted improvement to core services including the key link between Barrow and Kendal that has included capital purchase of three low floor double decker buses and service enhancement to hourly for this successful route.</p> <p>In Carlisle, partnership with the main operator has enabled the introduction of a new route linking the city centre to the regional development site at Kingmoor Park. Apart from providing new low floor buses, this route has expanded to commercial operation on Saturdays and should be commercial on Monday to Friday by 2007/08.</p> <p>The principal bus operator in Cumbria Stagecoach North West, has a long standing Bus Charter with the County Council and works closely with the Council to develop and maintain services and ensure that the respective strengths of the two organisations complement each other. Through its own resources, the company has invested in new low-floor bus fleets in Carlisle and Barrow.</p>	<p>LTPI initially assumed an increase in patronage in line with the national target for increasing bus use. Over the plan period, Cumbria has suffered from the general impact of a long term declining trend in bus passengers that was exacerbated by the impact of Foot &amp; Mouth in 2000/01 and in Carlisle by the impact of the floods in January 2005. The total bus patronage in Cumbria (BVP1102) has fallen from 17.9m in 2002/03 to 16.8m in 2005/06, however the decline has levelled off and the revised LTPI local targets of arresting the decline above 16m by 2005 has been achieved.</p> <p>Development of both major and minor passenger transport infrastructure has continued through the plan period. Erection of urban bus shelters has proved more difficult to progress than those in rural areas as continuity of funding for maintenance from other partners has proved a pressure.</p> <p>It had been intended that the NoWcard system would be live in 2005, but considerable delays in the final ITSO specification has introduced considerable technical difficulties with delivery.</p>

Delivery Benchmark	What has been done (April 2001 to March 2006)	Explanations for changes to what was planned
<p>(a) Substantial improvements to bus services and networks across LTP area. (continued)</p>	<p>Cumbria County Council is the lead authority in the NoWcard transport smartcard project. It is a partnership of four transport authorities (Cumbria, Lancashire CC, Blackburn with Darwen BC and Blackpool BC) who have provided substantial funding for it as well as the 20 districts and boroughs in the area. It will deliver the first large scale transport smartcard scheme in the UK to the Integrated Transport Smartcard Organisation (ITSO) standard and will be fully live across several major and a large number of minor bus operators by the end of 2006/07. A smartcard bureau has been established in Preston, Lancashire that now handles most of the cards issued for the NoWcard area and has successfully transferred all previous “paper” passes issued by the 20 District and Borough Councils to smartcard. The first large operator to go “live” will be Blackpool Transport in summer 2006.</p> <p>Taxis form an important part of the public transport mix in Cumbria where the sparsity of the population means that the bus service network leaves substantial gaps. The Council is involved in the Countywide taxi licensing group to maintain an overall view of levels of provision. Rural Wheels makes substantial use of small taxi firms in rural areas to fill gaps in regular transport availability.</p>	
<p>(b) Effective Partnership</p>	<p><b>Strategy Delivery Score 9</b></p> <p>The Council was an active participant in the Rural Transport Partnership with the Countryside Agency (CA) and other partners including District Council and Health Authorities as well as the voluntary sector and Cumbria Association of Local Councils. The Council provided support to enable a wide range of projects to be supported by the CA and other funding sources. These included countywide coverage of minibus brokerage schemes and a number of community buses were linked to these across the County. These schemes involved working closely with a number of voluntary sector providers to encourage affordable accessible transport for community groups.</p> <p>The Rural Wheels service was both an opportunity to trial the smartcard technology in rural areas and a chance to provide a service for people in remote rural areas where there was no conventional public transport. This service encouraged the wider use of small rural operators both commercial and voluntary and provided also a link to conventional transport.</p> <p>The Council worked closely with others to support and expand the voluntary car scheme which provides transport opportunities in many parts of the County. The Council working with Barrow Borough Council continues to provide support for a Dial-a-Ride service for people with mobility problems. A successful Urban Bus Challenge enabled a similar scheme to become operational in Carlisle.</p>	

Delivery Benchmark	What has been done (April 2001 to March 2006)	Explanations for changes to what was planned
(b) Effective Partnership (continued)	<p>The Council also supported the first Wheels to Work scheme in Copeland which is now being developed by Connexions.</p> <p>The successful partnership working enabled a number of approaches to transport provision to be developed. These services give the Council a number of options regarding service delivery for the future. They are essentially customer focussed and very responsive to need. They all rely substantially on volunteers and another part of the RTP work was to encourage training of the community transport sector. Again support from the Council and CA enabled a number of training opportunities.</p> <p>The work of the RTP was assisted by the Community Transport Forum which was established sometime ago as an opportunity for the Council to encourage good practise in this sector.</p>	
2. Contribution of Passenger Transport	<p><b>Strategy Delivery Score 7</b></p> <p>Throughout the plan period, the County Council has played a leading role in the lobbying organisation West Coast Rail 250 (WCR250) through the process of the modernisation of the West Coast Main Line. Delivery of improvements to date in services and trains have led to a reduction in journey times between Cumbria and rest of the country served by the route. The route therefore offers an increasingly attractive sustainable means of accessing Cumbria. WCR250 is a respected stakeholder organisation in the rail industry and works closely with the SRA and now DfT Rail, as well as Network Rail and the train operators.</p> <p>A number of station improvement schemes have been completed, including the upgrading of the forecourt at Barrow and Windermere and the interchange at Penrith. Investment has also been made at several smaller stations, e.g. new shelters. Effective partnerships have been developed with the Settle and Carlisle Railway Development Company and others.</p> <p>Regular liaison has continued at the local level throughout the plan period with train operators and the network operator to ensure the alignment of service plans and programmes.</p>	<p>Funding deficiencies in the franchise operation of the local rail network prior to the recent Trans-Pennine and Northern franchises, as well as the lack of railway industry investment in local schemes, has stalled progress of many minor station improvement schemes.</p> <p>It is disappointing to record the lack of progress in improvements to local train timetables throughout the period, as well as little change in rolling stock. Peak hour overcrowding is an issue for services into Carlisle from the Workington direction.</p> <p>Bids were made to the Strategic Rail Authority for Rail Passenger Partnership funding for both the Cumbrian Coast Line and Windermere Branch. Neither bid had received funding before the programme was closed.</p>

Delivery Benchmark	What has been done (April 2001 to March 2006)	Explanations for changes to what was planned
3. Public Transport Interchange	<p><b>Strategy Delivery Score 6</b></p> <p>Improved interchange between rail and local bus services has been developed at a number of locations across the county, including a major project in Carlisle city centre, at Penrith Bus Station in partnership with Eden DC and for improved facilities at Barrow.</p> <p>Improved facilities have also been provided for taxis. Cycle storage had previously been provided by the Council at Carlisle, Penrith and Oxenholme stations.</p> <p>Improvements at Barrow, Penrith and Windermere stations improved facilities for interchange between rail and other modes</p>	<p>Major interchange projects for Workington and Whitehaven have been deferred to LTP2. The coordination with regeneration funding together with complexities of land ownership and development control have delayed these large scale schemes</p> <p>A significant rebuild of Keswick interchange, proposed as part of a Rural Bus Challenge project, has not been able to progress due to difficulties with land assembly.</p>
4. Passenger Transport Information	<p><b>Strategy Delivery Score 8</b></p> <p>A Passenger Transport Information Strategy was published in APR3 in 2003. The Council has developed an agreement with Stagecoach NW to share production of leaflets and co-operates with the company on many aspects of publicity and promotion. The Council and Stagecoach are the principal contributors to Traveline Cumbria which is managed by an independent company representing the various stakeholders. The call centre received some 7 700 calls per annum.</p> <p>The Council manages roadside poster production at just over 1 000 locations.</p> <p>The Council's website provides access to e-versions of the Council's transport publications as well as the portal to the Journey Planner site. The current Journey Planner contract was achieved in partnership with the North East Travel Information Service.</p> <p>Urban Bus Challenge funding in Carlisle has enabled a pilot Real Time Information system to be initiated on a key cross-city route.</p>	

## 5.5 Implementation of Travel to School Strategy

Delivery Benchmark	What has been done (April 2001 to March 2006)	Explanations for changes to what was planned
<p>1. Achievement of Targets</p>	<p><b>Strategy Delivery Score 10</b></p> <p>A key component of LTPI aimed at reducing the adverse environmental impact of the car was the introduction of School Travel Plans.( Ref 488- 496)</p> <p>During LTPI 165 School Travel Plans were developed compared with a target of 150 which means that 53% of the schools in Cumbria now have an approved plan.</p> <p>The Council have received additional funding from the DfT and DfES in recognition of the success of our Better Ways to School (BWTS) programme. This has enabled us to fully review all school travel plans produced to take account of best practice and allow the rate for development of travel plans to be accelerated.</p> <p>The funding has also allowed new travel planning materials to be made available to assist schools and for a new website to be developed. The BWTS website provides details of the progress being made and is a procurer of good practice for schools within Cumbria and practitioners elsewhere in the country.</p>	<p>The additional funding made available by DfT and DfES enabled additional resources to be quickly allocated to the project through the partnership with Capita Symonds</p>
<p>2. Substantial improvements to walking, and cycle routes, bus provision and associated traffic, parking and speed management</p>	<p><b>Strategy Delivery Score 8</b></p> <p>There has been significant capital investment in measures to encourage walking and cycling to schools.</p> <p>Over 70 Schools have put in new cycle parking facilities with 47 schools having used their extra DfT grant to fund the storage.</p> <p>The Council have worked closely with schools and parents to encourage the take up of walking bus schemes and have produced walking bus guidelines. There are now 12 schemes up and running across different parts of Cumbria. Schools have been encouraged to take part in national Walk to School Week and in October 2005 56 schools were involved. The Walk on Wednesdays initiative has also been a success.</p> <p>Through the BWTS programme a wide range of cycle training has been provided. 106 schools have received playground cycle skills training for either year 3 &amp; 4 for Primary School pupils or year 7 Secondary School pupils. In addition 30 secondary schools have received Road Awareness Training from Cumbria Fire Service.</p> <p>8 Traffic calming schemes around schools have been implemented in 2005/6 and similar numbers have been installed in previous years of the LTP. One of three bids made for funding through the Sustrans Safer Route to Schools scheme was accepted. This has resulted in a new off-road cycleway being provided to Cockermonth School opened during the Summer Term 2006.</p>	

Delivery Benchmark	What has been done (April 2001 to March 2006)	Explanations for changes to what was planned
3. Substantial partnership working	<p><b>Strategy Delivery Score 6</b></p> <p>School Travel Plans have been developed through a partnership of schools (including staff, governors and pupils), parents, travel plan co-ordinators and road safety officers.</p> <p>The programme is coordinated by steering group comprising representatives of the Council as Highway Authority, Education Authority and the Council's strategic partner consultancy.</p>	

## 5.6 Implementation of Principal Road Maintenance and Bridge Strengthening Strategies

Delivery Benchmark	What has been done (April 2001 to March 2006)	Explanations for changes to what was planned
<p>1. Target for improved road condition achieved.</p>	<p><b>Strategy Delivery Score 8</b></p> <p>Maintaining the County's road network is identified as a main theme in LTPI. The Council has achieved and exceeded the targets for the % of Non-Principal and Unclassified roads in need of repair.</p> <p>There is at present no clear evidence over the target relating to the Principal Road network which was to reduce by 2% per annum the network in need of repair due to the different survey methods being utilised. However where consistent methodology has been utilised over two year periods it can be seen that on each occasion a greater than 2% per annum reduction in the extent of road network in need of repair has been achieved .</p>	<p>The measurement of the BVPI for the unclassified network continues to use CVI surveys. The survey methods have been improved to ensure countywide consistency and the trend for improvement can be clearly seen and targets exceeded.</p> <p>In compliance with DfT requirements SCANNER surveys are also carried out on the classified roads whilst CVI surveys were used prior to 2005/06. An effort was made to compare the two methodologies and improvements were still evident.</p> <p>Whilst SCANNER has been used for two years on the Principal Road network, the parameters for the calculation to BVPI 223 have altered. However using parameters from the 2004/05 guidance with the new data for 2005/06, improvements were evident (36.6% in 2004/05 to 31.3% in 2005/06) showing a downward trend.</p>
<p>2. Significant outcomes for integrated transport, the environment and the economy delivered by maintenance schemes and integration of environmental considerations in scheme design and implementation.</p>	<p><b>Strategy Delivery Score 7</b></p> <p>In the implementation of maintenance works and schemes relating to safety on the road network the opportunity has been taken to implement measures such as cycle lanes, advanced stop lines in urban areas and pedestrian crossings such as at Maryport. These make improvements for vulnerable road users to encourage walking and cycling at marginal additional costs.</p> <p>The special landscape designations in Cumbria can place restrictions on working practices. For example, a maintenance scheme carried out in Wasdale required additional management measures to avoid damage to an Environmentally Sensitive Area, which included road verges, with additional costs and delays incurred.</p>	

<b>Delivery Benchmark</b>	<b>What has been done (April 2001 to March 2006)</b>	<b>Explanations for changes to what was planned</b>
<p>3. Significant reductions in structures related weight and width restrictions on the Principal Road Network.</p>	<p><b>Strategy Delivery Score 9</b>            95% of the under-strength bridges on the Principal Road Network which were highlighted in LTPI have now been strengthened. There are also 20 under-strength County Council owned bridges which are being monitored at six monthly intervals.</p>	<p>The delays in implementing the programme have been the result of unexpectedly lengthy timescales in obtaining Environment Agency consents and land owner consents.</p>





Information on alternative formats and advice on county issues can be provided by:



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