

I Executive summary

The Local Transport Plan for Cumbria sets out a vision and objectives for transport in the county over the next 15 years and the approach to be taken to achieve these objectives. It sets out the county council's strategic policies for transport and measures that will be needed over the five year time span of the Plan to tackle the transport priorities for the county. The Plan contributes to the achievement of the wider aims of the county council including economic growth, improving accessibility and the quality of peoples' lives.

The Plan addresses the transport requirements of the county by taking account of the realistic expectations of communities and other stakeholders and balancing these with the needs of the local, regional and national economic and environmental requirements. The Plan is realistic and reflects the level of funding available for transport improvements indicated by Government but also sets challenging targets, which will require a high level of partnership working.

Cumbria's economic growth lags behind the rest of the north west region and the UK as a whole. The county council's transport measures will support the aim to bring growth at least in line with the regional average. The benefits of successful inward investment initiatives need to be spread throughout Cumbria.

Cumbria is the second largest county in England but has a population of only 500,000. The provision of jobs, education and health care and other services including sustainable transport is made difficult by the sparsity of the population. The recent successes in delivering coordinated demand responsive rural transport and in developing accessibility planning with partners through the Cumbria Accessibility and Transport partnership will be developed during the plan period.

Cumbria has traditionally had high levels of road casualties per head of population. Great progress has been made during the first LTP period (2000-2005) through the Local Public Service Agreement in reducing the number of people killed or seriously injured on the county's roads. This progress needs to be maintained and the Cumbria Road Safety Partnership provides the key to coordination.

Cumbria's highway network (including public rights of way) is very extensive and the other transport priorities rely on making best use of it. Much of it is poorly constructed and has suffered from under investment over recent years. The geography, climate and landscape designations place special constraints on highway maintenance. Because of these issues and the fundamental importance of highway network to transport in Cumbria. The council makes this a high priority. An Asset Management approach and an improved prioritisation method of maintenance have been developed and these, along with efficiency achieved through the Cumbria Highways Partnership will ensure value for money.

The key transport priorities

- To develop transport infrastructure to support improvements to the Cumbrian economy
- To improve accessibility to jobs, education and training, health and other key services
- To reduce the high level of road casualties
- To maintain to a high standard the extensive road network

The approach

Overall the approach is to reduce the need to travel and help people to get to where they need to go safely and with reduced environmental impact.

Improving economic performance

This will be done by:

- Reducing remoteness by seeking improvements to the strategic transport network to bring communities closer together within Cumbria
- Improving access to markets within the region and adjoining regions
- Bringing jobs closer to people, directing inward investment to areas of joblessness
- Ensuring that traffic measures support economic growth by relating improvements to development requirements
- Investing in infrastructure that assists tourism development

Key measures include:

- Carlisle Northern Development Route
- Barrow Access to Employment Measures
- Workington Town Centre Improvements
- Braithwaite Fold Interchange

Improving accessibility

This will be done by:

- Reducing the need to travel, guiding development to Key Service Centres, which are accessible by public transport, on foot and by cycle
- Securing contributions to movement and transport networks through the development control process
- Ensuring the continued development of demand responsive transport as part of an integrated approach to access to services
- Developing cycle and walking networks in Key Service Centres
- Developing quality bus routes through a quality bus partnership with Stagecoach

Key measures include:

- Rural Wheels
- Kendal town centre scheme
- Quality bus routes in Carlisle
- Home Zones in Barrow

Reducing road casualties

This will be done by:

- Focusing on encouraging safer road user behaviour working closely with communities and particularly with young people
- Reducing dangers for pedestrians and cyclists
- Targeting investment on locations or collision types that make the largest contribution to the number of people killed or seriously injured
- Improving coordination of safety activities through the Cumbria Road Safety Partnership

Key measures include:

- Programme of Engineering Safety Schemes including Traffic Calming at Plumpton and Clifton
- Variable message signs on A683, A686 and A66
- Young driver training
- Integration of Better Ways To School programme with the Road Safety Partnership

Maintaining a high quality road network

This will be done by:

- Adopting an asset management approach
- Prioritising investment where need is greatest according to good monitoring information
- Ensuring that facilities for pedestrians and cyclists and to improve safety are included in maintenance schemes

Key measures include:

- Implementation of the Cumbria Highways Asset Management Plan
- Prioritisation of the principal and non-principal road maintenance programme

Developing the Plan

This is the second Local Transport Plan for Cumbria and lessons have been learned during the last five years that have guided the revision of the Plan policies, improved understanding of which measures are most successful in achieving objectives and related targets and how programmes can be developed more effectively to implement the Plan. Indicators and targets to measure progress in achieving the objectives of the Plan have been revised to reflect the transport priorities in Cumbria and the contribution the county can make to achieving national and regional aims.

Research and community engagement and participation during the period of the first LTP have informed and developed the priorities for the second LTP. The evidence bases for the priorities set in different parts of the county are referred to in the Area Transport Statements for each district council area. In each area a short list of key measures has been identified to address the local priorities. These have been identified and prioritised on the basis of how well they contribute to meeting the objectives and targets. Across the county a realistic programme of transport investment has been set that utilises to best effect the funding allocated by the government and other funding sources that can be exploited for transport.

Delivering the longer term vision

The vision for a sustainable Cumbrian economy, environment and community cannot be delivered solely through the investment available locally through the LTP process. Many of the improvements to the transport network; roads and public transport exceed current funding levels. These schemes are identified in the Plan (see chapter 1) and the county council will work with other agencies including the Cumbria Strategic Partnership in promoting and lobbying for these necessary improvements.

Introduction

Purpose of the Local Transport Plan

The Local Transport Plan (LTP) covers the whole of the county of Cumbria including the Lake District National Park and part of the Yorkshire Dales National Park. The LTP is not just a plan for the county council but is the framework for the delivery of transport for all transport organisations working within Cumbria. To achieve this, preparation of the LTP has involved all key stakeholders and consultees. It is a partnership plan that aims to align the objectives, policies and actions of these bodies to develop a transport system fit for the future. It should be noted that all policies are countywide unless stated otherwise.

The LTP is for a five-year period and reflects a longer-term strategy for transport in Cumbria. This is based on the wider vision for the county set out in the council's corporate strategy and on the shared priority for Sustainable Communities and Transport agreed by the Government and Local Government Association. For implementation purposes the LTP contains six Area Transport Statements reflecting the council's local committee (and district council) areas. The LTP must be read as a whole because of the large overlap between policy actions and their contributions to meeting the objectives of the plan.

The Government, through the Department for Transport (DfT), require the LTP to reflect the wider context of regional economic and spatial guidance and the local vision for Cumbria. The LTP will also ensure that plans for regeneration and housing are informed by realistic expectations about transport improvements.

The LTP sets locally relevant and realistic but challenging targets that support economic growth, housing and social inclusion.

These targets focus on the shared priorities of the Government and local authorities:

- Improving access to jobs and services, particularly for those in most need, in ways which are sustainable, including improved public transport. **SP1**
- Reduced problems of congestion. **SP2**
- Reduced pollution. **SP3**
- Improved safety. **SP4**

and link to priorities of:

- Improved health through increased activity and improved air quality
- Reduced crime and disorder

They take account of national targets as well as local circumstances including targets for highway maintenance, which is a critical element of managing the transport network and a high priority in Cumbria.

The DfT indicate that funding for local transport improvements is unlikely to increase substantially and indeed the LTP targets should assume that no new major schemes beyond those provisionally or fully approved will be implemented. Therefore the LTP approach makes full use of evidence about what measures work best and what the local problems and opportunities are. The approach makes best use of existing infrastructure and avoids focussing on new build and capital investment at the expense of innovative packages of measures to address demand and supply. However, the LTP will remain flexible to enable schemes to be incorporated that arise from changing circumstances including those at Sellafield (British Nuclear Fuels Ltd).

As well as capital investment allocated by the Government to the council for transport improvements and highway maintenance, the council invests revenue in support for public transport services, promotion and publicity of public transport, highway maintenance and public rights of way maintenance.

To increase the value of the council's investment, contributions are sought from developers and partner organisations, including district councils and national parks, and bids are made for government and other grants including and European funding streams. Options are being explored to increase revenue funding in partnership with the Lake District National Park Authority.

Throughout the councils implementation of the Local Transport Plan savings are sought following from the Gershon report into efficiency in local government.

The process of developing the LTP including consultation and the wider policy context with which it is aligned are set out in Annex A of the Plan. The transport targets for the plan are summarised in Annex B.

Background

The county has a resident population of some 500,000 giving an overall population density of 0.7 people per hectare compared with the national average of 3.2. There are two regional towns and cities - Carlisle and Barrow where the Regional Spatial Strategy expects growth to be focussed. Within the Lake District alone, some 15 million day visits per year are received (Cumbria Tourist Board), 90% of which are made by car. Tourism supports, directly or indirectly, 18% of jobs in the county.

The economy of the county is growing more slowly than in any other sub-region. The character of the traditional economy of the county is in transition as manufacturing and agriculture sectors experience decline and service industries including health, finance, and catering grow. Over the last five years there have been extensive job losses due to external pressures on the economy particularly in the nuclear, shipbuilding and chemical industries. The resulting changes to employment patterns have encouraged a low wage economy based on tourism and service sectors. The outcome is that the county has seen its relative position decline sharply.

These pressures are expected to continue with the consequence of further significant job losses including the expected loss of 8,000 jobs at BNFL Sellafield over the next seven years. This is a particular issue in the already declining economies of parts of south and west Cumbria alongside the concern in these areas to improve transport to address peripherality and distances from suppliers and markets.

Large parts of the county have very low population densities leading to problems of accessing goods and services and difficulties in providing commercially viable public transport services. Car ownership is generally low across the county compared with the UK average but seen as essential in most rural communities. An ageing population puts increasing demands on health provision and on public transport provision. This is particularly evident in areas where high levels of inward migration of retired people is accelerating the trend (overall 27% of the population of Cumbria are pensioners compared with 24% nationally). As the birth rate declines a declining school age population results in the rationalisation and closure of smaller rural schools. This in turn has an impact on the demand for travel and the provision of transport.

There are stark contrasts between areas of strong economic performance, close to the main strategic transport links, in the east of the county and communities (primarily in the west) that suffer from low employment, declining industry and consequent urban dereliction. However in the areas of stronger economic performance, in Eden and South Lakeland, there have been significant job losses in the insurance and manufacturing sectors in Kendal and Ulverston and wages are low. In Barrow, Copeland and Allerdale there are wards with high levels of deprivation (in the highest 10% nationally). This gives rise particularly to road safety concerns as nationally children from deprived areas are five times as likely to become road casualties as their better off peers.

Cumbria is rich in landscapes that are protected by a range of designations (including two national parks and three AONBs and the World Heritage Site at Hadrians Wall.) These special environments give a particular focus to ensuring the negative environmental impacts of transport are minimised.

Transport priorities in Cumbria

As a consequence of this background, Cumbria has a unique set of priorities that transport needs to address.

The key transport priorities:

- To develop transport infrastructure to support improvements to the Cumbria economy
- To improve accessibility to jobs, education and training, health and other key services
- To reduce the high level of road casualties
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Economic development

The need to bring the Cumbrian economy into line with the North West regional average gives a top priority to transport measures that assist economic development, particularly of Furness and West Cumbria (Regional Economic Strategy and Cumbria Sub Regional Spatial Strategy). Improving journey time reliability on key strategic routes and improving access to employment sites are the highest priorities for Cumbria. Achieving these aims brings other benefits for local environmental quality, safety and liveability. However these measures are dependent on larger scale capital investment.

The county priorities include schemes currently programmed: Carlisle Northern Development Route, Temple Sowerby (A66) and High and Low Newton (A590) by passes and the Parton-Lilyhall Improvement (A595). Beyond this there are a number of large scale schemes that are considered essential to the future prosperity of the county (listed below). Schemes of this size are not realisable within the anticipated level of funding available to the council during the next five years through the LTP system. Furthermore it is recognised that the prioritisation of transport investment at a regional and national level does not reflect the transport needs of economic regeneration in Cumbria (Regional Funding Allocation). The council will press for recognition of the special needs of Cumbria and simultaneously all possible alternative sources of funding will be sought, in particular regeneration funding.

Accessibility

Because of the large areas of the county with very low population density, economic conventional public transport services are rarely sustainable. Our Accessibility Planning work shows that these problems are at their worst in Eden. The priority in Eden is to develop demand responsive services that complement the interurban bus and train network and address locations and individuals with poor accessibility. The Cumbria Accessibility Strategy and Bus Strategy reflect this priority.

There will remain inevitable high dependency on car travel for rural communities for travel to work and to access essential services. It is a priority in key service centres to ensure that sufficient car parking exists for economic vitality and prevent migration of jobs and services to less sustainable out of town locations.

Even in the larger settlements of Carlisle and Barrow the urban areas are compact and a priority here and in other key service centres is to increase the proportion of short journeys made on foot (Carlisle Renaissance and Barrow Masterplan). Improvements to identified key walking routes will be prioritised. Accessibility on foot is also at the heart of the Countryside Access Strategy and the RoWIP. The RoW network is of great economic importance to the county as a key element of the tourism offer.

Guidance on the locations of housing and employment land will reflect the importance of improving accessibility of jobs and services (Joint Structure Plan). The consideration of schools reorganisation in Cumbria will take into account accessibility planning principles alongside the primary aim to improve education offered (Cumbria Schools Reorganisation).

Safety

Cumbria has in the past had a higher rate of road casualties per head of population than the national average. Investment of additional funding through the Local Public Service Agreement and the increased targeting of resources to locations and communities where the risks are highest has produced a significant reduction in people killed or seriously injured far in advance of national targets. This approach will be continued through the Cumbria Road Safety Partnership coordinating and combining the engineering, education and enforcement programmes of the council, police, highways agency, and the fire service who, in Cumbria find their work increasingly related to road incidents.

The continuing priorities are tackling high speed crashes often associated with driver frustration and limited overtaking opportunities on the fast interurban roads and reducing the incidence and severity of collisions in residential areas through the participation of communities in local safety initiatives. Communities that experience high levels of multiple deprivation in Barrow, Carlisle, Whitehaven and Workington have been early targets of this approach to address the greater risks in these areas and lessons learned are being applied more widely.

Highway Maintenance

As the road network in Cumbria is very extensive, covering some 7500 km, and levels of use are higher than would be expected on population alone due to visitor traffic, highway maintenance is a high priority.

The priority given to maintenance is reinforced by the large proportion of roads that have a high requirement for maintenance due to a lack of structural strength and lack of formal drainage. This applies not only to minor, local distributor and access roads (Cumbria functional road hierarchy) but also strategic routes: particularly the A683, A684, A592, A593, B5305 and B5302.

Higher than average maintenance costs are incurred due to limitations on times when repairs can be carried out due to the mountainous terrain, limited alternative routes, demands of visitor access, and extensive areas of protected landscape and ecology. The very wet climate requires frequent interventions to the drainage system and causes softening of sub-base materials. Over 50% of the street lighting stock is beyond its design life (Cumbria Highway Asset Management Plan).

To address the priority given to maintenance the council invests the full amount of the annual allocation (three times the level of the integrated transport block) and targets work to locations where condition of the road is worst according to regular inspections.

Congestion

Urban traffic congestion is not a major problem in Cumbria. It is limited to short peak periods in Carlisle and Kendal principally on the radial routes and at travel to work and school peaks.

In Carlisle priority will be given to improving the bus network in partnership with the main service operator to increase the number of passenger journeys and reduce the number of short car journeys within the city. Other priorities are low-cost quick win measures to improve traffic movement at specific pinch points. In Kendal the remaining phases of the traffic plan will be implemented to reduce the impact of traffic on the quality of the town centre environment and reduce traffic queues on Windermere Road and Lound Road/Highgate.

There are high levels of traffic and demand for parking in the Lake District National Park at weekends and during school holidays. This creates localised problems of extended journey times on the A66, A591 and A590 into the National Park and slow moving traffic in town centres of Ambleside, Windermere, Bowness and Keswick. Obstacles to movement are caused by roadside parking and the search for roadside parking particularly in Langdale and Borrowdale. Priorities are to manage parking jointly with the national park authority and other parking authorities as well as and to encourage the use of public transport, cycling and walking for travel within the park.

Air quality

Because of the dispersed population and lack of traffic congestion air quality is not a problem in Cumbria except at two locations: Carlisle on the A7 Scotland Road and in Kendal on Lowther Street. Air quality management areas have been declared that cover these locations and priority is given to measures that contribute to the joint action plans prepared.

Air quality is monitored throughout the county and the county council participates in the development of action plans particularly where transport is identified as a contributing factor.

Cumbria's contribution to the national transport agenda

These characteristics and priorities of the county mean that the contribution the county can make to the national transport agenda and the shared priorities for transport of the government and local government are fundamentally different from those of other sub regions.

During the period of this second Local Transport Plan for Cumbria expects to make the following nationally significant contributions:

The county is focussing on improving transport in Barrow, Carlisle and West Cumbria as key drivers in the Cumbrian economy assisting the North West region in raising economic performance (GVA) to the national average.

The priority given to reducing the number of people killed or seriously injured on the county's roads (top priority in the Council Plan theme E) assists in the county making a substantial contribution to achieving national road safety targets.

The promotion of sustainable transport for visitors to the national park reflects the uniqueness of the landscape and environmental quality and the importance of this resource to the economy.

Major schemes and other large scale schemes essential to economic development and accessibility

The council and its partners have identified a number of large scale transport improvements that are required to deliver the longer term Transport Strategy and stimulate and accommodate regeneration and development of the Cumbrian economy in line with the Sub Regional Spatial Strategy. Those schemes that are estimated to cost more than £5m to deliver are submitted as individual Major Schemes for consideration for funding through regional prioritisation systems coordinated by the North West Regional Assembly, North West Development Agency and Government Office North West.

Below this threshold there are a number of still substantial schemes the costs of which are too great for the county council to fund from the annual settlement for transport for Cumbria. Their estimated costs are so large that implementation would consume all the available funding or represent such a large proportion that the remainder of the programme could not deliver progress towards the range of transport targets. These schemes are currently assessed as not large enough to be treated as Major Scheme bids.

The council is seeking to identify alternatives and opportunities to fund each of these schemes including phased introduction, developer contributions or regeneration funding.

The potential future Major Schemes identified include Kendal Northern Relief Road as part of the Kendal Transport Plan, Workington Southern Link, Whitehaven Eastern By-pass, Carlisle Southern Relief Road, Kirkby Stephen By-pass, A595 Grizebeck-Askam, Duddon Crossing, West Cumbria Cycle Networks, Wigton Eastern Relief Road and Windermere Branch line. This last is dependent on a high level of commitment from the rail industry. There are also a number of substantial schemes on the trunk road network for which the council is active in lobbying: the A590 Ulverston by-pass, A69 Warwick Bridge by-pass, A595 Blackbeck to Thornhill. Finally the Morecambe Bay Barrage initiative is being currently under assessment and may become part of the longer term vision.

The large scale schemes that do not qualify as Major Schemes but remain longer term proposals to deliver the Strategy for transport are:

A5093 Kirksanton upgrade
A595 Duddon Bridge By-pass
Carlisle Park and Ride and Bus Priority Measures
Gilwilly Industrial Estate Link Road
Kendal Park and Ride
Keswick and Kendal Cycle Route
Walney Channel Crossing
Whitehaven East Relief Road
Wigton Eastern By-pass
A595 Buckman Brow - Grizebeck inc Duddon Bridge
A66 Penrith - Temple Sowerby
A66 Temple Sowerby - Appleby
A66 Appleby - Brough

Management of programme

The programme of transport capital works is divided into improvement and maintenance schemes.

Improvement works are identified in a number of different ways including the Transport Studies Programme, Engineering Safety Studies and Better Ways to Schools projects, community concerns expressed via Area Transport Advisory Groups, county councillors, district and parish councils and direct from the public and through the plans and programmes of partner organisations.

These works are then prioritised in accordance with the core objectives and the targets contained within the Local Transport Plan (Annex C). By following a rigorous objective approach to scheme prioritisation the council can be reassured that the programme agreed will deliver the aims, objectives and targets of the plan. It ensures that only schemes that contribute to these priorities are implemented. Once a prioritised list is prepared, a programme is developed on the basis of deliverability and maximising integration with other programmes. This is critically important where significant partner funding is available and to achieve efficiencies in delivery. Advanced work on scheme design and consultation for larger schemes is funded prior to implementation to enable them to be prepared in advance of their year of delivery (the Preparation Pool of Schemes). This advance work enables flexibility in the programme to bring forward schemes from future years should funding become available or to replace schemes that have been superseded or face delays in delivery.

The prioritisation process is re-visited each year to take into account of proposed schemes brought forward in that year for inclusion in future years programmes. Every new scheme is scored and takes its place in the prioritised list. The process enables the council to respond to changing circumstances, new initiatives and third party funding including developers schemes for transport improvements to maximise efficiency and effectiveness.

The capital maintenance programme of works is generated through technical surveys, reporting of defects and routine inspections. SCANNER machine based surveys are undertaken for all principal and classified roads and Coarse Visual Inspection surveys are carried out on the unclassified road network. These surveys identify locations where the road is in need of structural maintenance and the locations are prioritised on the basis of the greatest need and to achieve the county targets for the relevant performance indicators on a countywide basis. The list of identified schemes is in excess of the budget available and therefore schemes can be brought forward from future years to allow flexibility in the programme should delays occur in any planned works.

The programme delivery on the ground is managed jointly by Cumbria Highways (the delivery partnership), through monthly progress meetings at Area level and monitoring of scheme delivery and cost progress against budget. These meetings also review the programme to ensure that any slippage in delivery is made up or compensated for by bringing forward appropriate replacement schemes to deliver the targets of the LTP.

2 The Long Term Strategy

Introduction

The Long-Term Strategy sets out a vision for transport in the county over 15 years.

Whilst Cumbria is a county of great diversity in its environment, economy and communities. Transport needs to:

- Facilitate economic development and regeneration,
- Provide access to jobs,
- Provide access to services,
- Ensure that transport plays its part in improving health and safety
- Improve the quality of people's lives,
- Protecting the high quality, sensitive landscapes and townscapes and the wider environment.

The key priorities are:

- Economic regeneration and growth
- Safety
- Rural accessibility of jobs, goods and services
- Accessibility of peripheral settlements to the rest of the county and UK
- Accessibility, viability and vitality of Key Service Centres
- Lake District National Park and other protected landscapes

The Strategy connects the principal county priorities and the wider UK shared priorities for transport. The Strategy consists of a Vision, Core Objectives, Principles applying to transport developments, and a Spatial Strategy taking into account the policy context set out in Annex A.

The vision

Our vision is a transport network in Cumbria that provides safe access for all to jobs and services, supports a dynamic, sustainable economy, maintains and improves the quality of the built and natural environment and contributes to better public health.

The vision for transport in Cumbria over the next 15 to 20 years reflects the vision in the council's Corporate Strategy. It is also aligned with that of the emerging Sub Regional Strategy over the same time period.

Core objectives

The Core Objectives are based on the issues identified in the Background (section 1.8) and issues identified through consultation during the preparation of the LTP. The core objectives of the Cumbria Transport Strategy are:

Principal core objectives

- To provide an integrated transport network that supports a dynamic, diversified and sustainable economy. **CO1**
- To enable access for all to jobs and services such as health, education and training. **CO2**
- To reduce road casualties and improve community safety. **CO3**

Subsidiary core objectives

- To ensure transport measures maintain and improve the quality of the built and natural environment. **CO4**
- To contribute to improving public health through increased levels of walking and cycling and better air quality. **CO5**
- To manage the transport assets of the county to maximise value for money and make appropriate use of existing infrastructure. **CO6**
- To enable access to culture, heritage and the countryside in ways which are sustainable. **CO7**

CO1 A dynamic diversified and sustainable economy

A top priority in the vision for Cumbria is to create and maintain a dynamic, diversified and sustainable economy. Economic growth can increase employment and household income, regenerate deprived communities and create investment that benefits the environment. This objective is shared with the Regional Economic Strategy.

Cumbria's economy has traditionally been based on manufacturing, agriculture, food processing, tourism, mining and quarrying. Manufacturing and agriculture are experiencing long term decline but both are still significant. Service industries are the fastest growth area for employment and tourism is estimated to generate 18% of Gross Domestic Product in the county.

The measure of Gross Value Added indicate that Cumbria's economic performance is worse than almost any other part of the UK. The area's dependence on manufacturing together with nuclear reprocessing, shipbuilding and agriculture leaves it vulnerable to low labour costs abroad and current changes affecting the nuclear industry. Problems for economic growth and regeneration are intensified by Cumbria's remoteness from major markets. As well as the traditionally identified areas in need of development in West Cumbria and Furness the needs of the diversifying rural economy are being identified and measures brought forward by Rural Regeneration Cumbria.

Measures

The LTP has a key role in supporting initiatives that attract investment where it is needed to achieve a strong and diverse economy. This entails improving accessibility to jobs and services, enabling the provision of infrastructure that assists economic development, addressing local congestion, journey time reliability and to maintain free flow of traffic. Measures will include local highway improvements associated with development and regeneration plans in Barrow and Whitehaven; the opening of the Carlisle Northern development Route and associated measures including bus priority; localised improvements to the trunk road network including High and Low Newton Bypass, Parton Lillyhall Improvements and Temple Sowerby Bypass. Measures that improve access to employment by public transport, cycling and walking; including improved interchanges, quality bus routes and improved walking and cycle networks in towns are also key.

Targets

Targets are set for numbers of employees covered by travel plans and schools with travel plans that will contribute to reducing congestion. Targets are also set for accessibility of jobs and services through the developing Accessibility Plans and for levels of public transport use and cycling. Journey time reliability and traffic growth on key routes are monitored to assess current and future traffic congestion across the county and in particular in Carlisle, Kendal, Barrow and West Cumbria to ensure that economic growth is not inhibited by the transport network. Targets **WS1 WS2 PT1 CI RT1**.

West Cumbria Masterplan

The West Cumbria Strategic Forum has commissioned an economic and spatial masterplan for West Cumbria that will bring about transformational solutions to diversify the economy and create a sustainable social and economic future. The work has been initiated following the announcement of the decommissioning of nuclear sites within the UK, especially at Sellafield and the establishment of the Nuclear Decommissioning Agency based in West Cumbria.

Government proposals for declining activity at the Sellafield nuclear energy site from 2011 onwards will have an impact on the economy of the whole of Cumbria. The scale and significance of the proposals and the creation of the Nuclear Decommissioning Agency have led to the establishment of the West Cumbria Strategic Forum comprising government ministers, NWDA, GONW, local authorities and local strategic partnerships. This very high level commitment by the government to developing the economy of West Cumbria presents an opportunity to secure benefits to the strategic and local transport network which have been identified for a number of years but still require implementation.

The council will engage fully in the working of the West Cumbria Strategic Forum and will provide highway and transport expertise and advice on the improvements needed. The council will seek to maximise the benefit of additional government funding for transport improvements that will assist economic growth.

Identified needs:

Highway improvements that reduce journey times and improve journey reliability between Sellafield and the M6 via the A595 and A66. Similarly between Sellafield and Barrow in Furness and the M6 via the A595, and the A590. In the context of the West Cumbria Strategic Forum the development of the Workington Southern Link needs to be progressed.

Improvements to rail journey times, service frequencies, passenger waiting facilities and rail freight facilities on the Cumbria Coast Line and Furness Line between Sellafield, and the West Coast main Line at Carlisle and Carnforth.

Improved bus services and passenger facilities on core bus routes and support for demand responsive services in more sparsely populated areas.

CO2 Access for all to jobs and services such as health, education and training

The diverse nature of the county requires different transport approaches in different areas. In rural areas the dispersed population makes access to goods and services difficult and leads to dependency on car travel and on lorries for the transport of goods. Cost effective public transport is rarely possible in areas of sparse population. Rural social exclusion is therefore a problem particularly for older people, single car households and particularly women, children and people with impaired mobility.

Improving accessibility in the long term relies on land use planning to guide housing and other development to locations that are accessible by a range of transport modes. The Cumbria Joint Structure Plan provides a framework for this and the policies will be reinforced through the highways and transport input to the development control process. The council's actions as education authority in relation to Building Schools for the Future are also key in reducing the need to travel and improving accessibility by sustainable transport modes. While transport is not the primary reason for choosing locations it will be taken into account.

An ageing population compounds these transport problems as do declining school numbers and the closure of village schools. It is a priority to enable people to get to their nearest town where employment health, education, retail and library provision are concentrated.

Measures

In urban areas access for all must ensure that people with impaired mobility, as well as households without a car, are not excluded from reaching the range of services. The accessibility of public transport and provision of accessible transport are key issues as well as the maintaining of a footway network and road crossing places that make getting around town centres easy for people with physical or sensory impairments. For people with learning difficulties the principal issue is the provision of information about services in accessible formats that are easy to understand. Measures to be implemented during the period of the Plan include mobility plans for town centres will identify obstacles to easy access on foot, wheelchair or mobility scooter. Programmes of dropped kerbs at crossing points. Provision of raised kerbs at bus stops and low floor buses on Quality Bus Routes in partnership with bus operators. Extension of the demand responsive Rural Wheels and City Wheels services. Policies relating to providing for the needs of people with disabilities are located in relevant policy sections, in particular Countryside Access and Walking, Public Transport and Highways Network Management.

Accessibility Strategy

The principal of accessibility planning is that the development and provision of employment, education and leisure opportunities, healthcare and other services including the availability of fresh food should be planned so as to be more accessible to more people without placing additional burdens on the highway and transport network. The Accessibility Strategy for Cumbria (Annex D of the LTP) provides a framework and evidence basis for improving accessibility to jobs, education, healthcare and retail and other services. Subsequent Accessibility Plans being developed by the council in partnership with health authorities, employment services, education providers and local planning authorities will implement the strategy during and beyond the life of this LTP. The development of the Strategy is based on accessibility modelling software developed by DfT, on other local information about accessibility and on using existing partnerships to identify places and groups of people that have particular accessibility problems. Initial mapping work has been undertaken and shared with key partners. A pilot area for detailed work on rural accessibility has been identified in Eden for the preparation of a more detailed assessment of needs. Accessibility planning in other areas is being coordinated by the council as understanding of the process develops.

Accessibility planning has a particular role to play in Cumbria in relation to rural isolation and exclusion. It can guide and help to prioritise the investment of public and private funding to improve access to employment and key services from sparsely populated areas where long distances and travel times exist between homes, jobs and services. It will also assist in defining how services will be provided to improve access in areas where low expectation a deprivation result in low take-up of education and training and where health and economic performance are poorest.

Targets are set to increase levels of public transport use and the accessibility of health care. Local targets will be set through accessibility action plans related to particular areas or services to improve the accessibility of jobs, healthcare and other services. The development control process assists in the longer term achievement of these aims. Chapter 10 and targets **PT1 PT2 PT5**.

CO3 Reduce road casualties and improve community safety

Cumbria has in the past had a worse than UK average rate of road casualties per head of population. There are many contributing factors to this record:

- The distances travelled are by necessity long contributing to tiredness and driver error
- Many roads are not constructed, lit or aligned to modern standards
- The county receives a huge number of visitors to the area who are not familiar with the roads and who have themselves driven long distances to get here
- The very nature of parts of the road network attracts high-risk driving behaviour by recreational motorcyclists

Road safety is a priority for Cumbria and in particular to tackle the incidence of casualties due to speed including recreational motorcyclists, the safety of children on the journey to school and in their own communities, young drivers and the remaining casualty cluster sites.

Measures

The council gives a very high priority to reducing the numbers of people killed or seriously injured on the roads, working in partnership with a wide range of organisations that share the concerns and responsibilities. As well as specific road safety initiatives, all actions to improve the transport network will be designed and carried out to improve road safety where ever possible.

The LTP also has a role in reducing crime and improving personal security. Transport improvements will be designed and implemented so as to reduce crime. Good visibility, illumination and integration are among the principals that apply. Measures that are shown to be effective in reducing the number of people who are killed or seriously injured on the county's roads will be prioritised for implementation. Measures will include engineering safety schemes that will be developed where there are clusters of casualties. Publicity, and driver education and training will be developed through the Cumbria Road Safety Partnership including driver training, child cycling training, and motorcycle shock boards. The use of Speed Indicating Devices will be increased and the work of the Safety Camera Partnership continued. Traffic calming measures and community awareness initiatives with an initial focus on deprived areas where there are known to be greater risks will be introduced where inappropriate speed contributes to casualties in residential areas. The council will work with the police on the design of transport schemes to design out crime.

Targets

The county council has set targets for reducing the number of people killed or seriously injured on the roads in the county in line with those set nationally. The targets for child KSI and slight injuries are in line with the national targets. Targets **S1 S2 S3**.

CO4 Maintenance and improvement of the quality of the environment

Cumbria benefits from large areas of special landscape designation, and sites of nature conservation importance as well as historic towns and villages. There is rich wildlife, unique townscapes and a wealth of archaeological and historic sites. These contribute to the attractiveness of the area to tourists, and to the quality of life of communities. The wider environmental concerns are those of climate change, air quality, noise and light pollution, visual intrusion and waste minimisation.

Climate Change

Transport has a significant adverse impact on climate change through the emission of greenhouse gases with road transport in particular being a significant contributor to CO₂ emissions. The Plan's approach to addressing this is to ensure that the impact of transport on the environment is minimised. A significant component of this approach is policies that reduce the need to travel by car and encourage modal shift towards journeys by public transport, cycling and walking. Integral to this is the Accessibility Strategy which aims to improve the accessibility of key services and facilities. The Plan policies also recognise the importance of reducing the consumption of non-renewable energy and materials as well as levels of pollution. The government has set targets to reduce CO₂ emissions by 50% by 2050.

Air Quality

In urban areas road transport can be a major contributor to air pollution. Cumbria presently suffers from two locations where road traffic is causing air quality problems, namely in the centre of Kendal (an existing Air Quality Management Area) and around the main northern access road out of Carlisle (where an AQMA has recently been declared). The council is working in partnership with the district councils to overcome these problems identifying measures through Action Plans. These are reflected in the Key Measures that the LTP identifies for Carlisle and Kendal to reduce congestion and improve accessibility. Details of the progress being made in Kendal are set out in the Air Quality in South Lakeland Annual Progress Report 2005.

Light and Noise Pollution

Lighting can be a significant form of pollution with the 'skyglow' being especially intrusive in rural areas and is of particular concern in the national parks. Transport lighting measures are now generally designed to minimise light pollution. The noise generated by road traffic particularly HGV's can be a particular problem. Throughout the county the use of low noise surfaces is being assessed and care taken over traffic calming initiatives that generate noise. Attention will be given to minimising the impact of light and noise pollution from new developments as well as bringing forward measures to address existing problems such as the development of a network of freight routes for HGVs.

Visual impact

Transport can bring about a range of adverse visual impacts on the local environment in terms of both the open countryside and the urban street scene to the detriment of the quality of life of Cumbria residents. This is particularly seen in the use of inappropriate materials and signing clutter. High quality design is a vital ingredient to ensure that transport infrastructure complements the local environment and enable people to take pride in their local area. The LTP policies give particular attention to the impact of signing and use of materials in developments in very environmentally sensitive areas such as the National Parks and AONB to ensure the character of rural roads is conserved. A working group has been established to take forward the findings of the Friends of the Lake District Study into Rural Road Character.

Biodiversity

Transport schemes can have impacts on valuable and rare habitats for plants and animals. In all major schemes the county council is a major land manager and as such has an important role to play in supporting the important biodiversity of Cumbria. The verges along the county's extensive road network are an important source of nature conservation interest and the transport policies on managing the highway network will continue to put into place a range of measures to maintain and enhance their biodiversity including timing of maintenance and control of winter maintenance through the Highways Maintenance Manual.

Recycling and reducing consumption

The use of recycled materials and fuel-efficiency have an important role to play in reducing the consumption of non-renewable resources. To help address this issue the plan policies will support the use of recycled materials for road construction and maintenance. The use of vehicles that meet modern emission standards will also be encouraged through the council's role in public transport and other vehicle procurement.

Transport inevitably impacts on the environment, whether through the construction of new infrastructure including lighting or vehicle emissions including noise. The LTP seeks to reduce damage to and, where possible, enhance the environment through the increased use of sustainable travel modes - cycling, walking and public transport. It will also assess the air quality, noise, visual intrusion and light impacts of schemes, encouraging recycling and energy efficiency in transport. In addition the SEA Statement sets out an environmental monitoring framework and a summary Strategic Environmental Assessment of the LTP of the impact of the SEA on the LTP is incorporated in Annex A of the plan.

Measures

All measures in the plan are required to take account of and minimise environmental impacts. Highway maintenance and construction schemes will maximise the use of recycled materials. A review of sign clutter and appropriate design for sensitive landscapes will be undertaken with partners. Measures will be identified to tackle the contribution of transport to air quality in Air Quality Management Areas. The council will manage sensitive verges to improve biodiversity on land under its management.

Targets

Air quality targets are set in collaboration with local authorities responsible for AQMAs. Target **RT2**.

Policy T1:

Meeting transport targets

Each new transport scheme and initiative will be evaluated against the core objectives and how it addresses the key transport targets.

Policy T2:

Principles applying to all transport developments

In their design, all transport measures (including new facilities and changes to the existing network) will, where applicable:

- i reduce the number and severity of casualties on the road network.
- ii provide effectively for people whose mobility is impaired.
- iii increase the use of sustainable transport modes.
- iv minimise air, noise and light pollution and visual intrusion.
- v enhance the public realm through the use of good design and appropriate materials.
- vi safeguard natural resources – minimising the consumption of energy and extraction of primary materials
- vii reduce crime and disorder

note iv. and v. are of particular importance in relation to protected landscapes and historic towns and areas of nature conservation.

CO5 Contribute to improving public health

There are opportunities for the LTP to assist the government and primary care trusts' objective to encourage healthy lifestyles through increased physical activity for accessing jobs education and services in Cumbria. Physical activity makes an important contribution to tackling obesity and reducing cardio-vascular diseases.

Many visitors to the county come to enjoy active recreation and this can be further built on particularly in the national parks giving environmental benefits at the same time. Elsewhere the compact nature of many key service centres lend themselves to developing greater use of cycling and walking to work and school providing benefits to congestion, safety and air quality as well as health. In Barrow in particular traditional high levels of cycling to work provides a sound base for future development.

Measures. Urban cycle networks will be identified and gaps and obstacles to convenient cycling prioritised within capital investment programmes. School travel plans and work travel plans will be developed that encourage active forms of transport to work and school. The council will work with partners to identify and improve cycling and walking routes that have potential to increase walking and cycling for leisure. Mobility plans in towns will identify convenient and continuous walking routes and identify obstacles and gaps to be addressed.

Targets. Targets are set to increase cycling, increase the number of employees and schools covered by travel plans. A target is set for the proportion of the Public Rights of Way network that is easy to use and for footway maintenance.

Targets **CI W2 HN3 WSI WS2.**

CO6 Transport asset management

Enabling all the core objectives requires the maintenance of a high-quality transport infrastructure and a modern transport network. It is a priority to ensure a well-maintained road network to improve accessibility, safety and the attractiveness of the county for inward investment.

In doing this the county council will demonstrate value for money by carrying out maintenance work in good time and according to evidence of need and by considering carefully the future maintenance requirements of new infrastructure.

To ensure the most appropriate use of the existing infrastructure, traffic will be directed to the most suitable routes and where appropriate priority will be given to pedestrians, cycles and public transport.

Measures. Highway maintenance will be prioritised on the basis of need and according to the Cumbria Highway Asset Management Plan. Advisory lorry and coach routes will be defined and promoted. A network of quiet lanes will be developed through the participation of communities in identifying pilot areas.

Targets. Targets are set to reduce the proportion of the highway network in need of structural maintenance and achieve a steady state of highway condition.

Targets **HNI HN2 HN3 HN4.**

CO7 Access to culture, heritage and the countryside

Access to culture, heritage and the countryside is an important part of tourism and the Cumbrian economy. Good management of access to and within the countryside should make an increasing and positive contribution to the sustainability of the environment, communities and the economy.

Managing access will include making provision for people without cars including young people and overseas visitors.

Measures. Working in partnership with others the council will develop ways to encourage visitors to depend less on car travel where alternatives are practical. Added value public transport tickets will be investigated as will the use of parking revenues to support sustainable transport initiatives. Location, capacity and charging regimes of car parks will be considered jointly in the development of parking strategies. The Countryside Access Strategy is described in Chapter 8.

Targets. Targets are set for increased bus use and cycling and for ease of use of the public rights of way network. Targets **PT1 PT2 PT3 CI WI**.

Principles applying to all transport developments

Developing the transport network has wide-ranging impacts on the lives of people living in and visiting the county. The transport network affects the economy, the environment, the quality of peoples' lives and the way resources are consumed. The LTP Strategy provides the framework to ensure that adverse impacts of the transport network are minimised and the transport network promotes environmental sustainability and social inclusion.

Environmental impact assessment will be incorporated in transport developments in proportion with the scale of the development. An environmental checklist is part of the outputs of the Strategic Environmental Assessment.

All transport measures will be developed to provide properly for people with disabilities. People with sensory impairments require relatively modest adjustments to transport infrastructure and services to make these easier to access and these will often be improvements for all users, for example: clarity of signing, print size in publications and visibility of street furniture. Accommodating the needs of people with impaired mobility improves wider accessibility through the inclusion and improved quality of life of a much wider population including people with small children, luggage or shopping through removing or reducing steps, improving widths of footways. The increasing use of shopmobility scooters creates an impetus for better footways and safe and continuous walking routes. Improving presentation of transport information to assist people with learning difficulties improves accessibility for others without specific impairments. Policies and approaches throughout the LTP set out how 'Access for All' will be improved.

Higher quality transport infrastructure has a substantial impact on public spaces and together with the input of other organisations to improving the wider public realm this can have a renewing effect in deprived communities and contribute to reducing crime and improving the quality of peoples lives. Action to reduce local pollution and reduce energy and materials consumption has a global impact on climate change.

Whilst all measures will be evaluated in terms of their economic, social and environmental benefits, all schemes in their design should address the criteria set out including reducing crime and disorder in line with Section 17 of the Crime and Disorder Reduction Act.

The consequences of these principles are wider than on the transport network alone: Increasing use of sustainable modes of transport improves peoples' health through healthy lifestyles, reduced pollution and consumption of resources and improved road safety. Better road safety benefits health care providers, employers and the economy as well as individuals affected.

Spatial Strategy

A priority for the transport network is to provide links into and between towns that provide jobs and essential local services in terms of health, education and shopping. The Joint Structure Plan identifies Key Service Centres (see table 1 below) and allows local service centres to be identified through Local Plans as settlements that serve this function. It also requires a high level of transport accessibility in each Key Service Centre (KSC). These centres are towns that have, in terms of facilities, at least a primary and secondary school, library, doctors surgery, post office and at least 2000 sq m of retail space. The town should also have a population of at least 1500 to ensure support for these services. The KSCs are the focus for new development and therefore the focus for transport accessibility and improvements.

This linking of transport improvements to KSCs assists in meeting the Core Objectives of the LTP and the priorities of the council's Corporate Strategy.

Large parts of the county are sparsely populated and services are concentrated in Key Service Centres. It is therefore very important to properly account for the accessibility needs of rural communities to jobs, education and training and goods and other services. (policy **T4** Rural Areas).

Table 1: Key Service Centres

Structure Plan Spatial Area	Regional towns and cities	Large towns	Other Key Service Centres
City of Carlisle**	Carlisle		
North Cumbria			Brampton Longtown Wigton
Furness	Barrow	Ulverston	Dalton in Furness Millom
West Cumbria		Maryport Whitehaven Workington	Aspatria Cleator Moor Cockermouth Egremont Keswick Silloth
South and East Cumbria		Kendal Penrith	Alston Ambleside Appleby Bowness and Windermere Grange over Sands Kirkby Lonsdale Kirkby Stephen Milnthorpe Sedbergh*

The transport strategy is to increase accessibility through transport measures by ensuring adequate public transport service levels, where these are economically feasible, reinforced by demand responsive services. In addition ways of bringing services to communities are being explored by the council and other service providers.

As an equal priority, the local transport network must provide effective links to the strategic transport network (map 1). Long distance travel both within Cumbria and between the county and the rest of the Region, the UK and internationally is essential to the economy.

Because of the diversity of the county the approach to developing transport measures that take account of the needs of all users differs from one area to another. The Cumbria Spatial Strategy divides the county into areas with distinct characteristics for planning purposes. To ensure an integrated approach to transport and spatial planning to achieve the wider economic, social and environmental benefits, these areas have been adopted for the LTP Spatial Strategy. The different approaches in these areas are set out below. The relationship between approaches and measures with the Core Objectives of the Plan is shown, listing the relevant Core Objectives in brackets as appropriate in the text.

**Sedbergh is not included in the Cumbria and the Lake District Joint Structure Plan as it is covered by the North Yorkshire Structure Plan.*

***The City of Carlisle covers the old City Borough area rather than the whole current district, outside the City, Carlisle District falls within North Cumbria .*

Policy T3:

Key Service Centres

Key Service Centres will be the focus for developing good access by public transport, defined cycle networks and mobility plans that address pedestrian networks and access for people with impaired mobility. Key service centres will serve as nodes for access to the countryside.

Policy T4:

Rural areas

The high dependency of rural communities on car travel is recognised. Measures will be adopted that enable access to Key Service Centres by all modes of transport and measures that support the regeneration of the rural economy.

Policy T5:

The City of Carlisle

Priority will be given to:

- 1 Transport measures that enhance Carlisle as a gateway and interchange by providing high quality, modern facilities and services.
- 2 Transport measures that reduce through traffic.
- 3 Providing easy access to jobs and services in the city centre and development areas.
- 4 Strengthening links to Kingmoor by all forms of transport.
- 5 Reducing public transport delays on radial routes.
- 6 Developing a high quality cycle network.
- 7 Surface transport measures that support the development of Carlisle airport where necessary.

City of Carlisle

Carlisle is a gateway city and interchange for visitors to the county serving Cumbria's links to the North East, Scotland and the North West. It is a regional retail centre and a growth area for employment. It is a Regional City identified in the Regional Spatial Strategy. In order to sustain current economic growth the city needs to be able to provide a step change in increased housing provision.

Cumbria is more remote from access to air services than any other part of the UK with a comparable population. Services from Carlisle Airport would assist economic growth in the areas within its potential catchment, and in particular could improve access for high spending inbound tourists to the Lake District and South West Scotland. The council will support any priority given to the development of the Airport by the North West Development Agency, Cumbria Inward Investment Agency and Scottish Enterprise. **CO1**.

Traffic congestion occurs in Carlisle at peak times at particular locations. This is evidenced by increased journey times on radial routes during commuter and school travel morning and afternoon peaks. Achievement of the Core Objectives of the Plan require that this congestion is tackled to improve economic viability, accessibility, public health and environmental and air quality. **CO1 CO2 CO5**.

The Carlisle Northern Development Route is part of the solution to reducing through traffic and facilitate access to jobs. The route improves access to West Cumbria for freight traffic. This Major Scheme, will continue to require substantial investment by the council during the LTP2 period.

Addressing the journey to and from work and school as key activities is critical to preventing any increase in congestion. Study work in relation to access to West Cumbria suggests considering a South Carlisle Environmental Route to avoid traffic needing to pass through the city centre.

Delays on radial routes affect the viability and attractiveness of bus services. Measures will be investigated that will reduce delays and improved traffic flow and may include queue management on Scotland Road, Wigton Road and Warwick Road. Schools and employers will be assisted to develop Travel Plans that increase the number of journeys to work and school made by sustainable modes. The cycle network in the city will be developed and improved focussing on preferred routes to work and school. **CO3 CO2 CO5**.

The strategic employment site at Kingmoor, three miles north of the city centre is a Regional Strategic development site and requires good transport links by all modes to the city and the rest of Cumbria and good strategic road and rail links to the rest of the UK to assist the Core Objective of supporting the economy. To ensure that this does not become a location where traffic congestion is a problem in the future, traffic generation will be minimised through travel plans and giving priority to access by cycle and public transport. **CO2 CO5**.

The Carlisle Renaissance initiative to rebuild and regenerate Carlisle and capture the opportunities revealed by the January 2005 flooding and subsequent recovery work has been established by the City Council and Government Office North West in partnership with the county council. The LTP supports the transport implications including developing a movement strategy for the city to facilitate regeneration.

North Cumbria

The area consists of the Carlisle district outside the city and the Solway Coastal plains. It includes KSCs of Brampton, Wigton and Longtown and provides the county's links to Scotland and the North-East. This link is of Regional Strategic Transport importance and identified in the Regional Transport Strategy.

Improving the interurban network (and in particular on A595 and A596) to modern standards, will help to reduce road killed and seriously injured casualties which is a key priority for the council. **CO3.**

Rural social exclusion and sustaining accessibility to goods and services in the KSCs and Carlisle is a key issue. To tackle this problem developing demand responsive transport services, including community transport services, shared taxis, voluntary car schemes and extending the use of existing transport services will be promoted. The provision of mobile services: health care, police, and other public services to reduce the demand for transport will be further developed. **CO2.**

HGV routing in the Longtown and Wigton areas are critical to the environments of these centres and to the local and wider economy; sustaining important local businesses. Appropriate freight routes will be developed from the county road hierarchy and will guide a route strategy reinforced by signing, weight restrictions and road improvements. The Carlisle Southern Environmental Route (see Carlisle city Section) would overcome these issues in Wigton. **CO1 CO4 CO6.**

Passenger and freight flights at Carlisle airport are also proposed as a large-scale measure to improve strategic access in the county. If the development proceeds surface transport measures would be required. **CO1 CO2.**

Access to Hadrian's Wall through public transport and developing the Hadrian's Wall cycleway will be promoted. **CO5 CO7.**

The West coast of the county depends for its economic and social vitality on East West transport links to suppliers and markets. The approach is to seek localised improvements to the strategic road network: Principally CNDR, A66, A595 and A596 alongside improvements to commuter rail services and rail freight linking to the West Coast main Line and through services to the North East. **CO1.**

Furness and West Cumbria

The area covers Silloth in the north to Ulverston and Barrow in Furness in the South. The regeneration of the economy of Furness and West Cumbria is seen as critical to the well-being of people in these areas and the county as a whole. Where improvements to the transport network are shown to be essential to economic development in these areas, these will be prioritised. There are substantial opportunities to draw in regeneration funding from strategic partners and agencies. Initiatives listed below present opportunities to progress the Core Objectives of supporting the economy, improving the built environment and improving public health.

Investment in highway junctions and measures to increase cycling and walking to accommodate the demands generated by new development are required in Barrow as identified in the Access to Barrow Employment Sites study. Section 106 agreements will be investigated to secure these improvements. Cycling and Walking only streets will be looked into. **CO1 CO2.**

Policy T6:

North Cumbria

The quality of the interurban transport network is key to the economy and quality of life issues and emphasis will be placed on bringing the road network up to modern standard.

Developing demand responsive public transport services will be required to enable access to services.

Ensuring efficient freight access to the national network will be important to safeguarding existing jobs

The development of sustainable access to and along Hadrian's wall will be encouraged.

Network enhancements will be assessed for their wider economic benefits including lorry routes around Wigton, Longtown and a South Carlisle Environmental Route. The viability of commercial services at Carlisle airport will be assessed.

Policy T7:

Furness and West Cumbria

The highest priority will be to ensure that transport measures are put in place that support regeneration and that capacity of the transport network does not present a constraint to development. The council will work with the Highways Agency and others to improve journey time reliability on transport links between Barrow and West Cumbria and the rest of the region including the A590, A595 and A66 as well as the Cumbria Coast and Furness rail lines. The council will support the Ports in seeking new opportunities including passenger and freight services. Access by road and rail will be improved. Investigations will be undertaken of improvements to rail service levels and frequencies, rail freight development and integration of bus and rail services. Network enhancements will be assessed for their wider economic benefits including selective improvements on the A590, A595, A66, enhancement of the A590 in Ulverston, opportunities for short sea shipping and the demand responsive transport network.

In West Cumbria the West Cumbria Strategic Forum economic and spatial masterplan will identify and bring about transformational solutions to diversify the economy and create a sustainable social and economic future following the announcement of the decommissioning at Sellafield and the establishment of the Nuclear Decommissioning Agency based in West Cumbria. The transport implications of this work are supported by the LTP.

In Workington transport improvements are needed to support the town centre renewal programme including an improved public transport interchange at the railway station, better walking networks linking residential areas to the town centre and potential major highway changes where the A66 trunk road enters the town. These are identified in the Workington Movement study as part of West Lakes Renaissance regeneration plans for the town. **CO1 CO2 CO4 CO5.**

In Whitehaven there are significant opportunities to regenerate the town centre. Transport measures to support this are a key part of the transport strategy of the Pow Beck and Coastal Fringe Masterplan of Westlakes Renaissance. **CO1.**

In Ulverston the Ulverston Materplan identifies development areas at the Canal side to which the highway access is a barrier to development. Modest improvements can be jointly funded through development sources. These have impacts on regeneration of wards with high levels of multiple deprivation. A bypass for Ulverston is sought to reduce community severance and assist economic development. Also in Ulverston plans to regenerate the public realm in County Square have highway implications in this conservation area. The Highways Agency have proposals for a safe route alongside the A590 from Greenodd to Ulverston. **CO1 CO2 CO3 CO5 CO7.**

The commercial ports of Barrow, Workington, Silloth, Millom and the marina harbours of Maryport and Whitehaven are located in this area. They account for around one million tonnes of freight per year and have a significant and potentially greater role in the local economy. Developing short sea shipping, ferry operations and cruise ship stops will be supported. Better road and rail access to the ports of Barrow and Workington identified in development plans will be encouraged. **CO1, CO6.**

Effective working relationships will be maintained with regeneration bodies (West lakes Renaissance, Rural Regeneration Cumbria, Workington Regeneration, Whitehaven Regeneration Partnership, Heart of Barrow and Ulverston Market Town Initiative) to co-ordinate the outputs and requirements of their analyses of issues and opportunities. The work of the council's integrated strategic planning team will be developed to integrate land use planning and economic development decisions with transport measures.

Furness and West Cumbria Housing Renewal areas raise transport and accessibility concerns and a partnership approach will be taken with the housing authorities to reduce child casualties, improve the housing stock alongside accessibility to jobs and services, informed by and Accessibility Planning approach.

The study undertaken for NWRA and NWDA of the problems and issues access to Furness and West Cumbria includes recommended options for improving and making best use of existing infrastructure. The options are being assessed for their contribution to achieving the council's objectives and will be evaluated against the council's criteria for inclusion in future programmes as partnership schemes.

The options include several transport measures and policy options for the period up to 2021 to address strategic problems and issues. These elements have been appraised against national NATA (New Approach to Transport Appraisal) criteria and the local study objectives, also considering constraints such as affordability, deliverability and environmental impact.

Proposed elements include specific reviews of the primary highway network and route signage, of the functions of the Cumbria Coast and Furness railways and of the bus network to improve links to key service centres. **CO1 CO2.**

Rail and bus service improvements identified include:

- Investigating regularising rail services frequency
- Extending direct services to connect West Cumbria with the rest of the North West
- Improving the Sunday rail service
- Improving connections at Barrow and Lancaster/Preston
- Investigation of road rail/ freight solutions and integrated bus and rail services and through ticketing are also recommended. Public transport options to reduce the impact of the school run will be investigated

Highway and transport network enhancements recommended for investigation include:

- Climbing lanes and pull ins on the A590, A66 and A595;
- Options for the South Carlisle Environmental Route;
- Short sea shipping opportunities;
- Extension of demand responsive transport in remote areas;
- Park and ride; and
- Freight quality partnerships.

Large-scale measures proposed for investigation include: Ulverston by-pass and capacity improvements to the A590. **CO1 CO4.**

On a more modest scale both the Hadrians Cycleway and Walney to Wear cycle routes will be promoted in partnership with local authorities and cycling organisations through the Cumbria Cycle Development Group.

South and East Cumbria

In Kendal there remains localised congestion affecting journey times in the am and pm peaks. Developing of Park and Ride for employees and visitors will be progressed and a number of car parks with good public transport and cycle links close to the town centre will be promoted. A northern relief road will form the final element in removing goods traffic from the town. They will contribute to ensuring the competitiveness of Kendal town centre. Potential development of Kendal Canal will have transport implications that meet the Core Objectives. Beyond the time scale of the Plan the proposed Kendal Northern Relief Road will remove through traffic and particularly HGVs from the town centre and open up employment land currently in short supply. **CO1 CO2 CO4 CO5.**

Policy T8:

South and East Cumbria

The Priority for the largely rural area of South Lakeland and Eden districts is to maintain and, where possible, improve accessibility to the key service centres. This will be based on demand responsive public transport services that complement a core of commercial, regular bus services.

In Kendal emphasis will be placed on reducing car journeys through the town centre, creating additional parking outside the town centre and HGV solutions including a review of highway signing.

In Penrith the priority will be to develop a new access to Gilwilly industrial estate to relieve congestion and provide jobs.

Access to and within open country will be facilitated.

The ageing population due to inward migration has an impact on transport requirements in this area. There is a need for good access to healthcare and shopping especially for people with impaired mobility. In deep rural areas this will be provided through developing demand responsive services. Improvements to pedestrian routes ensuring continuity and accessibility for all, particularly those with impaired mobility, are important in key service centres throughout the area. The Accessibility Strategy identifies Eden as a priority for detailed assessment of accessibility needs. **CO2.**

In Penrith, extension of Gilwilly Industrial Estate to provide jobs requires a new link road to overcome congestion on local roads and at junction 40 of the M6 as well as environmental issues and enable efficient access from the site to the strategic road network. **CO1 CO4.**

Visitor pressures on communities and the environment are increasing. Measures to support the right of access within open country will play an important role particularly in the North Pennines including integration of Rights of Way improvements with Quiet Lanes initiatives and the formation of circular local routes to encourage cycling and walking. A strategy will also be developed with the North Pennines AONB, Northumberland and Durham County Councils that promote visitor travel within the AONB by public transport, on foot and by cycle **CO5 CO7.** A similar approach will be taken with Lancashire County Council and the Arnsdale and Silverdale AONB.

Lake District National Park

The National Park attracts in the region of 15.3 million day visits per year while sustaining a resident population of 42,000. The majority of these visits are concentrated in the South Eastern sector of the park. The impacts of high numbers of visitors, the associated pressure for development and the difficulties of marginal agriculture have kept the national park in the forefront of policy initiatives and debate. Small rural settlements are dependent on tourism, much of which in turn relies on cars for travel both to the area and within it.

In consequence tourist centres in the Lake District (including local smaller settlements and access points to popular countryside recreation areas) suffer periods of congestion at weekends and during school holidays. Roadside parking is a significant problem for traffic flow, ecology and highway maintenance.

The fundamental principle behind all measures to address the traffic in the Lake District National Park is that increasing road capacity is not an appropriate solution in a protected landscape. Traffic congestion and other adverse impacts of visitors' and goods vehicles will be reduced by traffic management measures appropriate for the National Park and implementation and promotion of sustainable travel choices. Enhancing sustainable travel modes assists in increasing accessibility, social inclusion and opportunities for enjoyment of the national park's special qualities by all. **CO4 CO7.**

The importance of visitors to the rural economy is recognised, as is the predominance of visitor access by car. However the negative impacts of this traffic reduce the attractiveness of the area affecting the long-term sustainability of the economy. Over 90% of visitors arrive in the National Park by car. Efforts will be made to increase the proportion of visitors who arrive by public transport. Visitors will be encouraged to leave their private cars in long-stay, secure parking areas and use more sustainable modes for travel around the National Park. Key car parking sites in popular destinations including Bowness, Ambleside and Keswick will provide clear information, in innovative ways, about recreational activities and attractions which are accessible by bus, boat, train, cycle or on foot. An expanded, integrated ticket system is also proposed that will include parking, bus and boat fares, discounted entry to attractions, cycle hire etc. to make sustainable travel easier and more attractive. **CO1 CO4 CO5 CO7.**

Road traffic volumes and speeds also have an adverse impact on developing use of the network by vulnerable users - cyclists, walkers, horse riders. Because of the high levels of active recreation, there is considerable potential to increase the proportion of visitors using these modes. Through the Cumbria Road Hierarchy a network of quiet lanes will be identified where cyclists, pedestrians and horse riders will be given priority. Combined with existing and improved Rights of Way this will create safe and accessible environments that encourage sustainable and active travel choices. These are measures for subsequent extension to other areas which will be developed first in the National Park. **CO3 CO4 CO6.**

Measures to reduce the impact of visitor traffic on the national park have financial costs, which are unlikely to be able to be met through public funding. Therefore alternative revenue sources will need to be sought. Innovative measures to secure tourism benefits could include providing car parking to remove on street parking and using revenue from off-street parking charges to support sustainable transport schemes. This initiative will be developed as a pilot in the National Park. Additional revenue raised will be used to improve access by public transport. For example the last bus from Langdale currently departs too early to provide for people using the fells late on summer afternoons. **CO7.**

To encourage visitors to use their cars less and as a part of wider traffic management plans for the rationalisation of car parking will be investigated where, through the control of on street parking, there will be no net increase in overall car parking capacity. On street parking management measures will be considered in certain locations and at peak times to alleviate adverse, seasonal traffic impacts on people, the environment and landscape character for example; the Glebe and Crag Brow in Bowness and Windermere village, where trade is not likely to be affected. Any additional revenues raised from parking charges would be used to directly support and develop sustainable transport. Interchange facilities will be developed at key points in the national park to make it easier to transfer between car, train, bus, boat, cycle and walking. There is an opportunity at Windermere station to further improve interchange between all these modes alongside the Windermere Masterplan. **CO1 CO5 CO7.**

The priorities set out above are identified where the actions are specific to the national park. The Lake District National Park Management Plan contains guiding principles, visions and aims about traffic and transport. The Plan also sets out a detailed action plan for transport to achieve the vision and aims. Some of the actions proposed link with policy approaches to transport across Cumbria.

Policy T9:

Lake District National Park

Emphasis will be placed on measures that reduce the impact of visitor traffic and cars and increase the proportion of visitors using sustainable modes, particularly for travel within the Park. Measures include a network of quiet lanes.

Road improvements solely to accommodate peak traffic demand will not normally be carried out in the national park.

Innovative approaches will be taken to secure benefits from tourism to the transport network including the development of an added value integrated ticket system for visitors linking key car parks and popular destinations through circular bus routes. Additional revenues raised from off street car parking will support sustainable transport measures such as improved interchange facilities and bus services.

Policy Approach: Chapters 3 - 10

To achieve the council's Core Objectives for transport and its vision within the Longer-Term Strategy there are a range of policy actions that the council will undertake during the LTP period between April 2006 and March 2011. These policies and relevant background explanation are set out in the following sections. These sections are arranged by transport mode or theme to make them accessible and logical to readers of the document following positive responses to this approach during the consultation period.

Links are made from each policy to the Core Objectives and Shared Priority that they contribute to.

Core Objectives

Principal Core Objectives

- **CO1** To provide an integrated transport network that supports a dynamic, diversified and sustainable economy
- **CO2** To enable access for all to jobs and services such as health, education and training
- **CO3** To reduce road casualties and improve community safety

Subsidiary Core Objectives

- **CO4** To ensure transport measures maintain and improve the quality of the built and natural environment
- **CO5** To contribute to improving public health through increased levels of walking and cycling and better air quality
- **CO6** To manage the transport assets of the county to maximise value for money and make appropriate use of existing infrastructure
- **CO7** To enable access to culture, heritage and the countryside in ways which are sustainable

Shared Priorities

- **SP1** Improving access to jobs and services, particularly for those in most need, in ways which are sustainable, including improved public transport
- **SP2** Reduced problems of congestion
- **SP3** Reduced pollution
- **SP4** Improved safety

The policies set out in the following chapters are not all the council's transport policies. The LTP focuses on the strategic level policies. All the council's transport policies are contained in a separate publication.