

Annex A Plan preparation

Introduction

The first LTP was produced in 2000 to cover the period to 2005/6. In this second LTP the overall transport strategy for Cumbria has been thoroughly revised to better reflect the wider aims of the council and Government. It also reflects the local transport priorities and needs of different parts of the county. Indicators and targets to measure progress have been reviewed to ensure that they are both realistic and stretching, as well as relevant to achieving the wider objectives and priorities. These targets relate directly where practical to the desired outcomes. The council's transport policies have been reviewed to ensure that they focus on achieving these targets. To improve delivery of the Plan in LTP2 the Area Transport Statements relate to the council's local committee areas, which are the same as the district council areas. This makes transparent the prioritisation and implementation of the programmes to meet targets.

Methodology

Evidence bases - This second LTP is based upon evidence of initiatives that have been successful in achieving the desired aims. For example the continuing effectiveness of Speed Indicating Devices and Safety Cameras in reducing traffic speed and reducing serious casualties has led to greater emphasis on their use. Similarly efficiencies generated through recycling road materials have led to increased use of these techniques.

Good Practice - In preparing the LTP, good practice from elsewhere and locally in Cumbria has been sought to maximise the benefits of investment. A good example is how the approach to cycling has been refined through the English Regions Cycling Development Team input and benchmarking with other local authorities in the North East. In relation to disability standards from Inclusive Mobility, published by the social Inclusion Unit have been incorporated.

DfT advice - The Plan has been prepared in accordance with the guidance issued by DfT for second LTPs issued in December 2004. The greatest possible use has been made of the new opportunities provided by DfT and Government Office North West for ongoing discussions with officials during the preparation of the Plan to ensure that it meets their requirements, ensuring the Plan is effective and aligned with wider policy directions.

Transport Studies - The council undertakes a programme of transport studies that are aimed to identify potential improvements to policies, quantify issues and opportunities and identify transport measures for inclusion in future programmes of work. The Plan has used the outputs of these studies to inform changes to policies and provide an evidence base for proposed measures and interventions

Consultation - The extensive consultation set out below has influenced the final content of the Plan. Initial issues consultations shaped the consultation draft and the full public consultation has brought out areas that were insufficiently emphasised in the draft Plan. In particular greater attention has been given to wider environmental considerations.

Strategic Environmental Assessment - A compressed approach to SEA has been taken alongside development of the Plan. An agreed engagement through face to face meetings with the statutory consultees: the Environment Agency, Countryside Agency, English Nature and English Heritage has helped to ensure that responses from these bodies could be made and clarified on an immediate basis and to assist the consultees in formulating their approach to future SEAs. The SEA process is continuing alongside the preparation of the final LTP but preliminary outcomes of the consultation so far have been able to be included already. Policies that have been adjusted as a result of the SEA include RT7, LD1 and LD2. An Environmental Report is was published alongside the Plan to enable a more extensive consultation on the environmental consequences of the LTP. The 'SEA Statement' is published alongside the Final LTP on the council's website www.cumbria.gov.uk.

Summary of principal changes to Cumbria County Council's LTP2 resulting from Strategic Environmental Assessment (SEA)

The SEA found that LTP2 is largely beneficial to Cumbria's environment. Most specifically, of its seventy-nine policies, the fifty-five that relate to the environment scored either a positive or neutral weighting then scored against the 11 SEA Objectives.

As a result of the SEA process, changes have been made to the LTP2 between its Draft and Provisional format, and further changes are now proposed as it moves from its provisional to Final format. These changes are highlighted below.

1 LTP2 Policies

Comment was made in the SEA that seven of the LTP2's policies were too long or complex in their nature to be effectively assessed against the environmental objectives. Feedback from the statutory consultees echoed this point. As a result of this, the following policies were reassessed.

Policies **T2 T5**

It was decided that the subsections in these policies would not be split in to separate ones but would be assessed as sub-policies in any future analysis.

Policies **T7 T8 T9**

The county council considers these to be important overarching strategic spatial policies that provide a vision and approach for specific areas in the county.

Policies **RT7 W4**

These main components of these policies will be split in to the individual policies to assist in understanding their environmental impact. **RT7** will be split in to different policies; **W4** in to 3.

It is recommended that LTP policies should be always devised and written in a way that allows them to be assessed clearly and individually. That is, the policies should be 'stand alone' and single statement of intent for a given area, principle or transport aim.

2 Additions to the LTP2

Substantial additions were made to the Strategy Section, in particular Core Objective 4: Maintenance and improvement of the quality of the environment. The section highlights the key environmental factors that should be considered in Cumbria's transport planning and development.

The principle that all schemes over a certain threshold should be subjected to an environmental checklist was added to the principles applying to all transport developments section of LTP2. This principle is an important one as it ensures that schemes that aren't large enough to be subjected to an Environmental Impact Assessment (EIA) will take key environmental consideration into account.

The impacts of larger schemes, which are subjected to EIA, will be assessed individually according to statutory processes and mitigation measures proposed. The assessment of the schemes are not within the remit of SEA.

3 Monitoring

Monitoring is required to assess the environmental impact of the LTP. An appropriate environmental monitoring framework is currently being devised and is described in the SEA Statement.

The framework will monitor areas of both adverse and uncertain impacts, and will monitor outputs as well as outcomes.

Partner meetings - To ensure that the Plan is aligned with the plans and programmes of key partners and stakeholders, individual meetings were held with these bodies, including the local authorities, national parks, economic regeneration agencies, police, transport operators, the Highways Agency and SRA as well as neighbouring authorities.

Monitoring - Finally the plan has been prepared on the basis of the ongoing monitoring of the progress being made by the council towards meeting transport targets and the outcomes of the first LTP. In some areas LTP1 was unrealistic about the number and types of measures that could be implemented within the resources available, this has been rectified in LTP2. Some of the targets set in LTP1 were also unrealistically aspirational and these too have been reviewed in preparing LTP2. The monitoring of the effectiveness of measures implemented in LTP1 has influenced the types of measures and approaches that will be prioritised in LTP2.

Consultation

Beginning in autumn 2003 officers and members of each district council and the Lake District and Yorkshire Dales National Parks have been engaged with to identify key transport issues and priorities in their area. During spring and early summer 2004 a preliminary consultation was undertaken using a series of leaflets setting out key transport issues. These were sent to the council's list of LTP consultees including each parish council, stakeholders and partner organisations; and were discussed at the county councils neighbourhood forums. The aim of this early consultation was to identify local transport problems. A set of six area transport studies were undertaken in late spring and summer 2004. This ensured the consultation process was reinforced by a technical appraisal of established problems and opportunities and those emerging from new developments and changed circumstances.

The district associations of the Cumbria Association of Local Councils received briefings on the LTP2 process and purpose in spring 2004. The council has worked closely with its local strategic partnerships to ensure broad consistency between the transport strategy and Community Strategies, Market Town Initiatives and Parish Plans. A round of visits has been made to meetings of disability and accessibility groups in the county to identify key transport issues for people with impaired mobility or other disabilities. The council's area transport advisory groups have been involved in the consultation process throughout from advising on the Issues Leaflet content to determining transport priorities in the final LTP.

The County Economy Forum held a special workshop meeting on the LTP and identified particular issues of concern about the impact of the economy on transport and of transport on the economy.

Primary Care Trusts have been involved in the plan preparation to improve coordination of approaches to healthy lifestyles and increased levels of physical activity through transport. The local delivery of health care services approach that minimises the impact on the transport network has also been explored. Hospital trusts have been drawn into the debate through extending the approaches of the travel plan initiative to ensure that their plans take transport into account.

The council holds regular and frequent meetings with the public transport providers in the county: bus, rail and community transport. Through this regular contact integration of policies has been achieved. Regular liaison meetings with the Highways Agency ensure consistency between the LTP and the strategies and policies of this key partner. Specific meetings with the Strategic Rail Authority were held on LTP development. Cross boundary coordination has been improved through meetings with adjoining county councils transport teams and through a virtual forum for sharing progress and best practice. GONW and DfT have been willing participants in regular tri-partite meetings to ensure that as the LTP develops, all the necessary steps are being taken.

Meetings were held with the chief officers of education and social services departments to ensure that awareness of the connection between the activities of the parts of the council were engaged in developing the LTP.

The consultation process has been developed and implemented according to the county council's agreed procedures and has been overseen by the council's scrutiny panel.

Through these processes changes have been identified and incorporated in the LTP. In particular a new section is incorporated on Countryside Access, covering rights of way and wider access issues. A new section bringing together environmental issues and making greater reference to climate change has been developed and clearer reference made to environmental impact in the policy relevant sections. Clearer links have been made throughout the Plan to the overall objectives and especially in the The Area Transport Statements. Plans and programmes of others have been identified and referred to where there are likely to be transport impacts and requirements during the course of the LTP.

An unanticipated benefit from the wide engagement with organisations, groups, communities and authorities has been the increased understanding among the participants of the role transport can play in their wide aims and the limitations, on transport to provide solutions within tight financial constraints. It has prompted a more intelligent debate about the role of transport and joint initiatives.

The comments received during the public consultation on the Draft LTP together with the council's responses to these comments are detailed in matrix format report on the council's website. The principle areas of responses are summarised below.

Introduction

Cumbria County Council issued the Draft LTP 2 for consultation between the 11th January and the 11th March 2005 and 159 responses were subsequently received. Comments came from a range of individuals, parish councils, organisations and statutory bodies. Among the key stakeholders who responded were the six District Councils, the two national park authorities, government agencies, transport providers and regeneration bodies.

The comments have been distributed to the ATAG's allowing them to also pass on their comments on the comments and the proposed draft responses.

Summary

A summary of the key issues that have been raised by the respondents, together with draft responses are listed below. These reflect issues that have been raised by more than one respondent and that have potential significant implications for the Plan.

Strategy section

1 Area Transport Plans are poorly related to the rest of the LTP. They do not relate to the Core Objectives and the headings under 'overall approach' do not refer to the 'shared priorities'. Public transport should be addressed in the Core Objectives.

Draft response: Each Area Plan will have a more substantial introduction to make these connections. The Shared Priorities will be referenced throughout the document using colour coding. Public transport is one of the measures that can help to address 'accessibility' and congestion. More explicit reference will be made to its role in the final plan.

2 Reducing the need to travel is a key national policy and should be a Core Objective.

Draft response: The current guidance directs LTP2 to address the 'shared priorities' for transport as well as local priorities. Reducing the need to travel is implicit in increasing the sustainability of developments (Structure Plan Policy ST3). The Plan will cross-refer to the accessibility plan to cover this issue more comprehensively.

3 Issue of climate change and air pollution not addressed. Should be a Core Objective.

Draft response: Agreed. The issue will be addressed in a new section on environmental issues in the strategy section of the final version. The Core Objectives will be strengthened to reflect this.

4 The Plan does not reflect issues across the whole of the county, especially rural areas compared to urban areas.

Draft response: There has been no geographical bias in the preparation of LTP2. The Plan simply addresses the issues identified and meets objectives and targets. There will be a stronger section on rural matters in the strategy section to identify the difference in approach.

5 Increase reference to importance of integrating transport.

Draft response: Greater emphasis will be given to developing an integrated transport network. The Accessibility Planning work now underway will assist in this. Core Objective 1 will be amended accordingly.

6 Lack of reference to environmental issues and required Strategic Environmental Assessment (SEA).

Draft response: The Plans 'Vision' will be amended so it refers to also improving the quality of the built and natural environment. There will be an additional environment section in the strategy. The council is carrying out the SEA and reference will be made in the provisional Plan to the process. The findings of the SEA will be contained in a separate document to be distributed with the final plan in 2006.

7 Reference to local air quality concerns required.

Draft response: Reference will be included to reflect the present position in Carlisle and Kendal regarding Air Quality Management Areas.

8 Need to identify how schemes are prioritised.

Draft response: The council's mechanism for prioritisation will be contained in a technical paper supporting the LTP.

Safety section

9 No reference to speed reduction in Core Objectives. Need to consider introduction of speed limits in many settlements.

Draft response: Speed reduction can play an important role in improving safety. The Plan will be amended to refer to the role speed limits can play in reducing accidents. Proposals will be considered on their individual merits.

Public transport section

10 Lack of reference to the role of rail, and the need to improve Furness Cumbrian Coast/Windermere lines in particular:

Draft response: Greater reference to rail issues will be included in the Plan as greater clarity has emerged from new franchise holders and the SRA/DfT.

11 Absence of promotion and development of public transport services into the National Park

Draft Response: Acknowledged. Specific reference will now be incorporated.

Highway network management section

I2 Need to address the issue of lack of funding for maintenance of road, cycle and PROW network.

Draft response: Maintenance is a high priority in Cumbria and greater emphasis will be given to the issue with the importance of the Asset Management Plan's role in maintenance highlighted and Targets included as per other chapters.

Regarding maintenance and cycling, reference will be made to the proposed action of the Cycling Development Action Plan to produce a maintenance regime.

Maintenance of PROW will be prioritised on a needs basis. The Plan will make reference to limited funding available for PROW (and cycling) network to limit expectations.

I3 Poor road maintenance will increase casualties.

Draft response: Current evidence does not link maintenance to the issues of road casualties and community safety.

Cycling section

I4 Make reference to Cycle Tourism Strategy.

Draft response: Agreed. Appropriate reference will be made to it.

Walking section

I5 Not sufficient evidence that ROWIP is being developed as an integral part of the LTP.

Draft response: The Countryside Access Plan is the first part of the ROWIP. A new section will be included in the final draft to cover this issue.

Area transport plans section

I6 Indicators vary between Transport Plan Areas.

Draft response: They reflect the key issues identified as most important in each area.

General Comments

I7 The document is difficult to navigate.

Draft response: A contents page and glossary will be added to the final version.

Implementing the LTP

The county council has organised the delivery of the outputs of the LTP through its Local Committees who's areas reflect the district council boundaries and on which the Area Transport Statements in the LTP are based. These Statements have been developed by the Local Committees and local stakeholders and partners to address the particular priorities of each area. They give direction and ensure that there is a reference point to keep implementation on track and aligned with the agreed priorities. The council has set up a partnership approach to delivery of the Plan with its term consultants and principal contractor set out below.

The county council has robust and effective processes in place with delivery partners to ensure control of costs and delivery of the programme. The process is overseen by the Highways Operational Steering Group which is informed by Capital and Revenue Steering Groups. These are in turn informed by six Local Partnerships. The council's 'Control' process management system ensures delivery of the programme can be quickly and effectively. The partnership controls costs through working together to secure efficiency savings.

Implementing the Plan – Cumbria Highways

The 'Cumbria Highways' is a new public private partnership formed from Cumbria County Council, Capita Symonds and Amey. Its purpose is to provide, maintain and improve an effective highways network in Cumbria.

The objectives of the partnership are to:

- Provide an integrated service which contributes to Cumbria's community strategy;
- Be an innovative and cost effective organisation;
- Develop and maintain a "right first time" culture;
- Engage the partners in continuous improvement;
- Set and achieve measurable targets; and
- Review and report performance.

The partnership will deliver the LTP through co-location and sharing of resources to ensure the best person is made available for the task irrespective of their employing organisation or location.

The partnership will develop standard practices and procedures and benchmark with other partnerships. Other key actions are to report to and develop service delivery targets with local committees, agree Key Performance Indicators and agree a standard report to provide programmes and progress information to improve confidence in the service delivery.

The council acting alone as highways and transport authority cannot deliver the LTP. The necessary partnerships to enable all relevant organisations to work in a co-ordinated way are continuously being developed and improved. At the county level meetings take place regularly with the district councils and the National Park Authorities to ensure consistency with Local Development Frameworks. Other key implementation bodies include the North West Development Agency through the Urban Regeneration Company and Rural Regeneration Cumbria and Cumbria Tourist Board. These and other organisations form part of the Cumbria Strategic Partnership and Local Strategic partnerships. The implementation of LTP will contribute to achieving elements of the Community Strategies developed by these partnerships.

The Tourist Board is crucially involved with coach travel through the Cumbria Coach Liaison Group and cycle tourism initiatives (the Cumbria Cycle Tourism Strategy) as well as the Countryside Access Strategy. Regular meetings will continue to take place to carry out and review the LTP.

DfT is the highway authority for trunk roads and motorways in England. Management and maintenance of the network and delivery of the Secretary of State's improvements programme is the responsibility of the Highways Agency, an executive agency of DfT. The DfT also has responsibilities for the railway network and the Strategic Rail Authority provides a focus for engagement on strategic development of the network. Regular contact is maintained with the SRA on matters that directly affect rail transport in Cumbria.

The role of the Cumbria Constabulary is considered critical for implementing the LTP particularly in relation to road safety. The police are a key partner in the Cumbria Road Safety Steering Group, and the Safety Camera Partnership. Implications of transport measures on crime and disorder are dealt with at an annual meeting of council and police officers as well as through local consultation on specific schemes for example the principles and practicalities of implementation of Alley Gates schemes. The design of all transport schemes will consider the reduction of crime and disorder (Policy **T2** vii).

Regular engagement with the bus and train operators is imperative to deliver an integrated LTP. Mechanisms are now in place with bus and community transport operators as well as other transport providers in the health and social services arenas. These are now producing benefits in terms of integration and are forming a basis for Accessibility Planning work.

The role of the Countryside Agency is in a state of change but whatever the outcome, joint working with the agencies responsible for rural matters is key to implementing this LTP. The council has taken the step of establishing its own rural proofing protocol to ensure that rural issues are given appropriate weight.

The Cumbria Cycle Panel has a specific remit to advise the council on cycling matters. The panel has been actively involved in the Cycling Development Action Plan for the county and in the LTP policy preparation. It also provides detailed advice on scheme design at the implementation stage. A Cumbria Coach Liaison Group works on specific issues that affect group tourism by coach in Cumbria including the Coach Drivers Handbook.

Disability groups are consulted during the implementation of schemes stage of the plan and measures are being put in place to make this process more transparent and effective.

In progressing the LTP the county council and its partners will take the necessary steps to involve the general public not only in implementing measures but also in policy development.

The Plan is implemented through the development of and investment in the councils annual Transport Capital Programme of improvements and structural maintenance of the transport infrastructure, through revenue investment in highway maintenance, support for local bus services and demand responsive transport, transport information and road safety interventions. The plan is also delivered through the influencing the plans of others to ensure that transport needs are addressed in these plans and to achieve transport objectives as part of wider policy aims. The development control process is also key in implementing the plan, firstly through influencing proposals for development and secondly in securing benefits that enable development to improve the attractiveness and viability of the transport network.

Approach to Prioritising Transport Investment

The mechanism currently used in Cumbria to evaluate transport schemes makes clear the links each scheme has with the council's key transport objectives and targets, the priorities of the council's corporate strategy and the Shared Priorities of government and local authorities. The mechanism uses a matrix approach to scoring each proposed transport scheme against these targets and priorities. The matrix is used to prioritise all schemes costing more than £30,000 and a simplified version is applied to schemes costing less than £30,000. The full matrix including worked examples is shown as Annex C to the LTP.

- Each scheme is allocated points according to whether it addresses particular targets and criteria that reflect the Core Objectives.
- This directs investment in transport towards the priorities shared by the council and the Government.
- The system also takes account of local priorities and local support for schemes identified through the council's local committee and area transport advisory group, and the wider contribution a scheme makes to the council's overall policy objectives of economic regeneration, social inclusion and environmental sustainability.
- The model considers the year in which the scheme is required by external factors such as partnership funding or implementation of a wider regeneration or environmental scheme. Of particular importance will be securing contributions to improving the transport network through the development control process and Section 106 agreements. (Town and County Planning Act 1990).

All transport schemes brought forward for consideration in the county are subject to this evaluation process and it is on this basis that the forward five year programme of schemes described in Chapter 17 has been set.

Monitoring and reviewing the plan

Monitoring of the progress of the LTP is a continuous process. It is undertaken against the indicators and targets set in the LTP and is reported annually in the Annual Progress Report published each July. The APR also reports the number of schemes delivered in that year against the number predicted, as a measure of control of the programme.

In areas where targets have been met or are on track to be met by the target date during the first LTP, measures that have proved effective will be continued and developed. For example in relation to reducing the numbers of people killed or seriously injured on the county's roads, the approach of the Cumbria Road Safety Partnership will be continued and refined. In relation to rural accessibility the Rural Wheels initiative will be extended to additional areas. The successful development of school travel plans will be continued through the Better Ways to School project team approach. This approach will be extended to developing Work Travel Plans where targets have not been met. In other areas where targets have not been met or are not on track the approach will similarly be adjusted to improve performance according to evidence of what works well in the county and elsewhere. For example in relation to the number Quality Bus Routes implemented, the council is working with bus operators to identify the most beneficial routes and measures required. In other examples where targets have not been met, the targets themselves have been recognised as unrealistic as in the case of cycling. In such cases the targets have been revised on an agreed basis between the council and DfT.

The Highways and Transport Liaison Group has been set up to ensure coordination between those responsible for policy formulation and scheme and target identification and those responsible for delivery of the programme to budget. This group is remitted to keep under review the LTP targets to ensure that they remain realistic and challenging.

Monitoring of progress will be used during the implementation of LTP2 to refine the council's activities and those of partners to achieve the targets set. This enables changes in policies and programmes to take account of changes in traffic, environmental, social or economic conditions. It also makes the LTP responsive to changes in wider policy approach or as a result of new ideas, or other related changes that impact upon transport.

New mechanisms have been put in place to enable better reporting of scheme delivery according to the scheme type categories set by DfT. This will assist in managing the delivery of future programmes of work to reflect the priorities of the council and to meet the targets set.

Policy context

The national transport policy context

White Paper

The Government's transport strategy is set out in the White Paper "The Future of Transport - a network for 2030" published in July 2004. The key themes of which are: reducing the adverse impacts of increased mobility and providing for the increased demand for travel.

The governments vision is for:

- A road network that provides reliable and free flowing service,
- Enabling people able to make better informed choices about how and when they travel,
- A fast reliable and efficient rail network particularly for interurban journeys and commuting,
- Bus services that are reliable flexible and tailored to local needs,
- Making cycling and walking a real alternative for local trips and
- Ports and airports providing international and domestic links.

The Rail White Paper and the Air White Paper similarly set the context for development of rail station facilities and services and the potential role of developing community rail partnerships; and the potential development of Carlisle Airport respectively.

The Plan is also prepared to be consistent with government guidance on:

The regional policy context

Regional strategy

The LTP supports the draft Regional Transport Objectives of the Regional Transport Strategy which in turn are written to support the Regional Spatial Strategy and its main economic, environmental and social priorities. These Regional Strategies will replace Regional Planning Guidance (RPG) and are expected to be in place in time to confirm their objectives and detailed approach in time to inform the Final LTP in March 2006. The draft Strategies maintain the fundamental policies and measures of the RPG to 'create an accessible region'.

The draft RTS objectives that this LTP supports are:

- Ensuring that north-south and east-west transport corridors have reduced congestion, improved safety and make best use of existing capacity
- Support economic development and regeneration of Furness and West Cumbria through securing reliable and effective links to the M6 and West Coast Main Line
- Improving road safety especially for children in deprived areas
- Facilitate rural renaissance and social inclusion through accessible public transport based on key service centres
- Support rural regeneration through sustainable tourism, improved walking and cycling networks
- Protect national parks and areas of outstanding natural beauty, minimising the impact of transport infrastructure and traffic

The following routes in Cumbria are considered in the RTS to be nationally significant:

- M6
- A66 east of the M6
- A69 east of the M6

These are the responsibility of the Highways Agency.

The following schemes in Cumbria are considered in the RTS to be regionally significant:

- A66 west of M6
- A590 west of M6
- A595 between A66 and Calder Bridge
- A7 north of M6 into Scotland
- A65 south east of M6
- A591 from A590 to A592
- A595/A7/A69 from A66 west of Cockermouth to M6 at Carlisle
- A596 from A66 to Northside
- A689 from M6 to A69

The Regional Economic Strategy (RES) is being developed. There is an expectation in Cumbria that the final RES will take into account the vision contained in the Memorandum of Agreement (MOA) between the North West Development Agency, the Nuclear Decommissioning Authority, the county council, Allerdale and Copeland Borough Councils and the UK Government (inclusive of the departments and agencies to whom responsibilities have been devolved). The essence of which is that there will be created a sustainable economy in Cumbria that matches or exceeds the average for the North West Region.

The RES and Regional Spatial Strategy identifies a regional regeneration priority area in Furness and West Cumbria and has established urban regeneration companies relating to these. The LTP takes account of the transport implications of the plans and projects of these companies. The Regional Rural Recovery Plan and County Plan for Cumbria generate transport implications through the plans of the Rural Regeneration Company. These are reflected in the LTP.

There remains concern in Cumbria that the Northern Way strategy does not adequately address the special circumstances of the county and this is being taken forward through the development of a Cumbria Sub Regional Strategy.

The LTP supports the transport requirements of the NWDA designated Strategic Regional sites at Kingmoor and Westlakes as well as the Cumbria strategic development site at Barrow.

The county policy context

In its corporate strategy Cumbria County Council sets out a vision for the county with six Corporate Policies:

- Putting the public first -improving council services.
- Enhancing economic wellbeing.
- Promoting the wellbeing of vulnerable people and their carers.
- Promote learning in Cumbria.
- Improving the safety and quality of peoples lives.
- Protecting and enhancing the environment.

Cumbria joint structure plan

The process of replacing the plan with a new document for the period up to 2016 is now being undertaken. There is a direct relationship between land use/development and the accessibility of goods and services. The LTP has been developed by a single team of officers and members that prepares both this and the Structure Plan to ensure a consistent approach. This consistency enables closer alignment between Local Plans and emerging Local Development Frameworks and the LTP.

The LTP contributes to the sustainable development principles on which the Cumbria and Lake District Joint Structure Plan is based and reflecting the governments four sustainable development objectives:

- Social progress which recognises the needs of everyone
- Effective protection of the environment
- Prudent use of natural resources
- Maintenance of high and stable levels of economic growth and employment

Sustainable development is about advancing all of these objectives rather than trading the benefits one against another. It is about ensuring a better quality of life for everyone, now and for generations to come.

Sustainable Cumbria

The Cumbria Strategic Partnership has produced a strategy for growth and progress in Cumbria to 2024. The county council is an active member of the Partnership and regards its self as being the principal delivery partner for transport measures identified by the partnership. This LTP reflects the main aspirations of the Strategic Partnership (and of the four Local Strategic Partnerships – Carlisle and Eden LSP, West Cumbria Partnership, Furness Partnership and South Lakeland LSP) where these have transport implications.

The Strategy is about reversing the long term decline of the Cumbria economy particularly in Furness and West Cumbria but recognising the recent job losses in Kendal and Ulverston and the low wage economy throughout the county.

Reference is made to the high quality environment of the countryside and towns and villages and to poor inadequate road and rail infrastructure to enable the economic potential of the area to be realised.

The LTP is consistent with the Sub-Regional Spatial Strategy being prepared by the Cumbria Strategic Partnership.

Rural proofing

Rural Proofing is a way of addressing the disadvantages that rural areas have relative to more urban areas in terms of access to jobs, education and training, goods and services. In relation to transport, rural areas are more sparsely populated and can often be disadvantaged by conventional appraisals of the economic benefits of transport schemes. Furthermore although the access needs of rural communities are the same as those of other communities the most appropriate and cost effective method of transport provision will be different. The county council has a rural proofing protocol that sets out how the council will ensure that its approaches fully account for the needs of rural areas so that they are not disadvantaged simply because of their rural nature.

Local Agenda 21 strategy

The council's Local Agenda 21 Strategy addresses the county's response to making the county more sustainable and the issues of climate change and biodiversity. The council's transport strategy recognises the holistic nature of sustainability integrating as it does economic, social and environmental considerations.

Crime prevention strategies

The council has been active in working with district councils and the Police on preparing the four crime prevention strategies reducing crime and the fear of crime, as required by the Crime and Disorder Act. In relation to transport there are significant links between crime and housing development layouts, urban footpath networks, and providing amenity and road lighting.

Air quality management plans

In general terms transport can have a significant impact on local air quality. At a site specific level the effect of standing traffic on air quality can be significant and unhealthy. However, in Cumbria there are only problems of air pollution because of traffic build up at peak hours in very few locations, these are in Carlisle where an AQMA is expected to be declared within the life of this LTP and Kendal where the council is already a partner in delivering an action plan to address air quality issues.

National Parks and Areas of Outstanding Natural Beauty (AONB)

The Yorkshire Dales National Park Authority has produced an Integrated Access Strategy, each of the three AONBs has produced a Management Plan. The Lake District National Park Authority has a Management Plan. All of these have aims that are complemented by the approach of the Cumbria LTP.

Hadrian's Wall transport strategy

The Hadrian's Wall Partnership, led by English Heritage with Cumbria County Council, Northumberland County Council and Government Office North-East, is implementing a strategy to promote and manage access to the World Heritage Site and national trail.

Health improvement plans

The Health Improvement Programmes provide the framework for medium term action to promote health and tackle inequalities and to improve the quality of health and social care services. They act as a reference point on health issues for a range of planning documents including this LTP.