

(April 2012 -
March 2015)



Delivering
Cumbria's
Transport Needs
Implementation Plan

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1 Introduction

1.1 Background

The Implementation Plan is one of the three core documents that make up the Cumbria Transport Plan (LTP3); the other two being the Transport Strategy (2011-2026) and the Transport Policies.

This Implementation Plan sets out where the authority's capital and revenue funding, council tax, developer contributions and other external funding will be directed to deliver the priorities of the LTP3 Transport Strategy, the Council Plan and the 6 Council Area Plans between April 2012 and March 2015. Details of the delivery programme for 2012/13 are incorporated. The delivery programme is reviewed and rolled forward annually to ensure the needs of Cumbria are being fully met and changing levels of funding can be addressed.

As highlighted in our Transport Strategy our key priorities for transport are: -

- the maintenance of Cumbria's roads, pavements, paths and cycle ways
- making sure our strategic road links are able to support the Cumbrian economy
- maximising the benefits of the county rail network
- using smartcard technology to reduce barriers to people using passenger transport
- maximising the potential of the Port of Workington to support the Energy Coast and reduce carbon emissions from road transport
- enabling more people walking and cycling to school and to work

The transport priorities will help deliver the overall priorities of the Council Plan for the next three years; namely:

- Challenging poverty in all its forms
- Ensuring that the most vulnerable people in our communities receive the support they need
- Improving the chances in life of the most disadvantaged in Cumbria

The Plan sets out how we will determine our performance against the priorities of the Transport Strategy.

1.2 Structure

The Implementation Plan comprises a further six sections aimed at providing a clear and concise understanding of where the highways and transport funding comes from, how schemes are identified and prioritised, what the delivery programme for 2012/13 is and how the delivery of schemes will be monitored and evaluated.

- Sections 2 "Where the Funding Comes From" sets out the various funding streams for the Councils expenditure on highways and transport.
- In Section 3 "How Schemes are Identified and Prioritised" the process for the identification and prioritisation of highways and transport schemes is provided.
- The forecast expenditure on highways and transport from 2012 to 2015 is incorporated in Section 4 "Transport Capital Expenditure 2012-15"
- Section 5 "Council Funded Delivery 2012/13" identifies out where the Councils expenditure on highways and transport is being directed between April 2012 and March 2013.
- Section 6 "Other Funded Delivery" highlights what schemes are being delivered from other sources of funding during this same time period.
- Section 7 "Going Forward" explains our approach to monitoring and evaluating LTP3.

Sections 4, 5 and 6 will be revised in January 2014 to incorporate the planned expenditure between April 2013 and March 2014

2 Where the Funding Comes From

2.1 Background

The County Council's expenditure on transport comes from a number of sources. As set out in the 2011 Sustainable Transport White Paper, Creating Growth, Cutting Carbon the government has simplified the funding streams for transport. Two of these funding streams, the integrated transport and the highways maintenance block funding provide agreed allocations of monies to the Council for the period up to 2015/16. Funding for transport also comes through council tax, government grants, council borrowing and contributions from partners and developers.

2.2 Transport Capital Programme

The delivery of the outcomes of Cumbria's Local Transport Plan Strategy is supported through the Council's Transport Capital Programme (TCP). Projects within the programme support the wider delivery of the Council's corporate and strategic objectives as set out within the Council Plan, focusing on the priorities of challenging poverty in all its forms, ensuring that the most vulnerable people in our communities receive the support they need, and improving the life chances of the most disadvantaged in Cumbria. Schemes undergo a process of identification, assessment, prioritisation and approval before they can be included within the TCP. The TCP is divided into four blocks as detailed in Table 2.1.

Table 2.1 – Transport Capital Programme	
Block Heading	Work Types
Integrated Transport Block (ITB)	Priority Transport Improvement Schemes (PTIS)
	Engineering Safety
	Countryside Access
	Go Lakes Travel Programme
	Community Transport
	CNDR
Principal Road Network	Countywide Survey Programme
	Surface Treatment
	Structural Maintenance
	Drainage
Bridges and Structures	
Devolved to Local Committee	Structural Maintenance
	Surface Treatment
	Restraint Systems
	Footways and Cycleways
	Drainage
	Lighting
	Small Scale Improvements

2.3 Revenue Programme

The Council's spending on highways and transport includes substantial revenue costs most notably for highways maintenance, home to school and college transport and the national concessionary travel scheme, as detailed in Table 2.2.

Table 2.2 – Transport Revenue Programme	
Heading	Work Types
Integrated Transport (Passenger Transport)	Home to school and college transport
	English National Concessionary Travel Scheme
	Special educational needs transport
	Scheduled bus services
	Community rail partnerships
	Community and voluntary transport
	Rural Wheels
	NoW Card
	Active travel to schools
Highways	Maintenance (Better Highways)
	Winter Maintenance
	Drain Cleansing
	Grass Cutting
	Bridges
	Windermere Ferry
Lighting	Signals
	Lighting
Road Safety	Education and Training
	Cameras
Countryside Access	Maintenance
	Access Improvement

2.4 Other Funding Sources

There are a number of other funding sources which the Council currently either negotiates or bids for.

Developer Funding

Development proposals will usually have an impact on highways and transport networks. The County Council, as Local Highway Authority is a statutory consultee in the planning process and is charged with advising the planning authorities in Cumbria about the impact that development proposals will have on the highway and transportation system and acceptability of mitigating measures proposed or are required to mitigate these impacts.

The developer will be asked to fund appropriate mitigating measure, in total or part, depending on the measures identified. Such measures could include additional highway infrastructure, including cycleways and footpaths, network management measures, and enhanced public transport provision and infrastructure.

The County Council will usually seek to secure Travel Plans and financial contributions towards public transport, walking and cycling measures via a Section 106 Agreement.

Where it has been determined that physical infrastructure is required this should normally be provided via a Section 278 Agreement. However, there will be instances where the County considers a financial contribution via Section 106 preferable, such as to enable pooled contributions.

The County Council will work closely with Local Planning Authorities in order to inform their Local Plans and Infrastructure Delivery Plans, which will provide a basis for pooled contributions, and allow the known costs of relevant infrastructure deficits to be fairly apportioned. The Council will also assist the Local Planning Authorities within Cumbria should any decide to implement a Community Infrastructure Levy in the future, as this will deal with the cumulative transport impacts of incremental development, ensuring that all developments contribute to improving necessary transport infrastructure.

Major Schemes

Traditionally these were schemes costing more than £5m which currently rely on external funding through the DfT. However from 2015 the government will be devolving funding and decision making for the delivery of major transport schemes to local transport bodies. The Cumbria Local Transport Body (CLTB) has been established covering the existing boundary of the Council.

By July 2013 the CLTB will need to have produced a programme of schemes for delivery from 2015. The level of funding to be provided for the four years from 2015 is £11.8 million. To assist in funding the major schemes contributions will be sought from a range of sources.

Local Sustainable Transport Fund

The government has announced £560 million of funding to be bid for by transport authorities for packages of transport interventions aimed at supporting economic growth, carbon reduction, cleaner environments, improved safety and more physical activity.

In partnership with the Lake District National Park Authority the Council has been successful in obtaining nearly £4.9 million from the fund. Targeted at reducing the carbon impact of the millions of visitors to the central and southern Lake District National Park, the funding will be used up to 2015 to bring about a range of measures to encourage visitors to use alternatives to the car for their journeys.

Regional Growth Fund

The Regional Growth Fund (RGF) can be utilised towards improvements in transport infrastructure. The following objectives have to be met:

- To stimulate enterprise by providing support for projects and programmes with significant potential for economic growth and create additional sustainable private sector development;
- To support those areas and communities that are currently dependent on the public sector to make the transition to sustainable private sector-led growth and prosperity.

Growing Places Fund

The Growing Places Fund (GPF) has been allocated to Local Enterprise Partnerships who manage the bidding and award the funding. The GPF has three key objectives:

- To generate economic activity in the short term by addressing immediate infrastructure and site constraints and promote the delivery of jobs and housing;
- To allow local enterprise partnerships to prioritise the infrastructure they need, empowering them to deliver their economic strategies;
- To establish sustainable revolving funds so that funding can be reinvested to unlock further development and leverage private investment.

European Funding

There are a variety of potential funding sources from Europe. This funding has contributed to a vast range of projects in Cumbria including economic development regeneration; port and marina development and bridge building.

Nuclear New Build

The UK’s future energy requirements are to be met with a new generation of nuclear power stations, one of which is being proposed at Sellafield in West Cumbria. The demands on the transport infrastructure resulting from Nuclear New Build are likely to be significant. To enable the development issues around the movement of people, materials and reactor modules will need to be addressed.

3 How Schemes are Identified and Prioritised

3.1 Transport Capital Programme

Integrated Transport Block

This block includes improvement programmes for pedestrians, cyclists, public transport passengers and road users. It is complemented by a programme of local safety schemes aimed at reducing the number and severity of road traffic casualties.

Priority Transport Improvement Schemes

Monitoring, preliminary design and implementation of large scale Priority Transport Improvement Schemes, valued at over £50k. Examples include upgrading of passenger transport infrastructure, parking improvements, pedestrian and cycle routes.

A range of sources identify potential schemes, including: local communities; County, District and Parish Councillors; plans such as Local Development Frameworks, Infrastructure Delivery Plans, Economic Master Plans, Locality Plans, Community Travel Plans; and studies such as mobility and cycle network studies.

Schemes are considered against three priorities, applying

Local Transport Plan scoring:

- the extent to which the scheme will meet the objectives of the Cumbria Local Transport Plan strategy;
- how many people in the ‘local community’ including visitors will benefit from the scheme;
- how much the scheme will cost to deliver.

Once scored, candidate schemes are endorsed by Members and considered at the Highways and Transport Gateway Group meeting. Funding is also allocated for scheme preparation.

Engineering Safety

Engineering Safety Schemes are works carried out on the highway aimed both at reducing the number and severity of road casualties and at preventing casualties. The need to carry out Engineering Safety Studies is based on collision data records held by the County Council, adjusted to reflect local need.

Engineering Safety Studies identify a number of recommended engineering safety measures. These are prioritised based on information provided within the study, accident savings per year, cost of remedial measures, First Year Rate of Return (FYRR) and KSI (Killed or Seriously Injured) savings.

Countryside Access

The Countryside Access Improvement Scheme programme applies to areas outside the Lake District and Yorkshire Dales National Parks. Works within the programme include surface and furniture upgrading, path construction, ditching and drainage work. The programme involves working with landowners, community groups, partner organisations and user groups to maximise match funding opportunities and in-kind support.

Sources of schemes come from the following: Government led projects (e.g. Natural England’s Pennine Bridleway); network improvements and enhancement of visitor facilities identified by local communities and user groups; and rolling inspection programmes within each Parish.

A prioritised programme of schemes is developed using a three stage process :

- Stage 1 - initial filter (determining how the scheme contributes towards the Countryside Access Strategy, meets customer needs, and its environmental, ecological and archaeological impact);
- Stage 2 - scoring (against a series of criteria and themes from the Countryside Access Strategy, for instance beneficiaries, location, network, accessibility, safety);
- Stage 3 - moderation (takes into account points such as issues raised, likelihood, funding, potential partnerships, legal complications, value for money).

Go Lakes Travel Programme

The aim of the GoLakes Travel project is to transform how visitors get to, and travel around the central and southern Lake District. The Council is making a capital contribution of £167k over three years to 2015. The overall value of the project is £6.9m with the majority (£4.89m) coming through the DfT’s Local Sustainable Transport Fund.

Community Transport

The Community Transport Vehicle Scheme is a programme for annual replacement of Community Transport vehicles which the Council is committed to fund/contribute towards from the Transport Capital Programme.

[CNDR](#)

The Council contributes to staffing costs in relation to the Carlisle Northern Development Route contract management.

Principal Road Network (PRN)

Funding is shared between different elements aimed at maintaining the highway network to the standards set out in the Council's Highways Asset Management Plan. These elements and how they are identified and prioritised are set out below.

[Countywide Survey Programme](#)

Funding from the Principal Road Network block is used to carry out a programme of highway condition survey work. Classified 'A' and 'B' roads are fully surveyed over a two year period, classified 'C' roads and unclassified roads are surveyed over a four year period. SCANNER and CVI condition surveys produce data to assist in life cycle planning, carriageway maintenance and the identification of appropriate treatments, monitor the network, produce performance indicators and provide information for asset valuation. SCRIM surveys produce data to monitor the skid resistance of the carriageway, assist with life cycle planning, scheme identification and accident related site investigation.

[Surface Treatment](#)

Surface treatment is an important part of the highway maintenance process. Surface treatment seals the existing carriageway to prevent damage from water entering into the road surface, restore texture and skid resistance, and improve corrosion resistance. Work programmes are identified by the use of condition surveys and local knowledge which are then prioritised using a scoring system, applying local knowledge and professional judgement taking into account treatment records and factors such as customer complaints, frequency of repairs, volume of traffic and value for money. Funding is split by percentage between local areas based on carriageway length.

[Structural Maintenance \(PRN\)](#)

Structural maintenance treatments are needed to refurbish and renovate the highway to rectify the fabric and structural life of the highway and protect the asset. Condition surveys are used initially to identify areas of the priority road network in need of treatment. Local knowledge and professional judgement is then used to prioritise these schemes taking into account traffic volume and content, network classification, maintenance hierarchy, functional road hierarchy, aspirations of local communities and views of Local Area Committees.

[Drainage](#)

Investigations to map out drainage related assets are the prime source of schemes. Surface Water Management Plans and local Flood Risk Assessments form the basis of managing and prioritising the need for planned maintenance and improvement of drainage systems.

Bridges and Structures

Repairs and maintenance to bridges, culverts, retaining walls, cattle grids and sea wall coastal defences are included within this programme. A programme of regular inspection regimes is used to identify the majority of schemes. Other schemes can be put forward as a result of information received from others, such as Parish Councils or members of the public.

Schemes are prioritised using a scoring matrix, taking the following factors into account: financial; programme delivery; structural integrity; health and safety; environment; and reputation and legal. Risk matrix principles of 'probability' and 'impact' determine final scores for each proposed scheme.

The highway network in Cumbria has required significant geotechnical construction, and this needs ongoing maintenance. Principal elements are embankments and cutting slopes. Schemes are identified through risk-based inspection programmes. Prioritisation involves the use of a scoring matrix taking into consideration varied geotechnical features and the likelihood of risk such as collapse, pollution or damage to wildlife.

Devolved to Local Committee (Non-Principal Road Network)

This block of funding is devolved to the six local area committees of the Council. Sometimes referred to as the Non-Principal Road Network block, this covers all adopted roads except 'A' roads. Highway maintenance schemes and small scale improvement schemes of less than £50k make up the work programmes within this section of the Transport Capital Programme.

Funding for each area is based upon carriageway length and population. Local Committees are provided with guidance regarding the allocation of funding to each block element, although they are able to exercise discretion.

[Structural Maintenance \(NPRN\)](#)

Sources for scheme identification for the non-principal road network rely on local knowledge, inspections and customer feedback. The development of the works programme uses scoring to rank schemes in priority order, refined by local knowledge and professional judgement, considering rate of deterioration, serviceable remaining lifespan, causation factors and winter damage criteria. Scoring takes into account deformation, potholes, structural crazing, edge deterioration, broken kerbs, rutting, patching, and base use factors.

[Surface Treatment](#)

Inspections, local knowledge, repeat demand and customer complaints contribute to the identification of schemes. Prioritisation uses professional judgement and local knowledge, taking into account aspects such as type and speed of deterioration, estimated remaining lifespan, and cost, usage of the route and winter damage criteria

[Restraint Systems](#)

They are items of street furniture such as guardrails placed in the roadside in order to protect road users from hazards, and also to protect highway assets. Potential schemes are identified through local knowledge within Area offices. Scoring is used to prioritise potential schemes, taking into account factors such as type of hazard, condition of existing barrier, road alignment, traffic flow, speed limits, risk, collision data and road classification.

[Footways and Cycleways](#)

Typical programmes of works include repairs to rocking flags or blocks, replacing broken flags and kerbs, addressing trip hazards, repairing damage caused by tree roots, and correcting mis-aligned kerbs.

Schemes are typically identified through condition surveys alongside local knowledge and customer comments. Schemes are allocated a score, however professional judgement and local knowledge are used to refine the final list, taking into account rate of deterioration, serviceable lifespan, winter damage criteria, location (e.g. proximity to a school) and funding.

[Drainage](#)

Scheme identification relies heavily on local knowledge, safety inspection reports and identified concerns. Prioritisation is based on PAS scoring criteria, taking into account base use factors, width of flooding as a percentage of the carriageway and maximum flooding depth. Local knowledge and judgement are applied, taking into account location, implications to property, effect on the network, businesses and local population.

[Lighting](#)

Regular inspection programmes determine the need for works. Programme compilation is based on professional judgement and locally determined criteria, for example deterioration, condition, crime levels and de-cluttering principles.

[Small Scale Improvements](#)

These small scale improvements refer to schemes valued individually at less than £50k. Examples include: annual review of signs, lines, Traffic Regulation Orders; dropped kerbs; public transport infrastructure; and minor highway improvements such as pedestrian crossings, footway widening, bus stops, and disabled parking bays.

A variety of sources provides a potential list of schemes: the local community; County, District and Parish Councillors; plans such as Local Development Frameworks, Locality Plans or Community Travel Plans; studies such as mobility and cycle network studies.

Schemes are prioritised against Local Transport Plan objectives, feasibility, benefits to local communities and visitors, and cost. Local knowledge and professional judgement are also applied.

3.2 Transport Revenue Programme

Integrated (Passenger) Transport

Revenue expenditure on passenger transport is focussed on home to school and college transport, the English National Concessionary Travel Scheme, special educational needs transport and supporting scheduled bus services.

Funding is also directed at community and voluntary transport, Rural Wheels, the NOW Card, community rail partnerships and encouraging walking and cycling to schools.

Highways Maintenance

Revenue funded highways maintenance is used for a range of measures. Most of the funding goes towards 'Better Highways'. This is aimed at repairing roads more effectively and efficiently and in a co-ordinated way.

The remainder of the budget is used for bridges, drain cleansing, grass cutting, winter maintenance, parking permits and for the operation of the Windermere Ferry.

Lighting

Funding on traffic signals is based on a mixture of the following :

- Improved operation of a junction to provide better operation in terms of traffic or pedestrian movement;
- Improved monitoring for early detection of faults;
- Modernisation of equipment to bring about cost savings, or achieve benefits in terms of what new technology can provide.

The process for identifying schemes relating to traffic signals and Intelligent Transport Systems (ITS) takes account of the benefits that can be brought to the public; particularly in terms of providing better coordination of the traffic lights to help the flow of traffic.

Attention is being given to using one broadband connection to cost-effectively connect up to and control systems, such as traffic signals, CCTV, car park signs and real-time bus displays in a city centre.

Road Safety

The CCC revenue spend on road safety is focused in trying to influence road user behaviour through education, training, engagement, publicity campaigns and in support of the safety camera unit in their intention to be self funded.

The priorities of the Cumbria Road Safety Partnership are young drivers as they are at the greatest risk and are the drivers of the future (17-24), motorcyclists, then mid range (25-65)/older drivers (65+).

Developed from the 2020 Road Safety Strategy a Road Safety Plan is produced annually. This identifies the initiatives to be implemented including Pass Plus, Road Awareness Training, Speed Awareness, Bike Safe and Drive Safely for Longer.

Countryside Access

The current budget covers the delivery of a six year parish programme of survey/maintenance, responding to customer enquiries and an annual strimming programme. In addition to the directly funded budget and its areas of work the countryside access team have developed additional third party funding opportunities to run the rights of way improvement programme. Through partnership working with communities, stakeholders and other sections of the council works totalling over £1 million have been delivered.

4 Transport Capital Expenditure 2012-2015

4.1 Transport Capital Programme

The proposed expenditure on the four blocks of the Transport Capital programme in 2012/13 to 2014/15 is set out in Table 4.1

Table 4.1 – Transport Capital Expenditure 2012/13 - 2014/15				
Block Heading	Work Types	2012/13 (£k)	2013/14 (£k)*	2014/15 (£k)*
Integrated Transport Block (IBT)	Priority Transport Improvement Schemes (PTIS) over £50k	£1,030	£960	£359
	Engineering Safety - Studies and Implementation Measures	£286	£300	£300
	Countryside Access Improvement Schemes	£96	£100	£100
	Go Lakes Travel Programme	£58	£55	£55
	Community Transport Improvements	£95	£100	£100
	CNDR	£296	£50	£50
	Integrated Transport Block sub total	£1,083	£1,565	£964
Principal Road Network (PRN)		£5,060	£5,470	£5,235
Bridges and Structures		£2,864	£3,100	£2,962
Devolved to Local Committee		£16,146	£18,254	£17,502
	Main Street Cockermouth		£700	
Capital Programme Total		£25,931	£29,089	£26,663

*Indicative only and subject to revision



5 Council Funded Delivery 2012/13

5.1 2012/13 Capital Expenditure

Table 5.1 – Priority Transport Improvement Schemes	
Scheme Name	Area
Wigton Sustainable Transport Package	Allerdale
Penrith Streetscapes	Eden
A686 Carleton Avenue Improvements	Eden
Bus Infrastructure Improvements	Countywide
Rail Station Improvements	Countywide



The transport improvement schemes of over £50k delivered during 2012/13 are set out in Table 5.1.

Table 5.2 – Countryside Access Improvement Schemes	
Project	Area
Kirkby Lonsdale Phase 3	South Lakes
Raven Beck Kirkoswald	Eden
Hartley Lane	Eden
Skelton	Eden
Kirkbride Improvements Phase 3	Allerdale
Motherby off road footpath	Eden
Drigg	Copeland
Dales Way Burneside	South Lakes
Cumbria Way - Caldbeck Phase 3	Allerdale
Harrington Improvements Phase 2	Allerdale
Dent Fell	Copeland
Eaglehill footpath	Allerdale
Lovelady Shield (Isaac's Tea Trail) Phase 2	Eden
Earl Henry's Drive	Eden
Broughton Cragg's Quarry	Allerdale
Soddy Gap	Allerdale
Petteril footpath	Carlisle
Dales Way verges to link	Eden
Appleton - Warcop	Eden
Greenriggs, Coast to Coast	Eden
Hartley Quarry	Eden
Broughton Oldbridge Path	Allerdale
Skelton	Eden
Motherby off road footpath	Eden
Eaglehill	Allerdale
Holme St Cuthbert	Allerdale
Lillyhall bridleway	Allerdale
Bransty	Copeland
Caterpilla	Eden
Ellenborough bridleway Phase 2	Allerdale



Table 5.3 – Principal Road Network		
Area	Road Number	Scheme/Location Description
Allerdale	A591	A591 Scarness to Mirehouse
Allerdale	A591	A591 Highside to Ravenstone
Allerdale	A591	A591 Bassenthwaite to Highside
Allerdale	A591	A591 Bothel Craggs to Bothel
Allerdale	A5086	A5086 Ullock to Snary Beck
Allerdale	A5086	Palace How, Eaglesfield
Allerdale	A591	Thirlmere Dual C'Way (Southbound)
Barrow	A5087	A5087 Rampside Road
Barrow	A595	A595 Dalton Road, Askam
Carlisle	A6	Botchergate – English St to Tait St
Carlisle	A7	Lowther Street Bus Lane
Carlisle	A7	Hardwick - Newmarket Jct on to Georgian way
Carlisle	A689	East of Hallbankgate
Carlisle	A7	Eden Bridge - Approach to Hardwick
Carlisle	A7	Georgian Way
Carlisle		Brunswick Street
Copeland	A5086	Rowrah to Kelton Head
Copeland	A595	Calderbridge T/L to Stanley Arms
Copeland	A595	Holmbrook 30mph to Holmbrook Bridge
Copeland	A595	30MPH Calderbridge to Ponsonby
Copeland	A595	School Brow to Gosforth Crossroads
Copeland	A595	Harecroft Hall, Gosforth
Copeland	A595	Seven Acres to Greengarth Hall
Copeland	A595	Holmorook to Saltcoats
Copeland	A595	Ravenglass Junction to Birkby Junction
Copeland	A595	Birkby Junction to top Broadoak Hill
Copeland	A5093	Millom-The Hill
Copeland	A5086	Frizington/Asby Junction to Frizington 30mph
Eden	A592	Pennine Pottery to Area Boundary
Eden	A689	Nenthead 30mph to Allenheads
Eden	A686	North of Witchwood
Eden	A592	Dalemain Mill to Dacre Junction
Eden	A5091	Kitty House Farm Cottages
Eden	A592	B5320 Junction to Waterfoot Caravan Park
Eden	A5091	Dowthwaite Head Road to The Hollows
Eden	A6	Shap 40mph to Toll Bar
Eden	A686	Melmerby
Eden	A689	B6277 Junction to Potters Lonning
Eden	A686	Alston 30mph speed limits
Eden	A689	Middle Park Junction Alston
Eden	A6	South of Shap 30mph to 40mph limits

Eden	A6	Low Hesket 30mph limits
Eden	A6	Cross Keys to 40mph limit Tebay
Eden	A592	Brotherswater Inn to Caudale Bridge
Eden	A592	The Square Glenridding to Steamer Pier
Eden	A685	North Road Kirkby Stephen
Eden	A685	Wiseber Brow
Eden	A685	Tebay Roundabout
Eden	A6	Greyhound Shap
Eden	A6	Shap summit to Wasdale Bridge
South Lakeland	A5074	Winster
South Lakeland	A684	Longstone Fell
South Lakeland	A592	Storrs
South Lakeland	A684	Garsdale
South Lakeland	A592	Moor Lane to Queens Head
South Lakeland	A592	Fell Foot
South Lakeland	A591	Holbeck Lane to Jenkins Field
South Lakeland	A591	Kendal By-Pass
South Lakeland	A6	Levens Hall - N/Bd Dual Carriageway
South Lakeland	A592	Back Belsfield to South Glebe, Bowness
South Lakeland	A5074	Barker Knott to Crook Road, Bowness
South Lakeland	A65	Endmoor to Crooklands



Table 5.4 – Bridges and Structures			
Area	Road Number	Scheme/Location Description	Works Type
Countywide	Various	Countywide	Confined Spaces, Diving Surveys, Bridge over rail surveys and Principal Bridge Surveys
Countywide	n/a	Implementation Bridges COP	Progress milestone targets
Countywide	Various F/P	ROW Footbridges Holding Code	Repair/Replace PROW footbridges
Countywide	Various	Bridge Assessments and Updating Records	Assessment of county bridges and database updating
Countywide	Various	Minor Structure Maintenance Schemes	Walls, cattle grids, sea walls and bridge works
Countywide	Various	Contributions to NR and BRBR schemes	Contributions to NR and BRBR strengthening schemes and mitigation measures as agreed
Countywide	Various	Minor Structure Strengthening Schemes	Structure works and investigation
Countywide	Various	Countywide slopes	Initial site investigation and monitoring
Countywide	Various	Countywide slopes	A686 Witches Wood - detailed site investigation
Allerdale	Various	Cattle Grid Repairs	Repair/Replace grids as identified
Allerdale	Various	Retaining Walls	Repair/Rebuild walls as identified
Allerdale	B5300	Dubmill Point S/W (concrete)	Repair concrete wall/provide rock armour protection
Allerdale	B5300	Beckfoot Sea Wall	Repair/provide rock armour protection
Allerdale	C2050	Sinks Bridge	Spandrel and parapet repairs
Allerdale	U2217	Little Braithwaite	Invert repairs
Allerdale	C2051	Moorhouse R/W	Rebuild wall, flood damage June 2012
Barrow	A590	Jubilee Bridge Maintenance	General bridge maintenance costs
Barrow	A590	Jubilee Bridge Maintenance Schemes	Mechanical and Electrical Improvements
Barrow	A590	Jubilee Bridge Waterproofing	Traffic modelling design
Carlisle	Various	Retaining Walls	Repair/Rebuild walls as identified
Carlisle	Various	Cattle Grids Repairs	Repair/Replace grids as identified
Copeland	Various	Cattle Grids Repairs	Repair/Replace grids as identified
Copeland	Various	Retaining Walls	Repair/Rebuild walls as identified
Copeland	C4031	Millfield Culvert, Beckermest	Contribution to new culvert
Copeland	U4042	Robert Gate Bridge	Scour repair, repair to damaged retaining walls
Copeland	C4016	Haile Bridge	Scour repairs to both extensions
Copeland	C4025	Mecklin Bridge	Rebuild damaged parapet walls
Eden	A592	Lakeshore, Watermillock	Underpin R/W and provide guard rail
Eden	U3029	Newton Reigny Bridge	Parapet Restoration
Eden	-	Hegdale Lane Culvert/RW	Headwall Repairs
Eden	C3070	Moorbeck Bridge, Warcop	Bridge sinking, road damaged
Eden	U3012	Bayles Moss Culvert	Scour and parapet repairs
Eden	Various	Various Culverts/Fords	Flood damage summer 2012, various repairs
Eden	C3073	Roundthwaite Bridge	Flood damage summer 2012, underpin abutment and wing wall
Eden	Various	Cattle Grids Repairs	Repair/Replace grids as identified
Eden	Various	Retaining Walls	Repair/Rebuild walls as identified
Eden	A6	Eamont Bridge	Re-point downstream elevation

Eden	A592	Horseman Bridge	Clean, prime, paint substructure
Eden	U3259	Platts Bridge	Replace damaged masonry arch with new r.c. box structure
South Lakeland	Various	Cattle Grid Repairs	Repair/Replace grids as identified
South Lakeland	Various	Retaining Walls	Repair/Rebuild walls as identified
South Lakeland	A685	Culvert A685/1	Replacement culvert and headwall repairs



6 Other Funded Delivery 2012/13

6.1 Major Schemes

The Carlisle Northern Development Route was opened in April 2012. The Private Finance Initiative (PFI) project provides a western bypass for the City. The new road will help tackle congestion in the city centre, support the development of the regional employment site Kingmoor Park and improved access to West Cumbria for freight traffic.

The Northside Bridge in Workington was opened in October 2012. The 152 metre long structure funded by the Department for Transport replaces the bridge severely damaged in the local floods of 2009.



[Transport Information](#)

- The See More – Explore smart phone app developed, giving visitors inspirational itineraries on their smart phones.

6.2 Local Sustainable Transport Fund

During 2012/13 the following parts of the GoLakes Travel programme in the central and south lakes have been delivered :

[Improving Passenger Transport](#)

- New bike bus service introduced between Kendal and Whinlatter which is able to carry 12 bikes.
- Two new bus services linking Hawkshead, Satterthwaite, Grizedale and Tarn Hows and linking Ambleside, Coniston, Muncaster and Ravenglass, both able to carry 2 bikes.
- Additional services on the Langdale Rambler bus from Ambleside to Dungeon Ghyll have been funded.
- 19 new bus stops implemented in the south and central Lake District.

[Improving Cycling](#)

- The completion of an improved access for all route on the west shore of Windermere linking Ferry House and Wray Castle.
- The off-road route from Pull Wood to Brathay has been upgraded.
- 6 leaflets have been developed to encourage people to travel by bicycle.
- New cycle hire facilities have been introduced at Low Wray Campsite and Brockhole Visitor Centre.
- Summer Cycling in the Lake District leaflet produced and distributed.



[Improving Traffic Management](#)

- An audit of visitor parking provision in the area has been completed, and a Visitor Parking Management Strategy produced.

[Smart Ticketing](#)

- The 'GoNowLakes' smartcard, offering a combination of bus and boat travel has been trialled.

[Car Hire Network](#)

- A pay-as-you-drive low emission car hire scheme with two Twizy electric vehicles based at Langdale, and a Mini Clubman at Windermere Rail Station has been introduced.
- A GoLakes Travel electric van will be available for local businesses to hire on a pay as you drive basis.
- Express charge points have been introduced across the area.

[Marketing travel](#)

- 'Drive Less See More' awareness campaign launched.
- Travel plans developed for visitor sites at Brockhole Visitor Centre, Dove Cottage, Holker Hall, Lakes Aquarium and Hill Top.
- The go lakes website, www.golakestravel.co.uk set up.



7 Going Forward

The LTP3 Implementation Plan sets out where the authority’s funding, council tax, developer contributions and other external funding will be directed. The role of the Implementation Plan’s is to deliver the priorities and outcomes of the Local Transport Plan, the Council Plan and six Area Plans.

In order to assess whether this is being achieved and areas of strength and weakness are clearly identified and action taken a monitoring regime is required. The LTP3 Monitoring Strategy sets out what we will measure and how and when this will be done. Details of the LTP3 Indicators are set out in the Monitoring Strategy.

The monitoring of LTP3 will be undertaken every May through an Annual Report. This will consist of a review of the LTP3 Indicators, transport policies and procedures, new government guidance and schemes delivered.

The Implementation Plan contains the annual delivery programme which is reviewed and rolled forward each year in February in an updated Implementation Plan. The monitoring of the schemes in the Implementation Plan will help to inform future programmes of schemes and enhance overall value for money.

Translation Services

If you require this document in another format (eg CD, audio cassette, Braille or large type) or in another language, please telephone 01228 606060.

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