Contents

Foreword 2
1 Executive summary 4
2 The Long Term Strategy 18

Policy approach 38
3 Road safety 38
4 Road traffic 44
5 Travel to work and school 52
6 Public transport 56
7 Cycling 68
8 Countryside access 72
9 Highways network management 78
10 Development control 84

Area transport statements introduction 90
11 Allerdale 92
12 Barrow-in-Furness 100
13 Carlisle 110
14 Copeland 118
15 Eden 126
16 South Lakeland 132
17 Programme summary 140

Annexes
Annex A Plan preparation 144
Annex B Targets for LTP2 162
Annex C Matrix for prioritising transport measures for LTP2 171
Annex D Framework Accessibility Strategy 174
Transport and the way we travel presents us with one of the greatest challenges facing Cumbria. It affects the economic vitality of the county, the local environment and quality of life, people's safety and security and ensuring that communities and individuals are able to access jobs goods and services in a way that meets their needs. Getting our policies and investment programmes for transport right will be central to creating a more sustainable economy, a more inclusive society and a better environment, not just in the short term or just locally but for our children’s future and in the wider world. This second local transport plan for Cumbria puts in place the essential building blocks to integrate the agenda for transport with the wider range of policies, especially those for health, education and economic development.

At the heart of our approach to transport is a commitment to build new partnerships with all sectors of our society and strengthen relationships with the many organisations and individuals who are already engaged with us on delivering the transport system Cumbria needs. We are keen to see as many people as possible involved in helping to deliver a transport system which is safe, efficient, clean and fair.

There is much to be done, but if we all work together it will be possible to create a modern, integrated transport system to ensure the vibrancy and vitality of our villages, towns and cities and meet the special transport needs of our large rural areas without damaging the environment.
The way forward requires a shared responsibility in which we must all play our part, and Cumbria County Council will do all it can to help bring together all the players. As its part of the bargain, the county council will put in place sensible and realistic investment programmes for local transport measures designed to provide people with an effective transport network and real choices about how they travel for work or leisure.

It will take time to change peoples attitudes and travel behaviour but I am optimistic that with the policies and proposals of this local transport plan we will be making a good start - but at the end of the day we cannot provide all the answers on our own. Everyone is part of the problem and part of the solution and I look forward to working with you in helping to deliver a first class transport system for Cumbria.

Tim Stoddard
Leader of Cumbria County Council
1 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 council’s 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
- To maintain to a high standard the extensive road network

**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-Askan, 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:

AS093 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.
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 towns 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
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 PTI CI RTI.
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 exists 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:
- reduce the number and severity of casualties on the road network.
- provide effectively for people whose mobility is impaired.
- increase the use of sustainable transport modes.
- minimise air, noise and light pollution and visual intrusion.
- enhance the public realm through the use of good design and appropriate materials.
- safeguard natural resources – minimising the consumption of energy and extraction of primary materials.
- 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.

**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**

- **HN1  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 C1 W1.

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

<table>
<thead>
<tr>
<th>Structure Plan Spatial Area</th>
<th>Regional towns and cities</th>
<th>Large towns</th>
<th>Other Key Service Centres</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Carlisle**</td>
<td>Carlisle</td>
<td></td>
<td>Brampton</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Longtown</td>
</tr>
<tr>
<td>North Cumbria</td>
<td></td>
<td></td>
<td>Wigton</td>
</tr>
<tr>
<td>Furness</td>
<td>Barrow</td>
<td>Ulverston</td>
<td>Dalton in Furness</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Millom</td>
</tr>
<tr>
<td>West Cumbria</td>
<td></td>
<td></td>
<td>Aspatria</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Cleator Moor</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Cockermouth</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Egremont</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Keswick</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Silloth</td>
</tr>
<tr>
<td>South and East Cumbria</td>
<td></td>
<td></td>
<td>Alston</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Ambleside</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Appleby</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Bowness and Windermere</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Grange over Sands</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Kirkby Lonsdale</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Kirkby Stephen</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Milnthorpe</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Sedbergh*</td>
</tr>
</tbody>
</table>

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.
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.
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.
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 Arnside 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. These 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.

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.

Measures to reduce the impact of visitor traffic on the national park have financial costs, which are unlikely 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.

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.

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 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.
The numbers of people killed or seriously injured on the rural roads between towns and villages and child casualties in residential areas are the major concerns within Cumbria.

The approach will be to place an increased emphasis on improving driver and rider behaviour. There will be increased community involvement in improving road safety using our neighbourhood development officers and road safety officers. There will be improved coordination of specific initiatives through the Cumbria Road Safety Partnership. An integrated area approach building on the success of the RESPECT project will be developed throughout the county.

Objectives
The level of casualties within Cumbria is considered to be unacceptable and one of the council’s principal Core Objectives is to reduce road casualties. **CO3**. This is also a Shared Priority agreed between the Government and local authorities **SP4**. Improving road safety has wider benefits in encouraging more cycling and walking to work and school, reducing congestion, and improving public health. **CO5, SP2**.

Approach
As a result of the county council including a road safety target as part of its Local Public Service Agreement to the end of 2005 a partnership has evolved to ensure joint and coordinated working.

**Policy S1:**
Partnership action
A programme of agreed actions will be undertaken through the Cumbria Road Safety Partnership. **CO3 and SP4**

**Policy S2:**
Publicity campaigns
A coordinated programme of publicity will be undertaken, branded as ‘Safer roads for Cumbria’. **CO3 and SP4**

**Policy S3:**
Road safety education
The county council will continue to fund Road Safety Officers to undertake road safety education within schools and to undertake a programme of public education through voluntary groups. **CO3 and SP4**
Members of Cumbria Road Safety Partnership:
• Cumbria County Council
• Primary Care Trusts
• Cumbria Chamber of Commerce
• Cumbria Police
• Highways Agency
• Freight Transport Association
• Safety Cameras Partnership
• Road Haulage Association

The Cumbria Road Safety Partnership is seen as the key mechanism to coordinate effective measures to achieve the LTP targets (Policy S1). The members of the partnership are committed to working together through an agreed action plan and will encourage all relevant plans and strategies to address the need to achieve the targets set out above. The measures to be promoted will be based on joint analysis of the causes of collisions and casualties and the agreed priorities.

**Actions will involve:**
• Publicity - Policy S2
• Education - Policy S3
• Enforcement - Policy S13
• Engineering solutions - Policy S10

The county council will provide resources to service the partnership. New initiatives will be investigated and their outcomes assessed. An annual report (The Annual Road Safety Statement) will be prepared by the end of each financial year covering all the partnership joint and individual activities. It will set out the trends and analyses for the previous calendar year and an assessment of the impact of the work of the partnership, including the success of the education and training activities (Policy S4, S5 and S6). It will also include a ranked list of potential engineering measures, proposed road safety studies by area and by route, and future proposed publicity campaigns.

As cluster sites of Killed and Seriously Injured casualties and casualties appear more randomly on the network rather than at ‘blackspots’ are being tackled by engineering solutions, a greater emphasis is placed by CRSP on educating road users about dangers and on improving driving standards.

---

**Policy S4:**
Cycle proficiency
The county council will maintain a programme of cycle training in schools. CO3 and SP4

**Policy S5:**
Pre-driver road awareness education
All secondary schools and colleges will receive road awareness training bi-annually. CO3 and SP4

---

Policy approach 39
Cumbria Safety Camera Partnership

The changes to the way in which safety cameras are funded announced in 2006 will direct resources through the LTP system as part of the overall settlement for road safety with effect from 2007/8. The allocation of funding will be on the basis of need evidenced by the number of casualties and the quality of the LTP. For the first time the settlement will include an element of revenue funding and there will be flexibility for the Road Safety Partnership to invest the funding on a range of safety activities and measures including safety cameras.

The use of cameras to reduce speeds at locations where speed related casualties have occurred will continue on the basis of local and national evidence of their effectiveness.

This opportunity will further improve the integration of the road safety activities of the partners in the CRSP and will strengthen the role of the Partnership. The Partnership will become more focussed coordinating more effectively the delivery of roads safety between the delivery bodies. Efficiencies will be sought through the closer integration between the safety camera team and other road safety activities.

Publicity

It is considered important to raise the profile of road safety and bring about a change in behaviour and attitude to death and injury on Cumbria’s roads. Campaigns directly related to achieving the LTP targets will be undertaken by the Road Safety Partnership. These will be timetabled to coincide with any relevant national campaign. The effectiveness of each campaign will be monitored. The ‘Safer Roads for Cumbria’ banner covers their campaigns and publicity material. Publicity is targeted on the basis of evidence for instance the ‘don’t crunch after lunch initiative’ is aimed at reducing the peak in motorcycle casualties in the early afternoon.

Policy S6:
Professional driver training
Business organisations will be encouraged and supported to introduce effective driving improvement schemes.
CO3 and SP4

Policy S7:
Motorcycle casualties
A multi-agency approach will be undertaken to reducing motorcycle casualties.
CO3 and SP4
Education

Road safety officers will be the focus for in school education activities. The senior road safety officer will ensure that school visits by members of the partnership are coordinated to provide coherent road safety education for pupils. Opportunities will be taken to encourage road safety to be embedded within the curriculum. While the focus of school travel plans is to encourage sustainable forms of travel these modes will only be used if the routes to school are safe. Their development is seen being funded through the better ways to school programme. School travel plans are also seen as the mechanism for the school to determine its road safety priorities and for a realistic programme of activities and measures to be agreed. There is a need for increased emphasis to be placed on road safety education for adults. This will be pursued through the road safety officers working with community groups and organisations (for involvement with the business community see policy S6). The programme needs to be related to any relevant local road safety campaigns.

The training programme will include:

• Junior training
• Cycle proficiency
• Teenage cycle skills

Cycle proficiency training will be made available to all potential road cyclists at years 5 and 6, coordinated across the county. Junior training and teenage cycle skills will be made available subject to their inclusion in the school travel plan.

The core of this training will be provided by the Fire and Rescue Service and will consist of modules addressing road risks and influencing attitudes and behaviour of future drivers.

As part of the Road Safety Partnership the Cumbria Chamber of Commerce has the lead responsibility to ensure that businesses and business organisations are committed to reducing road casualties. The issue relates not only to an employer’s duty of care but also to assisting in reducing costs and limiting time off. Priority will be given to supporting those businesses where travel plans have been prepared or are being prepared as part of an area initiative.

The level of motorcycle casualties within Cumbria is a key concern but requires a number of agencies to work together on a coordinated programme. Key organisations are the Cumbria Constabulary and the Safety Camera partnership and the bikers’ organisations themselves as neighbouring highway authorities (Policy S7). Key measures are Bike Safe and the installation of shock boards on routes with particularly high levels of motorcycle casualties.

As part of the LPSA Cumbria County Council has undertaken casualty reduction projects in deprived areas of Barrow and West Cumbria it is intended to extend the project to Carlisle. These initiatives reflect the evidence that children in deprived areas are more likely to become road casualties. These projects, under the banner of ‘Respect’, have addressed issues of community involvement and ownership, social inclusion and inappropriate speed, especially within residential areas. It is within these areas that a programme of child pedestrian training will be undertaken. This programme will involve primary schools and will be coordinated on a county wide basis with developing school travel plans. (Policy S8).
Enforcement
Cumbria constabulary will lead in enforcing traffic regulations to support shared road safety objectives. This will be based on intelligence and information including analysis of the causes of collisions. Road casualty reduction is a strategic priority of Cumbria Constabulary and to assist in delivery at a local level Casualty Reduction and Safe Highways groups have been established in North, South and West Cumbria attended by the police, county council engineers and other relevant partners.

Policy S10:
Engineering safety schemes
The county council will implement a programme of cost-effective engineering safety schemes (ESS).
CO3 and SP4

Policy S11:
Danger reduction schemes
The county council will implement a programme of engineering measures at the local committee level that address perceived safety concerns.
CO3 and SP4

Policy S12:
Traffic calming
Traffic calming measures will be implemented where they are considered necessary to ensure reasonable speeds, are visually acceptable and have the approval of the local community. Horizontal measures will be the preferred approach.
CO3 and SP4

Policy S13:
Safety cameras
Safety cameras will be used, through the Cumbria Safety Camera Partnership, as part of the national programme, at known locations where casualties have occurred and which are speed related.
CO3 and SP4
Policy S14: Speed indication devices and variable message signs
Speed indication devices and variable message signs will be erected and monitored at locations where speed related casualties have occurred and where there is a likelihood of further incidents which cannot be addressed through engineering measures. *CO3* and *SP4*

Policy S15: Road works
Temporary speed restraint measures will be implemented at road works where required to protect the workforce and the public. *CO3* and *SP4*

**Targets**

**S1**
To reduce total number of people killed or seriously injured (KSIs) on Cumbria’s roads to less than 332 by 2010.

**S2**
To reduce child KSIs by 50% by 2010 compared with the 1994/98 average.

**S3**
To reduce total slight injuries by 10% by 2010 compared with the 1994/98 average.

**Engineering**
The county council will ensure that staged safety audits (stages 1-4) will be undertaken for all schemes over £30,000. Where proposals are being put forward that will increase the numbers walkers and cyclists using the highway the initiating organisation will be required to undertake a safety review that identifies appropriate safety measures to prevent more casualties. Good examples are the Hadrian’s Wall Safety Review and the Settle-Carlisle Line Safety Review. Transport assessments needed because of the development control process will be required to explicitly address safety issues. (Policy *S9*).

As part of the annual road safety statement a list of ranked Engineering Safety Schemes (ESS) will be prepared based on the cost-effectiveness of the scheme. (Policy *S10*).

The Engineering Safety Schemes programme is based on actual casualties. There is also a need to address locations where the local community feel that there are high levels of risk, not reflected by casualty figures, where they consider measures need to be taken to prevent any future casualties. These measures will be funded by local committees. (Policy *S11*).

Evidence in Cumbria and elsewhere shows the effectiveness of variable message signs triggered by inappropriate vehicle speeds to warn drivers about their speed (speed indicating devices). The council will extend its programme of using these measures where inappropriate speed continues to lead to road casualties.

Traffic calming measures will be considered where road improvement, structural maintenance or environmental improvements are planned. In new residential developments traffic calming schemes will be required as part of the design so speeds do not exceed 20mph. In all other developments the road design should ensure suitable speeds. Particular measures will be required in all developments to ensure the safety of vulnerable road users. (Policy *S12*). Calming measures will also be considered where inappropriate vehicle speeds contribute to casualties or to perceived danger to vulnerable road users and reduce the live ability of communities (Policy *S11, S12, S13* and *S14*). The Cumbria Traffic Calming Review and the DfT Traffic Advisory Leaflet will be referred to determine the appropriate measures in each situation.

**Key measures to achieve the targets**

1. Continuation of the Safety Camera Partnership.
2. Extending use of Speed Indicating Devices.
3. Traffic calming and community action in residential areas.
4. Continuing programme of driver and rider publicity, training and education.
The priority in Cumbria is to ensure that road traffic congestion does not increase and as a result impede economic development which is critically needed within the county.

The principal tasks will be to tackle existing peak hour traffic congestion on radial routes in Carlisle and Kendal and improving strategic transport links between West Cumbria and Furness and the rest of the region and beyond.

The approach is to encourage smarter choices about travel mode in Carlisle and Kendal and to increase the proportion of trips made on foot, by cycle and public transport particularly at peak times. We will focus on travel plans and improve walking and cycle routes as part of the local community travel plans.

Through the Transport Partnership for the Lake District we will develop innovative integrated solutions to the increasing concerns about levels of traffic.
Objectives
Because of the geography and sparse population of Cumbria, there are inevitable needs to travel long distances and high dependency on cars and lorries for travel and transport. This makes the need to accommodate traffic essential. However in places and at times where road traffic causes problems of congestion, air quality, visual intrusion or road safety measures will be implemented that seek to reduce dependency and impact.

Users of the road network should be able to make informed choices about how and when they travel, and have available attractive alternative options that minimise the adverse impact of road traffic on the environment and other people. Cars and lorries will be managed so as to increase the attractiveness of cycling and walking and should not dominate more vulnerable road users in town centres or on routes promoted for cycling and walking.

A principal aim for Cumbria is to develop and manage the road network to provide more reliable journey times by road for cars, public transport and freight traffic to meet the Core Objectives CO1, CO2 and CO6 and Shared Priorities SP1, SP2 and SP3.

Approach
The most important road traffic issue in Cumbria is a key element of the approach to avoid congestion occurring in the future and minimising its negative impact on the economy and environment ensuring the right traffic uses the right part of the road network so efficient movement of people and goods is ensured while cycling and walking are not discouraged. Traffic is continuing to grow in most areas of the county and a few of the strategic routes suffer from user perceptions of unacceptable delays. Managing the growth of traffic to ensure sustainable economic growth is central to Cumbria’s LTP2. There is a need to address traffic growth in some areas and encourage developing more sustainable forms of transport including walking, cycling and public transport.
Road hierarchy
A road hierarchy has been developed for the county that sets out the appropriate use of each of the links within the road network. This hierarchy is now being developed to help in identifying measures that are most appropriate to the links and routes within each area. The proposed schemes in the implementation programme are focused on managing the routes within the network in a way that is consistent with its function within the hierarchy.

The road network is presently the main mode of transport for goods. Directing this traffic onto appropriate routes will improve road safety, reduce the adverse environmental impact of road traffic on communities and assist in reducing congestion in key service centres. A network of freight routes will be established and promoted with freight operators. Local distribution strategies will be developed to guide the delivery of goods in a way that balances the need for efficient distribution systems in key service centres. Existing freight quality partnerships will be developed in line with national best practice and experience from schemes developed in other areas of the country.

To encourage coaches to use suitable roads to avoid causing delays and congestion a coach drivers handbook has been developed through the Coach Liaison Group. The group includes representatives of the council together with coach operators, Cumbria Tourist Board, Confederation of Passenger Transport. The Handbook includes recommended coach routes, parking facilities and a code of practice. The use of suitable routes for coaches will be further encouraged through the Coach Liaison Group. Monitoring of the impact of the handbook is ongoing and further measures to encourage appropriate coach use will be developed based on the results of this monitoring. (Policy RT1).

Traffic management Act 2004
The county council recognises its duty to appoint a Traffic Manager under the Traffic Management Act 2004. It will have done so by the start of this LTP. The Traffic Manager will be charged with doing all that is practical to manage the highway network to minimise congestion and delays to all road users. It is expected that the traffic manager will be given a wide ranging remit to coordinate and plan an effective response to the network management duty across the whole of the council, in partnership with Police, public transport operators, utilities and parking authorities and other road users. In doing so the value of existing transport networks will be maximised.

Policy RT1:
Road hierarchy
Traffic including goods vehicles and coaches will be encouraged to use appropriate routes for their journey purpose. Appropriate routes will be identified and promoted through advisory maps consistent with the hierarchy. Direction signing and traffic regulation orders will be used to ensure appropriate use. A network of quiet lanes will be defined and promoted as giving priority to cyclists and walkers with pilot areas in Eden and Barrow. CO1, CO2, CO3, CO5, CO6 and SP2
Traffic in towns
Traffic growth in Key Service Centres (KSCs) and in particular the Regional Towns and Cities of Carlisle and Barrow, needs to be managed to ensure economic vitality is not impeded. In Carlisle and Kendal measures will continue to be introduced to reduce the need for trips into the town centres to be made by car, particularly in the peak periods. In Carlisle measures under consideration include park and ride, bus lanes on radial routes, parking management and improved walking and cycling networks to reinforce and complement the effects of the Carlisle Northern Development Route. Work Travel Plans and School Travel Plans will be developed with employers and schools building on current experience and good practice in Cumbria and the UK.

In other KSCs in West Cumbria and Furness such as Barrow, Ulverston, Whitehaven and Workington and in Kendal measures will be introduced to ensure that economic regeneration is not impeded by traffic congestion on the road network. Transport measures will be introduced as part of regeneration schemes that increase accessibility by sustainable travel modes to protect air quality and improve road safety. In Barrow a series of junction improvements are high priorities for joint funding with the Highways Agency and West Lakes Renaissance. In Whitehaven the Pow Beck Study identifies measures needed to facilitate access to development and in the Workington Movement Study, traffic management and highway measures are identified to support the town centre regeneration.

A programme of monitoring journey times in key service centres is undertaken annually and measures will be introduced to ensure that journey times in KSCs do not increase to unacceptable levels and that journey time reliability is maintained. There is a balance to be struck between reducing car journey times in peak hours to assist economic vitality and providing a transport network that is attractive to alternative sustainable modes of travel by bus, cycle and walking. The council recognises the need to balance the needs of motorists and other road users with wider concerns about the impact on the environment, including the landscape. This balance is considered and achieved in the Area Transport Plans. These are developed through wide consultation with all stakeholders, including community and business representatives, to reflect the particular nature of this balance in each area of the county. Measures may include the development of park and ride at rail stations giving access to the main centres.

Journey time reliability is the key measure of congestion in Cumbria. Road users need above all to be able to predict accurately how long a journey will take by road. This is more important than actual journey time in terms of improving road safety, reducing driver frustration and enabling journey planning that compares the attractiveness of driving with that of other modes. This principal applies equally or more so to freight traffic where deliveries are timed as part of the supply chain. Improved management of the road network will seek to obtain better performance for all users. (Policy RT2).

Policy RT2: Urban traffic congestion
In Key Service Centres where traffic congestion prevents the achievement of the Core Objectives, measures will be implemented that reduce the demand for commuter and school car travel into the town and city centres through travel plans. Park and ride schemes and complementary measures to give priority to buses, cycles and pedestrians on radial routes will be introduced. CO1, CO2, CO5, CO6, SP1 and SP2
Traffic in rural areas
Traffic impacts in rural areas are principally perceived danger and actual road casualties. Vehicle size, speeds and driver/rider behaviour are the major contributory factors. There are localised issues of community severance, visual intrusion and obstruction and congestion through roadside parking. Sustainable development and management of tourism traffic is a significant issue in rural Cumbria and in particular in the Lake District National Park. Through innovative ticketing schemes and improved information smarter individual travel choices will be facilitated giving people alternatives to using their car, particularly for short journeys.
Within the Lake District, Area Action Plans have been developed through intensive local community engagement, to determine speed limits, walking and cycling networks and developing traffic management and parking schemes to reduce traffic impact in the settlements. Measures identified in these plans will be prioritised and implemented throughout the course of LTP2. Similar approaches will be taken in other areas with intense visitor pressure and issues of environmental sensitivity including Areas of Outstanding Natural Beauty.

A network of Quiet Lanes is being developed across the county that include measures to reduce the dominance of car traffic through speed reduction and awareness raising, to make use of these routes by vulnerable road users more attractive. Quiet lanes have been introduced as part of the Furness Greenways demonstration project and will be developed across the county throughout the Plan period.

Other measures to reduce speed, improve safety and reduce traffic impact in rural areas; such as minimising signing and road markings that have been tested in other areas of the country will also be considered for application in Cumbria on a route by route basis. This will be developed as a joint initiative with the Friends of the Lake District/CPRE and the LDNP (Policy RT3).

**Motorcycle management**

The use of motorcycles can contribute to the overall aim of reducing congestion in key service centres. However the number of motorcyclists killed or seriously injured in Cumbria’s roads as a proportion of total traffic is of great concern. The National Motorcycling Strategy aims to make motorcycling part of mainstream transport particularly improving driver and rider behaviour to make it a safer mode. The LTP will consider ways to make motorcycling safer (Policy S7). Where appropriate, preference will be given to motorcycles in KSCs to improve the management of the existing road capacity. For example where appropriate, motorcycle access to Bus Lanes will be investigated and secure motorcycle parking encouraged. (Policy RT4).

---

**Policy RT3:**
Management of road traffic in rural areas

Measures will be introduced to manage traffic in rural areas where:
1. Road traffic inhibits cycling and walking.
2. Roadside parking creates problems.
3. There are identified road safety problems.

Measures may include: speed reduction, parking controls, revised route signing and road space reallocation. Measures will be developed that reduce visual intrusion where practicable.

**CO3, CO4, CO5, CO7, SP1 and SP4**

**Policy RT4:**
Motorcycles

Measures to give priority to motorcycles in key service centres where congestion is a problem will be considered to improve the efficiency of use of the existing road capacity including consideration of allowing motorcycle to use bus lanes.

**CO2, CO3, CO6, SP2 and SP4**
Freight
The existing Cumbria Freight Quality Partnership will be extended and developed to exploit opportunities to transfer freight traffic to more sustainable modes and to reduce the overall impact on communities. The county’s principal industrial and manufacturing areas are well served by the rail network and the presence of Direct Rail Services and manufacturers with experience of rail freight elsewhere in Europe is a key strength to this partnership. The county will base its approach on the Regional Freight Strategy (Policy RT5).

Improving the accessibility of communities to goods and services, while reducing the impact of transport on the economy, communities and the environment - including reducing congestion in towns, is partly achievable through improvements to sustainable travel modes. However the need to make car trips can be reduced through increasing the availability and uptake of a number of mobile services. The council, health trusts and the police are developing initiatives that bring services to communities rather than requiring people to travel to access them. (Policy RT6).

Both emerging home shopping via the internet and the home delivery of shopping bought during a non-car trip contribute to reducing the demand for car travel and town centre parking. By enabling shoppers to walk, cycle or travel by bus with shopping delivered separately as part of a coordinated delivery trip serving clusters of customers through efficient distribution planning.

Policy RT5:
Freight traffic
The council will encourage the movement of goods by rail and sea wherever possible through travel plans and freight quality partnerships and to reduce the amount of freight on the road network and encourage lorries to use routes that reduce adverse impacts on communities. CO1, CO6, CO4, and SP2

Policy RT6:
Mobile services and home shopping
The council will pursue measures that reduce the need to drive to access its own services, for example mobile libraries and will support home shopping through increasing the availability of internet access in rural areas. CO2, CO5, SP1 and SP2

Policy RT7:
Parking
The council will work with parking authorities through the Cumbria Parking Forum to manage off and on street parking supply jointly to ensure sufficient capacity to support retail and business activity and meet the needs of people with impaired mobility in Key Service Centres.
Parking

It is essential for the car parking stock in key service centres to meet the aims of those centres for economic vitality. There is a need for sufficient parking space to support retail and business activity. In most town centres there is little opportunity to increase parking stock and the existing infrastructure must be managed to maximise their benefit. This means increasing the turnover of cars parked by reducing the level of long stay parking. The council is pursuing developing park and ride sites on the edge of the key service centres experiencing peak time congestion aimed principally at commuters in order to reduce the requirements for long term parking in the centres. The needs of people with impaired mobility will be properly taken into account in planning car parking provision. (Policy RT7).

The joint Cumbria Parking Forum enables a collective approach to be taken with the parking authorities that will assist in meeting the council’s objectives. (CO1, CO2, CO4, CO6 and SP2).

Managing private non-residential parking will form part of work travel plans and these are discussed in more detail in section 5. Reducing the availability of long term parking in town centres also has the benefit of increasing the attractiveness of travel to work by other means including car sharing. Current guidance on parking provision will be reviewed to reflect wider planning policy. (Policy RT9).

Decriminalised on-street parking enforcement has been introduced throughout the county and the council will use the control of on street parking to support the overall aims of the Local Transport Plan.

In the Lake District and the Yorkshire Dales, at certain locations where access to the fells is good, roadside parking creates problems of visual intrusion, obstruction and traffic congestion at peak periods. The council will assist in managing this through control of on-street and verge parking and support for access by bus where there is alternative off street provision made and revenues from charging are allocated to meeting public transport costs. This will be taken forward in partnership with off street parking providers including the National Trust, National Park Authority and district councils. Opportunities to link parking revenues to sustainable transport measures in urban areas will also be sought.

Targets

RT1
To achieve low growth * in traffic in Carlisle and Kendal over the LTP period.

RT2
Air Quality standards to be at acceptable by the end of the plan period within AQMA, existing in 2005.

* using DfT on TEMPRO traffic estimates.

Key measures to achieve the targets

1. Publication of the HGV and Coach network.
2. Development of the Quiet Lanes pilot scheme.
3. Bus priority and cycle and walking measures on radial routes in Carlisle.
4. Use of parking charges to support sustainable transport measures.
Travel to work and school by car are principal causes of local traffic congestion in peak times in Carlisle and Kendal. In other Key Service Centres too, reliance on car travel to school and work has an impact on safety on the journey for vulnerable road users and on the health of the individual as well as parking problems that affect economic vitality of local communities.

The council has recently approved the creation of a single team to give strategic direction to and coordinate all its procured transport services. Already the links between home to school transport and the Better Ways to School team have been strengthened. This will be fully integrated early in the LTP period.

Objectives
In Cumbria travel to work and school is the main cause of peak hour congestion in turn reducing air quality and reducing accessibility by bus, cycling and walking. Outside the urban areas the volumes and speeds of traffic generated by the demand to travel to work and school have impacts on road safety and accessibility and the quality of life of communities. Reducing the proportion impact of car trips to work and school contribute to achieving the Core Objectives CO1, CO2, CO3, CO5, CO6, and Shared Priorities SP2 and SP4.

Approach
Reducing the impact of travel to work and school by car, through work travel plans and other soft measures, is a key element of the council’s strategy for tackling congestion and encouraging walking, cycling and bus travel on routes into towns and cities. The plans will also improve safety on the school journey and more generally by reducing traffic levels. The recent report ‘Smarter Choices: Changing the Way We Travel’ concludes that softer measures have significant potential to reduce traffic impact and provide good value for money when introduced as part of an integrated package of demand management measures.

Policy WS1: Travel plans
The council will pursue a programme that will produce Travel Plans for major employers and appropriate groups of employers. It will also encourage plans to be produced by the major visitor attractions.

Policy WS2: Travel plan coordination
The development of work travel plans will be coordinated, enabling consistency and encouraging sustainability. Each travel plan will be required to include:
1. A monitoring plan to assess modal shift.
2. An action plan to increase the number of people walking, cycling and using public transport or car sharing.
3. Review mechanisms to highlight continuing and sustainable improvement and how information and best practice can be assessed and to ensure the plan is regularly updated.
The county will pursue and encourage a range of these measures including:

• Workplace travel plans,
• School travel plans,
• Personalised travel planning,
• Public transport information
• Marketing, travel awareness campaigns, car clubs, organised car sharing, works and school buses, teleworking, teleconferencing and home shopping.

Work Travel Plans
Developing work based travel plans is coordinated across the county by the work travel plan coordinator. Measures will be developed through a mixture of capital funding as part of demand management infrastructure schemes, revenue funding and developer and employee contributions.

Developing travel plans within Cumbria can be managed through three main strands of activity:

• Firstly plans will be developed with major employers through a Travel Plan Coordinator, now appointed, and according to a programme established between the coordinator and employers.
• Secondly groups of employers will be encouraged to produce plans together for example within key service centres or employment sites or through the Chamber of Commerce Affinity Groups. The experience gained in Kendal where developing a plan for County Offices acted as a catalyst for the site and a town wide approach can be used to undertake similar exercises. It may be useful to concentrate on particular industrial or commercial centres were these can be easily defined.
• Thirdly the Structure Plan requires introducing travel plans for all major developments in the county. Advice on developing these plans can also be provided by the county coordinator and integrated into key service centre plans or overall plans for a large development site such as Kingmoor Park wherever practicable. (Policy WS1 and WS2).

The development of travel plans by significant visitor attractions will also be encouraged as this will help reduce the impact of traffic on the environment and communities.

Monitoring of the modal shift following the introduction of travel plans will be required from the work places themselves. Developments in ‘On-Screen’ questionnaires will be undertaken to provide a way of involving workers in this important feedback exercise. (Policy WS3 and WS5).
School Travel Plans
Data collected during developing the 136 School travel plans developed during LTP1 indicate that for Cumbrian schools the average mode share is as set out in the table below:

<table>
<thead>
<tr>
<th>Mode</th>
<th>% Primary</th>
<th>% Secondary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
<td>46</td>
<td>44</td>
</tr>
<tr>
<td>Cycling</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Bus</td>
<td>6</td>
<td>31</td>
</tr>
<tr>
<td>Car</td>
<td>47</td>
<td>22</td>
</tr>
</tbody>
</table>

As a result of providing cycle parking and cycle training as outputs of school travel plans at secondary schools in Carlisle the number of children cycling to school doubled at Trinity and St Aidans schools and tripled at Newman school.

These travel plans have been developed through an active partnership of schools, travel plan coordinators and road safety officers. The programme was recognised as successful by the DfES/DTT travel plan initiative in 2004/5 when it provided additional funding enabling the acceleration of the travel plan programme and capital allocations for participating schools. The programme has been accelerated as a result of the additional funding and new information and travel planning support materials have been made available to assist schools and a new website launched to share information and good practice.

The role of the Better Ways to School (BWTS) Coordination team is to ensure there is a consistency of approach across the county, and the impact and outcomes of travel plans are properly monitored.

Each of the existing school travel plans and their monitoring information is available through the Cumbria BWTS Web Site. This information base contains the links to survey forms and subsequent data. It will become a portal of information on good practice and advice that can be shared with schools throughout the county and other authorities and practitioners across the country.

Good practice suggests that BWTS activity including the development and promotion of school travel plans succeed where all parties are brought together in an active steering group.
These groups need to be able to consider resources for use in the school curriculum and in specific safety related training and development. Activities such as on-road pedestrian, cycle training, teenage driver training and high profile awareness raising will need to be considered as continuous needs by these groups. These activities relate to achieving the County Road Safety targets see chapter 3.

Positive links can be made between the BWTS objectives and several other key issues, these include combating childhood obesity, developing healthy schools and road traffic casualty reduction. Including representatives of these groups on the local school travel plan steering group can help integrate all initiatives locally. (Policy WS4).

Accessibility Planning is being adopted across directorates of the county council to ensure that accessibility is considered as a key criteria in plans for school reorganisation in Cumbria.

**Key measures to achieve the targets**

1. An adequately resourced work travel plan coordinator.
2. Implementing a programme of improvements to walking and cycling routes in KSCs.
3. An adequately staffed and resourced Better Ways to School team.
4. Continuing programme of cycle training in school.
There are two principal priorities for public transport in Cumbria. The first is to ensure that jobs, goods and services are accessible for all communities and individuals. A detailed ‘root and branch’ review will be undertaken to align the appropriate transport provision, be it supported scheduled services or demand responsive services such as Rural Wheels, to meet the needs of users as identified through the accessibility planning process. A dynamic partnership (the Cumbria Accessibility and Transport Partnership) of all relevant stakeholders is taking this project forward and is linked to the Cumbria Local Strategic Partnership.

The second priority is to improve the performance of services and information and a Quality Bus Partnership with Stagecoach will be completed within the first year of the LTP. Joint working on improvements to services, infrastructure, publicity and maintenance will be implemented starting in Carlisle where the opportunities for growth in patronage are strongest and traffic congestion worst.
Policy PT1: Ticketing and fares
In partnership with transport providers, other local authorities and other agencies, the scope and range of smart transport ticketing throughout Cumbria and the north west will be expanded. It will incorporate commercial and local authority products, including innovative fares and concessionary fares. It will be expanded to incorporate other modes. The development of an Added Value Ticket in partnership with the Lake District National Park will extend this initiative.

CO2, CO7 and SP1

Objectives
The council’s Core Objectives CO1, CO2, CO6 and CO7 are supported by policies and measures that improve public transport. The Shared Priority SP1 refers explicitly to improved public transport.

Approach
The county council aims to coordinate a range of public transport measures through a comprehensive approach to planning and financing of transport to:

- Sustain and develop commercial transport services,
- Optimise use of council funding on transport services, and
- Provide equality in standards of accessibility to employment opportunities and services.

The council works in partnership with transport providers, agencies and other organisations in the public, private and voluntary sectors to develop the best possible transport service for users in Cumbria.

The sparse population of Cumbria works against operating efficient or profitable local bus services. Despite this, over 90% of bus services operate commercially. The total patronage on all local bus services in Cumbria has been declining, now standing at some 17.7m (2003/04). In Barrow, Kendal and West Cumbria the decline is caused principally by local economic condition, whereas traffic conditions are the major cause of a decline in the use of services in Carlisle.

Cumbria keeps good bus services in the larger towns, as well as a local service in several smaller towns, high-quality key inter-urban services and a modest secondary rural network. However, commercial operations at the margin continue to be de-registered, especially evening and Sunday services. While such withdrawals are usually not well received by the communities served, patronage is often too low to warrant council intervention. Where the council does intervene this will be focussed to maximise the benefit of any support. Intervention is based on a cost per passenger basis moderated by consideration of social necessity criteria. In future the new accessibility planning model developed by DfT will provide more objective evidence to support decisions about the priorities for investment in conventional bus services and demand responsive services.
Most of the transport services support funding comes from external sources, including the Rural Transport Partnership, Rural Bus Subsidy Grant and Bus Challenges, and therefore there is an element of uncertainty about the long-term situation throughout this LTP period. Identifying other sources of funding is necessary to replace time-limited funding and ensure the delivery and sustainability of this strategy.

Review of passenger transport
A comprehensive review of passenger transport services in Cumbria will be carried out during 2006. This will be carried out with a view to integration with the development of accessibility plans. It will identify how transport services meet the needs of Cumbrians to access the priorities shared by the stakeholders in the Accessibility Strategy. It will seek to derive a template for services, both conventional and unconventional, that can be applied across Cumbria in urban and rural areas, bringing together the commercial transport network as well as that supported by the county council (and other neighbouring authorities). The review will seek to optimise resources and identify best-practice and cost-effective supply solutions. It will identify a process that can be rolled-out across Cumbria to deliver improved accessibility to all within an affordable framework throughout the period of LTP2. To deliver a sustainable transport service will require commitment by all partners to this process and to maintaining the outputs.

Policy PT2:
Information
In partnership with public transport operators and through a formal agreement with Stagecoach North West, a suite of public transport information systems will be installed, maintained and developed. Regular user forums will be established.

CO1, CO2 and SP1

Policy PT3:
Quality Bus Partnership
The council will conclude a Voluntary Quality Bus Partnership with Stagecoach North West and others to improve bus service quality, provision and usage and to sustain the largest practicable commercial bus network in both urban and rural areas, including a core network of high quality interurban bus services linking Key Service Centres.

CO1, CO2, CO7, SP1 and SP2
The bus strategy
To ensure the best return of investment by the county council and other agencies, a county wide Voluntary Quality Bus Partnership will be concluded with Stagecoach North West during 2006/7. This will ensure that services are planned to produce the greatest possible benefits to the travelling public. The partnership will seek to create a positive cycle of investment by the public and private sectors that will lead to a growth in the use of public transport.

Implementing this element of the strategy will be achieved through the following measures:

- Carry out a programme of improved bus infrastructure in urban areas to complement investment by the operator in low-floor vehicles. (Policy PT3 and PT5)
- Carry out suitable bus priority measures on Wigton Road, Scotland Road and London Road in Carlisle. (Policy PT3 and PT5)
- Further explore opportunities for Park and Ride in Carlisle and Kendal. (Policy PT3)
- Improved publicity and promotion, including upgrading of existing electronic departure screens at bus stations and new installations and improved roadside publicity in partnership with the operator beginning in Carlisle. (Policy PT2)
- Implementation of real-time-information on key routes and at key interchange points drawing in private sector investment. (Policy PT2)
- Delivery of Smart ticketing solutions through NoWcard. (Policy PT1)
- Identifying a Key Rural Bus Service network with at least a daytime hourly frequency and identifying Key Interchange Points with the implementation of a comprehensive programme of infrastructure improvements to stops and interchanges. (Policy PT5)
- Sustain a network of secondary rural bus and taxibus services, both contracted and commercial, to link smaller communities to the Key Rural Bus Service Network. (Policy PT6)
- Create user forums. (Policy PT2)
- Identify opportunities for KickStart projects to be developed with bus operators

Beyond the conventional transport network, the county council has developed this Strategy to encompass a practical approach to meeting the accessibility needs of rural areas. This is being achieved by an integrated approach that will lock conventional and unconventional services together to deliver wider travel opportunities.
Rural Wheels

To complement the conventional rural bus network, Rural Wheels has been developed as an important element of transport provision in the remoter rural areas. It currently provides demand responsive transport services in two rural areas of the county (part of South Lakeland and Carlisle). It uses a network of existing transport providers in both the commercial and voluntary sectors to provide subsidised travel, particularly using resources between commitments to journey-to-school. Rural Wheels uses smart card technology with stored travel rights both for ease of use by providers and users and for improved management of the service.

Rural Wheels focuses on linking remoter rural areas with bus or rail services and/or local service centres and aims to deliver an overall level of accessibility comparable to the secondary conventional network. However, the demand responsive nature of the provision, coupled with an absence of fixed costs, delivers a service that can reach a larger potential market than would similar sums dedicated to conventional bus services. Whilst the nature of the provision, and the cost implications of a wider provision, cannot meet all accessibility needs of the rural community, it offers a significantly improved travel opportunity from that existing at present.

The first two Rural Wheels services have been delivered with Countryside Agency funding though the Rural Transport Partnership. This has proved a valuable source of ground funding, as well as placing the development of Rural Wheels in the wider RTP context. The ending of Countryside Agency funding in 2006 will require identifying alternative sources of funding to continue the existing operation and expand into the rest of the remoter rural parts of the county. Priorities will be identified through the Accessibility Strategy and future Accessibility Assessments.

Implementing this element of the strategy will be achieved through the following measures:

- Deliver Rural Wheels area-wide demand-responsive transport services in remoter rural areas to provide at least basic levels of accessibility and meet basic travel needs to employment and essential services. Coordination will be through a central agency. Rural Wheels will use smart card technology with stored-travel-rights and will migrate to ITSO in parallel with NoWcard. (Policy PT6 and PT1)
- Develop and continue Voluntary Social Car Schemes in rural areas to complement Rural Wheels, including seeking integration with other similar schemes organised by other agencies. (Policy PT6 and PT8)
- Encourage smaller commercial transport providers to take part in rural transport. (Policy PT8 and PT9)
- Promote and continue a county wide system of community minibus brokerage services that meets the needs of voluntary groups to access lower-cost group transport through central hire of community-owned and council owned vehicles. (Policy PT8)

Policy PT5: Core bus network

As part of Policy PT3, a network of urban Quality Bus Routes and a Key Rural Bus Service Network will be defined. Improvements will be made to passenger facilities and information systems and bus priority measures will be implemented where traffic conditions impose substantial delays on the operation the local bus services. Priority will be given to improvements on the network identified through the partnership, where there is the most opportunity to achieve growth to complement operator delivery of new vehicles, in particular in Carlisle, Barrow and Kendal. The council will work with operators to accelerate the introduction of low-floor buses to better the target of 2017 for a fully accessible bus fleet.
Urban Wheels
Although the larger urban areas have a reasonable service that meets the travel needs of most of the residents, there are those who, through disability, are unable to use or access conventional bus services. The council will therefore follow a strategy to provide complementary services in urban areas that will meet the travel needs of these people. Work will be undertaken with transport operators to improve accessibility and staff awareness of the needs of the mobility impaired. Accessibility planning approach will be taken to identifying disadvantaged community/locations and groups.

Implementing this section of the Strategy will be achieved through the following measures:

- In larger urban areas, the council will provide demand responsive transport to meet the needs of those people who, through disability, are unable to use conventional transport. In partnership with the Borough Council, a Ring and Ride service has operated in Barrow for several years and a service in Carlisle has now been developed. Both operate using a single contractor with wheelchair accessible vehicles. (Policy PT7)
- The council will pursue accelerating the introduction of low-floor buses in Cumbria through its partnership with Stagecoach North West and by encouraging other operators on contracted services. (Policy PT3)

Community bus brokerage
In addition to developing transport for individuals, the council has worked closely with a number of organisations to support district based community bus schemes. These are now provided in Carlisle, Allerdale, Eden, Copeland and South Lakeland. They provide affordable and accessible transport for community groups using vehicles owned by a number of organisations including the county council. The council have been assisted in both capital and revenue support through the Rural Transport Partnership Programme.

The schemes are able to provide support and training for volunteer drivers and transport advice to voluntary and community organisations. The quality of community vehicles can be monitored and organisations are encouraged to put aside income towards depreciation. It is hoped that a much more sustainable community transport network can be encouraged in this way.

Policy PT6:
Rural accessibility
A network of generally less frequent, secondary local bus services will be maintained between Key Service Centres and smaller towns and villages where that would be the most effective means of improving accessibility in rural areas. This will be supported by provision of demand-responsive transport in deep rural areas to complement the network of conventional transport services, both bus and rail. CO1, CO2 and SPI

Policy approach
**Voluntary car schemes**

In many rural areas of the county where there is little or no public transport the council has for many years supported volunteer drivers to transport individuals in the community. The passenger pays a small amount per mile which is supplemented by the council who provide advice and support to the volunteers including insurance cover and publicity. These schemes are usually coordinated by volunteers and form an important element of the transport service. Transport can be provided for any purpose provided there is a volunteer driver available.

There is also a need to ensure that volunteers are not overstretched and the council is looking to develop the Rural Wheels service to underpin the voluntary transport. As part of the Rural Wheels service it is hoped to integrate some volunteer drivers to make best use of all resources. The council will also look to work closely with the Health Service who also use volunteers to provide their Patient Transport service.

**Home to school transport**

The council invests heavily in transport services as well as its role in respect of public transport. The largest financial commitment is home-to-school transport for those pupils and students entitled under the Education Acts to free transport. Continuing developments in the delivery of the curriculum will place further challenges for the cost-effective delivery of services to schools and colleges. In addition, transport of social services clients is both a significant revenue cost as well as major user of transport resources.

**Taxis and private hire cars**

Taxis and private hire cars are an important element in the overall provision of transport in Cumbria. The council works with taxi and private hire car operators through representation on the Cumbria Taxi Forum with the district councils. Taxis and private hire cars also have an important role in meeting the council’s needs to transport small groups or individuals, particularly their use for education and social services clients. They also represent an important resource in rural areas for Rural Wheels. The council will work with the industry and district councils to ensure the needs of the taxi trade are adequately catered for by designating taxi ranks. Wider use of accessible vehicles will be encouraged. (Policy **PT13**).
Transport coordination
Coordinating all transport services is a duty carried out by the county council. This process of coordination will continue to ensure the best possible transport services can be provided for the people of Cumbria.

Implementing this element of the Strategy will be achieved through the following measures:

- The council will seek to maximise the benefits of its spending on all transport services, including education and social services. It will seek to ensure that best value-for-money is achieved, that transport opportunities are maximised and duplication of provision is minimised. (Policy PT9)
- It will seek to integrate with transport services procured by other agencies, especially health services and major employers. (Policy PT8)
- Producing an overall transport policy for the council covering all transport services. (Policy PT8)
- Identifying the role of taxis and private hire vehicles. (Policy PT11)
- Identifying more revenue sources to support the development of transport services. (Policy PT4)

As well as procuring services, the council will remain committed to implementing complementary programmes that improve the attractiveness and accessibility of such services to the user and potential user. Particular aspects of this element of the strategy are the delivery of transport smartcards (NoWcard) and information.

NoWcard
The council has led the development of NoWcard with the partner authorities of Lancashire County Council, Blackpool Borough Council and Blackburn with Darwen Borough Council. This project will have an expected total cost of some £6m over the period 2003-2007 using DfT as well as LTP funding. It will have enabled the equipping of most local service buses in the north west, with smartcard readers and modern electronic ticket machines, as well as delivering smartcards to concessionaires across the region. A core ‘back-office’ has been established in Preston, with local offices in Carlisle and with many participating operators.

The system will be fully ITSO (Integrated Transport Smartcard Organisation) compliant in 2006 and will then enable the implementation of other ticketing products. It is intended to ease migrating other road transport modes, lake steamers, railways including heritage lines and taxis to smartcard technology through the plan period. Rural Wheels technology will also be ITSO compliant to ensure integration of fares’ systems using stored travel rights.

The county council was instrumental in setting-up an ITSO Users’ Group (known as AILO - Association of ITSO Licensed Operators) to lead developments and share best practice. This will ensure that other smartcard projects in the north that are adjoining to NoWcard advance in a manner to maximise the benefits of the technology. (Policy PT1.)
**Transport information**

Under the Transport Act 2000, the council has produced its first Public Transport Information Strategy. This forms the guidance and programme for our own delivery of information as well as for transport providers. The council continues to work to guidelines established nationally for information systems, both electronic through the internet and through support for Traveline Cumbria. The production and distribution of accurate and timely information in a variety of media will continue to be at the forefront of improving the use of transport services.

**Implementing this element of the strategy will be achieved through the following measures:**

- Enter formal agreement with Stagecoach North West on leaflet production and maintenance of roadside publicity. (Policy PT2)
- Maintain a broad spectrum of public transport media based on using appropriate technology to produce leaflets, guides and poster information as well as maintaining a live and current Journey Planner. New systems including real-time information via SMS text messaging and displays will be developed. Measures to provide on bus information about stops for people with impaired sight and hearing will be investigated. (Policy PT2)
- Support the objectives of Transport Direct, including Traveline by funding, in partnership with operators, a regional call-centre. (Policy PT2)

**Rail**

The council will work with the DfT, Network Rail, the passenger and freight train operators and others to develop and maintain the rail network in Cumbria to meet the travel needs of the county and to deliver the shared priorities.

**West coast main line**

The council supports the West Coast Rail 250 (WCR250) campaign for the modernisation of the WCML. The council remains concerned that end-to-end journey time reductions should not be delivered at the expense of a sensible stopping pattern at Oxenholme and Penrith, as well as other stations on the WCML such as Lockerbie, Wigan and Warrington which are both important regional destinations. (Policy PT10).

**Key issues for Cumbria are:**

- High speed, high-quality inter-regional services to complement the long-distance Anglo-Scottish and Cross Country services, and a review of stopping patterns at local stations
- Continued upgrading of key stations to make them fit-for-purpose in the 21st Century. This includes the provision of adequate secure parking at all three Cumbrian stations. In addition, the upgrading of passenger facilities, waiting rooms, toilets and information systems and improved accessibility
- Develop capacity for freight services
- A commitment from the government to a high-speed line between London and the north west by 2020. (Policy PT11)
TransPennine Express
The council will continue work closely with the operator First Group Keolis (FGK) to achieve improvements to services and passenger facilities such as the commitment of FGK to deliver customer information systems and CCTV at all its stations. Kendal and other stations on the Windermere branch, Arnside, Grange-over-Sands, Ulverston and Barrow have already benefited from this approach.

The lack of capacity on the Windermere branch, severely restrict opportunities to enhance or vary the service pattern. Opportunities will continue to be sought to resolve this problem. Work carried out for the Rail Passenger Partnership bid demonstrated that, even if the capital cost of an intermediate loop could be met, an enhanced ‘shuttle’ service between Windermere and Oxenholme would require significant revenue support. (Policy PT12).

Northern
Northern has given several commitments in its first Annual Plan. The council will work with the franchisee to improve facilities at the 37 stations in Cumbria operated by Northern, most of which are un-staffed halts, some with very low usage. Key issues to address with Northern are facilities at stations, including encouraging local adoption of stations. CO1, CO2, CO7, SP1 and SP2

In developing schemes in partnership, particularly in key areas such as information provision and security and enhanced station facilities, the council will seek a formal process to take projects forward in a time-scale that meets our planning horizon as well as that of Northern. (Policy PT12).
Community railways
The Scottish Rail Authority (SRA) completed a Regional Planning Assessment in 2004 for the north west. This has yet to be published but was predicated on minimal investment in the rail infrastructure in the Region. The DfT has agreed to take forward the SRA’s Community Rail Partnership Strategy. A number of pilot schemes are being developed, which were intended to examine different models of operation. The council will continue to support local community groups role in promoting the local railways and looking after local stations through formal adoption. These existing relationships provide a sound basis for developments relating to Community Railway initiatives that may benefit the county.

Information
The council will work with the train operators to improve information provision, particularly local bus links. Provision of electronic bus departure screens at rail interchanges will be expanded to other major interchanges, as appropriate, as part of significant schemes.

To deliver better promotion of the local lines the council will work with the train operators, rail user groups and other organisations to mobilise publicity activity; priorities will be on the Cumbrian Coast and Furness Lines and the Windermere Branch.

Ferries
The Lake District has four lakes on which steamer services operate; Windermere, Ullswater, Derwentwater and Coniston. On all the lakes there is some degree of year-round operation, although this is relatively limited in extent in winter. Summer services can be intensive, the highest frequency being that on Windermere between Bowness and Ambleside, with up to 18 sailings daily.

The steamers provide an attractive, sustainable and environmentally friendly way of transport round the lakes, providing significant opportunities for reducing the impact of private car travel in the most sensitive parts of the Lake District and encouraging integration with modes such as walking and other forms of public transport. Windermere Lake Cruises operate a variety of ticket products combining travel on the lake with both bus and/or rail travel as well as encouraging use by residents for regular local travel. It is intended that the benefits of smartcard technology for multi-modal travel will be extended to the lake steamers as part of the development of NoWcard. (Policy PT1).

The county council operates the Windermere car ferry between Bowness and Far Sawrey which reduces journey times and traffic congestion around southern Windermere.

Policy PT14
The council will work through the Cumbria Coach Liaison Group to assist drivers and tour operators to plan and deliver effective visits by coach by providing advice on suitable routes using the Coach Drivers Handbook. The Group will work with parking authorities to address the needs of coach operators and drivers in Key Service Centres. CO1, CO7 and SP2
Coaches can provide a sustainable alternative to car travel particularly for older people and bring visitors to tourist destinations with the consequent economic benefits. To reduce the impact of large coaches on unsuitable routes and town centres, guidance will be produced for tour planners and drivers on suitable routes and facilities.

Coaches need facilities to pick up and set down passengers at their destinations and parking facilities. The council and local parking authorities can work together to improve these facilities.

The council and Cumbria Tourist Board have set up a Coach Liaison Group to enable the industry and local authorities to work together on joint projects. (Policy PT13).

Key measures to achieve the targets
1. Quality bus routes on radial routes in Carlisle.
2. Development of Park and Ride proposals in Carlisle.
3. Rural Wheels extension.
4. Quality Bus Partnership with Stagecoach North West.
5. NoWcard.

Targets

PT1
Increase and stabilise bus patronage above 7m passenger journeys per year by 2012.

PT2
Achieve 25% growth in the number of people using demand responsive transport by 2012 against the 2005/6 baseline.

PT3
Achieve 25% growth in the number of people using community transport schemes by 2011.

PT4
Increase the proportion of households without access to a car within 30 minutes of a GP surgery by 95%.

PT5
Improve bus satisfaction by at least 6% by 2009/10 against the 2003/4 baseline.

PT6
Achieve 95% of bus services operating within one minute early or five minutes late of schedule.
The priority is to exploit the existing attractions of Cumbria for active recreation to increase the value to the local economy of cycle related tourism activities. By the end of the plan period over half the 28 key service centres will be implementing their cycle networks. This will also assist in increasing peak hour modal shift and generate the health benefits of regular activity. The development of the cycle for health initiative will be an early priority with the appointment of the development officer in the first year of the Plan.

The development of work and school travel plans is key as is the work of the Cumbria Cycle Panel and Coordination Group and continuing implementation of the Cycle Development Action Plan including coordination of promotion activities and the development of cycle route networks in Key Service Centres.

Objectives
Increased levels of cycling is a key element in Cumbria’s approach to improving the environmental sustainability of transport, to reducing congestion in town and city centres, preventing the deterioration of air quality and to improving public health. Increased cycling contributes to the councils Core Objectives CO1, CO2, CO5 and CO7 and Shared Priorities SP1, SP2 and SP3.

Policy C1:
Cycle routes
Opportunities will be sought to provide a cycle friendly environment on the highway and on off-road routes (CDAP action 5). Priority will be given to the improvement of cycle routes (CDAP action 1a and 1b) in the following order:

1. Routes that are part of the defined urban network of cycle routes in the key service centres (CDAP action 4).
2. Other connecting routes including inter-urban links on the strategic route network including those related to cycle tourism hubs.
3. Other routes on the strategic cycle route network (CDAP action 3) CO1, CO2, CO5, CO7, SP1, SP2, and SP3.
Approach
Cycling for travel to work and school and to access to goods and services is most attractive over distances of between one and five miles. The principal area for growth in cycling is therefore within and into Key Service Centres (KSCs). Recreational cycling too will benefit from improved routes in the KSCs giving access to the countryside for local leisure trips.

In Cumbria a strong opportunity exists to build on the high levels of active recreation existing in the Lake District and Yorkshire Dales. The promotion of cycling opportunities and improving routes and conditions for cycling will increase the sustainability of tourism in the National Parks and contribute to increasing physical activity and healthy living.

The council has developed a Cycling Development Action Plan (CDAP) which has been recognised by the English Regions Cycling Development Team as best practice and has been promoted within the northern region. This has been developed through close working between the council’s Cycle Development Team of senior officers, the English Regions Cycling Development Team, the council’s Cycle Panel of local activists and cycle groups and a wide consultation process with stakeholders and partners.

The plan forms an agreed and evidence based approach to increasing the numbers of trips made by cycle in Cumbria. The plan will be implemented over the period of the LTP. Implementation will be through the Cumbria Cycle Development Working Group, which comprises key stakeholders including other transport and national cycling bodies.

Actions of the CDAP not covered within this chapter are to be found under the Development Control and Travel to Work and School chapters.

A cycle tourism strategy is being developed for Cumbria in recognition of the benefits that cycle tourism can bring to the local economy and environment. It will guide the location of development and marketing of cycle tourism. One of the principal measures is the identification of Hubs: towns where the full range of facilities required to stimulate cycle tourism will be located.

Policy C2: Design standards for cycle measures
Cycle routes will be designed to conform to the best practice set out in ‘Cycle-friendly Infrastructure - Guidelines for Planning and Design’ for urban routes and ‘The National Cycle Network - Guidelines and Practical Details’ for rural and off-road routes. (CDAP action 2). Training will be undertaken with staff and the Cycle Panel to ensure that best practice standards are promoted (CDAP action 13).
Under the action plan a key issue is that the road network should be safe for cyclists with special emphasis on maintenance including dealing with potholes and hedge clippings. Road surface defects have a disproportionate effect on cyclists compared with cars, cycles also often have to use the edge of the road where drainage affects the surface and where rubbish collects. (Policy C7). Hedge clippings should be removed as soon as possible after cutting.

The priority for investment in improving cycle routes is where the greatest benefits are in terms of modal shift towards cycle use and where vehicle/cycle conflict can be reduced. Resources will be focussed on identifying and improving networks of routes from residential areas to significant attractions such as town centres, retail centres, major employers, bus/railway stations, hospitals and education and leisure facilities, an Accessibility planning approach will inform the development of measures. (Policy C1).

New opportunities through Sustrans and DfT to fund new sections of the National Cycle Network to link existing safer walking and cycling routes to schools will be exploited. Every opportunity will be taken to create or fund cycling facilities through the planning process under review to ensure that new developments contribute to improving the cycle networks identified through the CDAP Cycling opportunities will be considered within Public Rights of Way improvement plans, land reclamation projects or economic regeneration schemes.

Improvement of design and implementation of cycle infrastructure will be addressed by the adoption of best practice guidance and staff training in planning and designing for cycling. As well as adopting best practice guidance the council is actively involved in a benchmarking process on increasing cycling with other authorities in the north east region. This entails sharing best policy and practice to determine what actually works in encouraging cycling. It considers all aspects of cycling policy, from promotion to engineering design, and from training to maintenance of cycle tracks. (Policy C2). A signage strategy will be prepared that sets standards for design and location and for maintenance. This is action 11 of the CDAP (Policy C5).

The council will work with major employers and with schools to promote cycling as part of work and school travel plans for health, economic and environmental reasons. Cycling to school provides children with a greater sense of independence and confidence, which should be added to health benefits and to the opportunities it gives for social interaction. As part the Better Ways to Schools programme cycle training will be provided in schools.

The council will ensure that it sets an example as a cycle-friendly employer by adopting a series of initiatives that are designed to encourage cycling to work and on work’s business in its own travel plan. (Policy C4).

Cycle theft and vandalism is a deterrent to potential cyclists. Providing secure and sheltered cycle parking facilities at major destinations should help to encourage cycle use and reduce theft. (Policy C3).

Policy C3: Cycle parking
Provision of secure, sheltered, adequate and appropriately located and signed cycle parking will be sought at educational establishments, retail centres, suitable car parks, public transport interchanges, leisure facilities and other major attractions. Companies will be required to make adequate and secure cycle parking provision at work places through travel plans. (Cycle parking standards are set out in ‘Cycle friendly infrastructure’)

CO2, CO5, SP2 and SP3

Policy C4: Promotion
Cycling promotional programmes will be developed as part of school and work travel plans to emphasise health benefits of cycling to work and school (CDAP action 12b). A marketing strategy for cycling will be agreed based on the Cumbria Cycle Tourism Strategy (CDAP action 12a).

CO5 and SP2

Policy C5: Signage
A signage strategy will be prepared that will set standards and a rationalised system of responsibility for implementation and maintenance. This will be implemented on a route by route basis. (CDAP action 11)
Integration with public transport will include high quality links from public transport interchanges to the cycle network, the provision of adequate, secure, covered cycle parking at railway and bus stations. Initiatives enabling the convenient carriage of cycles on trains and buses will be sought. Cyclists will be permitted, wherever safe and practical to use all bus lanes and other priority measures. (Policy C6).

Key measures to achieve the targets
1. Implementation of first priority links in the urban cycle networks identified through the CDAP.
2. Development of Quiet Lanes in pilot areas in Barrow and Eden.

Policy C6: Cycling and public transport
The council will seek to integrate cycling with public transport to facilitate longer journeys. Measures include cycle parking at stations, cycle links between interchanges and town centres and the ability to carry cycles on buses and trains.

Policy C7: Maintenance of cycle routes
A maintenance regime for cycle routes will be defined.

Target C1
To increase the number of cycling trips by 10% by 2012 from the 2003/4 baseline measured on key urban routes in Carlisle and Kendal and on Hadrian’s cycleway and other recreational routes.
18% of jobs in the Cumbrian economy are directly related to tourism. Much of the attraction of the county to visitors is the opportunity for active recreation in the countryside and the special landscape qualities available. Improving countryside access is therefore a critical element in developing the economy of the county. A related priority is the encouragement of walking for short journeys within Key Service Centres, whether for travel to work and school to assist in reducing demand for road space at peak times (see previous chapters) or for active leisure and health reasons.

Key actions are to improve the availability of the rights of way network through better maintenance and selected improvements. Considerable additional resources are being made available by the county council and increased partnership working will be achieved with users and stakeholders. Improvements to routes and locations are being finalised through the Rights of Way Improvement Plan process. The final Plan will be published in spring 2007. To identify improvements needed to walking routes in Key Service Centres, Mobility Plans are being developed for each centre.

A major initiative will be the development of a seamless integrated service - Countryside Access Cumbria - providing a single brand for the general public and stakeholders. This will ensure a more coordinated and cost effective service by the range of providers including the county council, the Park National Authorities, Carlisle City Council and Capita Symonds.
Objectives
Cumbria should be a place in which visitors and local people can share the exploration, enjoyment and understanding of the diversity of our county’s countryside and heritage. The provision of access should be clear, respect land ownership and management and meet users’ particular needs. The LTP will contribute to good management of access to and within the countryside to achieve the Core Objectives CO1, CO5, CO6 and CO7.

In addition walking offers a healthy and enjoyable alternative for short journeys and should be promoted for trips of less than a mile. While there are many short trips for which a car will be the most convenient choice (carrying heavy shopping for example), many short journeys could be made on foot. To encourage more walking routes need to be improved to be safe, secure, continuous and convenient. This is in accord the Countryside Access Strategy (CAS), which states that steps should be taken to ‘Improve quality of life, promote health and help tackle climate change by encouraging people to walk, cycle and take public transport and other sustainable travel options’. The approach to walking specifically will contribute additionally to the Core Objectives CO2, and Shared Priority SP2, and SP3.

Approach
In order to achieve the Objectives Cumbria County Council, the Lake District National Park Authority and the Yorkshire Dales National Park Authority are committed to working together to improve public access to the countryside of Cumbria. This will include developing actions together through the Countryside Access Strategy and bidding in partnership for funds that will implement them. Delivering this strategy will also lead to improvements in health, education, social inclusion, sustainable travel and the environment.

The approach also addresses issues of access to jobs, education and goods and services in Key Service Centres through increased levels of walking. This benefits congestion by reducing peak hour traffic to work and school (for which targets are set in chapter 8), improved public health through increased physical activity, accessibility for people without access to a car, air quality and economic sustainability. The CAS wishes to encourage sustainable travel to and within Cumbria, facilitated by the development and better integration of different transport modes.

A single seamless service will be developed - Countryside Access Cumbria - to provide an integrated service for all of Cumbria.
Aims of the Countryside Access Strategy

Aim 1
Provide, develop and promote access opportunities for all in an open and welcoming countryside.

Aim 2
Encourage people to explore and enjoy the countryside whilst conserving its landscape, ecology, historic environment and culture.

Aim 3
Improve quality of life, promote health and help tackle climate change by encouraging people to walk, cycle and take public transport and other sustainable travel options.

Approach of the Countryside Access Strategy

Measures will be taken to:
• Extend, improve and protect the rights of way network and other opportunities for access to and within the countryside
• Improve and promote countryside access to foster the social and economic well being of local communities
• Provide opportunities for people of all abilities and social groups to visit the countryside
• Provide accessible and up-to-date information and interpretation to enable access to be enjoyed in an informed and responsible manner
• Encourage use of the countryside as an educational resource
• Manage access in a way that safeguards the character of Cumbria and respects the needs of land managers and conservation interests
• Use and improve countryside access to promote health and fitness.
• Encourage sustainable travel to and within Cumbria, facilitated by the development and better integration of different transport modes
• Develop key service centres (together with local service centres in the Lake District National Park) as transport hubs to encourage sustainable access to the countryside. For each transport hub, routes suitable for a variety of users will be identified and improved
• Take opportunities where development is proposed to encourage facilities which assist access to the countryside by sustainable modes

Nationally a quarter of all journeys by car are less than two miles and since settlements in Cumbria are generally compact there is considerable potential to increase walking levels. Cumbria also attracts high levels of visitors who walk for leisure. The Countryside Access Strategy for Cumbria will set out how ‘utility’ routes within settlements will be improved to enable people to walk to school, the shops or to see friends and how the rights of way network will compliment the new open access land. In accordance with Aim 2 of the CAS, it is essential that whilst people are encouraged to explore and enjoy the countryside, this should not compromise the effective conservation of the landscape, ecology, historic environment and culture.

Policy W1:
Access within town centres
The quality of core walking routes will be improved so as to be safe, accessible and convenient and give priority over other modes in town centres. Within the key service centres core networks will be identified and routes improved to be accessible for all. Crucially, this will involve the provision of safe and convenient walking routes to both work and school. CO1, CO2, CO3, CO5, SP1, SP2 and SP4

Policy W2:
Pedestrian routes in rural areas
The priorities for route improvements will be on routes that provide safe links within communities to public transport or make journeys to school on foot more attractive or give access from communities to the PRoW network. The Rights of Way Improvement Plan will take account of the needs and preferences of individuals and communities when determining the prioritization of improvements to rural routes. Important routes will include those that link communities with the RoW network and open access land. CO1, CO5 and CO7
Because increased levels of walking have such wide ranging policy benefits and because the greatest potential increases are for journeys to work and school within Key Service Centres, priority will be given to improving a defined network of core routes for pedestrians in the Key Service Centres.

The core pedestrian routes within Key Service Centres need to provide safe access for people with impaired mobility or impaired sight. Where car parks are at a distance from goods and services schemes to provide scooters to help people with impaired mobility can help in improving accessibility. Within town centres core routes that should be made more attractive for walking and more accessible to people with disabilities are considered to be the principal links between residential areas, car parks, bus stops and rail stations to employment areas, schools and shopping areas. The Accessibility Strategy will influence how priorities are determined.

The council will give priority to ensuring the following:

- That pavements are of satisfactory width, well designed and in a good state of repair
- That routes are continuous, secure and attractive and follow desire lines
- That pavement parking or other temporary obstructions do not obstruct the free passage of pedestrians
- That crossings are both safe and convenient
- The walking environment is as pleasant as possible ie. limited street furniture, clean surfaces etc. (Policy W1)

In rural areas the lack of safe walking routes is a common barrier to more journeys being made on foot particularly for journeys to school. Better links to PRoW and open access areas will increase the attractiveness of walking for recreation and health. Reallocation of road space on rural roads with improved verges and safety measures will be considered as well as selective upgrading of the Public Right of Way Network, where there are gaps in the pedestrian network identified in the Rights of Way Improvement Plan. Improving identified routes will help to enhance the social, economic and well being of small isolated communities and will also help to link communities together. Improvements to verges should not clash with biodiversity aspirations. (Policy W2).

In Cumbria much of the rural economy depends on tourism. Managing PRoW including long distance walking routes benefits the local economy and improves the sustainability of tourism. Improvement of PRoW will also improve accessibility on foot in urban and rural areas. The promotion of recreational walking will take account of the needs and preferences of individuals and communities while at the same time widening the economic benefits of an effective networks. (Policy W3 and W4).
Progress of the Rights of Way Improvement Plan (ROWIP)
The Countryside Access Strategy (CAS) is the framework document for the ROWIP - a final version of the CAS was produced in November 2005.

Through extensive public research, the ‘needs and preferences’ of key audiences for countryside access and recreation in Cumbria were identified. A ‘need’ was defined as a measure that is critical to a decision to undertake an activity or make use of a right of way or other access resource. A preference is a measure that is not critical but one that enhances the experience, frequency, choice or participation of use.

Using the insight into needs and preferences gained, a methodology for prioritising improvements has been devised. This aims to make the process more transparent for how projects are taken forwards. The 6 themes emerging from the CAS (Education, Health, Local Economy, Sustainable Transport, Social Inclusion and Environment) are included, along with other considerations, each with weighting factors.

A three month consultation period has been publicised to encourage members of the public to submit suggestions for improvements to specific routes or places. Individual projects can then be ‘scored’ using the prioritisation spreadsheet, and incorporated into Statements of Action.

Following this, a draft ROWIP will be published in late Spring 2006, with a final version planned for Spring 2007.

BV178, the indicator for the accessibility of the rights of way network is worsening because of continued underfunding of the service. Even with an increase in funding it is recognised there are many interested groups who could add to existing partnerships, which support the management of the network. The council will aim to ensure that resources are available to maintain the RoW network and is actively aiming for a greater involvement by these groups to help to improve BV178 through alternative ways of both financing and carrying out work on the network. (Policy \textit{W4}).

Walking is an effective, accessible and cheap way of keeping fit and staying healthy. Evidence shows that concerns about personal health were the most likely reason for people to replace short car journeys with walking. Walking to school provides children with a greater sense of independence and confidence, which should be added to health benefits and to the opportunities it gives for social interaction. (Policy \textit{W3}).

In implementing walking policies the council will address as a priority the needs of disabled people. Catering better for people with mobility impairments improves accessibility for all. Priorities include improving core routes to become safer and more accessible for wheelchair users and for people with impaired sight.
The council has developed an operational policy to implement the standards for Inclusive Mobility in dealing with obstructions in the highway.

As town centres increasingly discourage or exclude cars from shopping areas, access to shops for people with impaired mobility is more of a problem. Policy on parking in town centres addresses this issue. Shopmobility schemes also help in making town centres accessible. Several town in Cumbria now have these schemes and opportunities to extend these elsewhere should be sought. (Policy W5).

**Key measures to achieve the targets**

1. Implementation of the CAS (and development of the Rights of Way Improvement Plan).
2. Development of Mobility Plans in Key Service Centres.

<table>
<thead>
<tr>
<th>Targets</th>
</tr>
</thead>
<tbody>
<tr>
<td>HN7</td>
</tr>
<tr>
<td>To reduce the proportion of footways needing structural maintenance by 2% per year of the plan period (BVPI 187).</td>
</tr>
<tr>
<td>W1</td>
</tr>
<tr>
<td>To increase the proportion of Public Rights of Way network ‘easy to use’ to 66% by the end of the plan period (BVPI 178).</td>
</tr>
</tbody>
</table>
The economy of the county relies on good accessibility to jobs by road, both at a local level and for strategic transport needs. The highway network is very extensive and much of it not constructed to accommodate modern traffic. The priority is to ensure that the network is maintained to a high standard to enable effective movement of people and goods and to manage use of the network, guiding traffic to the most appropriate routes.

The key measure required to improve the condition of the highway network is the finalisation and adoption of the Cumbria Highways Asset Management Plan.

The development and implementation of maintenance standards related to the use of the network, for example heavy goods vehicle routes or quiet lanes, will be key measure.
Policy H1: Scheme prioritisation
The priorities for all infrastructure improvements will be reviewed on the basis of consistency with the council’s Core Objectives and targets.

Policy H2: Partnership
Work will continue with existing partners and other interested groups to improve urban areas and town centres where these deliver public realm and economic benefits or contribute to the regeneration of the area. CO1 and CO4

Policy H3: Carriageway condition
Achieve a steady state condition level for principal, classified and unclassified roads of no more than 4%, 8% and 12% respectively requiring structural maintenance as measured by coarse visual inspection. CO6

Objectives
Effective and efficient management of the highway network provides high quality routes for cars, lorries, bus services, cycles and pedestrians. CO1, CO2 and SP1. Measures to manage the network have substantial impacts on safety, the quality of the built and natural environment and encouraging walking and cycling and accessibility for people with impaired mobility. CO3, CO4, CO5 and SP4. The Core Objective to manage the transport assets of the county to make appropriate use of the existing infrastructure underpins highway network management. CO6 and SP2.
Approach

Improving the network

The council believes that improvements to the main traffic routes are essential for the economic well-being of the county. It will continue to lobby for trunk road improvements where these contribute to the economy. Improvements are now programmed by DfT and the Highways Agency at Temple Sowerby on the A66, High and Low Newtown on the A590 and Parton to Lillyhall on the A595.

There has been a substantial investment in the Carlisle Northern Development Route, as a Private Finance Initiative (PFI) project providing access to a major development area. Approval for the scheme has been given and a start on the construction is anticipated in spring 2006 with a two-year completion period. Included in the PFI scheme is the management and maintenance of some principal roads in the north of the county. The preparation work will enable the scheme to be conventionally funded if this is considered a more efficient and cost effective method than PFI.

So as to ensure that the CNDR can be implemented independently of the programmed M6 extension works the council is making use of Prudential Borrowing flexibility to finance the necessary CNDR works at M6 junction 44 in 2006. The works will be integrated into the M6 contract to gain efficiency savings.

The next Major Scheme identified as a priority for the council is the Kendal Northern Relief Road.

In chapter 2 further reference is made to major schemes and large scale schemes that are not considerable to be deliverable within the constraints of the indicative Integrated Transport Block of the Annual Capital Settlement.

There have been several town centre improvements including Whitehaven, Maryport, Penrith and Keswick which have concentrated on public realm and built environment aspects. These schemes have been carried out in partnership with various bodies and have benefited from considerable external funding contributions. It is the intention to continue with urban and town centre improvements. And these schemes show the way for future schemes in Ulverston, Kendal, Barrow and Workington in partnership with regeneration partners. (Policy H2).

The need to improve the public realm and conserve rural road character will be reflected by new guidance on the design and maintenance of the highway, advocating the use of suitable construction methods, materials and maintenance methods. The council will work with partners to identify ways in which highway works and traffic management measures can be made more sympathetic to the local environment particularly in sensitive areas. Including reducing signing clutter and using locally appropriate materials and techniques in very sensitive areas. The North Pennines Guidance for Maintenance and Management will be used as a basis and a partnership approach will be developed drawing on other relevant examples of good practice. (Policy H6).
Policy H7: Green lanes
Green lanes will be managed by voluntary agreements and partnerships or where necessary Traffic Regulation Orders to ensure recreational use is not compromised.

Policy H8: Vulnerable road users
During planned maintenance opportunities will be taken to improve facilities for pedestrians, cyclists and accessibility for people with disabilities.

Maintaining the network
The council recognises the importance of maintaining the highway network, the contribution this makes to its Core Objectives and to the transport strategy. The council will work through Cumbria Highways to improve the condition of the network by effectively targeting funding and seeking efficiencies in the treatment and the service delivery.

The main indicators of carriageway condition; BV96 for principal roads, BV97a for classified roads and BV97b for unclassified roads had values of 4%, 18% and 27% in need of structural maintenance respectively in 2003/04. Assessing changes to road condition has been difficult due to changes in the approved method of measurement. Future use of standardised mechanical methods will permit accurate monitoring.

Targets have been set for highway maintenance that are stretching and will require efficiency savings to be made in delivering structural maintenance. The means of achieving these targets will be set out in the Transport Asset Management Plan. (Policy H5).

To manage and improve road condition the council has defined steady state conditions for the different classes of road as 4%, 8% and 12% requiring structural maintenance. (Policy H3).

The estimated total expenditure to achieve these through current practices over the five year period are:

- Principal Roads £16.7m
- Classified Roads £19.7m
- Unclassified Roads £30.5m

With the targets that have been set there is predicted a substantial shortfall in funding at the current level over the period of this plan. It is anticipated the funding for principal roads will be held at the current levels and that other opportunities, treatments and efficiencies through the delivery partnership (Cumbria Highways) will be explored to achieve the targets. BV96 shows a wide range of condition across the county which is being addressed in the current programmes to achieve consistency.

During planned maintenance works opportunities may arise to incorporate measures that improve accessibility for pedestrians, cyclists and people with impaired mobility at small additional costs or as part of bringing facilities up to modern standards. (Policy H8).

The council will continue to work with the Lake District National Park Authority, user groups, commercial users and other interested groups to manage the recreational use of green lanes (unclassified county roads, byways and bridleways with higher claimed rights) in a sustainable way. (Policy H7).
De-trunked roads
In recent years parts of the trunk road network maintained by the Highways Agency have been transferred to the responsibility of the county council. The DfT has recognised the need for additional funding to enable the council to carry out essential maintenance that had been programmed before the transfer and has made available over £1m in respect of the A595 and A596. The A7 was passed to the county council in April 2005 and there is a need for additional funding to meet the commitments of the Highways Agency maintenance programme in 2006-07 and beyond. A bid is being prepared on the basis of information awaited from the Highways Agency.

Flood recovery and maintenance implications
The programme of highways maintenance has been badly affected by the damage caused by the widespread and catastrophic flooding in January 2005. The long term impacts of this are still being assessed but it is clear there will be a substantial additional requirement for maintenance funding over the LTP period to bring roads and bridges back into a safe and usable condition. The council is pursuing additional funding to deal with storm damage following discussions with government at the time which if successful will enable highway maintenance targets to be met.

Road lighting
The council is concerned about the deterioration of its street lighting equipment including the proportion of columns that are past their safe working life, problems with the electricity supply network and the impact this has on the number of lights not working. The council is considering ways of increasing funding available. Based on the planning guidelines the council has allocated around £3m for column replacement and associated work over the next five years. This represents an investment in the worst 10% of locations. Further consideration is being given to other options to increase this investment including private finance initiatives.

Bridges and structures
Through the LTP1 period, the council has invested in the strengthening and renewal of the many structures through the county. The flood events in 2005, has left the council having to allocate resources to the rectification of this damage, (the bid for additional financial allowance has been unsuccessful). Another budgetary pressure that is currently indeterminate is the contributions to strengthening and containment measure for Network Rail bridges. Accordingly budgetary provision has been made for just over £2m per year average, during the LTP2 period, with a peak in 2007/8 when the Jubilee swing bridge at Barrow undergoes repainting and major maintenance.
Position on development of Cumbria Highways Asset Management Plan (CHAMP), January 2006.

The Draft Framework document for Cumbria is almost complete and is expected to be adopted by the council by end March 2006.

The Plan will be a ‘living document’ with regular revision. Annexes are being developed that focus on Best Value Performance and Local Indicators, which will allow comparison of Network Condition on an annual basis and enable trends to be established that indicate how effective the targeting of resources has been in improving the overall condition of the asset.

During 2005 we have commenced revising the Inventory, (including condition, fitness for purpose and age aspects) with a view to establishment of a Database to allow Valuation of the assets. This has proven to be a more extensive task than was originally envisaged and will continue for 2/3 years. This includes increasing use of machine surveys, both to acquire the information quickly and ensure that the assessments allow like for like comparison. The Principal road network has extensive coverage and we are currently progressing to Classified roads and those Unclassified roads that are known to have significant traffic usage. A longstanding aim is the Network Classification Review (LTP1 Policy HN4), which will be done as part of the Inventory Review.

CHAMP includes a Bridges and Structures section, with particular focus on the Bridge Condition Indicator. Good progress has been made with the Bridge Strengthening programme through the LTP1 period; though there are some schemes outstanding, delayed by environmental/partnering issues (particularly with river/rail bridges). Significant investment levels for structures are anticipated through the LTP2 period, being directed at major maintenance identified from inspections and arising from storm and vehicular damage. Weak or substandard bridges will continue to be monitored, particularly with respect to the effectiveness of Traffic Regulation Orders.

Street lighting asset details are in less need of revision, but there is a need to profile the age/condition/expected residual life, to establish a managed renewal programme. There is also a need to deal with areas where substandard lighting is a contributory factor to crime and the fear of crime.

Key measures to achieve the targets

1. Development of Cumbria Highways Asset Management Plan (CHAMP).
2. Delivery of the Carlisle Northern Development Route.
4. Making successful bids for additional funding for de-trunked road maintenance and for maintenance and reconstruction of roads and bridges required because of flood damage.
10 Development control

In Cumbria the development control process is critical to ensuring sustainable development, improving accessibility and securing investment in the transport network that is required to support economic activity. The priority is to establish with local planning authorities, agreed approaches to securing added value from developments and ensuring that such benefits can be secured from incremental development as well as large scale applications.

The strategic development control process is being improved to enable increased involvement at the early pre-application stages and to ensure a single corporate response by the county council to major developments. This will help to increase the level of developer contributions for transport infrastructure.
Policy LD1: Development control
Effective links will be maintained and improved by the highway authority with the local planning authorities to ensure that the transport impacts of development are identified early in the development control process and options for funding improvements to the transport network are fully addressed.

Policy LD2: The partnership approach with local planning authorities will address the difficulties posed by incremental development by assessing the potential impact of the full development of a site or sites in the future.

Policy LD3: Access to town centres
Access to town centres and new developments will be encouraged by supporting appropriate levels of public transport, walking and cycling, arrival facilities and appropriate levels and management of car parking.

Objectives
The LTP has Core Objectives that link directly to the wider planning process and objectives:

- Good transport services and communications linking people to jobs, schools, health and other services. CO1 and CO2
- Quality built environments. CO4
- Places to live in a safe and healthy manner: CO3 and CO5

To achieve these aims, development plans must take into account the transport impacts of development. They must ensure that changes in land use do not have a detrimental effect on the transport network nor on accessibility, congestion, air quality or safety or the future maintenance liabilities. Furthermore the planning process should take opportunities to contribute to improving the transport network. The Accessibility Planning process will assist local authorities, development agencies and developers to take account of the transport implications of proposals.

The Cumbria and Lake District Joint Structure Plan (2001-2016) provides a strategy and policies for the development and use of land and for the linkages with the transport network. This LTP chapter amplifies and adds detail to those policies.

The Planning and Compulsory Purchase Act 2004 creates Regional Spatial Strategies and Local Development Frameworks. The aim of these plans is enhancing quality of life through promotion of sustainable development that protects the environment, ensures prudent use of resources and maintains social progress and economic growth. They will take account of transport requirements and be aligned with the LTP.

Approach
Benefits to the transport network will be sought through the planning process. (Policy LD1).
Investment in the transport network

To improve the sustainability of development for travel and transport and to improve the accessibility of development sites, the Structure Plan guides development to sites that can be served by a number of modes. It also guides planning and design to ensure that people arriving on foot, by cycle or public transport are catered for and that connections to existing networks outside the site are provided (Structure Plan Policy ST3 s.2). (Policy LD5).

Ease of access to town centres is important in ensuring that they are attractive and economically viable. People without a car must not be disadvantaged, this means that safe and convenient facilities for pedestrians cyclists and public transport users must be provided. Car parks must be located and managed to support the role of the centre. In some cases park and ride sites of varying size and location may be part of the approach. Journeys within towns can be made easier by better routes for walkers and cyclists and people with impaired mobility. The quality of the environment and public safety can be improved by giving greater priority to these more vulnerable highway users. (Structure Plan Policy L53). (Policy LD3).

In the case of new land use developments above a certain size, the developer is required to undertake and present a Transport Assessment that identifies the transport effects of the development and proposes measures that will accommodate or mitigate these. Transport Assessments will need to take account of the LTP Strategy in formulating their mitigating proposals. Funding for measures that contribute to the Strategy will be sought from developers through planning conditions, agreements and planning gain.

In addition to the transport assessment developments of a certain size are required to prepare and implement a travel plan that will set out how greater use of sustainable travel modes will be achieved through the actions of the developer. (Policy LD4).

Where development has an impact on the transport network the council will require the measures needed to mitigate these impacts to be carried out at the developer’s expense before the site is occupied. This might include infrastructure improvements to the highway on which the development will generate additional vehicle, cycle or pedestrian traffic. It may also include improvements to public transport services to accommodate increased demand and to mitigate road traffic impact these requirements represent an ongoing cost and should be secured through a S.106 agreement. Measures may include those specifically to deal with the impact of large vehicles during construction and on completion. Where a travel plan is required this is a living document and the outputs of the plan should be secured through a S.106 agreement.

Policy LD4: Transport assessments and travel plans

Transport Assessments will be required for development proposals in accordance with national guidance.

In the interim, proposals which, individually or cumulatively, meet the following scale of development will require a transport assessment:

1. Residential development in excess of 100 units.
2. Employment uses in excess of the following gross floor space: business 2500m², industry 5000m², warehousing and distribution 10000m².
3. Other developments in excess of 1000m².
4. Hotel developments in excess of 100 bedrooms.
5. Caravan or similar holiday sites in excess of 100 units.
6. Any development that generates in excess of 100 HGV per day or 100 vehicles per hour.
7. Any development that adds materially to local traffic congestion.
8. Any development that may impact on the trunk road network.
The council will seek contributions from developers to improve pedestrian networks within a wider local area which minimise the need to travel by car, and maximise opportunities to make journeys on foot and make travel to and between developments easy, safe and convenient for pedestrians and cycles.

Most developments are not large enough to trigger a transport assessment. To cover these cases the council will consider setting up with local planning authorities, a ring fenced fund to which small developments or partial developments (which do not trigger a Transport Assessment) will be expected to contribute to make improvements to the transport network. The fund will provide, over time, improvements to the transport network (for all modes) that have been identified in the Area Transport Plan or in local accessibility strategies or plans adopted by the council. From these plans a list of measures for which developers contributions are sought will be made available to local planning authorities. (Policy LD2 and LD6).

Works to provide for pedestrians and cyclists in association with development including changes of use must comply with safe and best practice in design and construction. The council applies the best practice design principles from Cycle Friendly Infrastructure (published and revised by IHT and CTC). (Cycling Policy C3 refers). The county council will seek to ensure that “designing out crime” principles are adopted in new developments to improve personal and property security and road safety; including providing appropriate levels of street lighting. The Cumbria design guide is being revised and this will become the standard reference for developers.

Good design practice provides high quality access for people with impaired mobility. Such measures improve access for all and are considered a minimum requirement. (Policy LD7 and LD8).

The availability of parking affects mode choice and the choice of destinations. Regional planning guidance requires maximum standards to be developed that assist consistency and coordination of parking provision. This is important in Cumbria where there are competing retail and service centres. Detailed parking guidance is contained in the ‘Parking Guidelines for Cumbria’. (Policy RT8).

Sites and routes which are considered to have potential for widening transport choices for both passenger and freight movements will be protected in Local Plans. There is a presumption in favour of existing transport related sites to be re-used for transport related activities. Routes and sites are identified in the Structure Plan schedule 2.

Specifically this will include safeguarding land in local plans for public transport interchanges, rail freight facilities and the reopening of former rail and canal routes as foot and cycle ways.

Travel Plans will be required for proposals for:
1. Retail and indoor leisure facilities in excess of 1,000m2.
2. Industrial development in excess of 5000m2 and warehousing/distribution developments in excess of 10000m2.
3. Office, education and health services development in excess of 2,500m2.
4. New and expanded school facilities.
5. Development that would otherwise generate local traffic problems identified through a transport assessment or an evaluation of a proposal.

Policy approach
Key measures

1. An effective partnership between the local planning authorities and the highway authority to secure transport improvements through planning gain.
2. An effective means of securing contributions to transport improvements from small scale developments.
3. Incorporate Area Transport Plans within Local Development Frameworks.

Policy LD5:
Access to new developments
All proposals for commercial development including alterations to existing buildings and land use changes and all proposals for new residential development will be required to be or be made accessible by public transport, walking and cycling.

Policy LD6:
Developer contributions
Any works in the highway necessary to accommodate traffic generated by the development will be carried out through a section 278 agreement or a section 184 licence at the developer’s expense.
Improvements to public transport services necessary to accommodate a development and the delivery of outputs of travel plans will be secured through a section 106 agreement.
The county council will work with local planning authorities to develop policies applicable to their areas through local development frameworks to mitigate the transport impacts of development.
This will include developers being required to contribute to improvements to the transport network identified in the Area Transport Plan or in local strategies or plans for cycling, walking, public transport or accessibility.
The county council and local planning authorities will consider addressing the impact of incremental development through establishment of a ring fenced local fund that will be used to improve transport networks.

Policy LD7:
Design standards
The design and layout of developments should comply with the Cumbria Design Guide and the Parking Guidelines for Cumbria. In order to take account of the needs of people whose mobility is impaired, development will be required to include appropriate facilities.

Policy LD8:
Safety and security
Developers will be required to carry out safety audits to ensure that appropriate and safe access facilities are provided for all of the modes of transport to be used for access to the development and those affected by it and for all users. In addition regard needs to be paid to security aspects in order to ensure that crime is reduced. The council will require all new developments to be designed and provide measures to ensure that there is no detriment to road safety or personal security.
Introduction

Cumbria has a two tier local authority structure with six district councils providing complementary services to the county council. The county council is the highway authority and recognises the importance of working in partnership with each of the districts in the delivery of its services. For this reason the council has established six local committees with boundaries coincident with the district councils. These local committees are charged with the delivery of the full range of services including highways and transportation schemes and the translation of strategic policies and objectives into local measures.

This structure means that implementation of transport policy is through local Area Transport Statements based on each of the local committee areas. The purpose of these statements is to translate the strategic policies and objectives discussed in the previous sections of this document and add to these the input from communities, district councils, area transport studies and locally agreed priorities to develop an integrated package of local transportation measures that meet the needs of the community and advance the strategic objectives of the council and the Government. The statements have been developed on the basis of extensive consultation and transport studies that have made use of appropriate transport modelling including SATURN, Paramics and Transyt.

The Area Statements will form the basis of more detailed Area Transport Plans which will be map based and will be included in the relevant Local Development Framework documents.

Each of the area transport statements have been developed through a process of local consultation and involvement through the local area transport advisory groups. These are partnerships involving district councils, local community groups and other stakeholders including the health and police services and transport providers. The statements are also informed by local area transport studies that have constructed traffic models and analysed the impact of various transportation measures and developed options to address the identified issues in the areas.

Economic development programmes have influenced the measures proposed. The statements also draw upon the emerging accessibility planning work and as this is developed its outcomes will influence and inform the development of the Area Transport Plans.
There are some common themes and characteristics in all the areas and where this is the case strategic approaches have been adopted or trailed in specific areas in advance of being rolled out elsewhere. An example of this is the Rural Wheels scheme. Each of the areas also have their own different characteristics and issues that have led to a different weighting of the county objectives in each area. This is reflected in the measures for each area.

This overall process has therefore combined a bottom up approach of consultation and local community engagement identifying specific local issues with a top down application of strategic policies and objectives to produce a balanced programme of measures that are delivered locally with the support of the local stakeholders. Local priorities have been identified through active participation of communities and organisations. Appropriate approaches and measures have been developed through research (the transport studies programme) to identify good practice and guidance and apply objective analysis of the issues raised through consultation and engagement. Careful consideration has been given to options for delivering against the local priorities in the context of the overall objectives for the county and the transport targets. Use has been made of the full range of local experience of what works best reinforced by understanding of national good practice in developing the programme of measures.

All the Area Transport Statements are based on the countywide social and economic context and the Spatial Strategy, specifically the area policies.

The transport outcomes for each area have been determined on the basis of local evidence and also to contribute to the overall picture for the county and the specific Objectives and Targets of the LTP.
Priorities
In Allerdale the key priorities are supporting the regeneration of the economy and improving road safety, both of which are Cumbria wide priorities. The integration of transport with regeneration initiatives including the West Cumbria Masterplan and Workington and Maryport Regeneration is critical and has already been established.

Road safety
Allerdale has the third largest incidence of killed and seriously injured (KSI) casualties in Cumbria, many incidents occur on the core route network and involve the loss of control of a vehicle. In the first eleven months of 2005 there were 57 KSI casualties in Allerdale; 37 of these occurred on A-roads. In the same period there were 204 slight casualties evenly split between A-roads, other classified roads and unclassified roads. The overall figures for slight and KSI casualties represent a 19% and 6.5% improvement over the January to November 2003 casualties.
There are dangers on many roads where all road users share the carriageway, particularly where these form part of recognised cycle or walking routes. Often these dangers include gaps in and substandard sections of footways/verges and restricted visibility.

In Wigton, the footways on the narrow town centre streets are regularly over-run by large vehicles and agricultural machines, causing conflicts with pedestrians, in particular shoppers and school children. Area Action Plan consultation also confirmed that this is a problem in Caldbeck and Hesket Newmarket. Many Allerdale towns lack formal crossing points on heavily trafficked roads. These are part of a range of wider community concerns that encompass: poor street lighting and inappropriate traffic volumes, speed and vehicle size.

There are also specific concerns about the impacts of traffic generated by commuter travel to/from BNFL Sellafield, which are also a feature of the Copeland Area Statement. Chiefly these emanate from south and west Allerdale and will be addressed by the same Workplace Travel Plan referred to in the Copeland Statement.

**Accessibility**

More than half of Allerdale’s population live in ‘sparse’ or ‘super sparse’ rural wards, where bus services are limited in coverage and frequency, and 78% of Allerdale’s households live within 800m of a bus stop, the Department for Transport standard for assessing accessibility of bus services. There is also a lack of evening and Sunday services on most commercial routes, with 73% of Allerdale’s population able to access an evening service and 77% a Sunday service. These percentages reflect a higher level of accessibility in the urban areas where the population is concentrated and indicate very poor levels of accessibility in rural areas.

These factors affect the attractiveness of public transport and the accessibility to further education, services, jobs and leisure activities, particularly for the young and elderly. For example only 28% of Allerdale’s 14-19 year old population is able to reach a college with full learner entitlement within 30 minutes by public transport, and only 70% within 60 minutes. As described above the more rural areas are disproportionately disadvantaged. There is overcrowding on peak hour trains, between Maryport and Carlisle which discourages commuting by rail. There are calls from user groups and tourism agencies to enhance the Sunday train service that is currently restricted to three Whitehaven-Carlisle return services.
A council audit of passenger facilities at stations and consultation on the Area Action Plans identified infrastructure for public transport users as often being inadequate, particularly the lack of car parking/cycle storage/shelter facilities at rail stations and key bus stops. There is a lack of available inter-ticketing and integration between bus services and rail services, these issues were highlighted in the Area Transport Study. Accessibility to bus and rail services for people who have mobility impairments is often poor, with few raised kerbs at bus stops, low rail platforms and few low floor buses. A mobility plan for Aspatria highlights a number of barriers to public transport use that exclude disabled people that need to be addressed. The implementation of ‘real time information’ systems is seen as crucial, particularly at key interchange points.

There are gaps in and obstacles on the pedestrian networks in the towns that reduce accessibility, particularly for people with impaired mobility or other sensory impairments. West Cumbria has an extensive off-road cycle network, but there are key access points and links missing. Transport studies in 2005 found that substandard or incomplete elements of the strategic cycle network in Maryport, while Wigton and Aspatria are Key Service Centres that are not effectively connected to the strategic cycle network.

The council’s Audit of Existing Cycle Measures highlighted the lack of cycle parking, or its poor siting, and inadequate signage as issues in some Key Service Centres in Allerdale. Some sections of the cycling and walking networks within Cockermouth and Workington are under-used because of a perceived fear of crime, while there are public image issues arising from fly tipping and other anti-social activities. Some cycle and foot trails have on-road sections that are not perceived as being safe due to other traffic.

Regeneration activities at Workington, Maryport, Silloth Airfield, the former RNAD site at Broughton Moor, and the Market Towns Initiative are likely to present opportunities for partner funding for transport projects and challenges in terms of changing transport needs. The district is seen as being peripheral to the main transport arteries, whilst the Carlisle Northern Development Route (CNDR) will offer improvement to access to Scotland and the north east, local improvements to the A66, A595 and B5305 are seen as essential to maintain and improve journey time reliability to elsewhere in the country. The Cumbria annual journey time assessment report monitors overall times and reliability on these strategic routes.
**Congestion**

The Area Transport Study found that indiscriminate parking is an issue in some housing estates and villages, while the obstruction of the footways by parked vehicles was identified as an issue in urban areas in the consultation on the Area Action Plans.

Tourist and visitor parking results in a wide variation in demand within Keswick, Cockermouth, Maryport and Silloth. Keswick has a particular shortage of car/coach space at peak holiday periods, an issue highlighted in Area Action Plan consultation and the Cumbria Coach Liaison Group.

Currently the poorly aligned, single carriageway A595 between Lilyhall and Whitehaven is the only route to suffer year round congestion (chiefly the result of BNFL related traffic). On weekdays 19,800 vehicles use this stretch of road, and 18,300 at weekends; approximately 11% of these are HGVs. Localised peak period capacity problems however have also been identified around key junctions in Keswick, Cockermouth and Workington.

**Environment**

The Friends of the Lake District study on Rural Road Character highlighted concern over the loss of rural road character through use of inappropriate construction methods, materials and maintenance methods and unnecessary signs, for example.

These concerns are strongest in the Lake District National Park and Solway Coast Area of Outstanding Natural Beauty and from certain town councils. However there are contradicting views, particularly with respect to calls for enhanced footway and lighting provision.
**Approach to addressing the priorities for Allerdale**

Most KSIs occur on high speed roads and attention will be focussed on these. This will be undertaken through the Cumbria Road Safety Partnership Steering Group that will coordinate all road safety action. Physical measures will be targeted on the A591, A595, A596, A5086 and B5305 where Route Action Safety Studies have generated proposals. The Road Safety Camera Team will also target these routes. Monitoring will be carried out over a continuous period to confirm the effectiveness of measures.

Community Speed Watch initiatives have been carried out in two villages in the Cockermouth Police command area - the outputs of this initiative are being evaluated, and may be extended elsewhere according to the support for and benefits from the scheme. Study of incident sites and causation factors will target future Route Action Studies to highlight and suggest treatments for particular problem areas.

In Allerdale, measures that sustain and enhance employment, support the role of town centres and enable environmental improvements will be prioritised. While it is intended that measures will be implemented to accommodate traffic growth generated by development; general growth in traffic will be managed with measures targeted at improving the environment in our towns and providing for the needs of pedestrians, cyclists and public transport users.

Regeneration programmes planned for Cockermouth, Maryport, Wigton; and Workington in particular should make improvements to the public realm, as such works in Keswick and Maryport have already done. Transport funds may contribute to making these improvements according to the contribution schemes make to achieving the transport objectives and the levels of financial leverage achieved. Measures that improve the environment, including the rerouting of through traffic and public transport initiatives, will be prioritised.

Mobility Plans will be prepared to identify specific actions to improve continuity of provision on pedestrian routes, thereby improving accessibility. The focus will be on routes linking key services, car parks, stations and main bus stops, including the crossings of busy roads. The process will be piloted in Aspatria.

A network of Key Rural Bus services will be identified based on the existing commercially provided and financially supported services. The provision of raised boarding platforms, better timetable/running information and other infrastructure will be prioritised on routes linking Key Service Centres, including longer distance links to Carlisle, Penrith and Whitehaven. A passenger transport interchanges are proposed for Workington and Maryport as part of wider regeneration schemes. In Keswick opportunities to improve bus interchange facilities by moving coach and car parking are being investigated in partnership with the private sector and Lake District National Park Authority.

Demand responsive services will be developed in areas of lower demand, typically evaluation of the Rural Wheels and Wheels2Work programmes for expansion into the Allerdale rural areas and continue to support the Community Minibus Programme, operated through the Allerdale Brokerage.
Improvements will be made to the West Cumbria 'off-road' cyclepath and public rights of way networks where this accords with the Rights of Way Improvement Plan. Cycle networks will be identified first in Workington, Maryport and Keswick to increase the use of cycles as a transport mode, while in popular tourist areas, (typically Keswick and the Borrowdale valley), cycling and walking will be encouraged through integration with public transport services.

In Allerdale the quality of the inter-urban transport network is crucial to the economy; so the priority will be to ensure that measures are put in place that support regeneration and that capacity of the transport network does not present a constraint to development. Improvements to journey time reliability on links between West Cumbria and the rest of the region will be sought. A new access to the A66 at the east of Cockermouth will also be investigated.

Efficient freight access is important to safeguard existing jobs and maximise opportunities, this will include short sea shipping and the use of the rail, particularly the development of freight interchange facilities at the Ports of Workington and Silloth. Other opportunities for the ports will be sought for freight and passenger services. Improvements to port access by road and rail will be supported in order to encourage and facilitate this modal shift.

The Wigton eastern relief road and Workington northern link, would cut vehicle emissions and decrease journey times as well as improving the environment of the town centres and will be considered as future schemes.
Key measures for implementation within Plan period

The following measures are programmed for 2006/7

Cockermouth Cycle Route

**CO2 CO3 CO5 CO7 SP1 SP4**

This new section of route connects Cockermouth School to the National Cycle Network. It includes segregated sections of route and improved lighting, a contribution to the cost of the scheme is being made by Sustrans. It will contribute to increasing sustainable travel to school and for leisure purposes.

The following measures will be progressed and developed for expected implementation in 2007/08

Workington town centre improvements

**CO2 CO3 CO4 CO5 SP1 SP2 SP3 SP4**

This scheme is regeneration led and comprises streetscape enhancements to the principle retail streets around Workington town centre. The environmental improvements will make the town centre much more attractive to shoppers and visitors, supporting economic activity and regeneration of the town. An economically buoyant town centre will improve access to goods and services for the local community whilst reducing the need for travel longer distances. There will be local safety benefits and the reduced need for travel will have wider benefits for the county road network.

Schemes that have been prioritised for implementation during future years of the plan include:

Maryport rail station improvements

**CO1 CO2 CO3 CO4 CO6 SP1 SP2 SP3**

Maryport station is only accessible from the west (town centre) side of the railway and has little parking available. The east side of the town, where the greater part of the residential properties are situated, has poor access to the town centre on foot or by cycle due to the circuitous route to cross the railway. The town regeneration programme plans to improve pedestrian and cycle connections from the east, to the west of the town including the station. With better parking and bus connections, there are opportunities for Maryport station to serve as a rail head for Cockermouth and Silloth and as an interchange between longer distance and local bus services. This scheme could contribute to improved accessibility to the proposed redevelopment of the former Broughton Moor RNAD site. West Lakes Renaissance have identified this scheme in their prospective Business Plan.

Workington transport interchange

**CO1 CO2 CO4 CO5 CO6 CO7 SP1 SP2 SP3**

This scheme uses vacant land adjacent to the rail station to provide a high quality interchange for buses, and including long-stay car and coach parking, to replace a facility in the town centre that lacks capacity and is not up to modern standards and is identified in regeneration plans for other uses. Links will be provided to the proposed harbour cycleway. Improved interchange between transport modes and better services for passengers will make public transport more attractive. Enhanced connections to the town centre and business area adjacent to the interchange will underpin economic activity and regeneration. It will remove parking of buses in the town centre, with associated benefits of a reduction in air pollution, congestion and general environmental improvements both in the town centre and at the station. West Lakes Renaissance are supporting this scheme and outline design is already underway.
Future studies and investigations

1 The effects on safety and environment of large vehicles negotiating the narrow streets of Wigton is identified as a priority in Allerdale. The need for goods traffic to access North West Cumbria from the M6 is identified in the Spatial Strategy. In consequence of these economic, social and environmental priorities there is a need to assess the options available to address these alongside the objectives of the plan. Options will include a Wigton Eastern Relief Road.

2 Regeneration plans for Workington identify as a priority access from the A66 strategic route to the Port of Workington and the industrial areas west of the town centre while removing traffic from the historic core of the town. West Lakes Renaissance business plan has included the options of northern and southern routes and a Southern Link has been identified as a future major scheme for Cumbria. To determine the most appropriate option to achieve the economic and environmental outcomes further study work is required focussing on the Northern and Southern Link route options.

3 Improving pedestrian access within the towns of Allerdale is identified as a priority. A programme of mobility plans has been begun with an assessment of pedestrian routes in Aspatria and will be followed by the remaining KSCs in Allerdale. The studies are based on identifying and making good gaps and substandard sections in the walking network. This will address community concerns about road safety and the accessibility of transport links, goods and services in these communities.
Priorities

The key priorities for Barrow are supporting economic development and reducing road casualties, in particular the number of children killed or seriously injured. Barrow and Furness are identified as priorities for economic development at a County and Regional level. A substantial contribution to the countywide priority can be achieved by addressing child casualties in Barrow. The approach will be to provide active support to the regeneration and economic development initiatives of West Lakes Renaissance in Barrow (Barrow Strategic Employment sites and the Dock redevelopment). An approach to child road safety will be taken consistent with that across the county particularly looking at an integrated approach to area actions involving the local neighbourhoods themselves.

Road safety

In 2003 in Barrow the total number of road casualties was 12% of the countywide total. During the first eleven months of 2005 the total number of recorded injury accidents in Barrow was 159 (19 KSI and 140 slight injury); the corresponding (adjusted) total for the comparable eleven month period for 2003 was 213 (21 KSI and 192 slight injury). However the number of serious child road casualties in the year 2003 accounted for 29%; the Annual Road Safety Statement confirms the need for a focus on child casualties. Eight of the 13 district wards are classed as deprived and evidence in Barrow supports national research that children in deprived areas are five times more likely to be killed on the road than their better off peers.
A lack of safe crossings for pedestrians on Abbey Road and on the A590 has been highlighted in the Area Transport Study, as has quarry traffic from the Millom area conflicting with community amenity and safety on the A595 between Askam and Grizebeck.

Because of long journey times between Barrow and elsewhere there are concerns about the road safety implications of driving to work and driving on employers’ business. The Cumbria County Wide Monitoring: Journey Time Assessments 2004 indicated an average journey time of some 50 minutes on the route (A590) linking Barrow with the M6. This report indicated a worsening position in respect of average journey times (compared to the previous year’s average time of 44 minutes).

Accessibility

Rail passenger services north of Barrow to Millom, Sellafield and Whitehaven are not regular; intervals vary between half hour and four hours during the day with no Sunday service. This constrains usability for commuters and weekend leisure traffic.

Accessibility to the east bound platform at Barrow railway station is poor, involving a subway with steps. The station is located a mile from the town centre and although a shuttle bus is provided, the Area Transport Study confirmed that pedestrian links and signing between the rail station, main bus stops, car parks and town centres are poor. Opportunities arise from the re-franchising of rail services on the Furness and Cumbria Coast Lines to improve services and passenger facilities at stations. A council audit found that improvements were needed to such facilities in Barrow.

There is a lack of provision of well designed and suitably located parking for people with impaired mobility, as identified in the Area Transport Study. There is an opportunity to improve accessibility through partnership with existing groups such as Sure Start and The Barrow and District Disability Association. This partnership approach will help to identify key bus routes and pedestrian routes.
There is an identified lack of a central focus for bus services in the town and there are gaps in the local bus network affecting the development sites in Barrow: Channelside area, Hindpool Road, Park Road and the Dock Estate. However the area is densely populated and potentially well suited to successful local bus operations, and existing partnerships with bus operators provide opportunities to better coordinate and promote bus travel as does the existing Barrow Ring and Ride service.

Overall, 72.82% of Barrow's population are able to access a bus service in the daytime, whilst 72.25% can access an evening service. The provision of bus services is a limiting factor for the young and old, as well for other vulnerable groups. For instance, only 28% of 16-19 year olds are able to access a college with full learner entitlement within 30 minutes, and only 70% within an hour. Public transport does not limit those seeking employment to the same degree, with 99% of those claiming Jobseeker's Allowance in Barrow able to access a large (50+ employees) employer.

Nearly a quarter of all journeys to work in Barrow (22%) involve cycling and walking; this is almost twice the proportion (12%) for the north west as a whole. There is an opportunity to exploit this to further encourage modal shift from car commuting, to lessen the environmental impact of travel to and from school and work. However the availability of cycle parking is poor near offices, shopping centres and public transport.

The Urban Cycle Networks Study for Barrow found that there is poor cycle access to employment sites, schools and the town centre, while the audit of Existing Cycling Facilities identified missing links and sub-standard sections of the strategic cycle network in the town. The audit highlighted gaps in provision with particular reference to accessing the town centre and the rather isolated Greenways; in addition, particular reference was made to the lack of facilities on certain busy sections of the Cumbria Cycleway in Barrow.

The Audit also made reference to site specific deficiencies including the need for better integration with existing traffic calming features in Rating Lane.

These and other themes were further analysed by the Cumbria Urban Cycle Networks Study. In Barrow, it was noted that whilst there remains a significant degree of cycle use (still well in excess of the average for Cumbria and England and Wales), the proportion of people travelling to work by bicycle had dropped from 8.4% in 1991 to 5.9% in 2001.

Poor pedestrian links to the development sites and the dock area also need to be improved to encourage walking to work, as defined through the Access to Employment Study. Indeed, improved accessibility between the town centre and docks area for all modes of transport is essential to regenerate the town centre. The Area Transport Study also found that pedestrian links between the rail station, main bus stops, car parks and the town centre need to be improved.
**Congestion**

The compactness of the area means that there is considerable potential for more cycling and walking. Furthermore, Barrow exhibits growing evidence of locationed congestion associated with new development, as detailed in the Area Transport Study and journey time assessments. The combined annual average daily traffic flow on the A590 north of Barrow (north road) is some 10,859 vehicles (2004-24hrs). The Cumbria County Wide Monitoring Assessment 2004 identified a particularly high peak hour journey time on Abbey Road and Roose Road. The development and promotion of the local and strategic cycling and walking networks are important for tourism and local recreational use as well as for journeys to work and school.

The Greenways pilot project has been successful in providing safe, attractive, car-free, off-highway routes for healthy commuting and recreation. The Quiet Lanes in Cumbria report identified opportunities to develop, as a further pilot project, a network of Quiet Lanes.

There is also potential for the railway to carry increased freight traffic, relieving the adjacent road network both to the north and east of Barrow. Local freight operators want to develop local business, and local manufacturers and consignors are keen to adopt rail for goods movement. However, there is a lack of rail freight facilities close to the major shippers. As a means of investigating such issues, the extension to Barrow of the Cumbria Freight Quality Partnership presents an opportunity.

Much freight distribution is undertaken by HGVs with several industrial sites generating up to 100 movements per week. The Area Transport Study also identified issues regarding lorries using inappropriate routes in residential areas, such as Greengate Street in Barrow, to shorten their journey.

The existing road access to Cavendish Dock and Ramsden Dock for HGVs is poor. Long traffic delays are also caused by the opening of Jubilee Bridge between Barrow and Walney Island to allow ships to pass (the only link between the two places).

Economic regeneration and community renewal improvement plans have led to partnership working between the borough and county councils, regeneration organisations and local communities. An example of the cross-cutting impacts of transport investment is improved street lighting, which will benefit general community safety; in addition, it will improve casualty rates in disadvantage areas and life expectancy will increase.
Economic development
The A590 between the Furness peninsula and the M6 motorway has several constrictions, including passing through Ulverston, Lindal and High and Low Newton, and long single carriageway sections with unimproved alignments. This causes unreliable and extended journey times between Furness and the rest of the region and UK, impeding economic development. The worsening position regarding average journey times on A590 has already been noted in the context of road safety; there are also significant implications for the ability of Barrow to attract economic development.

The A595 north of Barrow provides the only link to West Cumbria from Furness. It is a single carriageway road, much of which is poorly aligned. Long journey times on this route affect access to jobs, higher education and training, health care and leisure and increase the costs of freight transport.

Similar constraints apply to the rail links into Barrow from the north and east; the latter was assessed by the 2004 Furness Line Rail Study.

There are constraints to development presented by the highway network in terms of road capacity for additional traffic and safe, direct and attractive networks for cycling and walking linking housing with development areas. The county council’s recent study into Access to Strategic Employment Sites in Barrow identified improvements at 12 road junctions as necessary to enable development at Channelside, Hindpool Road, Kimberley Clark and the Dock Estate and to prevent widespread congestion.

The Barrow Area Transport Study also addresses measurable problems relating to freight movements and routes in the Barrow area. This study made specific reference to the implications of quarry traffic accessing the docks at all times of the day and night. There was further specific reference to the particularly poor conditions on Cavendish Road and Ramsden Dock Road. In addition, the study indicated a case for a 7.5 tonne vehicle weight restriction on Barrow Road.

The existence of the Urban Regeneration Company - West Lakes Renaissance - is an opportunity to jointly fund improvements to the transport network to stimulate regeneration and mitigate and accommodate the transport impacts of development. This provides a strong basis to make effective connections between the agencies involved in developing a transport network that meets the needs of the economy, communities and the environment.

The Port of Barrow is the largest port complex on the west coast between the Mersey and the Clyde, taking ships up to 9m in draft and 230m in length. However it has an opportunity to accommodate much more shipping movement. It is also potentially a destination for cruise ships.
**Area approach**

As Barrow has a disproportionately high number of serious child road casualties, the focus of attention will be on investigation of child injury collisions and particularly on the casualty problem in disadvantaged areas. Measures will include a mix of engineering, education, enforcement and health promotion activities.

Partnership working will be emphasised involving the community and external organisations, including the Cumbria Road Safety Partnership, the Local Strategic Partnership and those involved with neighbourhood renewal and health inequalities. These will consider the broader range of social and environmental problems and solutions, including making links with neighbourhood renewal funds and projects.

Measures considered will include: slowing traffic, School Safety Zones, road safety skills and awareness training, better social and play facilities, and speed and safety awareness campaigns. Emphasis will be on raising awareness of the effect of speed on casualties through campaigns and the safety camera initiative. The existing programme of raising driver awareness through the Cumbria Chamber of Commerce will be developed. Footway improvements and pedestrian crossings identified in school travel plans will be given priority. Priority will be given to footways where pedestrians currently have to walk in the carriageway.

Engineering measures to reduce traffic dominance in residential areas will be considered including 20 mph zones and restricting access to back streets by using alley gates. These will be aimed at addressing the road safety implications of deprivation and crime and disorder. The council will be an active partner in developing Home Zones identified and led by housing and regeneration initiatives to develop the highway elements of such schemes.

The general approach is to ensure there transport does not pose barriers to economic development. Strategic routes to and from the area by road and rail need to be congestion free and the local network, giving access to identified development areas from established and new residential areas, needs to be safe and attractive for cycling and walking.

Improvements will be sought through the Highways Agency on the A590 between Barrow and the M6 that reduce journey times and improve journey time reliability. Junction improvements are required for six overcapacity junctions including four on the A590 trunk road, in association with development proposals. These include installation of new traffic signals or roundabouts at existing priority junctions.

Other principal routes in the Barrow area will also be routinely monitored for journey time reliability to monitor local traffic congestion. There is a need to improve the A595 between Barrow and Whitehaven; measures that improve road safety and bring the road up to a modern standard will be prioritised.

In Barrow the highest priority will be given to measures that encourage regeneration, sustain and enhance employment, secure investment, develop social and community facilities. These will be focussed on supporting the role of the town centres of Barrow and Dalston and enable refurbishment and environmental improvements.
Local Transport Plan 2006-11

The council will further develop the already active partnerships working locally in transport, health, education, housing, regeneration, social services and crime reduction, including the Furness Local Strategic Partnership and voluntary organisations.

Mobility plans will be prepared for Barrow and Dalton town centres, considering the needs of people with impaired mobility and visual impairment. The approach will be to provide safe, continuous, attractive routes for pedestrians and especially people with impaired mobility working with transport operators to improve both accessibility of public transport and staff awareness of the needs of the mobility impaired. The council will work with train operators to provide better information, security and interchange facilities at stations, including improvements to pedestrian routes and signing to Barrow, Dalton and Roose stations and to improve marketing and promotion of rail services.

Attracting motorists onto buses is central to delivery of reducing congestion. A bus strategy for Barrow will be developed (covering service frequencies, attractive ticketing, better passenger information and high quality vehicles for example), to make a positive and sustainable contribution towards achieving congestion and accessibility objectives.

The council will make improvements to bus passenger facilities on core routes in Barrow and between Barrow and other Key Service Centres to form Quality Bus Routes developed with the bus operator.
Bus services will be developed in association with the development sites using planning gain and economic regeneration funding to start up new services. New bus services will need to penetrate deep into the employment sites and link the four sites with the town centre, the rail station and residential areas. Regeneration funding will be sought to enable the accelerated development of infrastructure as well as services needed to connect new developments.

Development should not adversely affect the transport network. Wherever possible development should improve transport networks including opportunities for more cycling and walking. Contributions to improving the transport network for all modes will be sought from developers and regeneration sources to maximise the effectiveness of the council’s own investment. Improvements will be made to the network, in partnership with others, to provide the capacity for new development.

In order to encourage more people to walk recreationally the reallocation of road space on rural roads where there are gaps in the pedestrian network will be considered, with improved verges and safety measures, as well as selective upgrading of the Public Right of Way Network. The North West Discovery Trail will be supported where it will provide safe, accessible and attractive recreational and utility walking routes on the coast. Joint working will take place with health promotion professionals to promote cycling and walking to improve the levels of physical health.

To capitalise on the compact nature of the Barrow Area and the considerable potential for increasing both walking and cycling, an Urban Cycle Network has been identified. Works will be prioritised to fill gaps in the network.

The focus for Travel Plans will be on new businesses drawn to the strategic development sites and on the larger existing employers (such as the Health Authority, BAe, the county council and borough council). At new developments, travel plans will be required as part of transport assessments.

The county council, Barrow Borough Council, The Highways Agency, West Lakes Renaissance, Furness Enterprise, and other agencies will work together with the private sector to ensure that transport measures are integrated with projects that assist economic and community regeneration, including Home Zones. In particular the transport needs generated by development on the whole length of the A590 corridor but with particular emphasis of the southern length, south of the Asda development. Partnership working will ensure appropriate construction materials and maintenance methods are used in conservation and other environmentally sensitive areas.

The borough council will continue its programme of monitoring to ensure any changes in air quality and possible areas of concern are identified and actions jointly agreed with the county council. To ensure that air quality in Barrow is maintained the approach to transport will be of ensuring that; traffic is free flowing through adequate provision of road infrastructure and enabling and encouraging more short journeys on foot and by cycle.
Key measures for implementation within Plan period

The following measures are programmed for 2006/7:

A590/A5087 Link Road Phase 1

**CO1 CO2 CO5 CO6 SP1 SP2 SP3 SP4**

New opportunity has arisen through development to increase the capacity of the highway network by providing a link road between the A590 and A5087 between BAE Systems and Cornerhouse Retail Park. The capacity enhancement will assist the planned regeneration programme for Barrow by increasing access to the Dockland Estate and other developments.

Access to Barrow employment sites

**CO1 CO2 CO5 CO6 SP1 SP2 SP3 SP4**

Priority junctions: Improvements to 12 junctions on the A590 in Barrow have been identified as necessary to avoid future congestion resulting from development traffic. The improvements will be made for all road users providing good access by cycles and pedestrians. These schemes will prevent congestion and improve accessibility and safety. West Lakes Renaissance and the Highways Agency are key funding partners.

Home Zones

**CO3 CO5 SP1 SP4**

Homes Zones are proposed in the Hindpool area. The aim of these schemes is to help reclaim the streets for pedestrians and cyclists, contributing to community renewal and liveability as well as improving personal security, road safety and accessibility. The council will consider as a priority the highway elements of these schemes.

The following measures will be progressed and developed for expected implementation in 2007/08:

Access to Barrow employment sites

**CO1 CO2 CO5 CO6 SP1 SP2 SP3 SP4**

Development of a gyratory system in Barrow identified as necessary to avoid future congestion resulting from development traffic. The improvements will be made for all road users providing good access by cycles and pedestrians. These schemes will prevent congestion and improve accessibility and safety. West Lakes Renaissance and the Highways Agency are key funding partners.

Schemes that have been prioritised for implementation during future years of the Plan include:

Implementation of town centre design framework

**CO2 CO3 CO4 CO5 SP1 SP2 SP3 SP4**

This scheme comprises the highway elements of a major public realm improvement scheme. It will benefit congestion, safety and access by cycle and on foot in the town centre, enhancing economic vitality. The overall framework is led and largely funded by the borough council and West Lakes Renaissance.
Home Zones

**CO3 CO5 SP1 SP4**

Homes zones are proposed in the Roosegate area. The aim of these schemes is to help reclaim the streets for pedestrians and cyclists, contributing to community renewal and liveability as well as improving personal security, road safety and accessibility. The council will consider as a priority the highway elements of these schemes.

Cavendish Dock Road, improved access into the Dock Estate and Ramsden Dock Road

**CO1 CO2 CO6 SP1 SP2**

In partnership with the North West Development Agency these schemes will provide new and improved access to the Dock area where new employment, housing and recreational development are planned. This scheme is part of the Port of Barrow Port Masterplan and is principally development-led and funded.

Promote Abbey Road as a Visitor Route into Barrow

**CO6 CO7 SP2**

Realistic opportunities will be considered with partners to promote Abbey Road as the preferred route for visitors and tourists into Barrow centre, avoiding the industrial regeneration area adjacent to the A590. This route provides opportunities to develop a distinctive corridor that will help to attract visitors and thereby support economic activity.

**Future studies and investigations**

1. The identification as a priority in Barrow of children becoming road casualties requires further study into linkages between ages, locations and times of child road casualties to direct better investment in reducing these casualties.

2. Accessibility between Walney Island and Barrow centre has been identified as an issue with the priority concern being the constraint of a single crossing of Walney Channel. There is a need to fully assess the options for overcoming the accessibility problem identified.

3. The parking needs of Barrow town centre, Askham and Dalton particularly for people with impaired mobility, identified as a priority need assessment for comparability with other similar centres.

4. The identified lack of a central bus and coach interchange to improve the attractiveness of public transport requires a short study to evaluate options for improving public awareness and ease of use to achieve the county target for increased bus use.

5. Local businesses identified as a priority the potential for increased use of rail freight in the Barrow area. A joint study to evaluate options is required.
Priorities

The key priorities in Carlisle are addressing transport and movement issues that limit economic vitality and growth in the City of Carlisle and improving accessibility in the rural parts of the district. The city is identified as a regional centre for economic growth. The approach in Carlisle is to work effectively with the Carlisle Renaissance initiative to support the new development opportunities and to implement the Carlisle Northern Development Route. Measures will be implemented to assist public transport, cycling and walking in the city. Ways of improving access to essential services from the rural areas will be based on developing demand responsive transport measures and opportunities presented by the Tyne Valley Line.
Road safety
There is a high number of killed and seriously injury (KSI) accidents in the Carlisle Area, as evidenced in the Annual Road Safety Statement. During the first 11 months of 2005 the total number of recorded injury accidents in the Carlisle area was 357 (36 KSI and 321 slight injury). This compares with a total of 354 (54 KSI: 300 slight injury) for the corresponding period in 2003. Carlisle was the only one of the six areas to show an increase in accidents over that time period. The number of cyclists involved in accidents remained fairly constant; however there was a significant reduction in involvement by motorcyclists.

High-speed roads are a particular concern and the A595, A7, A69 and A689 in particular. There are also community concerns about inappropriate driver behaviour creating safety problems in residential areas. Opportunities are presented by community renewal and regeneration initiatives to develop Home Zones, in which road safety can be improved, alongside other quality of life issues.

Accessibility
In the rural parts of the wider district of Carlisle there is a high dependency on travel by car and transport of goods by lorry on the rural road network, due to the more dispersed nature of the population, employment and tourism locations. Many of the sparsely populated rural communities within the Carlisle area have limited conventional public transport service provision.

In the City itself a good network of high frequency bus services covers the residential and employment areas providing an opportunity for growth in patronage. Although there are some Carlisle city services operated with low floor buses, the rate of replacement of vehicles in Cumbria means poor accessibility on many bus services.

Across the whole of Carlisle District, 78.0% of the population are able to access an hourly or better bus service during weekdays, where access is defined as being within 800m of a bus stop (Department for Transport). This figure drops to 71.3% for evening services, although Sunday service remains at the weekday level. Carlisle district does suffer some accessibility problems in vulnerable groups, with, for example, only 77% of 14-19 year olds able to access a further education establishment with full learner entitlement in less than 30 minutes, which rises to 85% that have access in under an hour.
Although there have been significant recent improvements, interchange at Carlisle station could be further improved with clearer pedestrian routes, bus interchange and better car parking. Smaller stations at Dalston, Wetheral and Brampton and train services generally have poor accessibility for people with impaired mobility, and in terms of availability of car and cycle parking for interchange. Security and passenger information at these stations are poor and do not encourage rail travel. These particular small stations were assessed in 2003 under the Carlisle Rural Railways Reports (one for each station).

The cycle route network in Carlisle is discontinuous and not to a consistent high standard, as recognised in the council’s Cycling Development Action Plan (CDAP). Nevertheless, Carlisle offers significant opportunity to increase levels of utility and leisure cycling and enjoys good provision of established leisure routes.

Issues and opportunities in respect of cycling have been the subject of detailed analysis and assessment, initially under the terms of reference of the Audit of Existing Cycle Facilities in Cumbria (November 2004). This identified significant deficiencies on key routes, particularly London Road and A7. Also of concern were A595 Castle Way to Caldewgate and the long-distance/national routes within the Carlisle urban area. The Urban Cycling Networks study for Carlisle added credence to these issues and highlighted further problems, such as difficulty in accessing the city centre and main transport interchanges and poor links to schools and major employment sites.

There are gaps and obstacles in the pedestrian network that inhibit making journeys on foot particularly for travel to school. These gaps and obstacles have a disproportionate effect on people with disabilities. The Carlisle Area Transport Study (June 2004) included specific consideration of problems associated with walking and pedestrian access, and made particular reference to site-specific measures, and opportunities, which were required to be examined in detail as part of the Carlisle City Transport Strategy 2005-2011.

Lorry traffic is having negative impacts on communities, the environment and road structure, particularly in Longtown and Warwick Bridge.

Consideration is being given to a proposal to transfer trunk road status from the A69 to the A689 between Brampton and the M6, which could remove through traffic, including large goods vehicles, from the communities of Corby Hill and Warwick Bridge.

Many of the rural roads in the area are not constructed to modern standards and have little if any foundation. Consequently increasingly large agricultural and forestry vehicles as well as growing traffic volume are causing structural damage, resulting in a high intervention requirement for maintenance.
**Congestion**

Journey times on the radial routes in and out of the city are long and unpredictable due to traffic congestion at key locations at peak times. Such problems were evident from the outcome of the County Wide Monitoring Journey Time Assessments 2004. Bus services within and through the city suffer from unreliability and extended journey times in the morning and afternoon peaks because of this. Travel to work and school by car are seen as the major causes of congestion in Carlisle.

The Carlisle Area Transport Study (June 2004) laid particular emphasis on the impact of road congestion as a deterrent to free access, achievement of integrated transport provision, and a cause of environmental intrusion. Specific evidence is contained in the county council’s report County Wide Monitoring Journey Time Assessments 2004 which examined a number of strategic corridors within the Carlisle urban area and longer links including Carlisle–Longtown (A7) and Carlisle to County Boundary (A69).

In Carlisle urban area two routes were assessed: Carlisle-Scotland Road/Warwick Road and Carlisle Wigton Road/London Road. These exhibited a significant degree of congestion at peak periods, with average speeds generally of the order of 11 mph and, in some instances, as low as 8 mph. On the longer corridors (A7 and A69) peak hour journey times/speeds were more acceptable, but were still less than 30mph for A7 and in the mid-30mph range for A69.

These are two of the strategic links in the Carlisle area that are heavily trafficked in relative terms, reflecting both scale of usage and underlying congestion problems. The A7, at Eden Bridge (which also carries traffic feeding from the B6264) had an observed Annual Average Daily Traffic (AADT) of some 44,000 vehicles in 2004 (of which 25% were HGVs). Warwick Road (A69) is also a busy link with a 2004 AADT of 22,300 vehicles. Wigton Road (A595), linking Carlisle to West Cumbria, carried an AADT of just fewer than 20,000 vehicles (in the Carlisle area) in 2004. London Road (A6) linking the city to M6 (south) had an AADT of 22,300 vehicles for the same comparable period (15% HGVs). There are particular congestion problems associated with traffic from the south of Carlisle needing to pass through the city centre to reach the roads to the west of the city.

The Carlisle Northern Development Route (CNDR) will provide an opportunity to reduce some traffic congestion in the city centre and ‘lock in’ these benefits by giving greater priority to access by bus, walking and cycling.

There is an opportunity to reduce congestion through provision of bus priority measures including Park and Ride on the A69, A595, A7 and A6 radial routes, complementing the CNDR. In addition, implementing a ‘smarter choices’ programme would combine physical infrastructure measures with softer publicity and awareness measures to influence travel behaviour and reduce congestion through transfer of trips from car to bus, cycling and walking.
Economic development

The Carlisle Renaissance initiative by the City Council and GONW will capitalise on opportunities revealed by the flooding in January 2005 and subsequent recovery programmes. The county council is keen to prioritise transport measures that assist this initiative.

The implementation of the Carlisle Northern Development Route is key to economic development opening up access to Kingmoor Park - the regional development site - from West Cumbria. It is also key to improving the city centre environment.

There are opportunities in Carlisle to secure contributions to improving the transport network for all modes from developers and regeneration sources to maximise the effectiveness of the council's own investment. However, the problem of congestion and poor level of service on strategic links, within the general area and to external destinations and as described in detail in this statement, is of significant scale.

There is an existing rail connected warehouse facility at Kingmoor and there is an opportunity to increase the use of this facility to transfer goods moved by lorry to rail. In addition there is a locally based rail freight company keen to grow its Cumbria based business.

Developments at Carlisle Airport could provide opportunities for travel throughout the UK and abroad and could produce demands for surface transport links to the Airport.

Air quality

Nitrous oxide levels on A7 Stanwix Bank to the north of the city centre and elsewhere in the City are approaching levels that will require intervention. The City Council is expected to declare an Air Quality Management Area during the period of LTP2. The county council has begun working in partnership with the City to develop an action plan that will tackle air quality in the city.

Area approach

The council will continue to progress the CNDR as quickly as possible.

The council will continue to work closely with the Highways Agency to help reduce accidents on the strategic route network. A programme of actions by the Highways Agency for the A69 is planned for the next ten years. This is categorised into high/medium/low priorities and includes:

- Investigating actions to create overtaking opportunities (high);
- Monitoring accident patterns at locations where recent safety improvements have been made (high);
- A feasibility study for improving existing junctions to a consistent standard (medium);
- Implementing the findings of the lay-by study (medium);
- Providing pedestrian crossing warning signs (medium);
- Implementing minor improvements to pedestrian crossing points where required (low);
- Reviewing levels of noise nuisance in Warwick Bridge (low); and
- Establishing discussion forum with local stakeholders to encourage modal shift (low).
On the local road network the road safety priority will be to reduce vehicle speeds in villages, residential areas and around schools where there is a history of people being killed or seriously injured. Home Zones within the city will be identified and led by housing and regeneration initiatives - the council will be an active partner in developing the highway elements of these schemes, to secure casualty reductions in residential areas. School Safety Zones will be developed as part of the Better Ways to School programme. Connections between local casualty rates and social and economic disadvantage will be investigated and where appropriate the Respect Programme of driver awareness extended.

Public transport connections for rural communities into Carlisle, Brampton and Longtown will be enhanced through further development of the already successful Carlisle Rural Wheels project.

City bus routes with highest potential for passenger growth identified in partnership with Stagecoach North West will receive priority for raised kerbs and bus boarders at bus stops to create Quality Bus Routes. Partnership with Stagecoach will ensure that low floor vehicles are directed to these routes alongside better signing and road marking, and timetable information. Similar improvements will be made at important individual bus stops, for instance where demand responsive services such as Carlisle Rural Wheels converge on the scheduled network.

The council will continue to support the Community Minibus scheme in Carlisle Area. It will develop Carlisle Ring and Ride to provide transport opportunities for people in the city who cannot use conventional public transport because of disability.

The urban cycle networks for Carlisle has been defined and Longtown and Brampton will follow and measures to fill gaps will be prioritised to encourage cycling to work and school. The council will seek to facilitate improvements to longer distance national and regional recreational cycling routes where these coincide with the urban network.

Reallocation of highway space on some of the radial routes and within the city centre to cycles and pedestrians will be part of the measures implemented to maximise the benefits to the city of the CNDR.

Work will be carried out to develop priority bus routes and Park and Ride on the radial routes into and out of the city on the A6 London Road, A7 Scotland Road and A595 Wigton Road. Combined with a “smarter choices” programme, this would maximise the impact upon modal choice and congestion.

The council will help and promote developing Work Travel Plans with the major employers and clusters of employers including Kingmoor Park and the councils, hospitals and colleges. Improved access to the Kingmoor Park employment from residential areas and the city centre site by all modes will be a priority.
Mobility Plans will be prepared for Carlisle, Longtown and Brampton within this Plan period in order to progressively remove barriers for all transport users, taking particular account of the needs of people with impaired mobility. The focus will be on pedestrian links between the rail stations and main bus stops, car parks and town centre facilities. The Cumbria Disability Network will be a key partner in helping to provide user perspective and advice on accessibility and mobility.

The council fully supports upgrading the current A74 route through the Cumberland gap to motorway standard, to complete this strategic route and reduce road traffic accidents. Improvements to the A69 will be pursued through the Regional Spatial Strategy. With the recent approval of a Haydon Bridge Bypass, Warwick Bridge/Corby Hill is now the only remaining settlement on the A69.

The council will work with local authorities and other agencies to integrate transport measures with urban design projects that help economic and community regeneration, for example the Market Town Initiative in Longtown. In particular we will continue to engage with these bodies to ensure appropriate construction materials and maintenance methods are used in conservation and other environmentally sensitive areas.

In Carlisle Area the aim is to provide for the transport needs of economic growth and regeneration where appropriate. This involves improving access generally to West Cumbria while reducing the impact of traffic and enhancing the environment of town centres and sensitive rural areas on the routes, where greater priority will be given to vulnerable road users.

Measures to improve access to Carlisle Airport and to help the development of employment opportunities there will be considered as required.

A South-Eastern Environmental Route has long been sought to complete a ring road around the city once the CNDR is in place. This proposal will be considered in the context of access to North West Cumbria from the M6 and the problems of lorry movements in the Wigton area.

The designation of an AQMA in Carlisle will provide a basis for development of a joint Action Plan by the council and City council to reduce the impact of traffic on air quality on the city. Measures identified in the Action Plan will improve accessibility and reduce traffic congestion as well as air quality.

Key measures for implementation within Plan period

The following measures are programmed for 2006/7:

**Nelson bridge junction**

CI C5 C6 SP1 SP2 SP3

This scheme completes the Nelson Bridge scheme undertaken in 2005/6, which relieves city centre traffic congestion at peak times at a key pinch point on the through traffic network. The scheme incorporates improved pedestrian and cycle facilities as well as more efficient traffic flow, reducing air pollution due to traffic.
**Houghton junction**

**CO1 CO3 CO6 SP4**

This scheme jointly funded through development improves a junction which has a history of road casualties.

**Bus route and real time information**

**C1 C2 C6 SP1 SP2 SP3**

This scheme has been developed in partnership with Stagecoach North West to provide real-time bus information at stops in the city centre and on route to the infirmary. The scheme develops a pilot system trialled in 2005/6 and is linked with the Urban Bus Challenge project in the city.

The following measures will be progressed and developed for expected implementation in 2007/8:

**Quality bus routes in Carlisle**

**C1 C2 C6 C7 SP1 SP2 SP3**

Investment to provide better bus route infrastructure will be prioritised on those city routes identified jointly with operators that will give the best patronage growth. Passenger waiting facilities and bus service information will be improved throughout the identified routes. Raised kerbs and bus boarders will be provided to improve bus accessibility, particularly for mobility impaired users. These measures will assist in reducing road congestion by making buses more attractive, convenient and accessible, and through this will continue to underpin commercial bus operation in the city.

**Schemes that have been prioritised for implementation during future years of the Plan include:**

**Cycling and Walking measures in Carlisle**

**C1 C2 C3 C4 SP1 SP2 SP3 SP4**

Carlisle Renaissance and School and Work Travel Plans are identifying small scale improvements that improve permeability of the city centre on foot and by cycle. These will contribute to model shift and consequent public health and environmental benefits as well as assisting in developing a public realm that supports an economy reflecting the City’s regional status.

**Future studies and investigations**

1. The traffic issues identified as a priority in Carlisle City require a strategic assessment of parking provision and management including park and ride opportunities and the needs of coaches, to ensure the city can make its contribution to the economy in future. The Carlisle Renaissance initiative, the City Council and the chamber of commerce will be key stakeholders and partners in this assessment.

2. Improvements to the public transport network in Carlisle to achieve LTP targets and tackle congestion require identification and evaluation of options for central interchange arrangements.

3. The strategic transport requirements identified in the Spatial Strategy for access to North West Cumbria, together with the traffic congestion and environmental quality priorities in the City require an assessment of options for rerouting local through traffic to avoid the city centre. Carlisle Renaissance identifies this as critical to achieve economic development. Options would need to include alternative routes for the South West sector.
Priorities

The key priorities in Copeland are Economic development and accessibility. Integration of transport with The West Cumbria Masterplan and other regeneration initiatives including West Lakes Renaissance, Whitehaven, Pow Beck and Coastal Fringe masterplans are critical and are already established. Improving access to essential services from rural areas will be based on demand responsive transport measures and opportunities to increase use of the Cumbria Coast Line including improved interchange at Whitehaven.

Road safety

Copeland has several locations where there are perceived road safety hazards, though actual reported incidents, particularly those involving killed or serious injuries, are a small proportion of the county total. The volume and speed of Sellafield related commuter traffic is however an issue on affected routes.
During the first eleven months of 2005 there were 202 recorded injury accidents in Copeland (33 KSI and 169 Slight Injury). This compared with a total of 227 for the corresponding period in 2003: although there was some slight reduction in the overall total, it is notable that the number of cyclists involved increased from nine to 16.

There is a lack of formal crossing points on some busy routes, which causes problems for pedestrians particularly at peak periods on the A595(T) between the A66 and Sellafield. Specific issues in the district, highlighted in local stakeholder consultation for the Outer Lakes Area Action Plan, are the obstruction of footways by parked vehicles, perceived dangers to pedestrians, cyclists and equestrians from vehicular traffic in rural areas where there are substandard footways/verges and the misuse of routes, including Corney Fell, Cold Fell, Hardknott Pass and Birker Fell.

The Area Transport Study identified a number of problems relating to road safety, especially in towns and villages affected by significant movements of through traffic or quieter locations where geometry and other requirements conducive to road safety were substandard. Notable identified locations included Copeland Village, Hensingham/Hillcrest in Whitehaven and Wabberthwaite.
Accessibility

Several technical studies have identified the problem of real and perceived isolation for Copeland, in particular the Copeland Area Transport Study. In spite of their economic and community importance, Whitehaven and Sellafield are remote from the national core transport network. The Cumbria County Wide Journey Time Assessment identified continuing constraints impacting upon journey times and reliability on the key corridors linking north Copeland with the M6 at Penrith and Carlisle.

Many bus and rail services in Copeland depend on subsidy. Making services more attractive to the long distance traveller often compromises local accessibility and vice versa. Other than an infrequent weekday rail service, the area of Copeland south of Thornhill and north of Millom has inadequate public transport provision. Problems with rail services and potential improvements were considered as part of the Cumbrian Coast Rail Study.

Accessibility across the whole of Copeland is low, with only 63.4% of the population able to access a weekday or Sunday bus service of at least hourly frequency, with accessibility defined by the Department for Transport as a bus stop within 800m. Only 45.9% of the population are able to access an evening service of at least hourly frequency. There are access issues for some vulnerable groups, such as the young, highlighted by the fact that only 66% of Copeland’s 16-19 year old population can access a further education establishment with full learner entitlement in less than 30 minutes. This figure increases to 85% that can access an establishment in under an hour.

Connections between bus services affecting Copeland, including Service 30 ‘West Coast’ and X4/X5 ‘Cumbrian Connection’, and connections between bus services and rail services at Whitehaven, Workington, Penrith (and potentially Seascale), are poor.

Existing public transport services and infrastructure are unattractive for leisure use. Cycle parking/storage, “real time” running information and car parking at key rail stations and bus stops need to be improved; the former were identified by a council audit of passenger facilities at railway stations. There are also significant accessibility issues; there are few raised kerbs or bus boarders at stops, no low floor buses and many rail station platforms are low, preventing easy boarding of trains. Footway and cycleway connections to bus stops and rail stations are often discontinuous. The Millom Mobility Plan has highlighted a number of barriers that exclude disabled people that need to be addressed. Opportunities throughout the area exist to increase the use of public transport for journeys to/from work through travel plans. At present, 94% of Copeland’s population that are claiming Jobseeker’s Allowance could access an employer of 50+ employees in under 30 minutes by public transport.

There are opportunities to promote increased cycling; building on the success of the extensive off road “Cyclepath” network from Flimby in the north to Seascale in the south and east from Moor Row to Cleator Moor and Rowrah. There is however a current issue about the maintenance of the network. There may be opportunities for assisting non-vehicular traffic by the creation of Quiet Lanes as a means of extending the cycle network.
The Audit of Existing Cycle Facilities and Urban Cycle Networks study found a lack of facilities and signing in Whitehaven and missing links between the town centre and residential areas, major employment sites and secondary schools. Gaps in the strategic network at Cleator Moor, Egremont and Millom were identified in the Strategic Cycle Networks study.

Poor maintenance and design standards currently prevail on the non-principal road network, whilst much of the A595 (south of Sellafield), A5086 & A5093 in particular are not constructed to modern standards, which raises safety concerns. Within the Lake District National Park there is concern about the use of inappropriate routes by large goods vehicles and through traffic that has safety implications too. The proposed de-trunking of the A595 (south of Sellafield) also raises concerns over the adequacy of funding for maintenance and improvement measures.

**Congestion**

Outer Lakes Area Action Plan consultation highlighted problems caused by indiscriminate and inappropriate parking in urban areas, in particular central Whitehaven, and popular tourist destinations, where it causes congestion at peak times. Obstruction of footways causes difficulties for pedestrians and people with impaired mobility, partially sighted people and those with pushchairs or small children.

The only regular traffic congestion is on the A595 between Sellafield and Lilyhall, where a 2004 traffic count undertaken on the A595 south of Thornhill indicated a combined 12-hour daytime flow of 13,563 vehicles. It is intended to address this through travel planning with the larger employers. A particular problem is the lack of alternative routes when the A595 is obstructed or blocked by accidents or road works. A network of alternative routes needs to be identified, signed and maintained, that can be brought into use at short notice whenever such obstructions occur.

**Economic development**

The planned Carlisle Northern Development Route (CNDR) will benefit journeys to Copeland from Scotland and the north east; however localised improvements to the A66 and A595 are seen as essential to provide journey reliability to the M6 and the rest of the region and the south. Priority will be given to highway improvement schemes that are required to sustain economic regeneration and transport improvements that assist the journey to/from places of employment, education and tourism and the accessibility of key services such as access to health care.

Significant opportunities for partner funding to improve transport infrastructure are being presented through the regeneration programmes of West Lakes Renaissance and Rural Regeneration Cumbria. A further opportunity may arise from the location of the Nuclear Decommissioning Agency at Westlakes Science Park and the involvement of a high-level, multi-agency approach to addressing the future economy of the area caused by expected changes in the nuclear industry.
Environment
Throughout Copeland the character of the rural road network and the local environment is affected by maintenance practices and the quality of street lighting. Major improvements have been made to the built environment within Whitehaven and Egremont; this has been aided by regeneration programmes. Future partnership projects involving highway works as part of improving the public realm will include Millom, Cleator Moor and a number of housing estates through future regeneration programmes.

Area approach
To address road safety issues, consideration will be given to extending the Community Speed Watch initiative to parishes in the Egremont police command area and the “Respect” speed and safety awareness campaign is being trialled in Hensingham Main St., where there is a history of casualties. If successful this initiative will be extended to other areas.

Arising from the South Copeland Area Action Plan (prepared in conjunction with the Lake District Transport Strategy) initiatives to limit the use of Fell roads by inappropriate traffic and to cater for the needs of pedestrians in villages and the surrounding rural road network are being considered and some trial schemes are being evaluated.

During the LTP2 period priority will be given to further Route Action Safety Studies and implementation of measures arising from these. Measures will be introduced to encourage short journeys on foot; to do this the council will work with partners in developing Home Zones and other Community Safety projects as part of the refurbishment of deprived areas.

In order to be able to target and address accessibility issues, mobility studies will be carried out in all Key Service Centres (KSCs) with a pilot study in Millom.

The council will work with planning authorities and other agencies to promote integrated transport with development proposals that assist economic and community regeneration. Developers will be expected to contribute to this and the council will direct LTP resources to maximise investment either because of development or regeneration initiatives including at Lillyhall, the Pow Beck and Coastal Fringe masterplans in Whitehaven.

To make public transport more attractive, improvements to the accessibility of bus stops will be prioritised on routes and at stops which benefit the greatest number of potential passengers. In the rural areas where the population is too sparse to sustain usual bus services the council will continue to support the Community Bus Scheme; the expansion of the Rural Wheels and Wheels 2 Work initiatives. A Passenger Transport interchange is planned for Whitehaven as part of wider development proposals, and measures to provide improved rail services to the south, with interchange at Seascale, will be considered with the train and bus operators.
All new developments in Copeland are required to produce travel plans that target Modal Shift for employees. The council will assist and promote Travel Plans with existing major employers; the following will be priorities: BNFL, the Borough and county councils, hospitals and colleges.

Currently proposals for a crossing of Morecambe Bay and possibly the Duddon Estuary from Askham (north of Barrow) to Millom are again being considered. These are ambitious proposals that would have substantial environmental impacts across a wide area. The council will seek clear evidence of value for money in establishing support for these schemes. Were these to be realised, significant improvements would be required to the A595/A5093 south of Sellafield to properly realise the benefits to Copeland.

There is currently one major road scheme planned in Copeland - the improvement (to dual carriageway) of the tortuous section of the A595T between Lillyhall and Parton. This is the principal link from Sellafield and north Copeland to the rest of the country and also connects the two main conurbations of Workington and Whitehaven, while Lillyhall is a Regional Employment site. This scheme will be highly beneficial to journey time reliability, particularly as any incident or road works on the current road results in extensive delays and “knock on” affects throughout the area.

The general approach to on-street parking is to allow parking on highways where this does not conflict with capacity or safety. To tackle inappropriate parking and associated local traffic congestion, Controlled Parking Zones will be introduced that give priority to residents for one car per household and time restricted waiting in principal business areas.

New guidance on the design and maintenance of the highway in protected landscapes and conservation areas is being developed; this focuses on the need to conserve rural road character and promote appropriate construction methods, materials and maintenance methodology.
Key Schemes for implementation within Plan period

The following measures are programmed for 2006/7:

**Measures to reduce commuter traffic to/from BNFL**

**CO1 CO2 CO4 CO6 SP1 SP2 SP4**

Develop with BNFL the introduction of Workplace Travel Plan(s), at their Sellafield complex to encourage Modal Shift or car sharing to reduce congestion and improve safety.

The following measures will be progressed and developed for expected implementation in 2007/8:

**Whitehaven passenger transport interchange**

**CO1 CO2 CO4 CO6 CO7 SP1 SP3 SP4**

This scheme provides for buses to access the rail station forecourt to improve interchange between buses and train services. Provision will also be made for taxis and coach/bus parking and cycle storage, with a link between the two sections of cycleway across the town. The site adjoins the recently redeveloped harbour and marina and is the northern gateway to the town centre. It is adjacent to the Tesco supermarket that is currently planned to double in size and provide car parking for the town centre and public transport users as well as its own business. The scheme will reduce the need for buses to lay over at town centre bus stops, reducing pollution and peak time congestion. The scheme is in the West Lakes Renaissance Business Plan.

Schemes that have been prioritised for implementation during future years of the Plan include:

**A5094/Coach Road and B5345/Coach Road junction improvements**

**CO1 CO2 CO3 CO5 CO6 SP1 SP2 SP3 SP4**

Coach Road is an important distributor road to the south side of Whitehaven town centre. Traffic flows are likely to increase significantly as a result of the Pow Beck and Coastal Fringe Masterplan and the town centre regeneration proposals. The scheme will enable regeneration through easing localised congestion at either end of Coach Road, improve accessibility for pedestrians and improve the public realm at the southern gateways to the town centre. Both schemes are identified within the West Lakes Renaissance Business Plan.

**Pow Beck Spine Road – Whitehaven**

**CO2 CO4 CO6 SP1 SP2 SP3**

This is identified within the Pow Beck and Coastal Fringe Masterplan. The scheme would replace a sub-standard section of the B5345, southern approach to the town centre and provide access to the proposed ‘Sport Excellence Area’ and sites proposed for business/light industry with a retail component, in the Pow Beck Valley. This scheme, together with the junction schemes above, has substantial environmental, economic, congestion and safety related benefits as it also improves accessibility from residential areas to/from the town centre, where bus service reliability is already an issue. Implementation is dependent on partner funding.
Future studies and investigations

1 The accessibility concerns associated with poor public transport provision in the largely sparsely populated areas of Copeland indicate the need to carry out an accessibility assessment as part of implementing the Accessibility Strategy. This will formally identify needs and purpose measures to address these. Measures to be considered would include bus and rail services, demand responsive Rural Wheels and Wheels to Work alternatives and improvements to information and infrastructure.

2 The limitations imposed on movement by the existing road network south of Calder Bridge have long been considered as constraints to economic vitality and the issue of the quality of the roads and alternative routes is a priority. A study is needed to identify alternative routes and low cost measures to sign and improve these.

3 The economic development needs of West Cumbria particularly in the light of the future changes to the nuclear industry, identified in the Spatial Strategy indicate the need for a review and reassessment of the transport improvements already identified for West Cumbria to prioritise these and identify a strategy to achieve the economic outcomes required. Options will include a Whitehaven Eastern Relief Road.
Priorities
In Eden the key Priorities are improving accessibility and reducing the number of road casualties. The Council’s Accessibility Planning work has identified Eden as the location for a first pilot detailed accessibility assessment study. Demand Responsive transport has a key role to play in improving access to essential services in Eden and the approach will be guided by the accessibility assessment through the Cumbria Accessibility and Transport Partnership.

Road safety
In Eden in the first eleven months of 2005 there were 246 accidents, of which 66 were KSI casualties and 180 slight injuries. These figures represent a 1.5% and 6% improvement respectively over the figures for 2003 (adjusted for January to November).
The Annual Road Safety Statement had indicated that a high proportion of KSI accidents involved motorcycles, particularly on the A685 and A686 routes. However the number of motorcycles involved in accidents fell from 50 in 2003 to three in 2005 (both figures for January to November). Inappropriate speed has also been identified as a major contributor to road traffic accidents in Eden.

Community engagement in Eden over a number of years, through initiatives such as the Area Action Plan, has highlighted that large vehicles on narrow or winding roads are perceived as a threat to the safety of adult and child pedestrians and cyclists. Greater safety for those travelling to and from school has been identified as a requirement in the Area.

**Accessibility**

With over 60% of Eden’s population living in wards with a population density less than 0.5 persons per hectare, there is a high dependency on personal travel by car and transport of goods by lorry. The Area Transport Study highlighted that the sparse population within Eden limits the viability of conventional public transport service provision, exacerbating heavy dependence on private motor vehicles. The Fellrunner community-led bus service in the Eden Valley demonstrates an alternative means of providing useful accessibility. It has potential to expand its current coverage.

These issues are demonstrated by figures that show only 36.6% of Eden’s population have access to an hourly or better weekday bus service, where access is a bus stop within 800m, as defined by the Department for Transport. Only 10.6% of the population have access to an hourly or better weekday evening service, although Sunday service provision reaches the same proportion of the population as the weekday services.

This can have large impacts on vulnerable groups such as the young, the old, those without access to a car or those receiving Jobseekers Allowance, demonstrated for example by the fact that only 28% of Eden’s 14-19 year old population have access to a further education establishment with full learner entitlement within 30 minutes. This figures rises to 43% within an hour of such an establishment. Access to large employers is also low, with only 63% of those receiving Jobseeker’s Allowance able to reach an employer of 50+ employees within 30 minutes by public transport. This figure only rises slightly to 64% when considering journeys of an hour.
Whilst there has been much development, promotion and improvement of the Settle-Carlisle rail line and services in recent years, access to the southbound platforms at Armathwaite, Lazonby and Langwathby and the northbound platform at Kirkby Stephen are the principal problems identified by the Settle-Carlisle Partnership. Other station improvements, identified by a council audit, would need to address car and cycle parking, security and the provision of real-time passenger information.

There are localised problems of access for people with impaired mobility in Penrith, Appleby and Kirkby Stephen. The pedestrian links within town centres are often not continuous, convenient or attractive. A mobility plan for Kirby Stephen identifies a number of barriers that exclude disabled people that need to be addressed.

Eden has an extensive network of lightly trafficked roads in attractive scenery and offers significant opportunities to encourage greater numbers of leisure cyclists, including the development of links between the main cycle network and local circular leisure routes. However the Audit of Existing Cycle Facilities and Strategic Cycle Network study found that there is no attractive access to Penrith from strategic routes and inadequate signage within the town. Despite two strategic routes passing through Appleby and Kirby Stephen, there are no cycle facilities or parking within the towns, while gaps exist in the network at Alston.

Increasingly large agricultural vehicles and lorries and traffic flows are causing structural damage to rural roads that have evolved from old drove roads that often have little if any foundation. Consequently they result in a high intervention requirement for maintenance. The Area Transport Study acknowledged the conflict between the need for large vehicle access in rural, agricultural areas and safety and maintenance concerns, and similarly the conflicting needs of the local populace and visitors. These conflicts have implications for pedestrians and walkers and local solutions need to be found to encourage more people to walk.

Congestion
Traffic congestion occurs at Pooley Bridge and Glenridding in the Lake District at peak times, and at junction 40 of the M6 with the A66, where the combined annual average daily traffic flow is about 19,930 vehicles (2004-24hrs).

Local communities, through the Ullswater Area Action Plan, have identified insufficient car parking facilities during short periods of peak demand, leading to local difficulties. Similarly, the Penrith Parking Study found that parking spaces are at a premium in off street car parks and the central on-street parking zone during the main part of the day. The study identified improvements required to complement existing provision in the town.

Economic development
The ongoing and potential future development of Gillwilly Industrial Estate may provide an opportunity to secure significant developer funding to take forward the provision of a new road linking Gillwilly to M6 Junction 41. This link would enable industrial development to be completed and to be serviced via Junction 41, thereby relieving the already peak-period-congested M6 Junction 40/A66 interchange.
Environment
There is pressure for a Kirkby Stephen Bypass. Issues include the impact of through traffic in Kirkby Stephen town centre, where the combined annual average daily traffic flow is over 6,400 vehicles, and extended large goods vehicle journey times due to re-routing via the M6 and A66 which increase traffic congestion at Junction 40.

Completion of the A592 Road Management Study presents the possibility of taking a holistic approach to safety, traffic management and highway design issues on a sensitive route into and through the Lake District National Park.

Area approach
Measures to manage motorcycle speed in Eden will be prioritised on the A685 and A686. The proposed dualling of the A66 east of Penrith by the Highways Agency is supported to reduce accidents and community severance and improve access between Cumbria and the north east.

The council will continue to develop local cycle networks in Penrith, Kirkby Stephen and Appleby and develop a pilot project to establish Quiet Lanes in the North Pennines to provide a more effective resource for utility journeys and recreational activities in rural areas.

Support for bus services will be focussed on links to and from the Key Service Centres of Penrith, Alston, Appleby and Kirkby Stephen (KSCs) and on Penrith town services. Elsewhere, demand responsive services will be prioritised to complement existing bus and train services, including working with the Fellrunner and extending the Rural Wheels initiative.

The council will continue to encourage the development of innovative rural bus services, volunteer car schemes, shared taxies and post buses in providing links to more sparsely populated rural areas.

Priority rail stations in Eden for improvements including accessibility of platforms and provision of real time passenger information are Penrith and North Lakes on the west coast main line, and Langwathby, Lazonby, Appleby and Kirkby Stephen on the Settle-Carlisle line.

Mobility Plans will be prepared for the KSCs, to identify specific actions to improve continuity of provision in the pedestrian network and therefore accessibility to employment and services. Community consultation in the Ullswater Valley has flagged up several possible schemes to help improve local access on foot.

Priorities for work travel plans will be the council’s own offices, the district council and the Environment Agency.

There will be a review of car parking in Penrith and at Pooley Bridge. In the Lake District, the council will support the National Park Authority in encouraging secure, sustainable, long stay parking to encourage onward use of walking, cycling or public transport, and evaluating using parking revenues to support sustainable transport measures.
In Kirkby Stephen and Appleby the council will continue to work with local authorities and other agencies to integrate transport measures with proposed urban design and public realm projects that help economic and community regeneration, ensuring appropriate design, construction materials and maintenance methods are used.

Realistic opportunities will be sought to take forward the Gillwilly link road proposal in Penrith through developer funding, in the interests of facilitating economic regeneration while reducing the impact of traffic and enhancing the environment of Penrith town centre.

Although the A685 Kirkby Stephen Bypass is no longer programmed, it remains on the list of potential future major schemes. Alternative measures have already been put in place to improve the environment of the town centre and further measures are planned.

The A592 Road Management Study will be progressed with Friends of the Lake District and the National Park as a pilot approach to addressing the need for adequate safety provision for all road users, including provision of safe and continuous pedestrian and cycle routes, while resolving visual intrusion and the suburbanisation of rural roads caused primarily by signing clutter.

**Key schemes for implementation within Plan period**

**The following measures are programmed for 2006/7:**

**Clifton and Plumpton traffic calming schemes**

**CO3 CO4 CO5 SP4**

Measures to tackle community concerns about inappropriate speed and hence to reduce KSI casualties will be focussed in these four locations, the first two in residential areas within Penrith, the latter two on the A6 route north and south of the town. All will improve accessibility for people living in these communities. The schemes will be based around horizontal deflections rather than humps.

**New technology for transport: motorcycle and winter hazard warning signs**

**A683, A686, A66**

**CO3 SP4**

As part of the council’s continued attention to tackling road casualties in Eden, the scheme will address motorcyclist safety, at the same time the newly available technology will reduce casualties caused by hazardous winter conditions.

**Appleby and Kirkby Stephen environmental enhancement**

**CO1 CO2 CO3 CO4 SP1 SP4**

The council intends to carry out environmental enhancement schemes in both Appleby and Kirkby Stephen KSCs within this Plan period to support economic and community regeneration, and obtain accessibility and road safety improvements. These schemes follow on from similar environmental enhancement works in Penrith during LTP1, and will provide uplift to the public realm within the two town centres to make them more attractive places to visit and shop. Improved pedestrian and cycle links between the railway station and town centre will be a key element in the Kirkby Stephen proposals.
Schemes that have been prioritised for implementation in the future years of the programme include:

*Pooley Bridge to Howtown footpath*

**CO3  CO5  CO7  SP1“SP4**

The narrow carriageway does not allow a footway within the highway. Ullswater Area Action Plan working group identified an upgrade of the public footpath that will be fully accessible and provide a safe attractive and continuous route between leisure destinations between Howtown and Pooley Bridge.

**Future studies and investigations**

The following studies and investigations spring from the issues and opportunities and agree with the approach set out in this Area Transport Statement. They will assist the council to meet its core objectives and implement its priorities, and are required to develop the future programme of schemes.

1. The accessibility issues of this sparsely populated district make this a priority area for the pilot study as the next stage of implementing the Cumbria Accessibility.

2. The priority given to conserving rural road character, the availability of a network of lightly trafficked roads and the economic importance of active recreation in the lake district and outlying areas indicates the need for study work into the impacts and opportunities for changes to highway management practice, including standards, quiet lanes networks and countryside access.

3. The identified priority to improve pedestrian routes in towns will be taken forward through the development of Mobility Plans for Penrith and Appleby building on the experience of Kirkby Stephen.

4. The continuing priority of improving sustainable transport in the National Park require joint evaluation with the Park authority and others of opportunities to secure revenue funding sources to support sustainable transport measures.

5. The identified priority for a new link road to ensure that economic development opportunities are maximised at Gilwilly in Penrith presents an opportunity to establish a strategy for funding transport major scheme proposals generated by economic development. A joint approach will be undertaken with the district council to put this in place.
Priorities

The key transport priorities in South Lakeland are road safety, rural accessibility and peak hour traffic in Kendal. The area has the highest level of road casualties of the six districts and expects to make a significant contribution to the countywide road safety target. The Kendal traffic scheme will be completed during the plan period and work will be undertaken with major employers to implement travel plans and promote walking and cycling in Kendal.

Road safety

In South Lakeland there is a need to consider urban and rural road safety problems separately to address concerns about the prioritising of investment. In tourist areas concerns exist about the safety of pedestrians, cyclists and equestrians, particularly where they share the carriageway with vehicles.
There is an opportunity provided by the Local Strategic Partnership to engage with other stakeholders to draw up joint safety programmes that include traffic calming, safer routes to school, play areas and speed awareness initiatives. Similarly, the South Lakeland Community Strategy places a high priority on making travel to school safer, educating children and adults to dangers on the road and traffic management measures.

As indicated by the Annual Road Safety Statement, there are high road casualty levels caused by inappropriate speed and driver behaviour on some rural roads in South Lakeland. Of particular concern are young adults, visitors to the area and especially motorcyclists.

Of particular concern are young adults, visitors to the area and especially motorcyclists, although the number of motorcycles involved in accidents fell from 52 in the first 11 months of 2003 to 14 in the corresponding period in 2005.

Area Action Plan consultation highlighted complaints of lorries using inappropriate routes to shorten their journeys: for example the use of the A595, A684 and B5281. The A595 between Askam and Grizebeck has been singled out because of concern over conflicts between lorry traffic and community safety and quality of life. The A590 through South Lakeland is a key strategic route and has several constrictions, including passing through Ulverston, and Lindal, and long single carriageway sections. In consequence journey times can be long and unreliable and there are concerns about safety.

Accessibility

In South Lakeland there is high dependency on travel by car, with about 85% of households owning a car; due in part to the difficulties of providing effective public transport. The limited public revenue funds available to support non-commercial bus/rail services restrict development of an effective public transport network. An hourly or better service is accessible by 54.1% of South Lakeland’s population during the week, where access, as defined by the Department for Transport, is a bus stop within 800m. The proportion of the population that can access an hourly or better evening service is much lower, at 33.3%. The level of Sunday service is effectively the same as the weekday service.
The Area Transport Study highlighted the poor rail infrastructure in the area and the infrequent scheduled bus services to settlements other than Key Service Centres and hubs. Inadequate passenger facilities in railway stations in South Lakeland were identified in a council’s audit of facilities. As the number of commercially viable services is small and public transport fares are high compared with elsewhere in Cumbria, people are discouraged from making trips by bus. This affects a wide variety of people, but can have particular impacts on the young or old, or those without access to a car. An example of a problem encountered by this group is that only 33% of the 14-19 year old population of South Lakeland is within 30 minutes of a further education establishment with full learner entitlement, and only 68% are within 60 minutes.

There is also a perceived lack of information about bus services, while accessibility of buses, trains and stations and stops for people with impaired mobility is poor. These issues have been identified in consultation, as has the opportunity to engage more effectively with accessibility and disability groups to ensure measures for improved disabled access are included in all new schemes, in the design phase. However for some disabled people, cars remain the only viable way of getting around. Addressing the needs of people with impaired mobility requires the provision of sufficient, well designed and appropriately located parking.

Community transport services in South Lakeland need to provide better access to key services such as housing advice, youth facilities, health services and benefits. The Area Transport Study highlighted the low awareness of community transport schemes and a lack of accessible bus boarding facilities.

There is a need to identify coach parking in Kendal and Hawkshead to maximise the economic benefits of coach travel to the area. Realising the full environmental and economic benefits of the revised traffic system in Kendal depends on development of park and ride facilities.

The cycling network lacks continuity and suppresses the demand for cycling for both tourism and local use. In Kendal a number of gaps in key links to the town centre and in north-south routes were identified in the Urban Cycle Networks study. The Audit of Existing Cycling Facilities highlighted the large gaps in the Kendal to Keswick (K2K) along the A591, heavily compromising the safe progress of cyclists on this strategic spine route, along with inadequate signing in and around Coniston. The Strategic Cycle Network study also identified a number of gaps in cycle routes at Grange-over-Sands, Ulverston, Windermere and Bowness.

The key issue for cycling in South Lakeland therefore is the lack of safe, attractive, car-free, off-highway routes for healthy commuting and recreation, providing links into the Key Service Centres and of on-road routes that are safe and convenient for cyclists. There is an opportunity presented by developing a South Lakeland Cycling Strategy to promote cycling and to reinforce the council’s Cycling Development Action Plan.

There are gaps and obstacles in the pedestrian network in Kendal and Ulverston that discourage walking and make access difficult for people with mobility or sight problems. An absence of footways connecting neighbouring settlements and conflict where walkers cross the A591 were identified in the Area Transport Study.
Congestion
Traffic congestion in Windermere, Bowness and Ambleside is caused by visitor traffic during summer weekends and school holidays. Twelve-hour counts confirm that nearly 15,000 people travel along the A591 at Ings, near Windermere.

In Kendal the school run and travel to work by car and tourist traffic are the major factors causing traffic queues at peak times; every day over 20,000 people travel on the A65 Burton Road and 18,000 on the A6 north of the town. There is also a lack of car parking in Kendal to support the vitality of the town centre, as a high proportion of existing provision is taken up by commuters.

High traffic flows on all classes of roads in the National Park affect many communities, while coaches and other large vehicles on narrow roads impact upon other road users; these issues were identified in the Area Transport Study. Area Action Plan consultation highlighted traffic flows causing vehicle/pedestrian conflicts in villages and on rural roads and issues of roadside parking in popular areas causing obstructions, danger and visual impact.

Environment
Consultation on the Area Action Plans highlighted the scale of problems relating to the effects of road traffic and roadside parking on the environment. These issues reduce the attractiveness of the main tourist towns, popular valleys and lakeshores in the Lake District National Park and sites in the Yorkshire Dales and Arnside and Silverdale AONBs.

There is a declared Air Quality Management Area in Kendal. The council and district council have an agreed action plan to tackle air quality within the Management Area.

Area approach
In order to give better information on the number and type of casualties, their severity and their location, monitoring of casualty data will be improved at electoral division level in South Lakeland. Campaigns to tackle inappropriate speed and safety awareness will be a priority; these will benefit from the wider partnership through the local CRASH Group comprising the police, speed camera partnership, fire service, the council and others. Emphasis will be on raising awareness of the effect of speed on casualties through campaigns and the safety camera initiative.

Additional funding to address safety issues will be sought in South Lakeland through existing partnerships. These will aim to make routes to schools safer; increase the safety of parks and play areas, improve traffic management measures and provide new pedestrian crossings. Other measures will include educating children and adults to dangers on the road and the provision of child car seat inspection and fitting services.
To address accessibility issues in South Lakeland the council will further develop the Area Transport Advisory Group working locally in transport, health, education, housing, regeneration, social services and crime reduction, including the Local Strategic Partnership and voluntary organisations. Regeneration funding and developers' contributions will be used to ensure that access to employment areas in Kendal and Ulverston by public transport and the highway network is upgraded.

Mobility Plans will be prepared for Key Service Centres during the course of the Plan, beginning with the smaller centres of Kirkby Lonsdale, and Grange over Sands and moving on to the larger towns to identify specific actions to improve continuity of provision in the pedestrian network and therefore accessibility to employment and services.

Within the town centres of Kendal, Windermere and Ambleside priority will be given to pedestrians, cyclist and public transport for access according to the Kendal Traffic Plan and the Windermere Masterplan.

To tackle congestion priority will be given to helping major employers to carry out travel plans in Kendal to encourage a move from car commuting. Key employers involved include the Health Trusts, major private sector employers and the local authorities. Journeys on foot, by cycle and by bus and train will be encouraged for access to and within in the Lake District and Yorkshire Dales National Parks to reduce the impact of traffic.

In Kendal, commuters and children travelling to school will be encouraged to make more journeys on foot, by cycle or by bus through the development of travel plans. On radial routes into Kendal and on the A590 journey time and journey time reliability will be monitored to assess the need for measures that promote these modes.

A network of Key Rural Bus Services will provide the principal links to Kendal, Ulverston, Windermere and Ambleside and longer distance links to Barrow and Lancaster. Demand responsive services will link areas of lower demand to the Core bus network; the council will continue to support the Rural Wheels transport service and the existing Voluntary Car Schemes and the Community Bus Brokerage in South Lakeland.

High quality facilities will be provided at main interchange points with raised kerbs and bus boarders being provided at other key stops to benefit users where these will form part of partnerships with Stagecoach North West to accelerate the introduction of low floor vehicles and improved services. In partnership with service providers, access to and availability of information both prior to travel and once travelling will be improved.

The priority rail stations for improvements to car and cycle parking, security and real-time information are Windermere, Grange-over-Sands and Kendal in partnership with the train operators. The potential for cycle hire and linked cycle routes from the rail stations at Grange and Oxenholme will be investigated and improvements to the existing arrangements for cycle interchange at Windermere considered as part of the Windermere Masterplan.
The Cycle Development Action Plan and South Lakeland Cycle Strategy will be used to identify improvements required to the urban cycle network for each Key Service Centres and links to the National Cycle Network starting with Kendal, Ulverston and Windermere.

There is an acceptance that at present the Cumbrian economy as a whole relies very heavily on road freight. Whilst the council encourages modal shift of freight transport to more sustainable modes where practicable, it will seek to assist the South Lakeland economy by improving signing for lorries in Kendal and developing preferred lorry routes.

Where significant development proposals are brought forward developers will be required to provide measures that promote non motorised transport modes from day one.

There is a need for a review by the relevant authorities of the current location, scale and charging regime for car parking in Kendal and other tourist locations. The council will work with the district council, the national parks and National Trust to carry out this review. In the Lake District and Yorkshire Dales the council will support the National Park Authorities in encouraging secure, sustainable, long stay parking that encourages onward use of walking, cycling or public transport and the use of parking revenue to support sustainable transport measures.

In Kendal emphasis will be placed on ensuring that car parks within and close to the town centre are managed to facilitate access to the shops and other town centre services, while Park and Ride sites will be developed to accommodate commuter and visitor parking.

Key measures for implementation within Plan period
The following measures are programmed for 2006/7:

Kendal Transport Plan Phase 3

CO2  CO4  CO6  CO7  SP1  SP2  SP3

Phases 1 and 2 of the Kendal Transport Plan implemented within LTP1 have seen significant changes to town centre traffic circulation: the introduction of new or improved pedestrian and cycle infrastructure, and significant reductions in numbers of vehicles and creation of a trial pedestrian zone along the main shopping street in Kendal. Phases 3 and 4 will continue to develop earlier work, and are aimed at reducing peak time congestion in the town centre and promoting and achieving modal shift to walking and cycling and public transport. They will also assist in improving accessibility by public transport, cycling and walking to town centre goods and services, thereby supporting economic activity.

Key measures are:
Bus activated signals, traffic management zones, improved pedestrian and cycling links.
Improvements to town centre peripheral car parks with good existing bus links is an approach jointly agreed by the county and district councils to assist in tackling congestion and unacceptable traffic delays on radial routes in Kendal at peak times, and to release town centre car parking capacity for economic activity. In order to further support objectives to reduce town centre congestion and to ensure effective use of the transport network for all transport users, an assessment will be made of the most appropriate transport uses for the various routes to and from Kendal town centre, with a view to introducing traffic restrictions or promoting alternative transport measures where these are necessary.

**Ambleside Traffic calming**

**CO2 CO3 CO4 CO5 CO7 SP1 SP3**

This calming scheme in Troutbeck Bridge and Lake Road will make these areas more attractive to pedestrians and cyclists encouraging modal shift towards these more sustainable modes and reducing the impact of traffic in Ambleside reflecting its importance as a tourist destination and economic centre.

**Braithwaite Fold**

**CO1 CO4 CO5 CO7 SP1 SP2 SP3 SP4**

This strategic Interchange scheme combines public realm improvements with rationalised and improved car parking together with public transport passenger facilities and bus integration measures. It will encourage long term parking and transfer to sustainable transport modes and contribute to the sustainability of the economy of the area.

The following measures will be progressed and developed for expected implementation in 2007/8:

**Kendal Transport Plan Phase 4**

**CO2 CO4 CO6 CO7 SP1 SP2 SP3**

Phases 1 and 2 of the Kendal Transport Plan implemented within LTP1 have seen significant changes to town centre traffic circulation: the introduction of new or improved pedestrian and cycle infrastructure, and significant reductions in numbers of vehicles and creation of a trial pedestrian zone along the main shopping street in Kendal. Phases 3 and 4 will continue to develop earlier work, and are aimed at reducing peak time congestion in the town centre and promoting and achieving modal shift to walking and cycling and public transport. They will also assist in improving accessibility by public transport, cycling and walking to town centre goods and services, thereby supporting economic activity.

**Key measures are:**

Bus activated signals, traffic management zones, improved pedestrian and cycling links.
Improvements to town centre peripheral car parks with good existing bus links is an approach jointly agreed by the county and district councils to assist in tackling congestion and unacceptable traffic delays on radial routes in Kendal at peak times, and to release town centre car parking capacity for economic activity. In order to further support objectives to reduce town centre congestion and to ensure effective use of the transport network for all transport users, an assessment will be made of the most appropriate transport uses for the various routes to and from Kendal town centre, with a view to introducing traffic restrictions or promoting alternative transport measures where these are necessary.

**Schemes that have been prioritised for implementation during futures years of the Plan include:**

*Preparation of Kendal northern relief route*

**CO3 CO4 CO5 CO6 SP2 SP3 SP4**

Work has already been carried out to within LTP1 to investigate provision of a new 5km long route north of Kendal to enable HGV access to existing and new industrial land without having to pass through the town centre. Realistic opportunities to develop the proposal further will be pursued. The scheme would assist economic regeneration in Kendal, whilst reducing congestion and the environmental impacts of large goods vehicles in the town centre. There would also be an improvement in perceived town centre safety which together with the environmental benefits would help to make the town centre a more attractive visitor and shopping destination.

**Future studies and investigations**

1. The priority identified to increase levels of cycling indicate the need for ongoing work to identify improvements to the cycle network.

2. The emerging development masterplans for Windermere, Lancaster Canal and Grizedale Forest identified in the Spatial Strategy and locally will require transport input to assess options within these plans and to ensure that they are developed and aligned with the LTP.

3. The priority given to car parking provision and management in towns and a rural honey pot locations, particularly in the national parks, requires an integrated approach to determine an approach to determine an approach that supports economic activity while managing environmental and social impacts. Consideration is needed of on and off street provision, location, scale and management of parking and to assess demand and supply of visitor and commuter parking. This will include consideration of Park and Ride options for Kendal.

4. The continuing priority of improving sustainable transport in the National Park require joint evaluation with the park authority and others of opportunities to secure revenue funding sources to support sustainable transport measures.

5. Public transport use and provision in Kendal and throughout South Lakeland and options for making improvements will form part of the implementation of the Accessibility Strategy.
Major Schemes (costing over £5m)

Carlisle Northern Development Route
The CNDR is the single Major Scheme in the first LTP and the PFI project, inclusive of the major new road scheme has been under development for a number of years. The council is committed to the project, despite progress being slower than anticipated. Some £4.5m in preparation costs has been spent by the council in the nine years since work first began in 1996/97. As a PFI funded project, the scheme has been fully accepted as a major scheme within Cumbria's Local Transport Plan. It also has conditional funding support as a PFI project.

Following the Public Inquiry held in December 2002, the scheme currently has all the necessary statutory planning approvals in place to commence construction of the scheme on site. Delay caused by PFI funding processes led to the need to submit a new planning application in October 2004 to extend the current planning permission which is due to expire in October 2005. At July 2005 this application has yet to be determined following the major flood event in Carlisle at the beginning of 2005 and the need to prepare a major flood risk assessment.

This project which is referred to in the Regional Spatial Strategy for the North West as a ‘Regionally Significant Transport Proposal’, provides improved access arrangements to the regional investment site at Kingmoor Park. The scheme is a critical element of the traffic plan for Carlisle reducing radial and city centre traffic levels and providing opportunities for accommodating buses, cycles and pedestrians.

The council initiated the PFI procurement stage in February 2004 to select a contractor. Following approval by the DfT in September that year, the Invitation to Negotiate (ITN) stage began with four shortlisted bidders from whom bids were received in March 2005. These are being evaluated and will lead to determination of the project’s scope and affordability. In case the project does not demonstrate value for money or is unaffordable through this funding route, the provisional LTP2 includes a separate and specific bid for a conventionally funded scheme. The council is therefore requesting that conventional funding be programmed in 2006/07 to enable an early start to be made with a scheme should PFI not be available. The position should be clear in late 2005.

A new estimated cost for a conventionally funded CNDR has now been prepared. For a bid to be made and for the necessary finance forms to be completed (as per the LTP-F2 proforma), information is provided as follows:
Start of Main Works assumed: Jan. 2007  
End of Main Works: Dec. 2008  

<table>
<thead>
<tr>
<th>Year</th>
<th>Outturn/Estimated Expenditure (£000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2002/03</td>
<td>742</td>
</tr>
<tr>
<td>2003/04</td>
<td>1,021</td>
</tr>
<tr>
<td>2004/05</td>
<td>1,108</td>
</tr>
<tr>
<td>2005/06</td>
<td>1,060</td>
</tr>
<tr>
<td>2006/07</td>
<td>17,135</td>
</tr>
<tr>
<td>2007/08</td>
<td>24,215</td>
</tr>
<tr>
<td>2008/09</td>
<td>18,050</td>
</tr>
<tr>
<td>2009/10</td>
<td>345</td>
</tr>
<tr>
<td>2010/11</td>
<td>345</td>
</tr>
<tr>
<td>2011/12</td>
<td>355</td>
</tr>
</tbody>
</table>

* Figures will clearly depend on the particular years accounted for in the totals.

The figure of £64.375m compares with a figure of £53.900m reported in the APR4 LTP-F2 proforma. Both sets of figures have been prepared in accordance with the Green Book approach and include allowances for risk, optimism bias, inflation and VAT. In addition, neither of these figures represent the estimated cost for construction of CNDR.

**The next major scheme**

The next priority major scheme that the council is developing is the Kendal Northern Relief Road for which preliminary investigations have been begun.

Other major future schemes have been identified including the Workington Southern Link, Whitehaven eastern by-pass, Carlisle southern by-pass and Kirkby Stephen By-pass as described in the strategy. Schemes to make substantial improvements to the rail network including the Windermere Branch Line have been considered but are dependent on major partnership funding from the rail industry. These are considered essential to the sustainable regeneration and development of the Cumbria economy and are subject to prioritisation at regional level through the Regional Funding Allocation process.
Key countywide measures

Road safety CO3
1. Continuation of the Safety Camera Partnership
2. Extending use of Speed Indicating Devices
3. Traffic calming in residential areas
4. Continuing programme of driver and rider publicity, training and education

Road traffic CO1, CO2, CO6, CO7
1. Publication of the HGV and Coach network
2. Development of the Quiet Lanes pilot scheme
3. Bus priority and cycle and walking measures
4. Use of parking charges to support sustainable transport measures

Travel to work and school CO1, CO2, CO3, CO5, CO6
1. An adequately resourced work travel plan co-ordinator
2. Implementing a programme of improvements to walking and cycling routes in KSCs
3. An adequately staffed and resourced Better Ways to School team
4. Continuing programme of cycle training in schools

Public transport CO1, CO2, CO6, CO7
1. Quality bus routes
2. Development of Park and Ride proposals
3. Rural Wheels extension
4. Quality Bus Partnership with Stagecoach North West
5. NoWcard

Cycling CO2, CO5, CO7
1. Implementation of first priority links in the urban cycle networks identified through the CDAP
2. Development of Quiet Lanes in pilot areas in Barrow and Eden

Countryside access and walking CO2, CO5, CO7
1. Implementation of the CAS (and development of the Rights of Way Improvement Plan)
2. Development of Mobility Plans in Key Service Centres

Highways network management CO1, CO2, CO4, CO6
1. Development of the Transport Asset Management Plan
2. Delivery of the Carlisle Northern Development Route
3. Making improvements to junctions identified in the Access to Barrow Employment Sites study in Partnership with Westlakes Renaissance and the Highways Agency
4. Successful bid for additional funding for maintenance of de-trunked roads
5. Successful bid for additional funding for additional structural maintenance of roads and bridges following flood damage

Development control CO1, CO2, CO4, CO6
1. An effective partnership between the local planning authorities and the highway authority to secure transport improvements through planning gain
2. An effective means of securing contributions to transport improvements from small scale developments
Summary Programme of Transport Capital Investment

The table below sets out the programme for transport capital investment over the LTP2 period based on the Planning Guideline settlement figures provided in Local Transport Capital Settlement 2006/07 letter. The allocation between category headings is based on the provisional programme of key schemes identified in the Area Transport Statements and the measures listed in the Plan.

<table>
<thead>
<tr>
<th>Scheme Category (DfT LTP Guidance reference categories)</th>
<th>Provisional Investment Level</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2006/7</td>
</tr>
<tr>
<td>Major Schemes</td>
<td></td>
</tr>
<tr>
<td>LS1, LS2 – Safe Routes to school</td>
<td>0.85</td>
</tr>
<tr>
<td>LS3, LS4, LS5 – Local Safety Schemes</td>
<td></td>
</tr>
<tr>
<td>Public Transport Infrastructure (BL, BI, IN, PR)</td>
<td></td>
</tr>
<tr>
<td>BL – Bus Lanes and Bus Priority</td>
<td>0.89</td>
</tr>
<tr>
<td>BI – Bus stop improvements</td>
<td></td>
</tr>
<tr>
<td>IN – Interchanges</td>
<td></td>
</tr>
<tr>
<td>PR – Park and Ride</td>
<td></td>
</tr>
<tr>
<td>Travel Plans (TP)</td>
<td></td>
</tr>
<tr>
<td>TP3 – School Travel Plans</td>
<td>0.1</td>
</tr>
<tr>
<td>TP6 - Work Travel Plans</td>
<td></td>
</tr>
<tr>
<td>Cycling and Walking (CY, WA, RC)</td>
<td></td>
</tr>
<tr>
<td>CY – Cycle schemes</td>
<td>0.95</td>
</tr>
<tr>
<td>WA – Walking Schemes</td>
<td></td>
</tr>
<tr>
<td>RC – Road Crossings</td>
<td></td>
</tr>
<tr>
<td>Traffic Management and Traffic Calming (RD, TM)</td>
<td></td>
</tr>
<tr>
<td>RD – Local Road schemes</td>
<td>1.11</td>
</tr>
<tr>
<td>TM – Traffic Management and Traffic Calming</td>
<td></td>
</tr>
<tr>
<td>Preparation Pool</td>
<td>0.18</td>
</tr>
<tr>
<td>Total Integrated Transport</td>
<td>5.28</td>
</tr>
<tr>
<td>Carriageway and Footway Maintenance (MM1, MM2, MM3)</td>
<td>13.46</td>
</tr>
<tr>
<td>Bridges and Structures Maintenance (MM7, MM8, MM9)</td>
<td>2.0</td>
</tr>
<tr>
<td>Total Maintenance</td>
<td>15.46</td>
</tr>
<tr>
<td>Total</td>
<td>21.26</td>
</tr>
</tbody>
</table>
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
12 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.

13 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
14 Make reference to Cycle Tourism Strategy.

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

Walking section
15 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
16 Indicators vary between Transport Plan Areas.

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

General Comments
17 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 council’s 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 government’s 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.
The table below sets out the targets proposed for each of the indicators monitoring progress in achieving the LTP2 Core Objectives and Shared Priorities. Each target is accompanied by a short description of the reasons for setting the target. The greatest risk to the achievement of targets is any reduction in the level of funding available for both capital and revenue investment in transport improvements. The targets have been set on the basis of the Planning Guidelines for capital allocation and expected levels of partner funding and on the basis of revenue funding at levels no lower than currently available.
<table>
<thead>
<tr>
<th>Provisional Target</th>
<th>Reasons for setting the target</th>
<th>Trajectory information</th>
<th>Measures to achieve targets</th>
<th>Key risks to targets</th>
<th>How will risks be managed</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>HN1</strong> Achieve a steady state condition of 4% of Principal Roads in need of structural maintenance (measured by CVI) by 2010. BVPI 223.</td>
<td>This target is considered realistic but challenging. It is based on achievable progress within the Planning Guideline funding enhanced through efficiency savings in delivery of maintenance. Changes in the measurement method will require conversion of the target to figures that reflect the new method while retaining the value of the target.</td>
<td>Annual reduction in BVPI assuming a base level of deterioration.</td>
<td>Measures and processes are set out in detail in Chapter 9 of the LTP. Improvement in condition of targeted lengths using technical survey data.</td>
<td>Uncertainty surrounding the methodology for collecting information and the rules and parameters which will be used to evaluate them. Competing demand for revenue funding for highway maintenance.</td>
<td>Working through the Partnership and regular monitoring of delivery and monitoring progress towards the target.</td>
</tr>
<tr>
<td><strong>HN2</strong> Achieve a steady state condition of 8% of Classified non-principal roads in need of structural maintenance (measured by CVI) by 2010. BVPI 224a.</td>
<td>As above</td>
<td>As above</td>
<td>As above</td>
<td>As above</td>
<td>As above</td>
</tr>
<tr>
<td><strong>HN3</strong> Achieve a steady state condition of 12% of Unclassified Roads in need of structural maintenance (measured by CVI) by 2010. BVPI 224b.</td>
<td>As above</td>
<td>As above</td>
<td>As above</td>
<td>As above</td>
<td>As above</td>
</tr>
<tr>
<td>Provisional Target</td>
<td>Reasons for setting the target</td>
<td>Trajectory information</td>
<td>Measures to achieve targets</td>
<td>Key risks to targets</td>
<td>How will risks be managed</td>
</tr>
<tr>
<td>-------------------</td>
<td>--------------------------------</td>
<td>------------------------</td>
<td>-----------------------------</td>
<td>---------------------</td>
<td>--------------------------</td>
</tr>
<tr>
<td><strong>HN4</strong> Reduce the proportion of footways needing structural maintenance measured by DVI by 2% per year over the first three years of the plan period. BVPI 187.</td>
<td>As HN1</td>
<td>Baseline 2004 – 26.4%&lt;br&gt;2005/06 - 24%&lt;br&gt;2006/07 - 22%&lt;br&gt;2007/08 - 20%&lt;br&gt;A steady state condition for footways will be determined by 2007/08 to enable the review of this target.</td>
<td>As HN1</td>
<td>As HN1</td>
<td>As HN1</td>
</tr>
<tr>
<td><strong>HNS</strong> Achieve and spend of £4m over the life of this LTP on road lighting column replacement and cable renewal.</td>
<td>The target is intended to reduce the backing of column replacement. Over 50% of the lighting columns in the county are beyond their design life. In addition, some areas have high proportion of road lighting fed from private (ie CCC) supplies which are at the end of their useful lives.</td>
<td>A year on year reduction in the backing of outstanding column and cabling replacement. Spending to be spread evenly over four years of this LTP period.</td>
<td>Top-slicing of Highways Capital Budget to earmark funding for road lighting column and cabling replacement. Additional funding from other sources.</td>
<td>Lower capital expenditure. Unplanned capital expenditure.</td>
<td>Consider PFI option.</td>
</tr>
<tr>
<td>Achieve first trial valuation of the full highways asset by the end of 2007/8.</td>
<td>Ability to produce the first trial valuation will indicate that the collection of the highway inventory has been completed.</td>
<td>Collection of inventory and condition of asset to proceed on straight line trajectory.</td>
<td>Working through Cumbria Highways partnership to achieve efficiency savings.</td>
<td>Lack of available funding to carry out the collection of data and compilation of the inventory.</td>
<td>Working through the Cumbria Highways Partnership and regular monitoring of delivery and progress towards the target.</td>
</tr>
<tr>
<td>Achieve milestone 3 set out in the Code of Practice ‘Management of Highways Structures’ by the end of 2010/11.</td>
<td>This will bring maintenance of highways structures into line with asset management methodology for the road network.</td>
<td>Stage 1 completed by end of 2006/7. Stage 2 completed by end of 2008/9. Stage 3 completed by end of 2010/11.</td>
<td>Working through Cumbria Highways Partnership to achieve efficiency savings.</td>
<td>Lack of available funding to carry out the collection of data and compilation of the inventory. Changes to structures Code of Practice following pattern established by highway maintenance code.</td>
<td>Working through the Cumbria Highways Partnership and regular monitoring of delivery and progress towards the target.</td>
</tr>
<tr>
<td>Provisional Target</td>
<td>Reasons for setting the target</td>
<td>Trajectory information</td>
<td>Measures to achieve targets</td>
<td>Key risks to targets</td>
<td>How will risks be managed</td>
</tr>
<tr>
<td>-------------------</td>
<td>-------------------------------</td>
<td>------------------------</td>
<td>----------------------------</td>
<td>---------------------</td>
<td>--------------------------</td>
</tr>
<tr>
<td><strong>S1</strong> Reduce no. of KSI to 332 by 2010. BVPI 99a.</td>
<td>The target figure is based on the National Targets and adjusted the effects of the varying levels of investment over the last 10 years. The council has invested additional funding under the LPSEA and saved lives more quickly than would otherwise be the case, and at 2005 the council is ahead of the National Target. The return to lower levels of funding will reduce the rate at which reductions in casualties can be made, and therefore it is realistic to return to the National Target.</td>
<td>Currently based on linear reduction. 2007 - 383 2008 - 366 2009 - 349 2010 - 332</td>
<td>Working through Cumbria Road Safety Partnership to direct actions specifically to tackle KSI casualties. Measures are detailed in chapter 3 of the LTP and will be targeted to address areas, communities and users that are at greatest risk of suffering KSI casualties.</td>
<td>Casualty reduction may not respond in a linear way and step changes in reduction may be achieved. Achieving these step changes is vulnerable to funding levels. Secondly the rate of return on investment may diminish as the casualty rate is reduced.</td>
<td>Monthly analysis of performance and working with the CRSP to direct investment where it is most effective. Close monitoring of year on year performance will enable changes in rate of reduction to be modelled and prediction improved.</td>
</tr>
<tr>
<td><strong>S2</strong> Reduce the five-year rolling average no. of child KSI by 50% from the 1994/8 average by 2010. BVPI 99a (ii).</td>
<td>In line with the national target but using rolling averages to smooth annual variations. Reductions in child casualties in Cumbria have been kept generally in line with the National Target over the course of LTP1. The focus on KSI casualties under the LPSEA has helped this and the continuing focus on residential and deprived areas and at risk groups are expected to maintain this rate of progress.</td>
<td>As above 2005 - 51 2006 - 48 2007 - 44 2008 - 41 2009 - 37 2010 - 34</td>
<td>As above</td>
<td>As Above</td>
<td>As above</td>
</tr>
<tr>
<td>Key risks to targets</td>
<td>How will risks be managed</td>
<td>Measures to achieve targets</td>
<td>Trajectory information</td>
<td>Reasons for setting the target</td>
<td></td>
</tr>
<tr>
<td>---------------------</td>
<td>--------------------------</td>
<td>-----------------------------</td>
<td>------------------------</td>
<td>-------------------------------</td>
<td></td>
</tr>
<tr>
<td>Reduce the five-year rolling average no. of slight injuries by 10% from the 1994/8 average by 2010. BVPI 99a (iii).</td>
<td>Continue working with regional partners’ safety groups to share best practice in managing the risks.</td>
<td>Measure to reduce KSI casualties; on the basis of progress during LTP1 and improved analysis of successful measures.</td>
<td>Provisional Target</td>
<td>Cumbria expects to be able to make its contribution to meeting the National Target on the basis of progress during LTP1 and improved analysis of successful measures.</td>
<td></td>
</tr>
<tr>
<td>Increase local bus patronage to 17m by 2012. BVPI 102.</td>
<td>The principal initiative to achieve the target is to extend Rural Wheels project to new areas.</td>
<td>A background decline in bus patronage in shire areas.</td>
<td>PT1</td>
<td>As above</td>
<td></td>
</tr>
<tr>
<td>25% growth in use of demand responsive transport by 2011 against the 2004/5 base</td>
<td>The value of DRT will be robustly monitored to maximise commitment to effective schemes.</td>
<td>A local target reflecting the importance of DRT to achieving accessibility improvements. The target is set to reflect the significant progress made in Cumbria through the Rural Wheel project and recognising that year on year increases are progressively more difficult to achieve.</td>
<td>PT2</td>
<td>Provisional Target</td>
<td></td>
</tr>
<tr>
<td>Provisional Target</td>
<td>Reasons for setting the target</td>
<td>Trajectory information</td>
<td>Measures to achieve targets</td>
<td>Key risks to targets</td>
<td>How will risks be managed</td>
</tr>
<tr>
<td>--------------------</td>
<td>--------------------------------</td>
<td>------------------------</td>
<td>-----------------------------</td>
<td>----------------------</td>
<td>--------------------------</td>
</tr>
<tr>
<td><strong>PT3</strong> 25% growth in use of community transport schemes by 2011 against the 2004/5 base.</td>
<td>As 7 building on the success of community transport and voluntary car schemes in addressing accessibility gaps.</td>
<td>Baseline 2004/5 - 78,826 trips. Target 2010/11 - 97,533 trips. Growth is expected to be on a linear basis at about 5% per year.</td>
<td>Continue to support and develop community bus and volunteer car schemes. Measures are set out in detail in Chapter 5 of the LTP.</td>
<td>Community capacity is reached or funding available exhausted.</td>
<td>As above. Measures to enable schemes to be more self supporting and build capacity in communities through spreading best practice.</td>
</tr>
<tr>
<td><strong>PTS</strong> Improve bus satisfaction levels by at least 6% over the 2003/04 level by 2009/10. BVPI 104.</td>
<td>This target is considered a challenging target and is based on progress over the LTP1 period.</td>
<td>Baseline 2003 – 55.5% 2007 – 56.8% 2010 – 58.8%</td>
<td>Work with bus operators to improve service quality. Measures are set out in detail in Chapter 5 of the LTP.</td>
<td>Slow rates of improvement in traffic congestion, vehicle quality, information and customer service would hamper progress.</td>
<td>Working relationships with operators to be strengthened to ensure early warning of emerging risks. Prioritising measures to enhance bus service quality.</td>
</tr>
<tr>
<td><strong>CA1</strong> To increase the proportion of the rights of way network easy to use to 66% by the end of the plan period. BVPI 178.</td>
<td>This target is set on a county wide basis based on historic and expected different rates of progress within and outside the two national parks. This target reflects the importance of RoW to the tourism economy in Cumbria and investment being better targeted in line with the Countryside Access Strategy and Rights of Way Improvement Plan.</td>
<td>Baseline 2004 - 54% 2007 - 60% 2008 - 62% 2009 - 64% 2010 - 66%</td>
<td>Managing the network through investment and partnership working coordinated by the Local Access Forums through the Rights of Way Improvement Plan.</td>
<td>Competing demand for revenue and capital funding available to delivery partners. Reductions in commitment by partners including the National Park Authorities and District Councils.</td>
<td>Likely risks will be identified early through the delivery partnerships and delivery expectation managed accordingly. Progress will be closely monitored and the target kept under review to ensure that it remains realistic and challenging.</td>
</tr>
<tr>
<td>Provisional Target</td>
<td>Reasons for setting the target</td>
<td>Trajectory information</td>
<td>Measures to achieve targets</td>
<td>Key risks to targets</td>
<td>How will risks be managed</td>
</tr>
<tr>
<td>--------------------</td>
<td>--------------------------------</td>
<td>------------------------</td>
<td>----------------------------</td>
<td>---------------------</td>
<td>--------------------------</td>
</tr>
<tr>
<td><strong>A1</strong> Increase the number of households without access to a car within 30 minutes of a GP surgery from 92% to 95% by 2010. LTP1.</td>
<td>This target measures progress towards accessibility of healthcare. The target is set in partnership with Primary Care Trusts. Evidence for the levels of accessibility is derived from the Accessibility Strategy and Planning work. The target is set on the basis of expected initiatives by Primary Care Trusts and the council.</td>
<td>The trajectory is expected to be defined through the accessibility partnership.</td>
<td>Measures remain to be defined arising from the Accessibility Strategy but are likely to include review of service provision and exceptionally the development of demand responsive transport.</td>
<td>Uncertainty in the health sector about future structures. Conflicting priorities for partners in improving accessibility.</td>
<td>Strengthening the working relationship in the accessibility partnerships to ensure that measures are put in place to achieve targets and keep them under review.</td>
</tr>
<tr>
<td><strong>A2</strong> Monitor the number of households within 30 minutes of a key service centre by public transport.</td>
<td>This is a local measure of accessibility. Targets will be developed on the basis of evidence emerging from accessibility pilot projects during LTP2.</td>
<td>N/A</td>
<td>Monitoring of accessibility the Accession software.</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Provisional Target</td>
<td>Reasons for setting the target</td>
<td>Trajectory information</td>
<td>Measures to achieve targets</td>
<td>Key risks to targets</td>
<td>How will risks be managed</td>
</tr>
<tr>
<td>--------------------</td>
<td>--------------------------------</td>
<td>------------------------</td>
<td>----------------------------</td>
<td>---------------------</td>
<td>-------------------------</td>
</tr>
<tr>
<td><strong>RT1</strong> Achieve a change in area wide vehicle kilometres that is in line with the TEMPRO Low Growths in Carlisle and Kendal over the plan period.</td>
<td>This target is a challenging target in Cumbria based on progress in LTP1 and the proposed implementation of the Cumbria Cycle Development Action Plan. Progress will be measured at sites on off road routes and representative sites on the highway. Increased use of Hadrian’s Cycle Way will show the effect of physical measures of promotion and themed cycle routes and its impact in an Urban Area (Carlisle) Measurement on key routes in Kendal and Carlisle is liked to achieving progress in addressing congestion and air quality.</td>
<td>Baseline index 2003/4 - 100 2005/6 - 103 2007/8 - 106 2009/10 - 109</td>
<td>Implementation of the Cumbria Cycle Development Action Plan and work and school travel plans. Measures are set out in more detail in Chapter 7 of the LTP.</td>
<td>That cycle networks cannot be improved at the rate expected the Development Action Plan due to funding constraints. That take up of travel plans is not as high as predicted.</td>
<td>External funding sources will be sought including regeneration funding and land reclamation grants. Continued investment in promoting travel plans and engagement with schools and employers. The monitoring framework and the target will be kept under review to ensure the effectiveness of investment.</td>
</tr>
<tr>
<td><strong>WS1</strong> Develop 30 school travel plans per year of Travel Plan period.</td>
<td>This target continues from LTP1 to achieve coverage of all schools in Cumbria by 2010. It is challenging in that it requires continued high levels of investment on plan preparation and engagement with schools. Cumbria is currently a leading authority in the levels of school travel plans developed.</td>
<td>2003/4 - 96 2005/6 - 159 2007/8 - 219 2009/10 - 279 2010/11 - 309</td>
<td>Implementation of the Cumbria Better Ways To School Programme.</td>
<td>As the programme reaches its end, some of the remaining schools may more difficult to engage in the process.</td>
<td>The trajectory will be reviewed to show a declining rate to reflect increasing challenge.</td>
</tr>
<tr>
<td>Provisional Target</td>
<td>Reasons for setting the target</td>
<td>Trajectory information</td>
<td>Measures to achieve targets</td>
<td>Key risks to targets</td>
<td>How will risks be managed</td>
</tr>
<tr>
<td>--------------------</td>
<td>--------------------------------</td>
<td>------------------------</td>
<td>-----------------------------</td>
<td>---------------------</td>
<td>--------------------------</td>
</tr>
<tr>
<td><strong>WS2</strong> Increase the proportion of employees covered by active travel plans to 6% by the end of the plan period.</td>
<td>This new target is set on the basis of the numbers of employees currently covered and the programme of employers identified through the council’s approach to coordinating Travel Plans. The target presents challenge to the council’s travel plan coordination programme.</td>
<td>Baseline 2004 - 1.4%  2007 - 4.3%  2010 - 6%</td>
<td>Continuation of the Travel Plan Coordinator role and implementation of the programme with large employers.</td>
<td>The target is vulnerable to loss of individual large employers from the programme through. Or large scale redundancy.</td>
<td>The programme is based on large employers. A programme is set that will enable future candidates to be brought forward.</td>
</tr>
<tr>
<td><strong>PT6</strong> 95% of bus services operating within 1 minute early or 5 mins late of schedule. LTP5.</td>
<td>This target is set in line with the national target and has been negotiated and is shared with Stagecoach NW.</td>
<td>95% in each year</td>
<td>Prioritisation of measures to assist reliable bus operation where reliability problems are most severe.</td>
<td>The target is vulnerable to unpredicted traffic congestion and operational management practices.</td>
<td>Working relationships with operators to be strengthened to ensure early warning of emerging risks. Target to be kept under review to ensure that it remains realistic and challenging and reflects the changing wider environment.</td>
</tr>
<tr>
<td>20 Air quality standards to meet acceptable levels within any Air Quality Management Area (AQMA) in the Plan period. Lowther Street Kendal mg NO2/m3 less than 40 by 2010. Stanwix Bank Carlisle mg NO2/m3 less than 40 by 2010.</td>
<td>These targets have been developed with the local authorities responsible for air quality monitoring. The targets form the basis for realistic, achievable joint action plans.</td>
<td>Trajectories to be defined alongside action plans.</td>
<td>Preparation of joint action plans comprising achievable measures to meet air quality targets. Implementation of CNDR and Kendal Traffic Scheme.</td>
<td>The responsiveness of air quality to measures imposed and the ability to resource those measures if funding levels are not as expected.</td>
<td>Partnership working with Carlisle City and South Lakeland District Councils to develop and action plans to ensure targets are realistic and challenging.</td>
</tr>
</tbody>
</table>
Annex C Matrix for prioritising transport measures for LTP2

The following scheme assessment table shows how proposed transport measures will be assessed for inclusion in future programmes. The assessment is based on the Core Objectives of the LTP. Schemes make contributions to meeting the targets of the Plan.

The scores allocated to measures will form the basis for prioritising the measures in future programmes alongside consideration of value for money and integration with the timing of complementary schemes.
<table>
<thead>
<tr>
<th>Scheme Title</th>
<th>District (Ca, SL etc)</th>
<th>Description</th>
<th>Core Objective</th>
<th>Rate the impact/effect of the proposed scheme on the following examples of each of the Core Objectives</th>
<th>Ratings -3 to +3</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>CO1 Economy</td>
<td>The economy of the area</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>The local economy of the community</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Improving accessibility for employees and employers through public transport and other sustainable travel</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Improve bus satisfaction levels (PT5)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Buses operating to schedule (PT6)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>CO2 Employment</td>
<td>Improving ease/choice/safety of access to:</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Employment</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Public transport for all users (eg, raised kerbs, bus borders, QBR etc)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Essential facilities hospitals, doctors, shops, POs etc</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Walking and cycling for more users</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Training for lifelong learning</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Schools and education for schoolchildren</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Transport information</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Increase local bus patronage (PT1)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Growth in Demand Responsive Transport (PT2)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Increase no. of households within 30 mins of a Key Service Centre (PT7)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>CO3 Safety</td>
<td>In reducing KSIs (S1)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>In reducing child KSIs (S2)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>In reducing any slight injury accidents (S3)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Reducing crime and fear of crime through improved personal safety/property security</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Reducing the perception of ‘an accident waiting to happen’</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>CO4 Environment</td>
<td>Contributing to the natural environment and historic heritage</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Improving the vitality of towns and character of villages</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Reducing consumption of fossil fuels</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Reducing greenhouse gas emissions</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Improved quality of life</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Reducing traffic noise levels and disturbance</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Low growth in vehicle kms, Carlisle, Kendal, LDNP (RT1)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>CO5 Health</td>
<td>Healthier lifestyles by promoting walking/cycling to/from employment and services (WS1)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Healthier lifestyles by promoting walking/cycling to/from schools and colleges (WS2)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Improved air quality (RT2)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Increase no. of cycle trips (C1)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Increase proportion of ROW network easy to use (W1)</td>
<td></td>
</tr>
</tbody>
</table>

Core Objective 1 Sub Total

Core Objective 2 Sub Total

Core Objective 3 Sub Total

Core Objective 4 Sub Total

Core Objective 5 Sub Total

Sub Total Carried Forward
### Core Objective 6: Best Value

To manage the transport assets of the county to maximise value for money and make best use of the infrastructure

| a | Maximise best value for money |
| b | Maximise sustainable use of the infrastructure |
| c | Benefits provided to one section of the community against any disbenefit to others |
| d | Improve condition of the highway network **(HN1, HN2, HN3)** |
| e | Improve condition of footways **(T10)** |

### Core Objective 7: Leisure

To enable access to culture, heritage and the countryside

| a | Improving choice of sustainable transport modes for visitors |
| b | Improving access to information for visitors |
| c | Improving access to libraries and other cultural destinations |
| d | Improving sustainable access to the countryside |
| e | Aid in the growth of use of community transport **(PT3)** |

### Other factors for consideration

Delete/Add as appropriate

| a | Strategy - Is scheme included in: |
| b | Will land be required for the scheme? |
| c | Is Partner funding likely to be available? |
| d | Will the scheme benefit from Development |

| Local Transport Plan | Yes/no |
| Area / Community Transport Plan | Yes/no |
| Parish Plan | Yes/no |
| School Travel Plan | Yes/no |
| CRASH Group Action Plan | Yes/no |
| AQM Action Plan (Air Quality) | Yes/no |
| Other (Please state) | Score |
| Yes/No |
| Yes/No |
| Yes/No |

### Overall Impact/Effect of Scheme

- **Value of scheme (£K)**
- **LTP**
- **Other Funding Partner**
- **Total**

- **Earliest Delivery Date (year)**

- **Comments**

Date
Accessibility Strategy for Cumbria

1 Accessibility planning concordat

1.1 Cumbria is putting Accessibility Planning at the heart of an evidence based integrated approach to service delivery, the location of future services and transport planning.

1.2 The importance of Accessibility Planning and its cross-cutting impact across the council services has been endorsed by the councils Corporate Management Team and the need for a corporate and coordinated approach which puts Accessibility Planning at the forefront of future service delivery decisions has been agreed.

1.3 In November 2005, the council held a ‘stakeholder’ event with a range of organisations (see Annex 1) with an interest in accessibility planning in order to share the findings of the strategic accessibility assessment, determine problems which need to be prioritised for tackling at the local accessibility assessment stage and ask stakeholders to show their commitment to the accessibility planning process. There is a process in place to get organisations signed up to the strategy.

1.4 It is vital to the success of an integrated approach across the county that there is a clear organisational structure in place to oversee and monitor the future development of the accessibility planning process. The council’s Scrutiny Panel will provide this. It will meet regularly to consider progress on the development of accessibility planning across all sectors of service delivery within the county.

1.5 The ‘Panel’ will inform and be informed of schemes which have locational and/or transport implications so that consideration can be given to the need to undertake an accessibility assessment and formulate an action plan in order to deliver the most appropriate solutions. It is recognised how important that leadership is to the process and that the right chair of the group is appointed to ensure the appropriate stakeholders involvement.

1.6 The council recognises the importance of addressing cross-boundary issues and sharing best practice and has developed linkages with its neighbouring county authorities with the intention of joining any ‘accession forums’ being developed for the North East, North West and South West Scotland.
1.7 The council will look to develop an integrated multi agency team for transport to put users perspectives first. This would provide a centre of expertise in ‘access’ centred service planning, design and delivery of services ensuring the accessibility implications of transport proposals are fully assessed and decisions are made on the basis of this. As with passenger transport a similar evidence based prioritisation will be used for the development of cycling and walking routes.

1.8 Cumbria’s significant physical and economic diversity creates a range of distinctive accessibility problems. Its predominantly rural nature with a dispersed population gives rise to particular difficulties in delivering services with reliance on a number of smaller towns for the provision of the essential services. People without access to a car especially the elderly, women and young people and those with impaired mobility can suffer from social exclusion on transport grounds. The county also contains a number of larger urban areas many of which particularly along the Cumbria coast suffer from accessibility problems associated with areas of urban deprivation and difficulties in being able to access job opportunities.

1.9 Addressing accessibility problems in Cumbria is not simply about transport solutions. Given the costs of providing adequate public transport to the towns, there is a need for service deliverers to develop solutions to take services to the dispersed rural areas such as the use of mobile library vans and innovative ways of providing primary care. A key determinant of improving accessibility is the location of service facilities and the council will develop a new policy and guidance requiring the use of the Accession model to measure the accessibility of any development proposal exceeding a certain threshold.

1.10 The Accessibility Strategy has been developed to address the accessibility problems faced by the resident population building upon the approach adopted in the LTP and reflecting the key countywide strategies. Through the work undertaken on the Strategic Accessibility Assessment a number of accessibility issues and problems have been identified and a programme for detailed local assessments determined.

1.11 The Accessibility Strategy reflects the significant progress that has been made in incorporating accessibility planning at the heart of the decision making process in the delivery of transport and location of services.
2 Accessibility vision

2.1 The accessibility strategy vision for Cumbria is that: all residents, particularly those most disadvantaged should have affordable, convenient and safe access to the services which most impact on their quality of life, particularly jobs, education, health care, fresh food and leisure facilities. In order to achieve this vision Cumbria County Council will assist stakeholders to incorporate accessibility planning into the delivery of their services and will put accessibility planning at the heart of the delivery of council services.

2.2 The accessibility strategy vision is strongly supported by the vision set out in the LTP which has accessibility planning as an integral part of it: “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.”

3 Background

3.1 Accessibility Planning came out of the Social Exclusion Unit’s report on ‘Making the Connections’ and is concerned with improving access to the services which have most impact on people’s quality of life, namely employment, healthcare, learning and fresh food. In particular Accessibility Planning aims to address the needs of the most socially disadvantaged.

What we mean by accessibility:

“The key idea at the centre of this report is accessibility: can people get to key services at reasonable cost, in reasonable time and with reasonable ease? Accessibility depends on several things: does transport exist between people and the service? Do people know about the transport, trust its reliability and feel safe using it? Are people physically and financially able to access transport? Are the services and activities within a reasonable walking distance? Solving accessibility problems may be about transport but also about locating and delivering key activities in ways that help people reach them.”

3.2 A clear staged approach has been determined by government to improve access to the key services as set out in Figure 1.

Figure 1: Main stages of the recommended accessibility planning process
4 **Cumbria context**

4.1 Cumbria as a whole is sparsely populated which gives particular difficulties in providing services. The traditional approach has been to focus facilities and services in the Key Service Centres. Figure 2 identifies the Key Service Centres and the local authority ‘Districts’ of the county.

4.2 Given the sparsity of the population in many areas of Cumbria public transport services are not commercially viable without significant on-going support. The resultant low level of bus service provision has a consequential impact on many people's ability to readily access services. Even in the towns and urban areas where the majority of people in the county live there is increasing difficulty in supporting a regular frequency of bus services. A number of these places are suffering from economic decline and there are areas of significant social deprivation, in particular the communities along the west Cumbrian coast and in and around Barrow and Furness. The barriers in these areas to accessing services include people's low expectations and their fear of crime.

**Demographics**

4.3 Cumbria has a population of about 490,000 and is forecast to grow to nearly 510,000 by 2028, a 1% increase every five years. However there will be significant variations at the District level with high growth expected in Eden (18%) and to a lesser extent Carlisle (10.8%) whilst Barrow will experience a loss of 11.5%.

4.4 The number of children and young adults is predicted to fall whilst the proportion of older adults is set to grow significantly and by 2028 it is predicted that 37.5% of the overall population will be over 60. This is likely to place increasing and specific demands on passenger transport to meet the needs of an ageing population in particular with regard to access to healthcare.

**Economy**

4.5 The economy of Cumbria has been in decline since the 1980s in relation to the rest of the North West, with the economic base of the county seeing a steady decline in the traditional manufacturing and agricultural industries. It is now in a position where the county’s economy is experiencing a level of growth, similar to some of the poorest sub-regions in Eastern Europe.

4.6 There has been extensive loss of employment in the chemical, shipbuilding and nuclear sectors concentrated along the western coast of Cumbria and a further 8,000 jobs at BNFL Sellafield are anticipated to be lost by 2012. The contraction of major employers and diversification of the economy will have major implications for transport with services needing to meet more individual and dispersed requirements rather than mass transport to a single large employer.
Figure 2: Key Service Centres and Districts of Cumbria
Index of Multiple Deprivation

4.7 The Index of Multiple Deprivation which helps measure the levels of deprivation across the county, (covering the issues of income, employment, education and skills, barriers to housing and services, crime and environment) indicates that overall Cumbria has a slightly worse level of deprivation than the national average. There is a need to give particular consideration to the accessibility of the most disadvantaged communities to try and improve social inclusion.

4.8 The urban areas contain the higher multiple deprivation scores. There are 27 Super Output Areas in Cumbria falling within the 10% most deprived nationally. These are situated in Barrow (13), Allerdale (6), Copeland (4) and Carlisle (4).

Learning attainment

4.9 Cumbria’s total entry to post 16 full-time education is lower than the national average (67.9% compared with 71.7% across England) and only 17.2% go onto to obtain a NVQ Level 4 qualification in contrast to 19.8% nationally. The deprived areas of West Cumbria and Barrow have particularly lower levels of learning attainment.

Health

4.10 The sparsity of the population in Cumbria leads to particular problems in ensuring people can access healthcare facilities particularly the most vulnerable; people on low incomes, the disabled, and the elderly. The population of the deprived areas in old industrial base of the county particularly West Cumbria and Barrow show a particular propensity for having a number of health problems reflecting low incomes, poor diet, and lack of regular exercise. Barrow has 25% of its population with a limited long term illness, the second highest in the North West.

4.11 There are presently major organisational changes taking place in the health sector across Cumbria which will have significant implications for the future delivery of services.

Fresh food/shops

4.12 In view of many settlements not being large enough to support convenience shopping facilities they are concentrated in the Key Service Centres leading to clear accessibility problems for the rural population without access to a car.
5  Accessibility integration in service delivery

Objectives

5.1  The objectives of the accessibility strategy are:
- To encourage and assist service providers to develop ways of delivering their services that improves accessibility, particularly for those in greatest need
- To ensure that new employment, educational, healthcare, food retail, leisure and other essential services and facilities are located so as to be accessible by passenger transport, on foot or by cycle
- To improve access to the county’s Key Service Centres ensuring those most in need have access to educational, employment, healthcare and leisure facilities and fresh food
- To ensure that measures to improve accessibility also take account of safety and personal security requirements

5.2  These objectives are clearly linked to each of the Principal Core Objectives of the LTP and the key priorities for Cumbria:
- Economic regeneration and growth
- Safety
- Rural accessibility of jobs, goods and services
- Accessibility, viability and vitality of Key Service Centres
- Lake District National Park and other protected landscapes

These Core Objectives are in turn derived from the council’s Plan (Corporate Strategy) and the Sub-Regional Strategy (Community Strategy).

5.3  The strategy has been developed in conjunction with partners who are involved in the delivery of key services.

5.4  In line with the government’s five stage approach to accessibility planning a series of ‘action plans’ will be developed in conjunction with relevant partners to address the objectives of the strategy. This will examine particular issues and areas of concern in terms of accessibility. Pilot ‘assessments’ are being developed with further details in paragraphs 9.3 to 9.8.

Targets

5.5  The county council proposes one key indicator in the LTP to reflect key accessibility issues in the county, namely:
Percentage of households without access to a car within 30 minutes of a GP (See Annex 5).

This reflects the importance of being able to access health care for groups less likely to have access by car such as elderly people, people with disabilities or those from deprived areas.

5.6  Presently 93% of the total population without access to a car is within 30 minutes of a GP by public transport and the target is to increase this to 95%.
6 LTP approach to accessibility

6.1 The objectives of the Accessibility Strategy are being addressed through a range of measures and policies adopted in the LTP and the overall council approach.

Location of services

Development control

6.2 The location of facilities and services is a key determinant of their accessibility particularly to those without access to a car. The policies of the LTP support the location of new developments in the most accessible locations where people without access to a car can readily gain access by public transport, cycling and walking.

6.3 In new developments above a certain threshold a transport assessment (TA) is presently required. (LTP Policy LDS). The council will examine the scope to incorporate the need for any development triggering a TA to undertake an accessibility appraisal using the ‘Accession’ software.

Workplace Travel Plans

6.4 They are an important means of addressing problems through encouraging businesses to consider the travel needs of their employees and setting out what measures can be enacted to make their premises accessible by passenger transport, cycling and walking. (LTP Policy WS2). The council is employing a travel plan coordinator to work with employees across the county to develop travel plans.

School Travel Plans

6.5 The development of school travel plans has a key role to play in conjunction with the councils walking and cycling policies to provide safe links to school on foot and by bike. (LTP Policy WS4).

Transport

Passenger Transport

6.6 At the forefront of the approach to improving access to the key essential services and facilities across Cumbria are the measures aimed at improving passenger transport services. Passenger transport plays a key role in creating an inclusive society.

6.7 As set out in Figure 3, ‘Passenger transport’ incorporates conventional public transport services, home to school transport and social care related transport as well as the range of community and volunteer provided services. Annex 2 sets out details of the services covered.

6.8 In terms of the bus and rail network the council’s approach is to supplement the commercial services by supporting the provision of flexible transport services to complement the core and secondary bus and rail networks linking into the Key Service Centres, where the main services and facilities are located.
6.9 The LTP recognises the need to maximise the benefits of its spending on transport services through seeking to:
“...integrate with transport services procured by other agencies, especially health services and major employers ... producing an overall transport policy for the council covering all transport services.”

6.10 The council is reviewing the provision of its passenger services and the development of an evidence based partnership approach to determining how transport services are designed and delivered is being considered. A new integrated team is being set up and accessibility planning is being adopted as the guiding principle and mechanism for prioritising investment. Through this evidence based approach there will be scope for resources to be directed to those in greatest need when allocating funding for urban and rural bus services and Demand Responsive Transport services.
Rural accessibility issues

6.11 The LTP sets out a range of existing and proposed measures which aim to improve peoples ability to utilise passenger transport services in rural areas and access the services and facilities in the Key Service Centres.

These include the following proposals and projects:

• The identification of a Key Rural Bus Service network and Key Interchange Points. (LTP Policy PT5)
• The continued development of Demand Responsive Transport schemes to serve the most remote areas. (LTP Policies PT6 and PT7)
• Rural Wheels - operated by the council provides transport within the remote areas of rural Carlisle and South Lakes. The services allow people in the remote rural areas without access to regular public transport services to reach key destinations
• Voluntary Car Schemes - a range of schemes are supported by the council in many rural areas providing access to a number of services

6.12 In the rural areas of Cumbria in particular regular bus services are often not cost effective and without additional revenue funding support it will become increasingly difficult to prevent the reduction in bus service usage and bring forward new responsive services.

6.13 Cumbria also contains an extensive rail network with 48 stations. Lines such as the Settle and Carlisle and Cumbrian Coast play an important role providing regular direct services from outlying rural settlements to key service centres such as Carlisle, Barrow and Workington.

Urban accessibility issues

6.14 The approach to passenger transport in urban areas is to develop wherever feasible a network of accessible and frequent good quality bus services which will provide access to employment healthcare, learning, leisure and other key facilities from the residential areas.

6.15 To support this approach the following proposals and projects are being developed in urban areas:

• The establishment of a Voluntary Quality Bus Partnership with the primary bus operator in the county, Stagecoach North West in order to define a network of bus routes in urban areas which will provide linkages to the key services and facilities and a general improvement to the quality of facilities. (LTP Policies PT3 and PT5)
• The implementation of real time information on key routes and at key interchange points. (LTP Policies PT2)
• The further development of services operating in areas of Carlisle and Barrow for people who due to disability have difficulty in accessing regular public transport services
Walking

6.16 Encouraging access on foot is recognised as one of the most important means of increasing people’s ability to access key services and facilities, particularly journeys to work and school. Priority will be given to developing a network of good quality, safe, convenient, continuous and ‘accessible for all’ routes within the Key Service Centres reflecting the concentration of services and facilities there. In rural areas attention will be given to improving links to schools and public transport facilities with the Rights of Way Improvement Plans being developed. (LTP Policies \textbf{W1, W2}).

6.17 There is recognition that there is a particular need to cater for the requirements of people with disabilities to improve accessibility for all. The mobility plans being developed over the LTP period for each of the Key Service Centres are aimed at improving access on foot with particular benefit to those with impaired mobility.

6.18 The Key Service Centre have differences in how their residential areas are located relative to their town centres. Consequently they will have different accessibility problems with some towns having its Key Services in acceptable walking distance of the residential areas whilst others have only for example primary school within acceptable distance.

Cycling

6.19 Like walking, cycling provides an economic and healthy means of being able to access facilities and services and has the potential to bring an increased range of communities within the reach of key services.

6.20 The council is developing a network of core cycle routes in each of the Key Service Centres which will provide links to the schools, main employment areas and town centres. Networks have so far been produced for Carlisle, Barrow, Kendal, Workington, Whitehaven and Ulverston. (LTP Policy \textbf{C1}).

Safety

6.21 In line with Objective 4 of the Accessibility Strategy safety and security is a key determinant of people’s willingness to use services cutting across both walking and cycling and passenger transport service and locational issues.

6.22 There are two strands to safety of particular relevance to increasing accessibility, namely:
   • road safety
   • personal security

6.23 A raft of inter-related measures involving publicity, education, enforcement and engineering are being utilised to increase road safety particularly for the most vulnerable users of the highway network, pedestrians and cyclists.
6.24 Similarly a range of measures need to be considered to increase people’s personal security and their consequent willingness to access services on foot, by bike and through public transport. Especially during hours of darkness. In order to address people’s concerns the LTP has identified measures to improve security on the passenger transport service such as CCTV and the main walking and cycling routes to the transport services and the key service facilities. The design of routes and facilities has a vital role in ensuring people’s personal security is maximised.

6.25 Four Community Safety Strategies have been developed by the Local Crime and Disorder Partnerships to cover Cumbria and they have drawn up measures to increase the safety and security of passenger transport services and waiting facilities and the access to premises used for employment, health, learning, shopping and leisure.

7 Wider linkages
7.1 The two key overarching strategies for Cumbria are:
- Sub Regional Strategy of the Cumbria Strategic Partnership
- Councils Corporate Strategy

7.2 Cumbria’s Corporate Strategy sets out the council’s vision for the county over the next three years. Within its six defined themes aimed at Economic, Social and Environmental Well-Being key priorities have been defined a number of which have clear links to the objectives of the accessibility strategy.

7.3 The Cumbria Strategic Partnership (involving over 50 partner organisations) has produced a Sub-Regional Strategy (Community Strategy) for the county, Sustainable Cumbria, a strategy for growth and progress for Cumbria 2004 to 2024 which identifies the top priorities for action to improve the quality of life in Cumbria. An Action Plan is presently being developed for adoption in Spring 2006.

7.4 The Cumbria-wide community strategy was developed in consultation with the five Local Strategic Partnerships (LSP) covering the county; Carlisle, Eden, South Lakeland LSPs, Furness Partnership, and West Cumbria Partnership.

7.5 Each of the Local Strategic Partnerships have prepared a strategy for the future development of their respective areas. They all highlight access to the key services as a significant priority and they will be used to inform future priorities in the accessibility planning process.

7.6 Details of the linkages between the county’s two key strategies and the objectives of the accessibility strategy are set out in Annex 3. It also contains details of the other key strategies and plans set out opposite in Figure 4.
8  Strategic Accessibility Assessment

8.1 In line with government guidance as part of the first stage in the Accessibility Planning process a strategic accessibility assessment of Cumbria was carried out.

Partnerships

8.2 The authority set up three strategic partnerships to cover the issues of:
- Access to Employment
- Access to Health
- Access to Learning

The issue of Access to Fresh Food will be looked at in terms of a local accessibility assessment.

8.3 The aim with the partnerships was to set up small groups of relevant stakeholders (set out in Annex 4) which could focus in on the key accessibility issues at the strategic level.

The groups met on a regular basis to address the following issues:
- Identification of mapping requirements
- An understanding of the nature of service provision
- Review of evidence
- Consideration of mapping produced
Findings

8.4 The mapping audit undertaken assessed the accessibility by car and public transport of the following key service destinations:

- Further education establishments
- GP surgeries and practices
- Accident and Emergency hospitals
- Out of Hours Centres
- Hospitals with Minor Injuries
- Clinics and hospitals without Minor Injury clinics
- Major employment sites
- Key Service Centres

Annex 5 sets out representatives of the maps produced for access to FE establishments, GPs, major employment sites and Key Service Centres whilst Annex 6 sets out % figures for Cumbria for each of the indicators mapped.

Issues

Access to Employment

8.5 It was considered that the mapping would be of most benefit if it looked at access to the Key Service Centres and employers of over 50 and 100 staff respectively.

The strategic accessibility assessment brought out the following key issues:

- 97% of workplaces in Cumbria employ less than 50 people
- The potential problems in rural West Cumbria are underestimated due to the perception of the area as having urban problems
- Residents find it difficult to access major employment sites on the coast
- The poor transport infrastructure make journeys to and within West Cumbria and Barrow significantly longer than they should be and a barrier to businesses being set up
- Bus services do not meet the needs of the tourist industry particularly job seekers trying to access the South Lakes from the Barrow area and the North Lakes from the West Coast
- Work requirements are not compatible with bus timetables and bus services do not serve some major employment areas such as Park Road in Barrow, and Pirelli in Carlisle
- Measures are needed for those who cannot access public transport such as a website for car sharers, and provision of bikes
- There is a need to consider the initial cost of transport when people start work
- Without access to a car a number of people were unable to take up farm apprentice schemes
Access to Healthcare

8.6 In terms of healthcare facilities the partners considered there would be most benefit in looking at a number of healthcare facilities namely: GP’s, A&E Hospitals, Out of Hours Centres, and Hospitals with and without Minor Injury Units. The following issues were identified:

- There is a need to examine in detail the provision of transport for patients using health services
- People in the deprived wards in the urban areas and those living in rural areas are likely to have particular access problems to healthcare facilities
- In rural areas elderly people, children of single parents or workless households, the self employed on low incomes and seasonal workers are more likely to experience accessibility problems
- GP’s in many rural areas may be inaccessible by public transport

Access to Learning

8.7 The strategic assessment focussed in on access to further education establishments for young people aged 14-19 given the vital role they play in providing full learner entitlement. This reflects the policy adopted by the council in 2005 to offer learning through a more flexible 14-19 year old curriculum. The Cumbria 14-19 Pathfinder has developed in conjunction with the Learning and Skills Council a strategy to drive this issue across the five learning zones in Cumbria.

The issues identified were:

- The sparsity of population together with topography and transport infrastructure makes access to learning expensive in both time and money
- There is a gap in the provision of full learner entitlement in Eden District as only partial entitlement is provided through the University of Central Lancashire
- A student who studies at multiple sites will only receive transport support to travel to one site
- Cultural barriers hinder progression into post 16 education
- The cost of travel is a barrier to access learning opportunities
- There is a limited public transport network given rurality of county
- Travel times can deter young people from education

Accessibility by walking and cycling

8.8 Improving access by both walking and cycling to the key services and facilities is identified as a particularly important means of not only reducing congestion and improving air quality but most importantly reducing social exclusion. In urban areas in particular, good quality, convenient and safe routes for cycling and walking can help reduce social exclusion in the most deprived areas through minimising transport costs a key barrier for people looking to take up a job opportunity.

8.9 At the strategic level work has been undertaken to look at the % of households within the main towns in each of the six Districts, (Barrow-in Furness, Carlisle, Kendal, Penrith, Workington and Whitehaven). That are considered to be in acceptable walking and cycling distance of their respective town centres namely 2km and 6km respectively.
8.10 The findings as set out in Annex 7 indicated that almost all the population of the six towns was within reasonable cycling distance of their town centres. This indicates the potential there may be to increase journeys on bike provided safe and convenient routes are provided.

8.11 There was significant variation in terms of walking accessibility ranging from 37.1% and 45% in Carlisle and Barrow through to 97.6% in Penrith. Whilst there is a clear correlation between population size and levels of accessibility there are some clear variations with Kendal and Whitehaven being of similar size but the centre of Whitehaven being significantly less accessible on foot because of its dispersed layout.

Problem areas

8.12 A more detailed assessment was undertaken to identify the least accessible areas of the county for each service destination and then the areas with accessibility problems across the service destinations. This resulted in the following areas as indicated in Figure 5 (opposite) being identified:

- Rural Eden
- Eastern Rural Carlisle
- Rural Allerdale
- Southern Rural Copeland
- Eastern Rural South Lakeland
- ‘Lakes Area’, South Lakeland

8.13 In view of Eden being assessed as having the most potential accessibility problems at the strategic level of all the Districts within Cumbria it has been chosen as the initial pilot for a detailed local accessibility assessment.
Wards Identified by Cross-Key Area Accessibility Problems
9 Next steps

Priorities

9.1 The priorities for future action over the LTP period will be based on where:

- There are concentrations of people at risk of social exclusion and the accessibility of a single service or combination of services is poorest
- Improvements are likely to make the greatest contribution to delivering the authority’s and partners wider objectives
- The local community plans have identified particular issues

9.2 The council has identified a programme of initiatives for 2006/07 where detailed local accessibility assessments will be undertaken and is in the process of identifying appropriate partners to be involved in these schemes. Three pilot schemes are to be carried out covering the rural District of Eden, the southern part of Copeland District and the urban District of Barrow.

9.3 These schemes will provide valuable knowledge and experience which will allow future schemes to be taken forward by our partners in the employment, education, health and other sectors. Depending on their outcomes further assessments will take place targeted on specific areas and/or service issues.

Access to rural areas

9.4 The first pilot scheme for Eden District came out of the work carried out during the strategic accessibility assessment which identified the twenty wards with the worst accessibility problems. This clearly showed that Eden District had the most accessibility problems of the six Districts in Cumbria with a number of the wards being the poorest for access to FE establishments, GPs, A&E hospitals, major employers (>50 employees) and the Key Service Centres.

9.5 In view of these findings and the scope for solutions to address more than one accessibility problem the assessment will examine accessibility in Eden District, across the range of services.

Access to isolated Key Service Centres

9.6 This pilot will look at the southern part of Copeland District focussing on the Key Service Centre of Millom and its surrounding rural catchment area. This part of the county suffers from particular problems of isolation with infrequent public transport provision and lengthy journey times to the nearest main towns of Barrow and Whitehaven. The assessment will examine access to employment, health and learning provision within Millom and from the locality to Barrow and Whitehaven.
Access to urban areas of multiple deprivation

9.7 Whilst at the strategic level urban areas are seen as having generally reasonable access to key services and facilities this hides potential significant problems at the more local area particularly in the areas of multiple deprivation. Allerdale, Copeland, Carlisle and particularly Barrow District have wards falling within the 10% most deprived in the country. Consequently it is proposed that there will be a local accessibility assessment carried out in the deprived areas of Barrow District looking across the issues of access to employment, learning and health. This reflects priorities of the community plan (of the Local Strategic Partnership) for Barrow which include:

- removing barriers to accessing employment
- raising achievements of students aged 14 and over

9.8 The project will be rolled forward to subsequently consider in detail the particular accessibility problems of the other most deprived urban areas in Cumbria.

Access to sports and leisure facilities

9.9 Ensuring good quality access to leisure and sports facilities can play an important role in improving health, giving opportunities to youngsters particularly from the more deprived areas. The council in conjunction with South Lakeland District Council, and Community Transport South Lakeland is working on a scheme with South Lakes Leisure Services which will provide affordable transport for groups of young people in rural areas to access sports and leisure facilities.

Access to GP’s

9.10 The ability of people to access their GP is identified as the council’s key accessibility indicator reflecting the important role it is seen as playing in aiding the health of the most disadvantaged members of society. It further reflects one of the key issues being considered in the government’s White Paper on Primary Care. During the strategic accessibility assessment one of the issues identified through the mapping was the poor access to GPs in a number of rural wards across the county including parts of South Lakeland. Morecambe Bay Primary Care Trust are keen to take forward a scheme which will look at the present accessibility in an area of South Lakeland and with stakeholders examine service delivery options to improve access.
Other initiatives

9.11 There already a number of schemes underway which will be developed over the time period of the LTP to improve access to the key services and facilities:

<table>
<thead>
<tr>
<th>Measures</th>
<th>Lead partner</th>
<th>Timescale</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Cycle Networks for each Key Service Centre</td>
<td>CC</td>
<td>3 per year of the LTP period</td>
</tr>
<tr>
<td>• Mobility Plans for each Key Service Centre</td>
<td>CC</td>
<td>3 per year of the LTP period</td>
</tr>
<tr>
<td>• New Policy &amp; guidance on the use of 'Accession' in developments exceeding a certain threshold</td>
<td>CC</td>
<td>2006</td>
</tr>
<tr>
<td>• Review of library provision across the county</td>
<td>CC</td>
<td>2006</td>
</tr>
<tr>
<td>• Review of passenger transport</td>
<td>CC</td>
<td>2006</td>
</tr>
</tbody>
</table>

10 Proposed schemes

10.1 The council has allocated a budget for the continued development of accessibility planning in 2006/07. During that time period local accessibility assessments are to be undertaken for the following initiatives. Their outcomes will be worked up into action plans, and will be subject to regular review with amendments enacted as and when required which will be taken forward by the council in partnership with the lead partner:

<table>
<thead>
<tr>
<th>Scheme pilots</th>
<th>Lead partner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Access to key services and facilities Eden District</td>
<td>Cumbria County Council</td>
</tr>
<tr>
<td>Access to key services and facilities South Copeland</td>
<td>Cumbria County Council</td>
</tr>
<tr>
<td>Access to key services and facilities in areas of deprivation, Barrow District</td>
<td>Cumbria County Council</td>
</tr>
<tr>
<td>Others</td>
<td></td>
</tr>
<tr>
<td>Access to sports &amp; leisure facilities South Lakeland</td>
<td>South Lakes Leisure Services</td>
</tr>
<tr>
<td>Access to GPs South Lakeland</td>
<td>Morecambe Bay PCT</td>
</tr>
</tbody>
</table>

11 Conclusions

11.1 The Accessibility Strategy aims to put accessibility planning at the heart of an integrated approach to the delivery and location of services across Cumbria. It has been developed in conjunction with a range of stakeholders and they together with the council have declared their commitment to integrate accessibility planning into their policies and delivery of services and to work together to deliver improved accessibility services across the county. The council will look to continue to extend its stakeholder base and look to sign up further partners to its concordat.
11.2 Accessibility Planning is an on-going process that will continue to inform the council’s strategies and the strategies of our partners. The council in conjunction with its partners will look to carry out assessments and formulate action plans aimed at meeting the accessibility needs of Cumbria’s communities, particularly the most disadvantaged.

11.3 A high level partnership group is being developed to oversee, monitor and evaluate the progress that the council is making to improve accessibility to the range of key services across Cumbria.

11.4 The outcome of the process will inform the delivery of programmes through LTP2.

Annex 1: stakeholder event attendees

Organisation
Portfolio Holder for Economic, Wellbeing and Regeneration
Cumbria Ambulance Service
Cumbria Rural Enterprise Agency
Cumbria Local Access Forum
North Cumbria PPI
Morecambe Bay PPI
Federation of Small Businesses
Eden District Council
Carlisle City Council
Morecambe Bay PCT
Job Centre Plus
Carlisle College
Furness College
Lakes College West Cumbria
Newton Rigg College, Penrith
Voluntary Action Cumbria
South Lakeland District Council
North Cumbria Mental Health
Cumbria Association of Local Councils
Portfolio Holder for Economic, Wellbeing and Regeneration, Cumbria CC
Chair of Allerdale Local Committee, Cumbria CC
Strategic Partnership Development Officer, Cumbria CC
Programme Manager, Rural Matters, Cumbria CC
County Manager, Learning Disabilities, Cumbria CC
Special Adviser, Childrens Services, Cumbria CC
Community Enterprise Programme Manager, Cumbria CC
Transport Operations Manager, Cumbria CC
Head of Library Services, Cumbria CC
Travel Plan Coordinator, Cumbria CC
Community Transport Officer, Cumbria CC
Transport Policy Team Leader, Cumbria CC
Senior Transport Policy Officer, Cumbria CC
Annex 2: Definitions of Passenger Transport Services

Social Services transport (Adult Services)
Transport provided free by Cumbria County Council for clients to access day care facilities.

Home to school transport (Children Services)
Statutory free transport for children to access transport to nearest or catchment school. Some additional transport provided at council’s discretion.

Non-emergency ambulance transport.
Free transport provided by the PCTs (usually provided by Cumbria Ambulance Service) for people with defined clinical need to access hospitals.

Community transport
Transport either provided on a voluntary basis or is not conventional registered bus service. It includes dial a ride and car schemes.

Annex 3: Linkages Between Accessibility Objectives and the county’s Key Wider Strategies

<table>
<thead>
<tr>
<th>Accessibility Strategy Objectives</th>
<th>Corporate Plan Key Priorities</th>
<th>Community Strategy Priorities</th>
</tr>
</thead>
</table>
| To encourage and assist service providers to develop ways of delivering their services that improves accessibility, particularly for those in greatest need. | • Improving the quality of life of Vulnerable Adults  
• Improving the life chances and well being of children and young people | • Achieve greater integration of the work of agencies dealing with social exclusion  
• Develop procedure to deal with consequences of an ageing population and arrest the outflow of young people  
• Tackle health inequalities and promote healthy living and working |
| To ensure the new employment, educational, healthcare, food network, leisure and other essential services and facilities are located so as to be accessible by passenger transport, cycling and walking through the land use planning process with local planning authorities. | • Improving the quality of life of Vulnerable Adults  
• Improving the life chances and well being of children and young people | • Develop procedure to deal with consequences of an ageing population and arrest the outflow of young people  
• Tackle health inequalities and promote healthy living and working  
• Land use planning |
| To improve access to the county’s Key Service Centres ensuring those most in need have access to educational, healthcare and leisure facilities and fresh food. | • Improving the quality of life of Vulnerable Adults  
• Improving the life chances and well being of children and young people | • Strengthen County Safety Programme  
• Implement improved road safety measures |
| To ensure that measures to improve accessibility also take account of safety and personal security requirements. | • Improving the quality of life of Vulnerable Adults  
• Improving the life chances and well being of children and young people |  |
**Cumbria Sub Regional Spatial Strategy**
The Cumbria Strategic Partnership has also produced Cumbria’s Sub Regional Spatial Strategy ‘Developing Sustainable Cumbria’ which summarises the key priorities for partnership action in Cumbria setting out agreed actions for public, private, voluntary and community groups across Cumbria.

**Economic Strategy**
Cumbria’s Economic Strategy can also be seen to link into the objectives of the accessibility strategy. Two of the economic strategy’s key objectives are to improve access for all throughout the county and provide the transport infrastructure to meet the needs of residents and local businesses.

**Structure Plan**
The Cumbria and Lake District Joint Structure Plan provides the strategy and policies for the development and use of land within the county. Its overall aim is ‘to secure a more sustainable pattern of development’ with new development being focussed on the county’s 25 key service centres.

A key aspect of the accessibility strategy is to ensure that key services and facilities are sited in the most accessible locations which can be accessed by sustainable forms of transport.

**Local Development Frameworks**
Each of the six Districts have prepared Local Development Schemes as a replacement to their District Wide Local Plans and the council will be working with the Districts to incorporate the Accessibility Strategy into their LDS as part of their annual review.

**Market Town Initiatives**
Set up by the Countryside Agency (now the NWDA) it is aimed at bringing a new lease of life to market towns through enabling the local community to better plan for their future.

**Parish Plans**
The findings of the Parish Plans have helped formulate proposals for both the Community Strategies and LTP and as more of them get produced they will provide an important index of problems at the local level which can be fed into the accessibility planning process.
Annex 4: Stakeholders involved in Strategic Partnerships Access to Employment

The partnership involved representation from:
- Job Centre Plus
- Cumbria Rural Enterprise Agency
- Cumbria Tourist Board

There was also consultation with the following wide range of organisations involved in the employment sector field throughout the strategic assessment process:
- Business Link
- Connexions
- InBiz Limited
- West Cumbria Development Agency
- Rural Womens Network
- Regeneration Team
- Enterprise Agency Network
- West Cumbria Strategic Partnership
- Rural Regeneration Cumbria
- Invest in Cumbria

Access to Healthcare
This partnership involved representation from:
- Morecambe Bay Primary Care Trust
- North Cumbria Primary Care Trust
- Cumbria County Council Social Services Directorate

Access to Learning
The partnership comprised the following:
- Learning and Skills Council
- Cumbria County Council Education Directorate
- Cumbria County Council Property and Transport Services Unit

There was also consultation with Connexions during the process.

Annex 5: Maps from Strategic Accessibility Assessment of Cumbria
Percentage of Total Households within 30 minutes of a KSC by Public Transport
Accessibility to Further Education Establishments for 14 - 19 year olds by Public Transport
Percentage of Households in receipt of Jobseekers Allowance within 60 minutes of an Employer with 50 or more Employees across one or more sites by Public Transport.
Annex 6: Indicators mapped

Access to health

Accessibility Statistics

<table>
<thead>
<tr>
<th>Indicators</th>
<th>% Cumbria</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>GPs</strong></td>
<td></td>
</tr>
<tr>
<td>• Percentage of total households within 30 minutes of a GP by car</td>
<td>97</td>
</tr>
<tr>
<td>• Percentage of total households within 60 minutes of a GP by car</td>
<td>97</td>
</tr>
<tr>
<td>• Percentage of total households within 30 minutes of a GP by PT</td>
<td>81</td>
</tr>
<tr>
<td>• Percentage of total households within 60 minutes of a GP by PT</td>
<td>83</td>
</tr>
<tr>
<td>• Percentage of households without access to a car within 30 minutes of a GP by PT</td>
<td>93</td>
</tr>
<tr>
<td>• Percentage of households without access to a car within 60 minutes of a GP by PT</td>
<td>93</td>
</tr>
<tr>
<td><strong>Accident &amp; Emergency (A&amp;E) hospitals</strong></td>
<td></td>
</tr>
<tr>
<td>• Percentage of total households within 30 minutes of an A&amp;E hospital by car</td>
<td>93</td>
</tr>
<tr>
<td>• Percentage of total households within 60 minutes of an A&amp;E hospital by car</td>
<td>97</td>
</tr>
<tr>
<td>• Percentage of total households within 30 minutes of an A&amp;E hospital by PT</td>
<td>40</td>
</tr>
<tr>
<td>• Percentage of total households within 60 minutes of an A&amp;E hospital by PT</td>
<td>73</td>
</tr>
<tr>
<td>• Percentage of households without access to a car within 30 minutes of an A&amp;E hospital by PT</td>
<td>55</td>
</tr>
<tr>
<td>• Percentage of households without access to a car within 60 minutes of an A&amp;E hospital by PT</td>
<td>86</td>
</tr>
<tr>
<td><strong>Hospitals with Minor Injury (MI) Unit</strong></td>
<td></td>
</tr>
<tr>
<td>• Percentage of total households within 30 minutes of an MI Unit by car</td>
<td>81</td>
</tr>
<tr>
<td>• Percentage of total households within 60 minutes of an MI Unit by car</td>
<td>97</td>
</tr>
<tr>
<td>• Percentage of households within 30 minutes of an MI Unit by PT</td>
<td>25</td>
</tr>
<tr>
<td>• Percentage of households within 60 minutes of an MI Unit by PT</td>
<td>57</td>
</tr>
<tr>
<td>• Percentage of households without access to a car within 30 minutes of an MI Unit by PT</td>
<td>27</td>
</tr>
<tr>
<td>• Percentage of households without access to a car within 60 minutes of an MI Unit by PT</td>
<td>64</td>
</tr>
<tr>
<td><strong>Hospitals without Minor Injury (MI) Unit</strong></td>
<td></td>
</tr>
<tr>
<td>• Percentage of total households within 30 minutes of a hospital with no Mi Unit by car</td>
<td>82</td>
</tr>
<tr>
<td>• Percentage of total households within 60 minutes of a hospital with no Mi Unit by car</td>
<td>97</td>
</tr>
<tr>
<td>• Hospitals without MI Unit by PT</td>
<td></td>
</tr>
<tr>
<td>• Percentage of total households within 30 minutes of a hospital with no MI Unit by PT</td>
<td>10</td>
</tr>
<tr>
<td>• Percentage of total households within 60 minutes of a hospital with no MI Unit by PT</td>
<td>52</td>
</tr>
<tr>
<td>• Percentage of households without access to a car within 30 minutes of a hospital with no MI Unit by PT</td>
<td>10</td>
</tr>
<tr>
<td>• Percentage of households without access to a car within 60 minutes of a hospital with no MI Unit by PT</td>
<td>64</td>
</tr>
<tr>
<td><strong>Out of Hours Centres</strong></td>
<td></td>
</tr>
<tr>
<td>• Percentage of total households within 30 minutes of an Out of Hours Centre by car</td>
<td>97</td>
</tr>
<tr>
<td>• Percentage of total households within 60 minutes of an Out of Hours Centre by car</td>
<td>97</td>
</tr>
<tr>
<td>• Out of Hours Centres by PT</td>
<td></td>
</tr>
<tr>
<td>• Percentage of total households within 30 minutes of an Out of Hours Centre by PT</td>
<td>52</td>
</tr>
<tr>
<td>• Percentage of total households within 60 minutes of an Out of Hours Centre by PT</td>
<td>78</td>
</tr>
<tr>
<td>• Percentage of households without access to a car within 30 minutes of an Out of Hours Centre by PT</td>
<td>66</td>
</tr>
<tr>
<td>• Percentage of households without access to a car within 60 minutes of an Out of Hours Centre by PT</td>
<td>90</td>
</tr>
</tbody>
</table>
### Access to employment/Key Service Centres

#### Indicators % Cumbria

##### Employment sites over 100
- Percentage of major employment sites with over 100 employees within 30 minutes by car: 97
- Percentage of major employment sites with over 100 employees within 60 minutes by car: 97
- Percentage of households in receipt of jobseekers allowance within 30 minutes of major employment sites with over 100 employees by car: 99
- Percentage of households in receipt of jobseekers allowance within 60 minutes of major employment sites with over 100 employees by car: 99
- Percentage of major employment sites with over 100 employees by PT: 77
- Percentage of major employment sites with over 100 employees by PT within 30 minutes: 82
- Percentage of major employment sites with over 100 employees by PT within 60 minutes: 87
- Percentage of households in receipt of jobseekers allowance within 30 minutes of major employment sites with over 100 employees by PT: 91
- Percentage of households in receipt of jobseekers allowance within 60 minutes of major employment sites with over 100 employees by PT: 91

##### Employment sites over 50
- Percentage of employment across one or more sites with over 50 employees within 30 minutes by car: 97
- Percentage of employment across one or more sites with over 50 Employees within 60 minutes by car: 97
- Percentage of households in receipt of Jobseekers Allowance within 30 minutes of employment across one or more sites with over 50 employees by car: 99
- Percentage of households in receipt of Jobseekers Allowance within 60 minutes of employment across one or more sites with over 50 employees by car: 99
- Employment across one or more sites with over 50 employees by PT within 30 minutes: 83
- Employment across one or more sites with over 50 employees by PT within 60 minutes: 84
- Households in receipt of Jobseekers Allowance within 30 minutes of employment across one or more Sites with over 50 Employees by PT: 91
- Households in receipt of Jobseekers Allowance within 60 minutes of employment across one or more sites with over 50 employees by PT: 92

##### Key Service Centres (KSC)
- Percentage of total households within 30 minutes of a KSC by car: 97
- Percentage of total households within 60 minutes of a KSC by car: 97
- Percentage of households in receipt of Jobseekers Allowance within 30 minutes of a KSC by car: 98
- Percentage of households in receipt of Jobseekers Allowance within 60 minutes of a KSC by car: 99
- Percentage of total households within 30 minutes of a KSC by PT: 77
- Percentage of total households within 60 minutes of a KSC by PT: 82
- Percentage of households in receipt of Jobseekers Allowance within 30 minutes of a KSC by PT: 87
- Percentage of households in receipt of Jobseekers Allowance within 60 minutes of a KSC by PT: 90
Access to learning

Indicators

Further Education Colleges (FEE)

- Percentage of total households within 30 minutes of a FEE by car 97
- Percentage of total households within 60 minutes of a FEE by car 97
- Percentage of 14-19 year olds within 30 minutes of a FEE by car 97
- Percentage of 14-19 year olds within 60 minutes of a FEE by car 97
- Percentage of total households within 30 minutes of a Fee by PT 54
- Percentage of total households within 60 minutes of a Fee by PT 76
- Percentage of 14-19 year olds within 30 minutes of a FEE by PT 55
- Percentage of 14-19 year olds within 60 minutes of a FEE by PT 76

Annex 7

Accessibility to centres of districts’ main towns by cycling and walking

Table 1

<table>
<thead>
<tr>
<th>Walking access</th>
<th>Total households in urban area</th>
<th>Households within reasonable walking distance</th>
<th>% of total households with reasonable walking distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Workington</td>
<td>12244</td>
<td>8496</td>
<td>69.4%</td>
</tr>
<tr>
<td>Whitehaven</td>
<td>10860</td>
<td>5476</td>
<td>50.4%</td>
</tr>
<tr>
<td>Carlisle</td>
<td>31998</td>
<td>11866</td>
<td>37.1%</td>
</tr>
<tr>
<td>Penrith</td>
<td>6476</td>
<td>6320</td>
<td>97.6%</td>
</tr>
<tr>
<td>Kendal</td>
<td>10833</td>
<td>7773</td>
<td>71.8%</td>
</tr>
<tr>
<td>Barrow</td>
<td>24501</td>
<td>11017</td>
<td>45.0%</td>
</tr>
<tr>
<td>Total</td>
<td>96912</td>
<td>50948</td>
<td>52.6%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Walking access</th>
<th>Total households in urban area</th>
<th>Households within reasonable cycling distance</th>
<th>% of total households with reasonable cycling distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Workington</td>
<td>12244</td>
<td>12244</td>
<td>100.0%</td>
</tr>
<tr>
<td>Whitehaven</td>
<td>10860</td>
<td>10865</td>
<td>100.0%</td>
</tr>
<tr>
<td>Carlisle</td>
<td>31998</td>
<td>31968</td>
<td>99.9%</td>
</tr>
<tr>
<td>Penrith</td>
<td>6476</td>
<td>6467</td>
<td>99.9%</td>
</tr>
<tr>
<td>Kendal</td>
<td>10833</td>
<td>10714</td>
<td>98.9%</td>
</tr>
<tr>
<td>Barrow</td>
<td>24501</td>
<td>24507</td>
<td>100.0%</td>
</tr>
<tr>
<td>Total</td>
<td>96912</td>
<td>96763</td>
<td>99.8%</td>
</tr>
</tbody>
</table>