

# Moving Cumbria Forward

## Cumbria Transport Plan Strategy 2011-2026



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# Foreword

I am delighted to introduce to you the new Local Transport Plan for Cumbria. The Plan which is intended to be concise and easily understandable is contained within three documents



- the 15 year Strategy, Moving Cumbria Forward;
- the 3 year Implementation Plan;
- the Cumbria County Council transport policies .

Transport plays an important role in our every day life whether it is driving, cycling or walking on Cumbria's highway network or using the County's bus and rail services. I want Cumbria to have a high quality resilient highway network and transport system that everyone can access. One which supports the development of a sustainable and prosperous low carbon economy and ensures Cumbria's outstanding environment can be enjoyed.

However, to achieve this we face significant challenges over the next 15 years, in particular how we can best meet the needs of Cumbria against a backdrop of reduced levels of funding for transport .

The Transport Strategy, Moving Cumbria Forward developed in partnership with our local communities , businesses and other stakeholders sets out the agreed approach to addressing the challenges facing us. Supporting the priorities of the Cumbria Community Strategy and the Council Plan of Cumbria County Council, it emphasises the need to deliver value for money schemes.

The 3 year Implementation Plan will show how and where we are steering investment to achieve these priorities. It will be reviewed and rolled forward annually.

Throughout the 15 year period of the Cumbria Transport Plan we will be working closely with our partners to ensure that we are getting it right and if not change the plan accordingly.

**Councillor - Tim Knowles**  
**Portfolio Holder for Transport and Environment**

# 1 Welcome and Summary

## Cumbria Transport Vision 2011-2026

A transport system and highway network in Cumbria that is safe, reliable, available, accessible and affordable for all which supports the following local priorities:

- safe, strong and inclusive communities
- health and well-being throughout life
- a sustainable and prosperous economy
- effective connections between people and places
- world class environmental quality and in doing so minimises carbon emissions.

Transport affects all our lives. Decisions about investment on roads and transport affect the quality of our local environment and the future of the planet. In turn, the decisions we all make about how we live our lives or run our businesses affect what sort of roads and transport are needed. The purpose of the Cumbria Transport Plan is to secure and steer investment for the county so as to support the development of the local economy, reduce carbon emissions, and ensure a high quality environment for residents and visitors.

This reflects the Government’s vision for a sustainable transport system as set out in the 2011 White Paper which will be achieved through:

- a focus on localism, where increased decision making is made by local government and local communities;
- a simplified funding stream for local transport including a new Local Sustainable Transport Fund;
- encouraging behaviour change by making walking, cycling and public transport more attractive;
- developing smart and integrated ticketing to make public transport easier to use;
- in the longer term, the construction of high speed rail links and increased use of electric vehicles

The Government sees local businesses playing a very important part in encouraging investment and promoting economic development. The Cumbria Local Enterprise Partnership will co-ordinate Regional Growth Fund bids, including bids for larger transport initiatives to bring about a strong, low carbon economy.

In Cumbria communities, businesses and councils are working more closely to understand the transport problems and to create the best answers to these. Cumbria’s first Annual Transport Conference took place in 2010 bringing together some 70 stakeholders from businesses, charities, community groups, local authorities and transport operators, to improve communication and to help improve this Plan. The outcome of the event has contributed to the development of this document.

This Transport Plan shows how transport supports other plans, including those for the development of housing and employment, improving public health and tackling climate change. The Plan also supports the District Council local planning function.

The Plan supports the vision set out in the Community Strategy for Cumbria 2008-2028 of safe, strong, and inclusive communities; of health and well-being through life; of sustainable and prosperous economy; of effective communications between people and places; and, of world-class environmental quality. This Plan also reflects the priorities of Cumbria County Council’s Council Plan 2011-2014, which are:

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



**The Plan also clearly reflects the aspirations for Cumbria contained within the Council Plan:**

**For the economy:**

- Cumbria to be a place with a thriving economy where we challenge poverty in all its forms.

**For the environment:**

- Cumbria to be a place where you can live in a high quality and sustainable environment, where people can move easily and safely around the county.

**For children and young people:**

- Cumbria to be a great place to be a child and grow up in; a place of opportunity where young people are able to live happy and productive lives; a place where young people will want to live and work in the future.

**For independent, safe and healthy lives:**

- Cumbria to be a place where people are able to enjoy independent and healthy lives and to be safe from harm, with more control over their lives and a say in the decisions that affect them.

This is a plan for the next 15 years to 2026 which we will review regularly so that we integrate Cumbria's transport solutions alongside alternatives to travel and mobility; including better broadband, working from home and local delivery of services.

The Plan sets out how roads, cycle ways, rights of way, bus and train services will be managed and improved. Our spending plans will be reviewed each year so that they can deal with changing needs and changing funding in Cumbria. A three year Implementation Plan setting out where the money on transport will be spent will be produced annually. A clear approach is set out in the Plan regarding how schemes will be developed, from identifying where the money comes from through to how decisions are made and finalising the best type of solution.

As public funding becomes more scarce, with an increasing focus on expectations for improved transport infrastructure we need to spend each pound more wisely. We will:

- make the best use of the assets we have;
- make improvements that meet the greatest number of our aims;
- spend on things that are good value for money;
- not waste money on developing improvements that are unlikely to be funded.

The heart of the Plan's approach is to enable Cumbria to develop a sustainable and prosperous low carbon economy.

**Therefore our key priorities for transport are:**

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

The transport priorities will help deliver the overall priorities of the Council for the next three years, and will help progress towards the longer-term aspirations.

The maintenance of Cumbria's roads will aid people to move easily and safely around the County, helping them to access the services they need. Ensuring our strategic road links support the Cumbrian economy will enable new development opportunities to come forward, providing people with employment and thereby tackling poverty.

Maximising the benefits of the County's rail networks will help support the local economy, and help those without access to a car to get to jobs, training and services.

Using smartcard technology will help people across the county to use passenger transport, making it easier for them to access and engage with the services, and help improve their chances in life.

Maximising the potential of the Port of Workington to support the Energy Coast and reduce carbon emissions from road transport will help support a thriving sustainable economy.

Enabling more people to walk and cycle to school and to work will support and encourage people to become healthier and help reduce carbon emissions.

The Plan will be a key element in determining how successful the Council is in achieving these priorities and aspirations, and in how successful Cumbria is in meeting the vision set out in the Community Strategy.



## 2 Delivering Our Vision

To achieve our vision, emphasis will be placed on smaller scale, lower cost scheme which are able to best achieve our aims for Cumbria, giving value for money:

### Our aims for transport

- A strong sustainable local economy.
- Lower carbon emissions.
- Supporting local communities.
- Reducing the need to travel.
- Better sustainable access to jobs and services in rural areas.
- Improved public health.
- A high quality natural and built environment.

We will prioritise schemes which reduce the need to travel or encourage and bring about the greater use of buses, trains, taxis and journeys on foot and by bike, by residents and visitors.

### Different approaches for different places

Cumbria is a county of great variety which means that we will be developing approaches in line with local needs. Many areas of the county are deeply rural, with small villages and few local facilities and services, and many people depend on car travel or infrequent public transport. However, nearly half the people in Cumbria live in towns of over ten thousand people. In these places, it is possible to encourage more journeys on foot, (including wheelchairs and pushchairs), by bike, and by bus; to improve health, economic vitality, local quality of life and reduce the levels of carbon generated.

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The approaches taken to transport across Cumbria will aim to meet the needs of communities in the different areas across the county.

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The M6 and West Coast Main Line Railway provide good road and rail connections for Carlisle and east Cumbria, but if you live or run a business in Barrow or West Cumbria or elsewhere in more rural parts of the county, journey times to large regional cities are long and can be unreliable. Many visitors come to Cumbria and particularly the Lake District because of its beautiful mountains and lakes and opportunities for outdoor recreation. We need to keep these areas attractive by encouraging visitors to reduce the use of their cars for journeys to and within Cumbria.

The approaches taken to transport across Cumbria will aim to meet the needs of communities in the different areas across the county.

## Looking forward

This Cumbria Transport Plan has been written to take into account the emerging transport priorities of the coalition government. It is recognised that these priorities are still being developed and we are ready to respond to these through annual reviews of the Plan. In particular, Big Society, high speed rail, rail franchising and Nuclear New Build will be key aspects of our future strategies. We will require new developments that are appropriate to help fund required improvements to transport infrastructure and services. A good example would be the Nuclear New Build project which has the potential to help fund required improvements to the road and rail network in West Cumbria. We recognise we may need to refresh this document in order to respond to changes which could emerge as part of forthcoming government legislation. The Cumbria Transport Plan will help us to work together to provide the roads and transport that Cumbria needs.



# 3 About Cumbria

## Geography

Cumbria is the second largest county in England, and is made up of six districts; Allerdale, Barrow-in-Furness, Carlisle, Copeland, Eden, and South Lakeland. It is mainly rural, and is home to England’s largest National Park, the Lake District. Cumbria also contains part of the Yorkshire Dales National Park, three Areas of Outstanding Natural Beauty and the World Heritage Site of Hadrian’s Wall. Approximately half of the county’s boundary is coastline.

## Population

With a population of just under 500,000, Cumbria is the second most sparsely populated county in England. Carlisle is the largest centre of population, followed by Barrow and Kendal. The resident population is dwarfed by the millions of visitors who come to Cumbria each year, which has significant implications for transport services and our roads and footpaths. The proportion of elderly people in Cumbria is increasing more than elsewhere, due to in-migration of older people and out-migration of younger adults. Approximately one in five people have a long term limiting health condition, including a growing number of people with mobility problems.

## Deprivation

While Cumbria appears to be relatively affluent, this hides the deprivation facing specific areas of the county. In West Cumbria, Barrow, and some parts of Carlisle, deprivation can be found similar to that in Britain’s most deprived inner city areas. The residents of Eden suffer the greatest difficulty of any district in England in terms of getting to jobs, shops and healthcare. This rural isolation, which occurs across Cumbria, leads to difficulties for children, youngsters, and older people. Across Cumbria there are very noticeable different levels of educational success, crime rates, life expectancy, and household income.



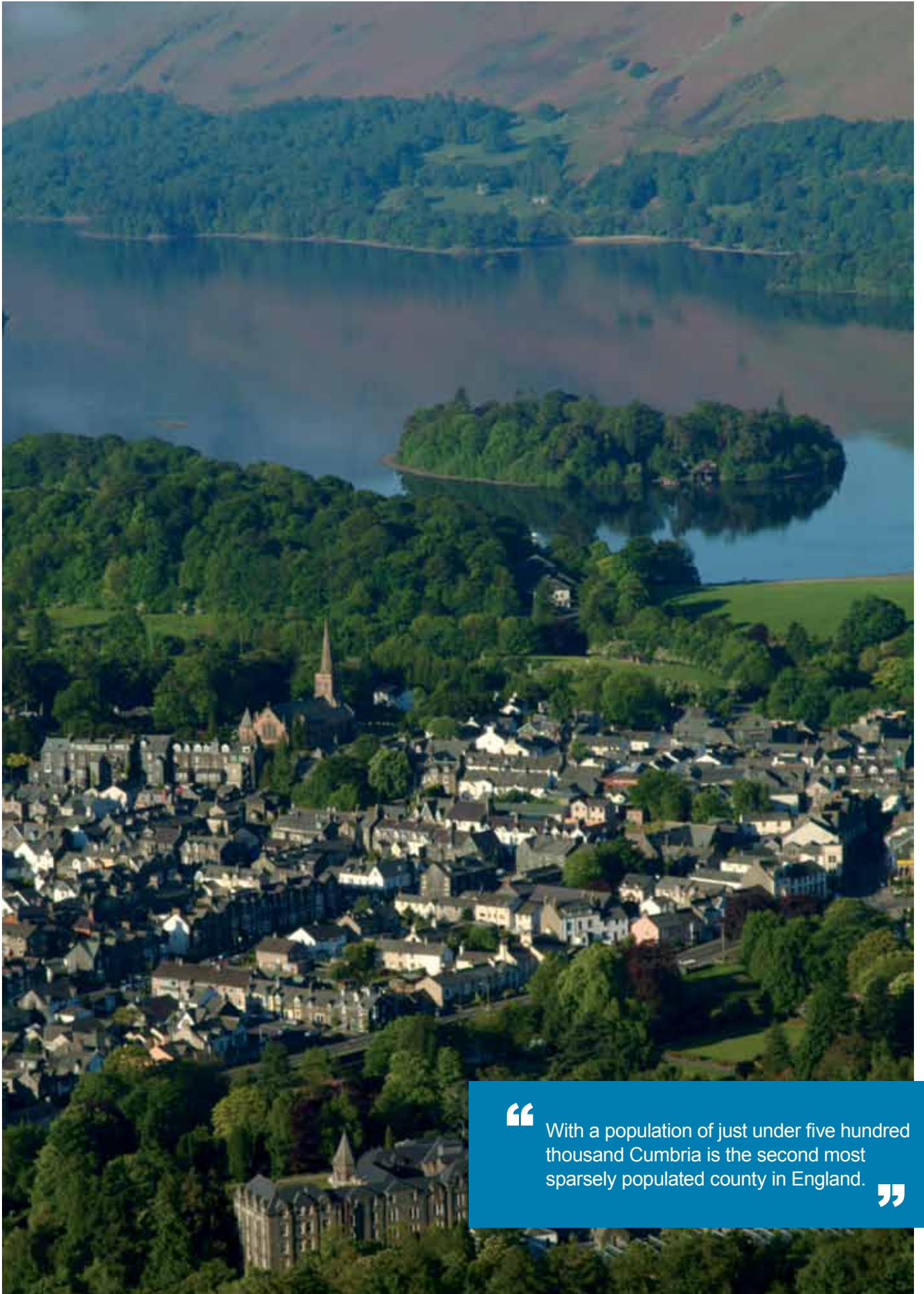
## Our Economy

Employment in Cumbria is mainly based in manufacturing, agriculture, the public sector and tourism. Cumbria has two major industries, defence in Barrow, and nuclear in West Cumbria. Nearly 33,000 jobs and an annual spend of £2.1 billion are presently generated by the millions of visitors to the county. The excellent transport links of the M6 and West Coast Main Line makes East Cumbria attractive to business.

Key issues for the economy are the dependence on a few large employers in West Cumbria, and the low wages and seasonal employment in the tourism sector. Our aims are to have a wider range of employers that pay higher wages.

The Government’s White Paper on sub-national growth, aims to shift power to communities and businesses through the creation of Local Enterprise Partnerships (LEPs). Cumbria was announced among the first 24 such partnerships, based on a structure made up of businesses, local authorities, and voluntary organisations. The Cumbria LEP is focused on creating jobs and helping boost the local economy. The Cumbria Investment Plan will be developed by the LEP to provide a framework for public and private sector investment to support the economy. The White Paper also announced the creation of the Regional Growth Fund (RGF), one third of which is made up of transport funding. The LEP will also provide guidance within Cumbria on priorities for RGF funded schemes.





“ With a population of just under five hundred thousand Cumbria is the second most sparsely populated county in England. ”



## Children and young people

Cumbria is home to approximately 111,000 children and young people aged 19 years or younger, which accounts for just over 22 per cent of Cumbria's total population. One of the biggest challenges facing Cumbria is the number of young people leaving the county for employment and higher education opportunities. Reversing this trend is important for the future of the county.

## Our Carbon footprint

Nationally, transport contributes 25 per cent of all carbon emissions. Recent research in Cumbria shows that in the Lake District, 32 per cent of carbon emissions by residents are due to transport. The proportion for Cumbrian residents living outside the National Park is likely to be similar. Visitors to the Lake District are also responsible for a substantial volume of carbon emissions – their travel to and from the Lake District accounts for 60 percent of the total carbon footprint of their visit.



Recent research in Cumbria shows that in the Lake District 32 per cent of carbon emissions by residents are due to transport.





The Government's vision for a sustainable transport system will have particular implications for Cumbria. The new powers being devolved to local communities including the piloting of upper areas of Eden as part of the Big Society will mean much greater emphasis being given to the needs and involvement of local communities in how improvements are undertaken to transport infrastructure and services.

The County Council in partnership with the Lake District National Park Authority has recently been successful in obtaining nearly £5 million from the government's new Local Transport Sustainable Fund. Targeted at reducing the carbon impact of the millions of visitors to the central and southern Lake District National Park, the funding will be used to bring about improved passenger transport services, safer and better connected routes for walking, wheelchairs and cycling, new integrated ticketing and the availability of electric bikes and clean vehicles to hire. Projects will be delivered through local businesses and community enterprises to ensure the economic benefits are spread throughout the local economy.



## 4 What Is Needed

Investment in our highway and transport infrastructure is managed at both county and local area level. We will continue to ensure all work relating to transport and highway matters is presented within a local area setting. Over the coming year we'll develop the detail of our area plans working with communities, District and Parish Councils, and businesses. Our new area based structure for Highways and Transport will make sure that this work responds effectively to local needs and help remove waste and duplication of effort. Set out below is a high level summary of each of the six District areas in Cumbria, highlighting achievement to date and the priorities for each area over the next five years.

### Allerdale

#### Introduction

Allerdale contains a number of industrial towns and villages along its coastline. This part of the county has an important role to play in supporting the development of low-carbon energy technology and changes in the nuclear industry. Workington is the largest town in Allerdale and is the focus for the regeneration of the area, including the former steelworks and surrounding sites. More than half of Allerdale's population lives in rural areas, including some of the most picturesque parts of the Lake District National Park. In these areas, there is a need to try and improve access to services and reduce the impact of the millions of visitors that visit the Lake District, with Keswick being the main centre supporting tourism. Allerdale's highway network was badly affected by the severe floods of 2009, particularly Workington and Cockermouth. A flood recovery programme which was drawn up with the local communities affected and partners, is in place to undertake the significant works required.

#### Supporting Allerdale 2011-2016

The key priorities for Allerdale are to support the economic regeneration of the area, improve accessibility and support the development of green tourism. The Energy Coast Masterplan is helping to catalyse the required transport improvements to support a low carbon economy. These will support Britain's energy security and environmental and technology industries. A socio-economic assessment and an economic blueprint are being developed for the

Energy Coast area. As part of this work the transport implications and opportunities arising from any proposed developments will be fully assessed and improvements identified where necessary.

Integral to supporting the Energy Coast is maximising the potential of the Port of Workington and Cumbria Coast railway. Current key developments include Derwent Forest, the Corus site, and Derwent Howe. Highway and transport improvements to enable these have been identified. We will work with the Department for Transport and other bodies to bring about improvements to the railway, the Workington and Silloth ports, as well as improving the A595 and A66. Housing development is proposed in the existing Key Service Centres, mainly Workington and Cockermouth, and we shall work with Allerdale Borough Council to ensure that transport matters are addressed through the Local Development Framework process.

The priority for rural Allerdale is to complete the flood recovery work to improve accessibility and this will be based around the core network of interurban bus services, supported by demand responsive services and harnessing opportunities within local communities. In the Lake District National Park, we will develop schemes which protect its environment and reduce carbon emissions. These will support increased journeys by bus, train, bike and on foot.

#### Highlights of what has been achieved in Allerdale since 2006

- Highway and public space improvements in Workington.
- Highway and public space improvements in Keswick and Cockermouth.
- Cycleway between Maryport and Flimby.
- A595 Parton-Lillyhall improvement.
- Step free access from low level platform Harrington Railway Station.
- Community Travel Plans developed with all local communities.
- 2009 Flood damage recovery work: Rebuilding bridges and repairing roads.
- Repair of B5300 at Dubmill Point following tidal flood damage.
- Parts of the strategic road network will now connect directly with the new Carlisle Northern Development Route, M6 and beyond.



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The key priorities for Allerdale are to support the economic regeneration of the area, improve accessibility and support the development of green tourism. ”





## Barrow-in-Furness

### Introduction

The Furness area includes the major urban centre of Barrow-in-Furness and Walney Island, and Dalton-in-Furness. It is identified as a focus for development in Cumbria and the north west region. The remoteness of Furness and the length and unpredictability of journey times to the M6 is a major concern for local businesses and attracting inward investment. There is a high level of invalidity benefit claimants and several wards with very high levels of multiple deprivation. The priority here is to ensure that transport impacts don't stifle economic growth and support better public health.

### Highlights from what has been achieved in Furness since 2006

- Improvements to the gyratory road system and key junctions to employment sites.
- Public Realm improvements to Dalton Road shopping area.
- Opening of the Walney to Wear cycle route.
- Home zone in Hindpool.
- Cycle and walking improvements to schools and employment areas.
- Town centre bus stop improvements.
- Rail station improvements, Dalton.
- A590 High and Low Newton improvements (in South Lakeland).





### Supporting Barrow and Furness 2011-2016

The key priority for transport in Barrow and the Furness peninsula is to support economic development, social regeneration, and improve the quality of life in line with the Local Development Framework, in particular to support Barrow Strategic Employment sites, the Port of Barrow, and the waterfront redevelopment and to ensure these developments take into account transport impacts, including consideration of improved access to Walney Island. A socio-economic assessment and an economic blueprint are being developed for the Energy Coast area.

The Furness economy also depends on longer distance connections to West Cumbria, and the rest of the UK by road and railway. We will work with the Department for Transport and nuclear industry development bodies to secure journey time reliability improvements to the A590, A5094, and A595, and improvements to services along the Furness and Cumbria Coast rail lines. Working with the Highways Agency we will aim to secure the required improvements to the A590 to enable new development to come forward in Barrow and South Lakeland.

Barrow is compact and well suited to more local travel being on foot, by bus and by cycle. Our approach will continue to prioritise these ways of getting about, to improve access to jobs and services, better public health, and reducing carbon emissions.



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The key priority for transport in Barrow and the Furness peninsula is to support economic development, social regeneration and improve the quality of life.

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## Carlisle

### Introduction

The Carlisle area comprises the city of Carlisle and an extensive rural area to the north. Carlisle is a historic city of regional importance with large employers, a university, and a main railway station and airport. Carlisle is also a major shopping centre attracting people from a wide area, including Southern Scotland. Carlisle suffers from traffic congestion at peak times and air quality problems on roads leading to the city centre. The priority is to support the economy of the city, making the city centre a more attractive environment which will also improve public health through encouraging more walking and cycling. In the sparsely populated rural communities, there is a high dependence on the car to get to services.



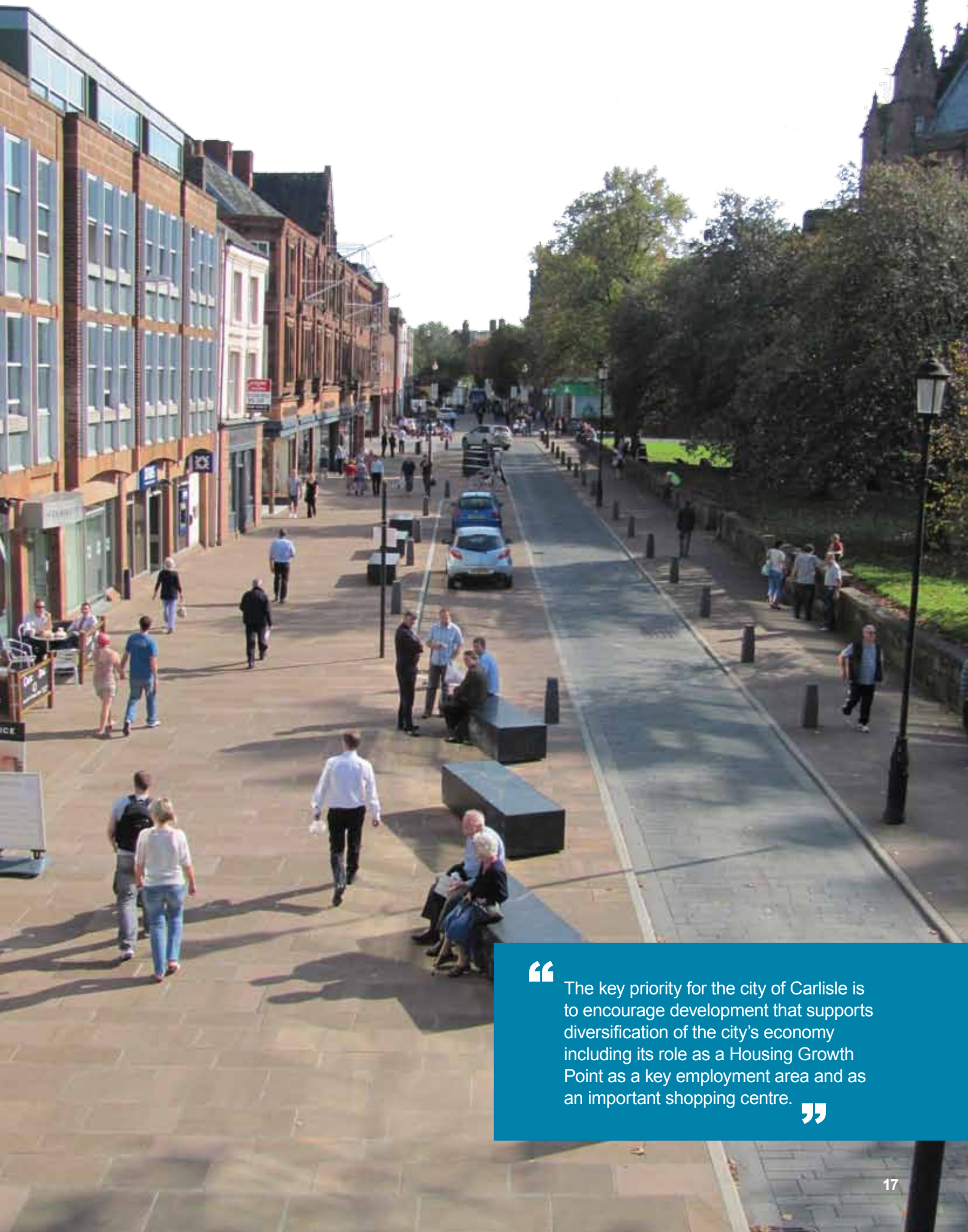
### Supporting Carlisle 2011-2016

The key priority for the city of Carlisle is to encourage development that supports diversification of the city's economy, including its role as a Housing Growth Point (including the Morton development), as a key employment area (including Kingmoor Park and Durranshill), and as an important shopping centre (extending the quality of retail offer). We shall work with the City Council to understand and address proposals for housing growth in Carlisle as the Local Development Framework (LDF) is prepared. Our aspirations for required improvements to the highway, bus, cycle, and walking network will be guided by the County Council's Local Committee. This includes consideration of improved access on foot and by bike between Currock and Denton Holme. The Carlisle City Centre Transport Overview and Joint Parking Policy Statement which is being developed between the county and city council and local businesses will help to identify the transport improvements required to support the economic priorities. 2012 will see the completion of the Carlisle Northern Development Route. This will provide the opportunity to improve air quality as well as improving access to development sites. The priority for rural Carlisle is to improve resident's ability to access jobs, services, and healthcare. This will be based around the demand responsive services and developing opportunities with local communities.

#### Highlights of what has been achieved in Carlisle since 2006

- Work well underway with Carlisle Northern Development Route.
- Introduction of low floor accessible buses and new bus shelters.
- Shared foot/cycleway by River Petteril.
- M6 extension to the Scottish border.
- Setting up of Carlisle Car Club.
- Completion of cycle route at Denton Holme, Carlisle.
- Environmental improvements to Castle Street, Carlisle.





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# Copeland

## Introduction

Copeland includes the major urban area of Whitehaven, and a number of smaller former industrial towns as well as some of the most remote and isolated communities in Cumbria. Copeland has suffered from the loss of many of its major traditional industries and has a number of wards of multiple deprivations. Attracting inward investment into the area and supporting the growth of the local economy is being held back by the duration and unpredictability of journey times faced by businesses trying to access the M6 as well as along the coast to Barrow in particular. This detrimental impact to the local economy is being compounded by the lack of fast comfortable direct rail services to the north west and beyond.

Sellafield is the major employer in West Cumbria and renewable energy projects and diversification based around the nuclear industry are critical to the economy. The key issue is ensuring the sustainable development of the local economy and addressing isolation from the rest of the county and the region, due in part to the limitations of the existing highway and rail network and the distance to the M6 motorway corridor and West Coast main line.

“ Significant improvements to the key strategic road routes through Copeland particularly the A595 are vital to the sustained development of the local economy and ensuring there is good connectivity with the rest of the UK by road. ”





### Supporting Copeland 2011-2016

The key priorities in Copeland are to support economic development and to improve the accessibility of the area. Integration of transport within Britain's Energy Coast and Whitehaven Masterplan is already established. A socio-economic assessment and an economic blueprint are being developed for the Energy Coast area. As part of this work the transport implications and opportunities arising from any proposed developments will be fully assessed and improvements identified where necessary.

Transport improvements to support Nuclear New Build in Copeland have been developed to support future development occurring. These will support the country's energy security and environmental and technology industries. Sellafield has recently been earmarked as one of the sites to get a new nuclear power station.

Significant improvements to the key strategic road routes through Copeland particularly the A595 are vital to the sustained development of the local economy and ensuring there is good connectivity with the rest of the UK by road. We will work with the Department for Transport and nuclear industry to secure these required improvements to the key strategic road routes as well as the Cumbria Coast rail line.

The emerging Local Development Framework will provide an opportunity to ensure that land use and transport planning are integrated. We will make sure that highway and transport improvements are made alongside Nuclear New Build and associated development. The provision of rail access to these new developments will be encouraged.

Improving access to essential services from rural areas is a key concern and will be based around improving demand, responsive transport measures, community transport initiatives, and opportunities to increase use of the Cumbria Coast railway line. A programme of public space improvements in Whitehaven town centre is planned.

#### Highlights of what has been achieved in Copeland since 2006

- A595 Parton-Lillyhall Improvement.
- Community Rail Partnership for the Cumbria Coast Line.
- Support for Muncaster micro bus and introduction of Rural Wheels.
- Improvements to pedestrian routes to key facilities, Millom.
- Ladyhall footbridge Millom.
- Road Safety initiatives on commuter routes to Sellafield including Cold Fell.
- Hadrian's Cycleway from Ravenglass opened.



# Eden

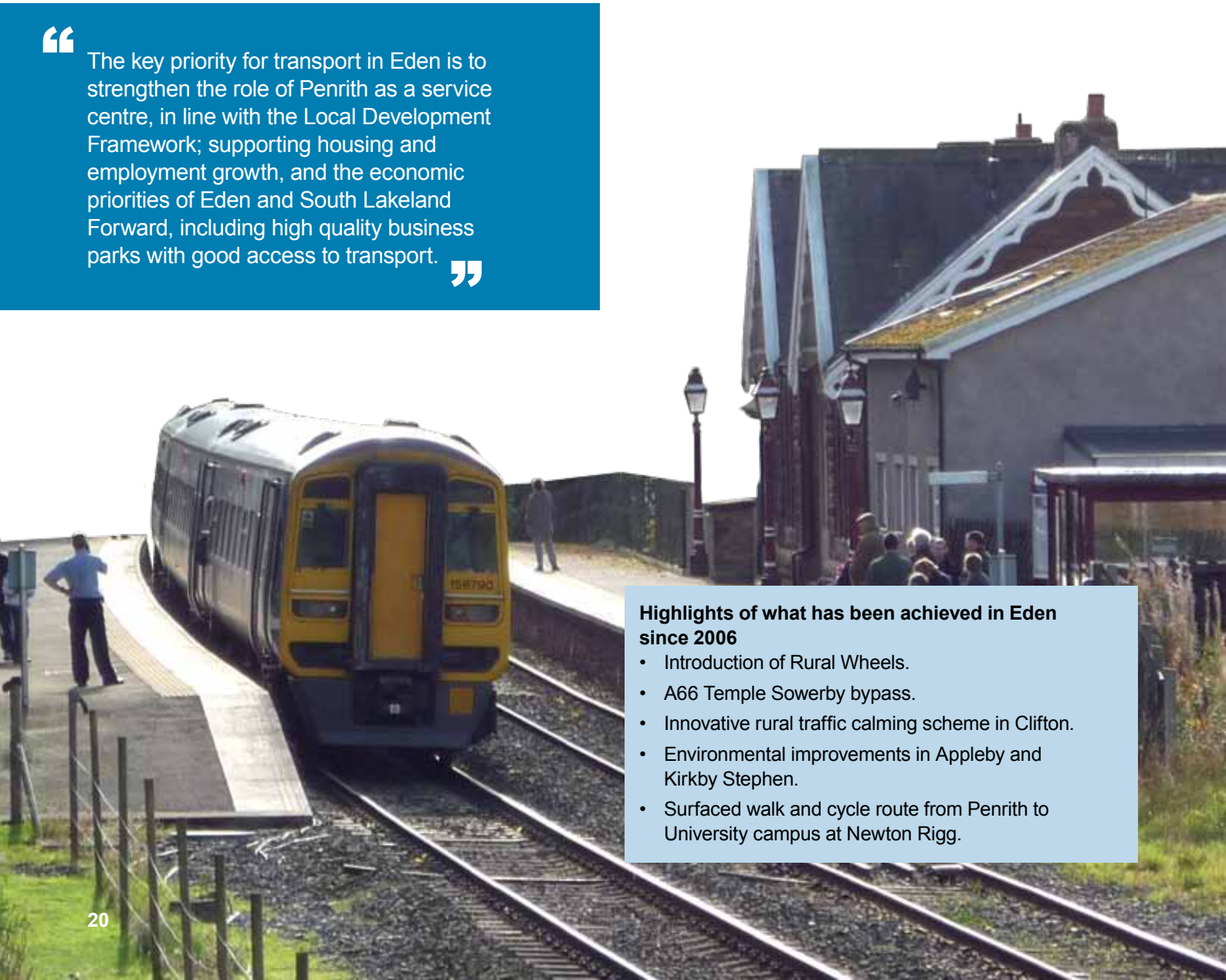
## Introduction

Eden is the most sparsely populated district in England, and is the most deprived in terms of ease of access to jobs, services and healthcare. This rural isolation means particular difficulties for children, young people and the elderly who don't drive. There is a high dependency on the car for transport, with the viability of conventional bus services being limited. The main town is Penrith, which lies near to the M6 and A66 and is on the West Coast Main Line railway. This location offers good opportunities to strengthen the economy of the Eden area. Penrith also supports the needs of visitors to the north-east Lake District.

## Supporting Eden 2011-2016

The key priority for transport in Eden is to strengthen the role of Penrith as a service centre, in line with the Local Development Framework; supporting housing and employment growth, and the economic priorities of Eden and South Lakeland Forward, including high quality business parks with good access to transport. A key employment area is at Gilwilly to the north of Penrith. The priority in the rural areas will be to improve access to jobs and services, through working closely with local communities. Upper Eden is one of the four 'Big Society' pilot areas announced by the government. This will have implications for the approach in the three main areas around: Kirkby Stephen, Appleby and Crosby Ravensworth. Modest housing development proposals elsewhere across the area will also generate transport requirements that we shall work with Eden District Council to address. We will work with the rail industry to sustain the importance of the Settle to Carlisle railway.

“ The key priority for transport in Eden is to strengthen the role of Penrith as a service centre, in line with the Local Development Framework; supporting housing and employment growth, and the economic priorities of Eden and South Lakeland Forward, including high quality business parks with good access to transport. ”



- Highlights of what has been achieved in Eden since 2006**
- Introduction of Rural Wheels.
  - A66 Temple Sowerby bypass.
  - Innovative rural traffic calming scheme in Clifton.
  - Environmental improvements in Appleby and Kirkby Stephen.
  - Surfaced walk and cycle route from Penrith to University campus at Newton Rigg.



## South Lakeland

### Introduction

Kendal is the principal town in the area. It is compact and the levels of walking and cycling for journeys to work are high. The number of elderly and mobility impaired people in South Lakeland is higher than the Cumbrian and national average. Kendal suffers from regular localised traffic congestion and a priority is to overcome the effects of this on the economy and environment of the town. Ulverston, Grange over Sands, and Kirkby Lonsdale are the other substantial towns providing local employment, services and housing needs. The rural area immediately surrounding Kendal has a population approximately equivalent to the urban area. However, this is spread over an extensive area. Thus the transport issues in this area are common to those of other isolated rural areas of the county. South Lakeland also contains many of the main visitor destinations in the Lake District National Park. There are great opportunities to introduce “green” travel schemes in tourist areas to address traffic problems that arise at busy times. The Lakes Line between Oxenholme and Windermere provides important sustainable access to the heart of the Lake District.

### Supporting South Lakeland 2011-2016

Priorities in South Lakeland include supporting the ability of Kendal, Ulverston and Grange over Sands to accommodate employment and housing growth in line with the emerging Local Development Framework Kendal Futures economic development plans. Locally important sites include mixed housing, retail and employment at Canal Head in Kendal, the development of additional quality employment land in Kendal, and substantial housing allocations in Ulverston and Grange over Sands. It will be essential to tackle traffic growth in Kendal to enable these developments and improve air quality, and to work to maximise economic benefits in the towns and villages of South Lakeland.

#### Highlights of what has been achieved in South Lakeland since 2006

- Kendal Town Centre Transport Plan implementation.
- Environmental improvements in Ulverston.
- Kendal Canal cycle and walking route.
- A590 High and Low Newton By-pass.
- Rural Wheels extended throughout the area.



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Priorities in South Lakeland include supporting the ability of Kendal, Ulverston and Grange over Sands to accommodate employment and housing growth in line with the emerging Local Development Framework and Kendal Futures economic development plans.

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# 5 The Bigger Picture

The Cumbria Transport Plan supports Cumbria’s own agreed vision for the county, set out in the Community Strategy 2008–2028 and the sub-regional spatial strategy and the priorities of the Cumbria County Council Plan. It will also support the work of the Local Enterprise Partnership, and other key local and regional delivery arrangements to guide where the money is spent over the next 20 years. We have also taken account of the Government’s priorities for transport, the economy, communities and the environment.

## Our Opportunity

Cumbria can play a big role in reducing Britain’s dependence on fossil fuels, the amount of carbon generated and in creating a stronger economy in the north west region. We have everything needed for new low carbon energy projects in West Cumbria. Cumbria also has an international name for outdoor activities and wants to become a world leader in green tourism. Carlisle’s importance to Cumbria and South West Scotland for employment, shopping and tourism, and as a Housing Growth Point will help bring jobs to the north of the county. The excellent transport links of the M6 and West Coast Main Line makes East Cumbria attractive to business. Barrow will build on its specialist knowledge and skills in the defence and related industries.

In Carlisle, Barrow, Whitehaven, Workington, Kendal, Penrith, and many smaller market towns, there are great opportunities to increase the proportion of short journeys to work and school made on foot or by cycle, and to also increase the number of journeys made by bus and train. This will help us to reduce carbon emissions, reduce traffic congestion, and improve public health through improved air quality and more active lifestyles.

Cumbria has many attractive town centres and there are opportunities to make streets more pleasant so that they are better places to shop, visit, and enjoy. In rural areas there are opportunities to provide more services locally to keep villages alive. We have strong communities where people look out for each other and know what is important to them. We can make the most of this strength to involve local people further in the delivery of services. Across Cumbria we are working more closely than ever with Districts, parishes, the NHS, the police, and businesses, to help communities enjoy a better quality of life.

The Lake District National Park is home to 42,000 residents and welcomes over 15 million visitors per year. 77 per cent of the population live in the main settlements, the rest in rural areas. The economy is dominated by tourism, which generates £952 million per year and supports over 15,000 jobs. The Lake District offers a varied and attractive range of transport options, including boats and open-top buses. It does, however, suffer from traffic and parking congestion in peak season, many passenger transport services not operating out of the main visitor seasons, and accessibility problems in the deeper rural areas. Buses and trains are seen as expensive by both residents and visitors.

As well as the Lake District National Park, Cumbria contains part of the Yorkshire Dales National Park and three Areas of Outstanding Natural Beauty; the North Pennines, Solway Coast and Arnside and Silverdale. We can apply initiatives and lessons learnt in the Lake District to our approach in other sensitive landscape areas. Many of the same issues will apply to our historic towns and villages.





## What you said to us

Public consultation was undertaken on the Plan over the summer of 2010 with a good level of interest and response achieved. We worked with councillors through the Local Committees and neighbourhood and locality groups to ensure the strategy was carefully assessed. Through the Transport Conference representatives from businesses, transport operators and local communities provided a further important input into the Plans development. A Sustainability Appraisal of the Plan has been undertaken to ensure environmental and social issues have been fully integrated into its development.

The public engagement on the Plan and the evidence we have built up has led us to develop our transport priorities key amongst them being the maintenance of Cumbria's roads, pavements, paths and cycleways.

People have told us that their main transport related concerns are:

- poor quality road surfaces;
- the frequency of bus services;
- the convenience and cost of car parking;
- the speed of traffic in villages, housing areas, and on country roads;
- feeling unsafe while walking and cycling.

Local businesses have told us that their main concerns are:

- local congestion pinch points and journey times and reliability of journeys for lorries and business travel in Cumbria;
- improving the roads and train services between west Cumbria and the M6 and the Main Line railway to London.

Other Cumbrian organisations have told us that they are concerned about:

- how roads, car parking, Rights of Way, public transport, walking and cycling can help tourism and visitors;
- not allowing road or transport improvements, car parks, signs, lighting, etc, to spoil the attractiveness of Cumbria;
- the cost, lack of information, and frequency of bus services which prevent children and young people getting to leisure facilities;
- accessible transport for people with mobility problems;
- air pollution from road traffic;
- in rural areas getting to jobs, schools, the doctors, shops and other services without a car;
- reducing the number of road casualties, especially among young newly qualified drivers, elderly drivers and motorcyclists;
- helping to make people healthier through encouraging walking and cycling;
- reducing the amount of carbon emitted through journeys by cars, vans and lorries;
- reducing the impact of flooding on roads, bridges and footpaths;
- looking after our Rights of Way so that everyone can use them;
- a lack of money to maintain roads, provide facilities for cycling and walking and support bus services as we would wish and that new ways are required to meet Cumbria's transport needs.



# 6 What We Want

## Cumbria Transport Vision 2011-2016

A transport system and highway network in Cumbria that is safe, reliable, available, accessible and affordable for all which supports the following local priorities:

- safe, strong and inclusive communities
- health and well-being throughout life
- a sustainable and prosperous economy
- effective connections between people and places
- world class environmental quality and in doing so minimises carbon emissions.

## Council Plan 2011-2014

**The Council Plan priorities are:**

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

## Transport Outcomes

Transport outcomes have been developed aimed at supporting the Plans vision and ensuring the three priorities of the Council Plan are met.





Table 1 – Transport Outcomes supporting Local Priorities

	Community Strategy Priorities	Transport Outcomes
<b>Council Plan Priorities</b> <ul style="list-style-type: none"> <li>• Challenging poverty in all its forms</li> <li>• Ensuring that the most vulnerable people in our communities receive the support they need</li> <li>• Improving the chances in life of the most disadvantaged in Cumbria</li> </ul>	<b>Safe, strong and inclusive communities</b>	<ul style="list-style-type: none"> <li>• The people of Cumbria have equal opportunities and a fairer society</li> <li>• All investment plans take account of the differing needs of people and communities</li> <li>• The number of people who are killed or injured on our roads is reduced</li> <li>• People are less frightened by traffic in villages, housing areas and on country roads</li> </ul>
	<b>Health and well-being throughout life</b>	<ul style="list-style-type: none"> <li>• People across Cumbria lead healthier lives, live longer and have better health</li> <li>• More people in Cumbria use the countryside for leisure</li> <li>• More people walk and cycle to work and school</li> <li>• Air quality improves and respiratory disease reduces. Noise from traffic and transport is reduced and quality of life improves</li> </ul>
	<b>A sustainable and prosperous economy</b>	<ul style="list-style-type: none"> <li>• Traffic congestion at local hotspots is reduced and journey times are made more reliable.</li> <li>• Goods will be transported efficiently through improving reliability on the main roads and reducing fossil fuel use and making better use of rail and ports</li> <li>• New developments will be located where more people can get there on foot, by cycle and by bus or train.</li> <li>• People working in and visiting Cumbria will be able to make more of their journeys by train, bus, cycle and on foot.</li> </ul>
	<b>Effective communications between people and places</b>	<ul style="list-style-type: none"> <li>• Getting to jobs, schools, shops and health care will be improved</li> <li>• Visitors will find it easy and attractive to travel to and from Cumbria by public transport</li> <li>• Bus and train services will work together and be easy to use and affordable</li> <li>• Roads will be maintained according to their importance in supporting the economy</li> <li>• Our transport system will be designed to cope with extreme weather and flooding</li> </ul>
	<b>World class environmental quality</b>	<ul style="list-style-type: none"> <li>• Improvements in the quality and distinctiveness of streetscapes and countryside</li> <li>• Road improvements and maintenance will support the local vision for the area</li> <li>• Environmental quality will be improved (tackling the effects of roads and transport on air and water quality, noise and light levels, street scene, countryside landscape, bio-diversity). Materials used will be chosen for their quality and life expectancy.</li> <li>• Carbon consumption and emissions will be reduced to tackle climate change</li> </ul>

## How the Cumbria Transport Plan will help

The Cumbria Transport Plan shows how roads and transport, and countryside access can contribute to making Cumbria a better place. This section of the Plan sets out what we will do to achieve the outcomes listed above. The Plan will help everyone in Cumbria decide where and on what the available money for transport should be spent.

This money will bring about safer roads, more reliable and better quality bus and train services, and improved routes for walking and cycling. People should find it easier to get to jobs, schools and colleges, shops and healthcare. Businesses should be able to move staff and goods more reliably. Visitors should not have to rely on the car to travel in Cumbria.

“

We will encourage more people to walk and cycle to get to school and work and for other journeys rather than using their car.

”

## Achieving safe, strong and inclusive communities

### Equality of opportunity

Everyone in Cumbria should be able to use the roads, paths, buses and trains to get easily and safely to jobs, shops, education and health care. Attention will be given to the particular transport needs of older people, children and youngsters, people with disabilities, women, and those living in the countryside. To help achieve this, money will be spent on measures such as tactile surfaces, low floor buses, and raised platforms at railway stations. Money will also be spent on the Rural Wheels and Urban Wheels services, and on making timetables available in large print and in different languages. We will work with bus and train companies to improve staff awareness of equality issues so that passengers can travel safe from harm and intimidation.

### Road Safety

The Cumbria Road Safety Partnership (which includes the County Council, Cumbria Police, Fire and Rescue Service and the Highways Agency) is responsible for reducing the number of people who are killed or injured on Cumbria's roads. To do this, the Partnership will work with children, young people, and adults, to make them better road users whether on foot, bicycle, car or motorcycle. Within limited resources our focus will be to change people's behaviour so they drive their car or ride their motorcycle more carefully. Particular attention will be given to young newly qualified drivers, elderly drivers and motorcyclists. Alongside this main approach to change behaviour, engineering solutions will be implemented to reduce casualties.





## Achieving health and well-being throughout life

People are eating more and doing less physical exercise than in previous generations. One third of children are now overweight. This has serious health implications and rates of heart disease, strokes and diabetes are increasing. We will encourage more people to walk and cycle to get to school and work, and for other journeys rather than using their car. The Rights of Way network can assist in this. Priority will be given to working with schools and businesses in areas where children, young people and adult obesity is shown to be worst to develop and promote active travel options.

We will build on our own experience and on recent demonstration programmes to make improvements that encourage more pupils to walk or cycle to school. This could include cycle training, cycle parking at schools, leisure cycling activities, and a reward scheme. Building on our current work, we will also encourage walking and cycling to work. Options for this include an annual workplace green travel challenge, a small grants scheme to encourage businesses to install cycle parking, showers and changing facilities, and promotional campaigns aimed at businesses.

Road traffic can result in poor air quality and increased levels of asthma for people in the surrounding housing. Seven Air Quality Management Areas (AQMAs), have been declared in Cumbria, one in Kendal and six in Carlisle, due to high levels of pollution from road traffic. We will work in partnership to develop and progress action plans to reduce the levels and effect of transport pollution in these AQMAs. Actions include setting the traffic lights so that traffic keeps moving and trying to reduce traffic levels.

Reducing traffic speeds reduces the number of road accidents and the severity of road traffic injuries. It also makes it more pleasant to walk and cycle. We will consider reducing speed limits to 20mph in housing areas, outside schools and in town centres to help reduce casualties and encourage walking and cycling.



## Achieving a sustainable and prosperous economy

### Growing the Economy

We want to make it attractive for industries and businesses to set up in Cumbria and make it easier for them to get their goods to market. We also want to make it easier for people to access work without having to rely on a car. We also want to encourage people to buy local goods, reducing the carbon footprint of freight transport and at the same time stimulating the local economy. We can encourage more shipping services to and from Cumbrian ports, and support the development of rail freight services to and from Cumbria. We can also encourage visitors to arrive by public transport.

At the same time we know that Cumbria's distance from large cities such as Manchester, Newcastle and Glasgow and some poor road and rail connections make it difficult for the county's economy to grow.

There is a need to spend money on improving the roads, railways and the ports, so as to encourage industries and businesses to set up in Cumbria. The priorities for Cumbria's economy are:

- Barrow: Britain's Energy Coast Programme sets out the priorities for the regeneration of Barrow based on nuclear and renewable energy.
- Carlisle is a Regional City and Housing Growth Point, where major developments to build on its history, higher education, major employment sites and airport will be prioritised.
- Eden and South Lakeland's focus is on using the Lake District's international popularity to develop a high quality tourism industry, and to strengthen the role of Kendal and Penrith as service centres, based on their good road and rail connections.
- West Cumbria: Britain's Energy Coast Programme sets out the priorities for the regeneration of West Cumbria based on nuclear and renewable energy.





Because of Cumbria's dispersed communities, we are still very dependent on car travel. To reduce car journeys to work we will support increased working from home and car sharing.

For towns and popular visitor areas the high number of car journeys can cause parking problems. Where additional off-street parking provision is considered, it will need to form part of an overall approach to parking and traffic management in the area. We will aim to manage parking to encourage more local cycling, walking, and bus and train use.

### **Nuclear New Build**

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

An initial exercise has been carried out to identify possible infrastructure requirements, which has been based on a number of assumptions regarding the distribution of construction workers and the capacity of the rail network to move significant amounts of materials. Detailed work will be undertaken with the operators as their plans are worked up.

### **Local highway and transport improvements required to support development**

We will work together with the District Councils, National Parks, and the private sector through the Local Enterprise Partnership, to identify opportunities for new developments that help bring about a thriving local economy, while reducing carbon emissions, and improving public health and the quality of the local environment. New development will be required to be accessible by buses, walking and cycling. The District Councils and National Parks identify land for housing and employment in their Local Development Frameworks. We will work closely with the District Councils at an early stage to decide the improvements to transport that are required and how they can be paid for. This will be set out in an Infrastructure Delivery Plan for each district.



The UK's future energy requirements are to be met with a new generation of nuclear power stations, one of which is being planned at Sellafield in West Cumbria.



## Achieving effective connections between people and places

### Passenger Transport

Passenger transport covers buses, trains, community buses, voluntary car schemes, ferries and taxis. The majority of bus services in Cumbria are provided by commercial bus operators, such as Stagecoach. Where there are gaps in the services we fund services to fill these gaps, where we consider the service to be socially necessary. We provide home to school transport for around 15,600 children per day.

Cumbria contains an important rail network of routes of both national and local significance, including the West Coast Main Line, Cumbrian Coast Line, Settle-Carlisle, Furness, Lakes, and Tyne Valley lines. We are working with the rail industry to develop a strategy, Cumbria Rail to maximise the benefits of the rail network for businesses, residents and visitors to the county.

We and our partners work with the rail industry to improve station facilities, including car and cycle parking, and also interchange arrangements between rail and other modes, and to promote rail travel. Community Rail Partnerships in Cumbria play a significant role. We also talk to government and the rail industry to improve the frequency and quality of train services serving Cumbria.

It is very expensive to serve sparsely populated rural areas with ordinary bus services. Our Rural Wheels service allows people to get to the shops, healthcare, and other facilities during the day. We support voluntary car schemes across Cumbria which help elderly and disabled residents to live independent lives. We also support transport brokerages developing flexible ways to access services and leisure activities.

In areas where frequent bus services are not viable, the voluntary and community sector will play an important role in providing alternatives. We will work in partnership with the private operators and communities to deliver the required local services. We are currently undertaking a Better Transport Review which is exploring how we can continue to improve these services.





To make travelling by public transport easier and more convenient, we will continue to develop smartcards that not only allow you to travel without cash, but also give access to discounts and other services.

In the next five years we will:

- Explore with bus operators the opportunities to replace older buses with high quality low floor vehicles more quickly;
- Investigate opportunities to further develop our successful Rural Wheels service;
- Develop and extend the use of smartcard ticketing ;
- Work with bus operators and local community groups to promote access by passenger transport to jobs, shops and healthcare facilities;
- Improve access to passenger transport information.

## Asset Management

The Plan supports the Councils Strategic Asset Management Strategy. Our core aims for maintenance of our transport infrastructure are:

- Deliver a first class highways network;
- Be accountable to the communities of Cumbria;
- Improve Cumbria's transport infrastructure and quality of the local environment;
- Support economic growth and regeneration;
- Provide exceptional customer service through outstanding professional practice.

We are responsible for managing and maintaining over seven and a half thousand kilometres of roads (and a further seven thousand kilometres of paths and bridleways), three thousand bus stops, many other transport facilities including the Windermere ferry. To improve how this is done we are taking an approach that records the location, ownership, condition of roads and transport facilities and plans investment in repair or replacement, according to their value and need.

This approach aims to provide a simple countywide system, at the same time is able to respond to important local differences. It is based on a principle of ensuring that long lasting and attractive materials are used to get good value for money. Part of the approach is to simplify the road infrastructure to be maintained and ensure that new

provision is sustainable. We have introduced a "systems thinking culture" in our highways maintenance service under the umbrella of "Better Highways". Much work has gone in to understanding both the needs of the highways and our customers. This approach will be extended to ensure every penny spent on maintaining and improving our transport infrastructure is not wasted but is focused on prolonging the life of our infrastructure while dealing with the underlying cause of problems, making sure it is up to date and good for pedestrians, cyclists, bus users, lorry drivers and motorists.

Through Better Highways we aim to repair roads more effectively and efficiently and in a co-ordinated way. In doing so, we will speak to local communities to ensure that their needs are being met and that repairs are carried out correctly the first time. The Better Highways programme provides a local team to respond quickly to complaints about roads and empowers the team to deal with them efficiently, including other problems they may find.

We are challenging everything we do to ensure we remove waste and maximise value while serving our customers to their highest expectations.

In managing the county's most valuable physical asset we will:

- Continue to improve our highway maintenance and transport services through constant challenge, using our systems thinking approach such as Better Highways;
- Ensure all our maintenance programmes are linked closely with those priorities which are important to our communities;
- Complete our Transport Asset Management Plan to ensure we hold up to date and relevant data about our most valuable asset;
- Improve our effectiveness in managing all work carried out on our transport network;
- Provide clear leadership in the design and upkeep of our public realm by the introduction of a Cumbria Public Realm Design Framework;
- Ensure our transport network is resilient to changes in our climate and environment and provide an effective severe weather response all year round;
- Meet or exceed recommended sustainability and carbon goals.

## Achieving world class environmental quality

### Tackling Climate Change

We are determined to take effective action to reduce carbon emissions from transport, although the scattered nature of settlements in Cumbria, together with the limited bus and train services and the number of car trips made by visitors, means that it will be difficult.

In line with the Cumbria Climate Change Strategy our approach is:

- Increasing the number of journeys made on foot, by bike, by bus and by train and movement of freight by rail and through the ports;
- Reducing the need to travel by supporting new housing close to employment;
- Reducing carbon generation when we require vehicles, materials and lighting.

At the same time we will be making roads and bridges able to cope better with extreme weather, including flooding.

We will support walking and cycling, particularly for travel to work and school. In urban areas increased journeys by bus will be supported. Improvements to rail stations and services will be sought. In designing schemes, we will involve local communities including disability groups at an early point.

New housing, shopping, healthcare and employment developments will be directed to locations that reduce the need to travel by car. Businesses and new housing areas will need to produce travel plans. These will show how more people will use walking, cycling, car sharing or buses and trains for their journeys. We will also promote approaches that reduce the need to travel including extension of broadband coverage, teleconferencing, working from home and car clubs.

A particular challenge – but also an opportunity – is the number of visitors to Cumbria and the carbon impact of their travel. We will explore options to encourage visitors to the Lake District National Park to use lower carbon forms of transport. In the Lake District our approach will be guided by the Transport Framework for the Lake District. It aims to reduce the need to travel and to develop transport that has less impact on the environment.

This will be achieved by:

- Encouraging services and goods to be available locally;
- Enabling new development to be in locations that reduce journeys by car;
- Making it easier for visitors to use cycling, walking and public transport including ferries rather than their cars;
- Reducing emissions through clean engine and fuel technologies.

The approaches developed in the Lake District will provide a basis for similar approaches to reduce carbon emissions from tourism across Cumbria.

The third part of our approach is to reduce the carbon emissions of our own highways and transport activities. We will reduce the use of quarried materials required in road schemes by recycling existing materials. The energy used in street lighting, signs and traffic signals will be reduced. Lower carbon vehicles including buses and our own fleet of vehicles will be introduced across Cumbria. Fuel efficiency driving will be promoted. We will develop a measured approach that lets us compare different schemes based on their carbon impact.

In response to the global focus on climate change but also as a result of the catastrophic floods of 2005 and 2009 in Cumbria, our roads and bridges will be made more able to deal with extreme weather, which is expected to occur more frequently in the future. Cumbria has recently experienced the devastating effects of flooding in Carlisle, West Cumbria and in South Lakeland at a cost of some £300m in total to our communities, £35m for transport infrastructure alone. That experience gave us a unique insight into the impact of severe weather and its possible causes and implications for infrastructure resilience in the future. Our first steps will be to assess how likely it is that particular roads or bridges will be flooded and then decide what measures are needed to reduce their vulnerability.



### Quality of the local environment

Cumbria has very attractive landscapes and historic towns and villages. The maintenance and improvement of roads and bridges can spoil their appearance. The appropriate design of all highways and transport proposals will simplify new and existing infrastructure which will benefit appearance and maintenance costs. We will reduce the number of signs, intrusive lighting, unnecessary road markings, reduce or remove items such as guard railing and bollards wherever possible and will consider reducing traffic speeds where this would improve the local environment and quality of peoples lives.

We will work closely with the District Councils, National Park authorities and local communities to decide how the money spent on transport can retain and improve the quality of the environment in Cumbria. The Manual for Streets, local design frameworks for towns and designated landscapes and parking strategies will be used to guide our approach.



# 7 Making It Happen

This part of the Plan sets out how we, working with others, will spend the money available on the agreed transport priorities for Cumbria.

Figure 1 summarises where the money comes from, how decisions are made on where to spend the money and what type of actions will be carried out.

Funding	Making it happen	Actions
<ul style="list-style-type: none"> <li>• Government grants</li> <li>• County Council borrowing</li> <li>• Developer contributions</li> <li>• Council tax</li> <li>• Other contributions and grants</li> </ul>	<ul style="list-style-type: none"> <li>• Identify needs</li> <li>• Propose solutions</li> <li>• Prioritise schemes</li> <li>• Partnership working</li> <li>• Develop programme</li> <li>• Monitoring</li> </ul>	<ul style="list-style-type: none"> <li>• Improvements</li> <li>• Maintenance</li> <li>• Road Safety</li> <li>• Passenger transport</li> <li>• Support for development</li> </ul>

## Making the Decision

The following section describes how decisions are made on spending any available money.

To make the best use of funding we work with others to identify the needs, come up with the best and most effective solutions and then put together an investment programme that contributes to achieving our agreed outcomes. Figure 2 describes how decisions are made on spending any available money.

Identify Needs	Propose Solutions	Prioritise and Programme
<ul style="list-style-type: none"> <li>• Studies &amp; research</li> <li>• Community Concerns</li> <li>• District/local plans</li> <li>• Proposed development</li> </ul>	<ul style="list-style-type: none"> <li>• Apply standards and criteria</li> <li>• Good practice</li> <li>• Innovation in design</li> <li>• Partnership working</li> <li>• Community engagement</li> <li>• Equality impact assessment</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure strategic transport plan goals are met</li> <li>• Align with local priorities</li> <li>• Programme of affordable interventions that give value for money.</li> </ul>



## Funding

It is anticipated that the money for transport from the Government will be lower than in previous years for at least the next three years. This will mean that we will be less able to improve and maintain transport infrastructure, support bus services, and promote road safety, walking and cycling.

We will work closely with our newly established Local Enterprise Partnership, to identify those transport initiatives which will be of greatest benefit in stimulating a vibrant low carbon economy in Cumbria, and to seek funding for these through the Regional Growth Fund as appropriate.

The Government has created the Local Sustainable Transport Fund, aimed at supporting economic growth, carbon reduction, cleaner environments, improved safety and more physical activity. We will work with communities and existing partnerships to draw this funding into Cumbria to support the objectives set out in this document.

A number of new housing and employment developments are planned in Cumbria by 2026 (the time period of the Cumbria Transport Plan). We will continue to ensure that developers fund improvements needed to mitigate the impact of new development on communities, the road network and transport services.

Funding raised through Council Tax is used to help fund the maintenance and improvement of Cumbria's roads and transport and support bus services and home to school transport. It also supports maintenance of the road network, road safety improvements and street lighting. The amount of money spent on roads and transport is agreed alongside other County Council priorities, such as schools, care for the elderly, and the provision of libraries and community support.

Resources are also available from other organisations that have an interest in transport in Cumbria. This may be because they operate transport services within the County (e.g. bus and rail operators) or, like Sustrans (who promote cycling and walking), are involved in a particular aspect of transport. Funding may also be available from bodies that promote the economy of Cumbria, including Cumbria Tourism, and District Councils.



## Identify Needs

The need for transport improvements are identified in the following ways:

- **Studies and Research** - Transport studies and research are carried out by the County Council and others. These studies are used to identify transport problems and ways to solve them, however, with limited resources the Council will minimise the amount of investment in these areas until such time as investment in infrastructure is likely to improve.
- **Community Concerns** - The public can tell us directly about their transport needs through our regular community engagement work carried out by our new area teams and by responding to any of our consultation exercises. Locality, Community, and Parish Plans also help identify transport needs. The Rights of Way Improvement Plan identifies local priorities for walking, cycling and horse riding routes.
- **District/Local Plans** - Local Development Frameworks and Infrastructure Delivery Plans are produced by District Councils and National Parks and these identify where new development can take place. They will help determine the likely future needs for transport infrastructure and services. We will work with District Councils and private developers to make sure we are aware of future developments, such as Nuclear New Build in West Cumbria, and we are able to identify transport needs. Where pollution levels are above recommended levels for good health, District Councils are required to declare Air Quality Management Areas. We will work with the Districts to reduce pollution from road traffic to acceptable levels.

## Proposed Solutions

Based on the transport needs, solutions will be designed according to:

- **Standards** - Standard solutions may be appropriate in some cases, such as in road maintenance to ensure that infrastructure meets the minimum requirements.
- **Good Practice** - In developing solutions, we will refer to landscape character assessments, and look to see what has been done well previously in Cumbria or elsewhere in the country and abroad.
- **Innovation in design** - we will ensure that new ideas are taken into account in all improvement schemes.
- **Community Engagement** - Establishing the views of local people is an important part of the design process. We want to make sure that all transport schemes are of benefit to local communities. It will be done through neighbourhood forums and publicity. For larger consultation events this may include youth forums, school councils, disability associations and groups for young parents, carers, older people and Black and Minority Ethnic people.
- **Partnership Working** - We will work with other organisations including District Councils, bus and train operators and the Police to ensure good quality solutions are provided.
- **Equality Impact Assessment** - These identify if there are any issues that need to be addressed relating to: gender, disability, ethnicity, age, religion/belief and sexual orientation. Equality Impact Assessments also highlight the impact of services on people in rural areas and low income households.





### Prioritise and Programme

We will produce a programme of transport schemes each year. The schemes included in the programme will be those that make the most difference to achieving the aims of the Plan. Schemes are prioritised:

- To meet Cumbria Transport Plan vision and outcomes;
- To meet Council Plan priorities;
- To reflect local priorities;
- To be deliverable within the time and money available.

The programme will be agreed by the County Council as part of its annual budget process.

### Capital Investment in Highways and Transport Improvements

Each year the County Council approves the overall Transport Capital Programme and Cabinet determines the individual schemes to be implemented. Schemes can range from the most modest local improvement that can be identified, designed and built quickly; up to the largest strategic schemes that require extensive design and external funding. We will draw in funding from development and grant sources to put in place improvements to our roads and transport facilities.

### Countryside Access

Schemes identified in the Rights of Way Improvement Plan (ROWIP) that meet these priorities are also included in the Transport Capital Programme.





## Other road and transport spending programmes

As well as the capital investment on transport improvements, we and our partner organisations fund the following services:

### Road Maintenance

A high priority is the maintenance programme. This programme ensures that Cumbria's roads, pavements, bridges and street lighting are in good condition.

“ Smarter travel programmes make it easier for people to choose low carbon healthy means to travel. ”





Through an agreed formula, much of the money allocated for maintenance schemes is devolved to the County Council's Local Committees. Needs at a local committee level will be assessed by technical surveys, inspections of our infrastructure assets and what road users tell us. There are a number of very large maintenance schemes in Cumbria, which will require us to secure extra government funding.

### Road Safety

The programme for Road Safety is a mixture of road improvements, education, publicity and enforcement, and is looked after by the Cumbria Road Safety Partnership (CRSP), which includes the County Council, Police, Fire and Rescue service, NHS Cumbria and Highways Agency. The CRSP produce an annual Road Safety Activity Plan which sets out what will be done each year to reduce casualties.

The CRSP works through three area based Casualty Reduction and Safer Highways groups, to ensure that spending is based upon firm accident data and information from communities and organisations.

### Passenger Transport

The passenger transport network covers buses, trains, taxis and community and voluntary schemes maintained and promoted by the County Council working with transport operators. The majority of local bus services and all rail services are provided by the private sector. The County Council pays for bus services to fill gaps in the services according to a set of criteria. It also supports voluntary car schemes, Rural Wheels and community minibuses. Improvements to passenger facilities such as railway stations are included in the improvements scheme process.



### Smarter Choices

Smarter travel programmes make it easier for people to choose low carbon healthy means to travel. They work by addressing all of the barriers to travelling smart, from the view of the individual traveller. The programmes are targeted to specific: People (e.g. residents or visitors), places (e.g. schools, workplaces or leisure facilities) or purposes (e.g. shopping, going to work).

A package of smarter travel programmes would include:

- Better Services (e.g. newer buses, a car club);
- Better Infrastructure (e.g. cycle parking and showers at work);
- Information (e.g. personalised timetables);
- Incentives (e.g. special deals on fares);
- Promotions (e.g. cycle to work breakfasts).

Large scale smarter travel programmes elsewhere have reduced car driver trips by nine per cent and car driver mileage by five to seven per cent. Workplace travel plans reduce car driver trips to work by an average of 15 per cent nationally.

Smarter travel programmes require a mixture of funding. New government grants such as the Regional Growth Fund and Local Sustainable Transport Fund provide a new opportunity to develop smarter travel programmes.

### Implementation Plan

The Implementation Plan, which is contained in a separate document, will set out the details of where the money is being spent to deliver the Plans Vision and the Council Plan priorities. Covering a three year rolling programme of transport schemes the first Implementation Plan will cover the period April 2012 to March 2015. It will be reviewed every year so that it can deal with changing needs and funding in Cumbria.

# 8 Are We Doing It Right

## Managing our performance

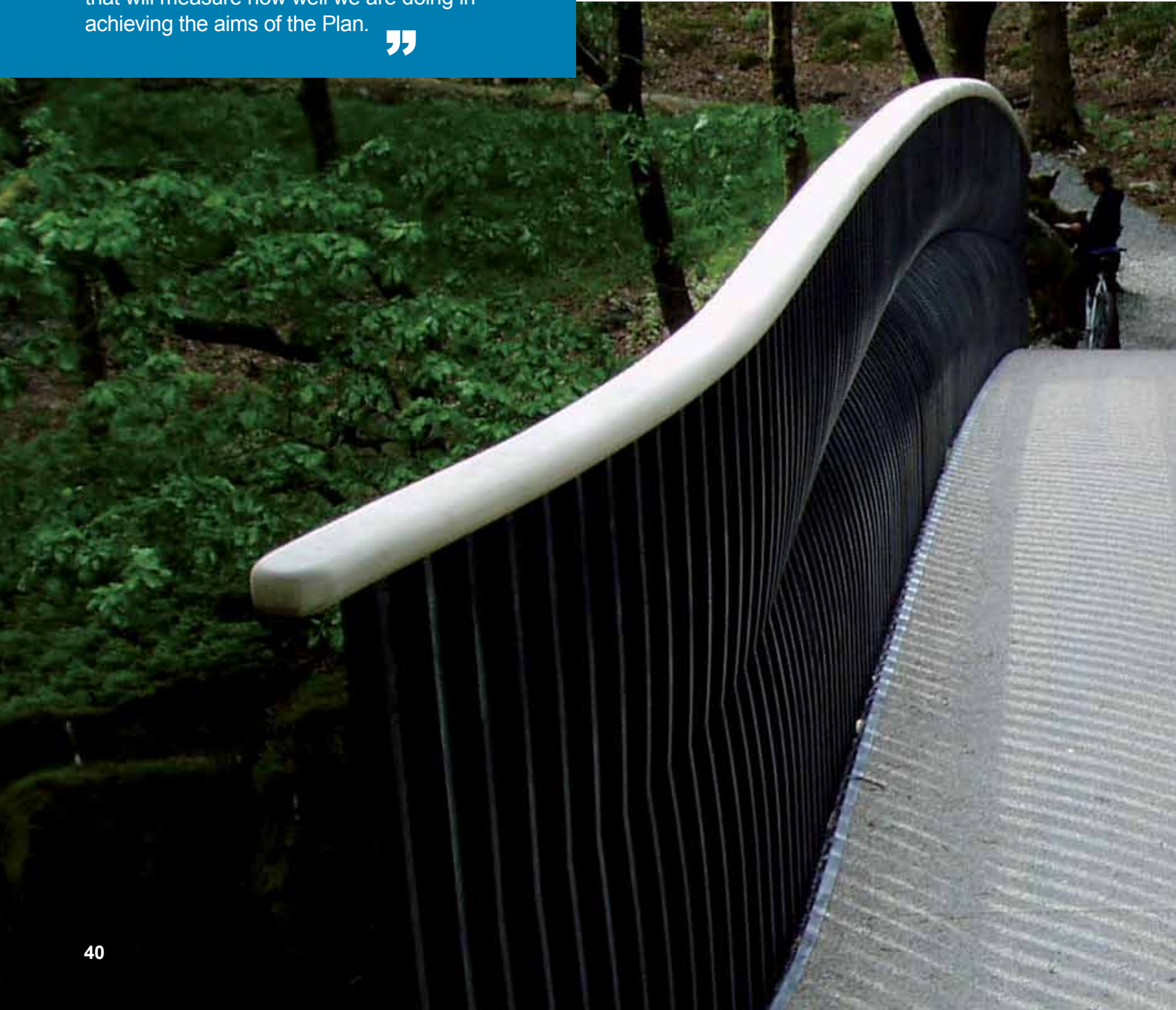
In order to decide if we are getting it right we will use indicators that reflect the priorities of the Plan. The Plan will be reviewed in 2016 and 2021. We will look at where we are spending the money on transport every year. We will also monitor progress on an annual (or more frequent) basis to make sure we are adjusting our actions to meet changing circumstances and continue to achieve the Vision for Cumbria.

## Cumbria Transport Plan Indicator Set

We have identified a set of key indicators that will measure how well we are doing in achieving the aims of the Plan. We will be trying to improve our results against each of these indicators over the Plan period. The areas covered include road maintenance, road safety, bus passengers, cycling and walking. We will use the indicators to help us change what we do each year so that we respond better to Cumbria's needs. We will publish our results against these indicators in our Annual Report.



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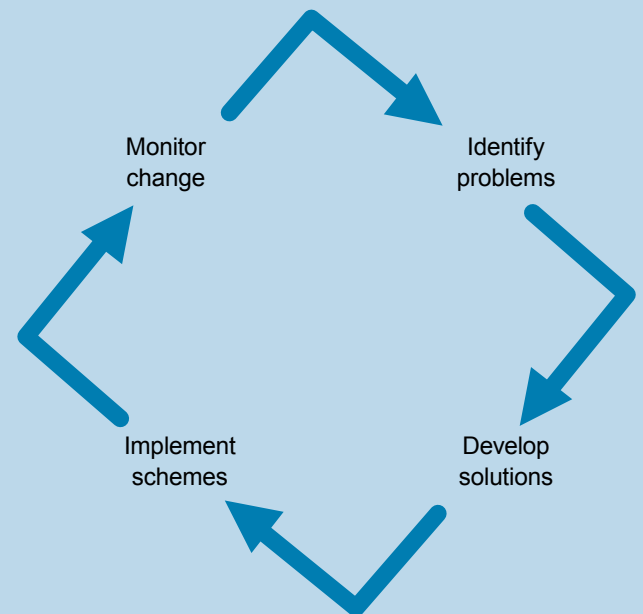


## Scheme Monitoring

In order to record the benefits of transport schemes and to measure the impact of specific actions. We will monitor individual schemes and policies. As part of this the views of the local community affected by the schemes will be gathered and assessed. The information collected will be used to evaluate whether the transport interventions are achieving the Vision for Cumbria. It will be used to develop future implementation plans, to ensure that the Vision is achieved and value for money is maximised. In addition we will share results from the evaluation of transport interventions with other local authorities to help build a knowledge base across the country. This will enable local authorities to assess which measures are more effective when planning a programme of future works.

## Managing Risk

It is essential that risks are managed effectively to ensure that costs are kept to a minimum and schemes are delivered as proposed. Schemes have their own detailed risks, which are managed through risk registers. Details of how we shall do this will be set out in the Implementation Plan.



# 9 Jargon Busting

We hope that none of the words used in this document cause confusion, but there are some technical terms used and this is what they mean:

<b>Accessibility</b>	The ability of all people to reach facilities and places.
<b>Air Quality Action Plans</b>	In areas of the County where air pollution is above the accepted government levels there is a requirement to produce Plans that say what will be done to address the problems
<b>Indicators and Targets</b>	Important statistics that are measured regularly to show progress towards achieving the aims – in this case the Cumbria Transport Plan.
<b>Infrastructure Delivery Plan</b>	It sets out the infrastructure identified as being needed to allow transport schemes to be carried out.





<b>KSI</b>	This refers to killed or seriously injured casualties.
<b>Local Development</b>	A collection of documents produced by the District Councils which helps control where, when and what types of development takes place in an area.
<b>Low Carbon Economy</b>	An economy that creates less greenhouse gases, specifically carbon dioxide and reduces fossil fuel use.
<b>Manual for Streets</b>	New guidance for road and street design.
<b>Outcomes</b>	The results that are expected from actions taken to deliver the Cumbria Transport Plan.
<b>Rights of Way</b>	Public footpaths, bridleways and unsurfaced "green lanes".
<b>Systems Thinking</b>	An approach to problem solving, by viewing "problems" as parts of an overall system, rather than reacting to specific part, outcomes or events and potentially contributing to further development of unintended consequences.
<b>Travel Plan</b>	Plan which helps to reduce journeys made by car and increase journeys by employees and customers through walking, cycling and public transport.

