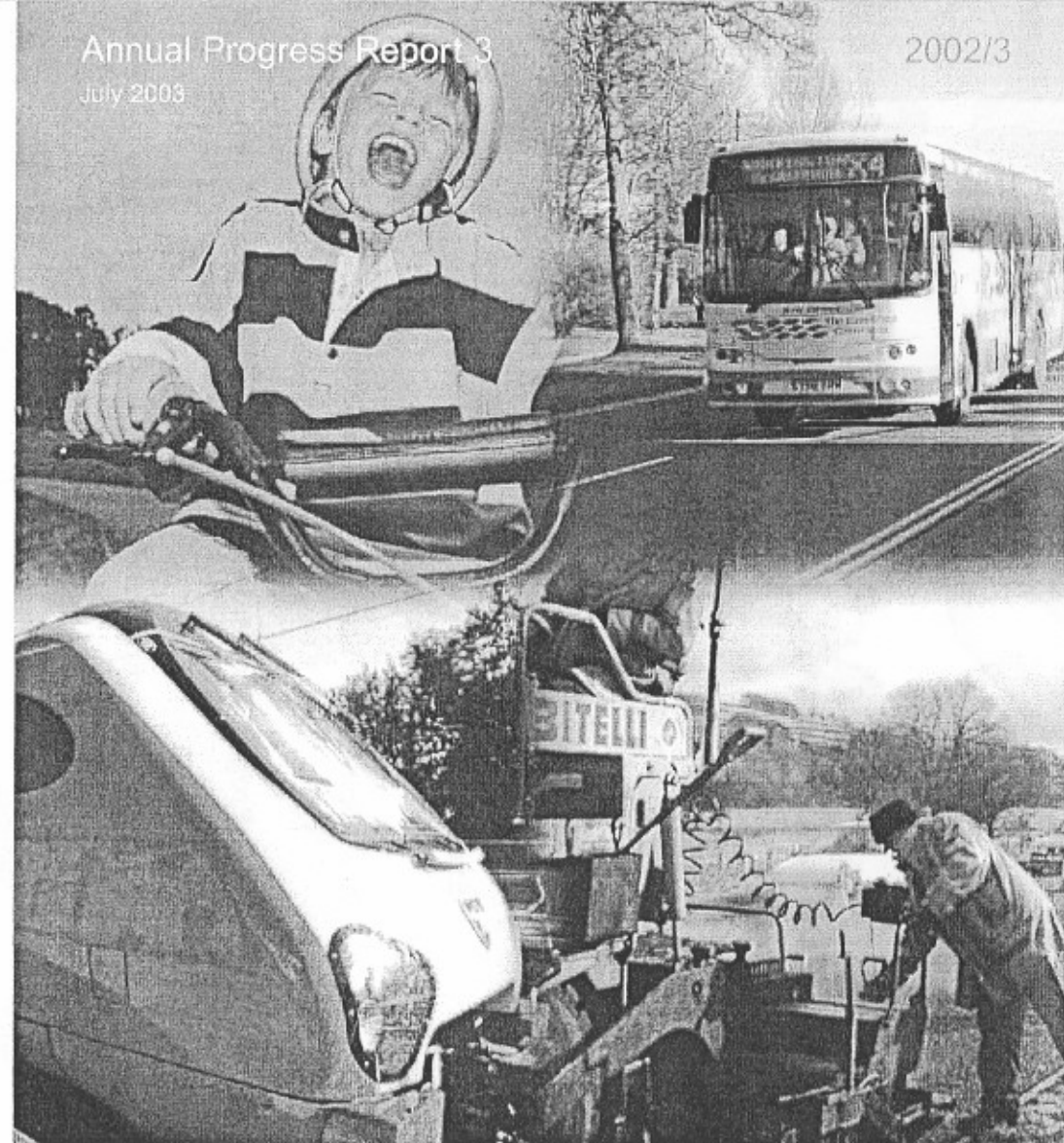


Local Transport Plan 2001-06

Annual Progress Report 3

July 2003

2002/3



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EXECUTIVE SUMMARY

This is the third Annual Progress Report (APR) on Cumbria's Local Transport Plan (LTP). It sets out progress made towards the Plan's objectives during 2002/3.

Progress was made through the investment of almost twice the 2001/2 amount and represented a considerable challenge to the Council in delivering its commitment. We implemented £9.82 million worth of **integrated transport** improvement schemes, £11.3 million in structural **highway maintenance** (incorporating modern standards of accessibility and priority to vulnerable road users) and £3.83 million in **bridge strengthening** and repairs. The investment in 2002/3 included £6.64m carried forward from 2001/2 and more than £1m in **contributions from developers and partners** in schemes.

The LTP programme is recovering from the substantial setback of the Foot and Mouth disease outbreak. It is getting back on track for delivery of schemes and is making progress towards meeting its objectives and targets.

Although there is a long way to go to see the programme fully implemented, significant numbers of schemes are in place on the ground. Many of the remaining schemes in the programme will take time to prepare for implementation. **Community involvement** and stakeholder participation are vital aspects of the preparation of these schemes. In 2002/3 the Council decided to increase the resources from the 5-year programme allocated to scheme preparation and to invest a higher proportion on structural maintenance to halt the decline in highway condition (a core indicator). This has gone some way to addressing the backlog in maintenance and will allow more effective delivery of integrated transport schemes in future years.

The Council has begun a process of rigorous and rational review of the **indicators and targets** set in the Local Transport Plan, and is now able to show progress clearly against a set of **Key Objectives** representing the full range of LTP objectives. This initiative will enable better **monitoring** of progress and help us to adjust our programmes where necessary. We recognise, however, that monitoring the outcomes of the Council's actions is not easy and many of the desired impacts show very slow or small changes or can only be measured indirectly.

The LTP and its associated programmes to improve integrated transport are closely linked to the aims of the Council's **Corporate Strategy** and seek to work with **key stakeholders** to achieve common goals. The Council has sought to strengthen community involvement and **consultation** in setting and delivering programmes and monitoring scheme delivery through the establishment of Area Transport Advisory Groups, as well as specialist forums and panels. This has been done as part of implementing the first theme in our Corporate Strategy – "Improving Council Services – Putting People First"

Good progress has been made with the Carlisle Northern Development Route and this **major scheme** is on track for commencement of works in 2005. In Kendal, the new traffic system phase 1 has been completed. This has already considerably improved traffic flow and the town centre environment.



The Council does not have a direct influence over large parts of the transport network, for example the motorways and trunk roads, the rail network and commercial bus network. We seek to work alongside, and in **partnership** with, the bodies responsible for these elements to achieve mutual benefits to the transport network of the County.

A new **Freight Quality Partnership** has been set up and close working with transport operators has yielded the implementation of five **Quality Bus Routes** and three **Transport Interchange** schemes. Excellent progress is being made by the NoWcard **smartcard** initiative led by the Council and involving the other authorities and operators in the North West. On other fronts, working with schools has generated 60 **School Travel Plans** in 2002/3 and working with Cumbria Constabulary a new **Safety Camera** initiative is now in operation to address speed related road safety issues.

The APR has been set out to meet the criteria set by the Department for Transport and Annex N identifies the location in the APR where each of the criteria is addressed.

Copies of the APR are available, on paper or CD, in Libraries, County Council Offices and on the Council's website:
www.cumbria.gov.uk/transport/ltp/apr2003.

This report is available in alternative formats on request.

1. DELIVERY OF SCHEMES ON THE GROUND

Comparison between programmed and outturn outputs

In 2002/3 the Council faced a substantial challenge of investing a larger sum in transport improvements than ever before, comprising the settlement for 2002/3 and a substantial carry forward from 2001/2.

The challenge was met and substantial parts of the transport network have been improved for all categories of user. We have funded improved public transport interchanges, quality bus routes, North West transport smartcard, new footways and cycleways, and town centre traffic management and environmental improvement schemes. We have extended initiatives to encourage more sustainable travel to work and to school, and implemented specific safety schemes including a new Safety Camera Partnership initiative. Examples of the progress made are shown in the following section of the report under the Local Transport Plan Themes.

The outturn delivery of schemes on the ground shows some departures from the spending programme originally proposed. Section 3 of this report on the LTP spending programme identifies and explains the differences. The programme delivered reduced the number of Priority Transport Improvement schemes but exceeded the programme of Casualty Reduction schemes, and invested a substantially greater amount than originally programmed on maintenance of the road network and associated bridges.

This year the Council chose to bring forward structural maintenance schemes from future years to address a long-standing backlog in structural maintenance, postponing the need for future reconstruction and bringing the network up to modern standard for all users.

The postponement of some Integrated Transport schemes will allow adequate time for scheme preparation, including full consultation and feasibility and design work in years preceding the scheme implementation year.

To achieve better delivery in future years, the Council has agreed a three-year rolling capital programme. We have embarked on a review of the full list of Priority Transport Improvement schemes and the County Consolidated List. This will rank schemes according to deliverability in addition to the existing prioritisation system based on policy objectives, partnership and level of commitment. This will further assist the delivery of the Integrated Transport Schemes.

Table 1: Delivery of Schemes Against those Programmed

Transport Capital Programme	Allerdale		Barrow		Carlisle		Copeland		Eden		South Lakeland		Total	
	P	D	P	D	P	D	P	D	P	D	P	D	P	D
Integrated Transport	37	35	39	46	53	51	29	29	39	37	116	112	313	310
PRN Structural Highway Maintenance	7	7	1	0	8	8	2	2	18	11	9	8	45	36
NPRN Structural Highway Maintenance	18	17	18	13	24	19	17	13	47	36	54	80	178	178
Structures Capital Maintenance and Strengthening	27	27	1	1	1	11	15	15	27	27	29	29	110	110

P = Schemes Programmed (including structural maintenance brought forward from future years)
D = Schemes Delivered

Commentary on delivery of major schemes

Carlisle Northern Development Route

Progress continues to be made with the Carlisle Northern Development Route (CNDR) PFI Project as the Council's only major transport scheme in the current LTP. Since APR 2 was published, the necessary Side Road and Compulsory Purchase Orders have been made and advertised.

This in turn led to a number of objections being raised and considered at a local Public Inquiry held in December 2002. In June 2003 the Secretary of State made known his decision to confirm the orders.

For Private Finance Initiative (PFI) funding of the CNDR scheme and the management and operation of a wider network of roads in North Cumbria, the Council submitted a Final Outline Business Case to the DTLR in February 2002. Following consideration by the body set up to approve Local Authority PFI projects, conditional support for PFI funding was awarded to the Council in a letter from DTLR in September 2002.

The Project Team are continuing to make progress with assembling the necessary PFI contract documentation in conjunction with the Council's advisers and the Public Private Partnership Programme. Approval to initiate the process of selecting a preferred bidder with the issue of an Official Journal of the European Communities (OJEC) Notice is currently awaiting progress on de-trunking of the A7 which is currently with the Minister for decision.

Annex F indicates the progress made to date with the scheme and also provides an indicative forward programme. Assuming the PFI is adopted as the mechanism for funding the proposed project, construction of CNDR is expected to commence in July 2005 with completion approximately two years later. If for whatever reason, the PFI is no longer deemed appropriate, however, and conventional funding is approved, construction of CNDR could commence as early as October 2004. The Finance Forms reflect a conventionally funded scheme for CNDR to be consistent with the local transport funding mechanism. The ongoing preparation costs for the project as a PFI funded scheme are mounting and are becoming an increasing concern for the Council.

Next Major Transport Project

In 2002/03, the Council completed further assessment work on the next potential major transport project that could be considered for inclusion in LTP2. Having started with an initial list of seventeen schemes, and following a robust prioritisation process, it was agreed by

the Council's Cabinet in July 2002 to shortlist the three schemes listed below:

- Kendal Northern Relief Road
- Workington Southern Link
- Duddon Estuary Crossing

Examples of schemes delivered

The examples are presented under the headings of the relevant national targets as set out in the APR 3 guidance.

National Target: Reduce the number of people killed or seriously injured in road accidents in Great Britain by 40% and the number of children killed or seriously injured by 50% by 2010 compared with the average for 1994-96, tackling the significantly higher incidence in disadvantaged communities.

Safety Camera Partnership Initiative (SCAM)

Although not funded directly from LTP sources, this Speed Camera scheme is a key initiative in meeting the Council's stretched Local Public Service Agreement (LPSA) target on safety. The scheme was developed by the Cumbria Road Casualty Reduction Partnership comprising the Council, the Police, the Highways Agency and the magistrates' courts. It targets sites where a casualty history is accompanied by speeds in excess of the speed limit on both county and trunk roads. Clearly-marked, high-visibility vans, manned by police officers, tour the sites. A manager, data analyst and a PR manager have been appointed to run day-to-day operations. The project is overseen by a steering group and is expected to make a substantial contribution to the county's casualty reduction targets.

LTP Key Targets (shown in table 2 pages 16-19): T15, T16, T17

Wider policy impacts: improving safety and quality of people's lives, crime and disorder, transport awareness.



Drive and Survive

We have begun a training programme for company drivers and other staff, in partnership with the Cumbria Chamber of Commerce, to reduce the likelihood of accidents involving this category of driver. The project has started in Carlisle in 2002/3 and will be rolled out across the County.

LTP Key Targets: T15, T16, T17

Wider policy impacts: improving safety and quality of people's lives, transport awareness.

Traffic Calming and 20 mph Zones

Wetheriggs Estate, Penrith

This network of estate roads with two schools was extensively used as a short-cut for traffic and used at inappropriate speeds by recreational motorists at evenings and weekends. The general speed-related safety scheme was linked to a Better Ways to School project. Pre-cast speed cushions were installed together with a 20 mph zone, two zebra crossings and parking restrictions in the vicinity of the primary school, and speed tables to reduce approach speeds at the school were also used to reinforce the school safety aspect. The 20mph zone signs were designed by children from the primary school. The scheme cost

£115,000 in capital funding, enhanced by the input of the Better Ways to School project, and gives improvements to the journey to school at a large secondary school and one of its larger feeder primary schools. The scheme has also addressed road safety and perceptions of community safety in the estate.

LTP Key Targets: T10, T13, T15, T16, T17, T18

Wider policy impacts: improving safety and quality of people's lives, crime and disorder, healthy transport, transport awareness.

Mirehouse, Whitehaven Traffic Management Scheme

A very similar mix of schemes has been implemented in Whitehaven to address the same issues. This scheme is in some of the most deprived wards in Cumbria and in England.

The extensive Better Ways to School (BWTS) programmes have centred around measures to segregate vehicles, cyclists and pedestrians, with cycle storage provision at the two Whitehaven Secondary schools and measures on the road network, notably the introduction of mini-roundabouts on awkward three-leg junctions near the schools with a high damage-only accident record. Five primary schools in the Whitehaven cluster have benefited from the introduction of School Zones and measures to improve pedestrian access and introduce "pick-up/drop-off" Zones.

Workington

The BWTS programme has introduced several measures to make walking more attractive, in particular a link footpath, with a Puffin and a further Warden-assisted crossing point introduced at a junior school and an infant school; vehicle/pedestrian segregation at a third school, a zebra at a fourth and cycle storage facilities at a secondary school. Studies continue at both secondaries into the provision of transport for pupils who are more than 1 mile but less than three miles away from the schools. As in Whitehaven, the Workington schemes have addressed road safety, and particularly child casualties, in some of the County's most deprived wards.

LTP Key Targets: T2, T4, T10, T13, T15, T16, T17, T18

Wider policy impacts: healthy transport, social inclusion, improving safety and quality of people's lives, and raising awareness of transport issues.

Cold Fell

Also in West Cumbria, traffic management measures have been introduced on the Cold Fell Commuter Route to Sellafield – a largely unfenced rural route, which

experiences large volumes of inappropriately fast traffic at peak times, with the introduction of speed management measures in the villages of Kirkland and Ennerdale.

LTP Key Targets: T4, T10, T15, T16, T17, T18

Wider policy impacts: improving safety and quality of people's lives, crime and disorder, protect and sustain the environment, transport awareness.

Casualty rates are monitored to assess the effect of these projects.

National Target: By 2011 triple the number of cycling trips compared with a 2000 base.

Kendal to Keswick Cycle Route - Troutbeck Bridge to Langdale Chase

This scheme forms part of National Cycle Network Route 6 and is a key scheme for the County Council to deliver by 2006. This is the first section to be completed and is already widely hailed as a success as it ensures off-carriageway cycling between Troutbeck Bridge towards Ambleside. The scheme was selected as a priority as it connects with the largest Secondary school in the Lakes area and contributes to achieving safety as well as cycling targets.

LTP Key Targets: T4, T10, T13, T15, T16

Wider policy impacts: Protect and sustain the environment, regenerate the economy, social inclusion, improving safety and quality of life, supporting vibrant town centres, healthy transport.



At Queen Katherine School, Kendal, a Toucan crossing has been provided to link existing cycle lanes to the main secondary school on the north side of Kendal. This is part of other BWTS work undertaken in the school and to the provision of other crossing facilities being provided with partnership funding as part of a co-ordinated scheme around the school.

In Penrith and Appleby, eleven missing links in the local footway and cycle way network, previously identified by consultation and representation from communities, were filled in 2002/3 at a cost of £150,000. These relatively small-scale improvements have brought substantial local benefits in terms of safety, the attractiveness of walking and cycling, access to services for elderly people and young children from residential areas and better access to employment sites encouraging cycling and walking for journeys to work.

In Cockermouth, the new one-way scheme was completed this year. It included signal controlled junctions, with pedestrian and cycle facilities. As part of the BWTS programme, a cycle crossing point and segregated routes for vehicles, cyclists and pedestrians were introduced at the secondary and one primary school, the latter including a much needed turning circle so that school transport does not have to perform reverse manoeuvres in the school access road.

LTP Key Targets: T2, T4, T10, T13, T15, T16, T17

Wider policy impacts: healthy transport, social inclusion, improving safety.

To consolidate and improve the activity of the Better Ways to School initiative on cycling, teenage cycle training is being piloted with 3 secondary schools in Carlisle involved in the BWTS initiative, and will be offered to all secondary schools across the county. Successful school travel plans have enabled cycle storage to be provided in 10 secondary schools and one primary school. New traffic calming has been installed around 17 schools directly through BWTS funding or as part of a larger traffic-calming scheme. 5 controlled crossings have improved walking links to schools and many more have benefited from pedestrian refuges.

The progress of increased cycle use is measured partly through the monitoring undertaken by schools as part of their travel plans and partly by a new network of traffic counters at representative locations, which are designed to detect cycles.



National Target: Provide sufficient resources to local authorities to halt the deterioration in the condition of local roads by 2004 and eliminate the backlog by the end of the Plan period.

Maintenance of highways and bridges is the largest element of the capital programme. In all highway works, opportunities are taken to include integrated transport improvements and improve facilities for vulnerable road users. The Council is also starting to use on-site recycling of road material during road maintenance. This reduces the need for quarrying of new construction materials, the need for transport of new and waste material and waste disposal problems.

We ensure that facilities for people with disabilities are considered in all road schemes, along with facilities to encourage cycling, such as advanced stop lines at junctions and that consultations are properly carried out with those affected by the scheme.

The Council pays attention to reducing the impact of maintenance on verges with ecological interest and other roadside environments. The 2002/3 programme was completed and additional schemes brought forward from future years.

A686 Penrith – Alston road

During this scheme to renew the road surface, we have employed, as a trial, a system that recycles existing road material in the reconstruction of the road. The recycling takes place on site, yielding environmental and financial benefits by reducing the need for new materials to be extracted, the transport of materials and disposal of waste materials. The project, in total cost, £250,000.

LTP Key Targets: T1, T2, T15, T16, T17

Wider policy impacts: Protect and sustain the environment, improve safety, regenerate the economy, climate change.

The outcomes of these schemes will be measured against the targets set for the Key Indicators representing the Key Objectives from the LTP shown in table 2 on pages 16–19. Monitoring processes are in place to assess progress against national and local targets. Each scheme has monitoring associated with it, including ongoing studies as part of school travel plans, monitoring of road condition and of numbers of road casualties.



National Target: Improve accessibility, punctuality and reliability of local public transport with an increase in use of more than 12% from 2000 levels by 2010.

Barrow Rail Station Interchange

The scheme re-surfaced the station forecourt, provided improved lighting levels and better columns and marked out car parking, including spaces for people with disabilities. It marked out a taxi area and pick-up and set-down spaces as well as clearly marking pedestrian priority routes through the forecourt. A new bus stop, with high-quality waiting shelter and raised kerb, was provided for a new shuttle bus service to the town centre, the frequency of which has been increased from hourly to 20 minutes following the scheme. New local town centre map and timetable information was provided and additional cycle parking was agreed with the train operator. The scheme improves pedestrian and cycle access and bus links to the railway station from the town centre (a kilometre away) and hence to other key traffic destinations.

The scheme cost in total £96,000.

Partnership funding was from Barrow Borough Council (£31,500), First North Western (£23,000), Furness Line Action Group (£600), Stagecoach (provision of town centre shuttle service without public funding).

LTP Key Targets: T7, T8, T9, T10

Wider policy impacts: Protect and sustain the environment, regenerate the economy, social inclusion, improving safety, renewing deprived communities, supporting vibrant town centres, healthy transport, crime and disorder.



Penrith and Windermere Rail Station Interchanges

At Penrith, a similar scheme was implemented at a cost of £76,000, using LTP and Rural Bus Challenge funding to improve the interchange, and particularly for the X4/5/50 bus service to Keswick, the north Lake District and Cockermouth.

At Windermere, partnership working with the rail industry and local businesses generated a scheme to revise the layout of the station forecourt and approach – a critical interchange point for visitors to the Lake District. The scheme invested £75,000 of LTP funding in 2002/3. The schemes provided better pedestrian circulation area, raised kerbs to assist bus boarding, new waiting shelters

for bus and taxi users, traffic calming and environmental enhancements. The total package has improved the passenger environment and facilities, parking and interchange arrangements. Penrith station won the Railway Industry Award for medium sized stations in 2002 and benefited from improved user safety through the introduction of CCTV and better lighting. At Windermere, the scheme has generated local interest from a wide range of stakeholders in further improving the station as an interchange, with better-integrated waiting facilities and multi modal transport and tourist information.



LTP Key Targets: T7, T8, T9, T10, T12

Wider policy impacts: Protect and sustain the environment, regenerate the economy, supporting vibrant town centres, crime and disorder, improving safety, healthy transport.

NoWcard

The North West Regional Smartcard Project (NoWcard) was set up to introduce a transport smartcard initially for use by concessionary bus passengers. It was, at first, to be funded through the Rural Bus Challenge 2000 competition and came live on 23 January 2003 when Cumbria County Council approved LTP match funding for the project. The four lead transport authorities (Cumbria CC, Lancashire CC, Blackpool BC and Blackburn with Darwen BC) have set up a Joint Management Board and appointed a Project Manager. A prime contractor has been appointed to lead delivery of the project in a four-year contract. By the end of May 2003, approximately 35,000 NoWcards had been issued in Carlisle, Preston, Fylde, Chorley and West Lancashire.

The NoWcard project is playing a key role in the Government's national project for smartcards. With the help of the North West group, attended by a multitude of North West agencies and authorities, the NoWcard will become the first fully compliant ITSO smartcard scheme. Once complete, this scheme will be used to deliver public sector services for libraries, schools, colleges, social care facilities and a fully integrated transport fares system.

The joining up of all these services in a seamless fashion, accessible through one delivery mechanism, is the very essence of e-Government. The NoWCard will act as an enabler of electronic government and e-commerce and provide Citizen-focused government. It will make local government and its services more accessible, help with social inclusion and help the Council to use information more efficiently.

LTP Key Targets: T7, T8, T12, T20

Wider policy impacts: social inclusion – access and equity, access to services in rural areas, support for vulnerable people.

The impacts of the interchange projects will be measured by the change in public transport patronage at individual service and station levels. The smartcard will be monitored through the readily available data on use of the cards, which the system automatically provides.



National Target: To achieve a one third increase in the proportion of households in rural areas within about 10 minutes walk of an hourly or better bus service by 2010.

Through close partnership working with the principal bus service operator under the Cumbria Bus Charter, the Council is seeking to retain and improve service patterns and frequencies. This is achieved through careful management of the revenue support budget for public transport and by bidding for Rural Bus Challenge funds to develop rural services and the provision of improved roadside passenger facilities. Projects have been implemented in 2002/3 to improve bus stops on five Quality Bus Routes, to improve accessibility and increase patronage, improving economic sustainability of services. The Council is also pursuing innovative demand-responsive services to improve rural accessibility where conventional bus service frequencies cannot be economically sustained.

Rural Wheels

The "Rural Wheels" pilot project has commenced operation in the Grange – Ulverston – Coniston area of South Lakeland with County Council LTP and Countryside

Agency funding. It is thought to be the first use of smartcards with stored-value value in a multi-provider demand-responsive operation. The project is also testing the ability to co-ordinate a variety of providers, from voluntary social cars to taxi operators. The Countryside Agency is funding a study to analyse what needs are being met and what are the barriers to usage.

Rural Transport Partnership

The Rural Transport Partnership has focused on delivery of a small number of co-ordinated projects. The Community Bus brokerage scheme has been expanded from Carlisle into Allerdale and, latterly, Eden, under the management of North Cumbria Community Transport. Vehicles are being supplied to meet the needs of the brokerage through joint funding from the LTP, Countryside Agency and other funders. Some 6 community buses were committed in 2002/03. These schemes reduce social exclusion and rural isolation by providing better access to services and meeting the needs of people with impaired mobility. They also assist economic regeneration – providing additional support to outlets and commercial providers – and encourage the use of public transport and improve safety.

LTP Key Targets: T6, T7, T8, T20, T21

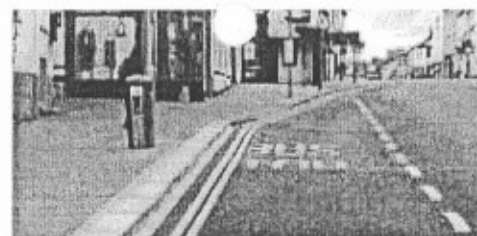
Wider policy impacts: support for vulnerable people, social inclusion, health and transport, improving the quality of people's lives, improved access to services from rural areas.

Quality Bus Routes

We have continued and accelerated a programme of infrastructure improvements on selected bus routes to improve the accessibility of services and raise the profile and awareness of the availability of services. Works have included raised kerbs to assist boarding and alighting, passenger hardstanding and short lengths of footway to assist passenger access to stops, new stop poles (using the Cumbria Standard wooden pole in rural areas) and new flags including Traveline details, timetable information and road markings as necessary. The following routes have been treated in 2002/3: Service 30 – Maryport-Thornhill, Service 17/18 – Whitehaven-Cleator Moor, Service 41 – Kendal-Oxenholme Station, Service 104 – Penrith-Carlisle, Service 6 – Barrow-Ulverston. Delivery involved partnership with the Highways Agency and Stagecoach.

LTP Key Targets: T5, T8, T12

Wider policy impacts: Protect and sustain the environment, regenerate the economy, social inclusion, renewing deprived communities, supporting vibrant town centres, access and equity, improving access in rural areas.



Bus Shelter Provision

A programme of bus shelter provision throughout the county, in conjunction with Parish and District Councils, continues through the allocation by Local Committees of LTP grant funding for new shelters and locally identified requirements for better passenger facilities.

LTP Key Targets: T7, T8

Wider policy impacts: Protect and sustain the environment, regenerate the economy, social inclusion, improved access in rural areas.

Progress in the achievement of the desired outcomes of these projects is measured in terms of patronage growth and the number of rural households within 13 minutes walk of an hourly or better bus service, measured by the recently developed accessibility model. This will be refined to account for the availability of demand-responsive services available to communities.

National Target: Improve air quality by meeting our national air quality strategy objectives for carbon monoxide, lead, nitrogen dioxide, particles sulphur dioxide, benzene and 1-3 butane (shared with DEFRA).

The Council has not set local targets for air quality, as this is not perceived as a particular problem in Cumbria. However, the Kendal Traffic scheme has improved air quality at the local monitoring site as part of its intended outcome.

Kendal Town Centre Traffic Package

The previous major changes were made to Kendal's traffic system in 1967. Traffic growth since then has outstripped the capacity of the road network. The 2002/3 system changes have been considered following a feasibility study undertaken in 1999 and extensive consultation and local participation. These changes involved the reversal of flow in the town centre one-way system with ultimate aim of providing an area of pedestrian priority. The scheme has been phased for implementation spread over 4 to 5 financial years. Phase 1 has just been completed.

The scheme is intended to help the viability and vitality of the town centre and contribute to the reduction of traffic.

The scheme has already reduced the air pollution in the worst polluted streets in the town centre to such a degree that the targets set for 2010 are likely to be met by 2005.

LTP Key Targets: T3, T4, T7, T8, T10, T12, T14

Wider policy impacts: climate change and air quality, healthy transport, prosperous and vibrant town centres, social inclusion, improving safety and quality of people's lives.

National Target: Reduce congestion on the Interurban trunk road network and in large urban areas in England below 2000 levels by 2010.

The Council has not set a target for reducing congestion in large urban areas as there are none (as defined by DIT) in the County. However, schemes are being delivered to reduce congestion in Carlisle, Kendal and Whitehaven.

Carlisle Car Parking – Variable Message Signs

The signs provide drivers approaching the city centre with information on car parking availability and direct them to vacant spaces. The aim is to reduce the volume of traffic in the city by reducing the number of vehicles circulating looking for a parking space. This is one of the first schemes in the County to utilise information technology to influence road traffic flow.



LTP Key Targets: T3, T12

Wider policy impacts: Protect and sustain the environment, improve safety and quality of people's lives, air quality.

Whitehaven Town Centre

The final phase in the six-year programme of schemes has been completed, culminating in the completion of Lowther Street. This includes partner funding from a development that has allowed the introduction of a Scoot system on the four sets of traffic signals on the southern approach. A 20 mph Zone, with associated traffic-calming features, has been introduced in the Town Centre.

LTP Key Targets: T3, T8, T10, T15, T16, T17, T18

Wider policy impacts: climate change and air quality, healthy transport, prosperous and vibrant town centres, social inclusion, improving safety and quality of people's lives.

Progress on addressing traffic congestion is monitored by measuring the predictability of journey times on key routes.

2. PROGRESS TOWARDS TARGETS AND OBJECTIVES

Commentary on progress

This section of the APR shows progress against:

- 1 Core Performance Indicators as indicated in the APR guidance 2003;
- 2 Cumbria County Council Key Performance Indicators including the new stretched targets for road safety agreed under the Local Public Service Agreement.

The Council has a range of high-level corporate aims and objectives expressed in the Corporate Strategy, which themselves reflect Government aims and local priorities identified through consultation and community participation. The Local Transport Plan objectives reflect and contribute to the achievement of these. The Council considers it essential to monitor effectively progress towards meeting its stated objectives, so as to be able to review the programmes of action embarked on and to meet changing circumstances.

This year, to improve and clarify reporting progress towards objectives and targets set in the LTP, we have undertaken a full review of our objectives and indicators used to measure progress. The review has taken into account the need for better fit and consistency between objectives, and the indicators used to measure them. It rationalised indicators used to ensure accurate and consistent measurability, without incurring disproportionate costs, and dealt with the need for targets to be realistic in respect of the local circumstances in Cumbria. We were also very keen to improve clarity in the presentation of data.

Review of the structure of Objectives, Indicators and Targets

The original LTP contained 43 objectives and 121 performance indicators with targets of variable measurability set against some of these indicators. These had been derived in a piecemeal way through a variety of processes with no rigorous, co-ordinating overview applied. The opportunity has been taken in preparing APR 3 to review this in order to improve how the Council monitors progress and to show clearly what is being achieved.

We are therefore reporting against a set of 18 Key Objectives selected from the original document. Progress towards meeting each of these Key Objectives will be measured by one or more Key Indicator(s). Targets have been set for each indicator.

The new contents for Annex B to the APR, which shows the linkages described above, has been consulted on with key partners in the six local authorities and two national parks and key stakeholders including the Chamber of Commerce, North West Transport Activists Round Table and the Cumbria Cycle Panel. The approach has been widely welcomed and there have been a number of comments made on specific targets: for example, the realism of targets for reducing traffic levels and improving road condition, and proposals for monitoring cycling, as well as detailed amendments to objectives.

Key Objectives have been selected on grounds of being representative of a range of objectives from the original list. The Key Objectives are intended to be clear, unambiguous and to show the key areas of improvement that the Council wishes to make to the transport network under the LTP Themes.

The Key Indicators have been chosen to reflect closely progress against the Key Objectives. We have sought to include Core indicators reflecting government priorities, best value indicators and indicators in common use. These have been selected on grounds of being quantifiable, not open to manipulation, where possible outcome based, able to be monitored consistently over time and in a cost effective way.

Annex B now reports progress against the Key Objectives with the original LTP objective and its reference number shown in brackets. It describes how indicators have been changed to reflect best practice and APR guidance and, where targets are being developed, how these relate to national targets and standards.

All the Key Targets have been assessed against the criteria that they should be specific, measurable, agreed, realistic and time-framed. Where the targets from the original LTP conform to these criteria, they have been used as Key Targets. Where the original targets were ambiguous, or in some cases absent, the targets have been refined taking account of existing national targets.

Baseline data has been provided under each target for the earliest date within the LTP period for which the data is available.

Core Performance Indicators

Progress against each of the Core Performance Indicators (CPI) is shown in the summary table 2 below (the detailed reporting of progress against CPI is shown in Annex A). The Core Performance Indicators shown represent progress in key national policy areas. It is too early in the implementation of the LTP to draw any firm conclusions about performance against these indicators, but trends appear at this stage to be broadly as expected. The Council continues to be concerned that its contribution to achieving many of these targets is dependent on revenue funding rather than capital settlement. This is referred to again under "Barriers to Effective Implementation".

Cumbria Key Performance Indicators

As described above, we have reviewed our local performance indicators to reflect the Key Objectives to clarify reporting on progress. Progress is shown in the summary table below (Annex B contains the full details). Beneath the table a brief description is given of progress under each of the LTP Transport Theme headings.

75% of the targets against which progress can be measured in APR 3 are on track. Progress and actions proposed in response to this progress are summarised in table 2 below.

Table 2:
Summary of Progress Against Key Targets

○ = On target

▲ = Exceeded target

▼ = Not on target

Theme	Key Objective	Key Indicator	Key Target	Progress	Action	Comment
Highway network	1. To maintain the highway network to the highest appropriate standard.	% of roads where structural maintenance should be considered (Core).	T1. Reduce the proportion of the Principal Roads, Non-principal Classified and Unclassified roads needing structural maintenance measured by CVI by 2% per year.	Progress unclear due to change in measurement procedure. In 2001/2 the target was not being met.	Maintenance schemes from future years were brought forward in 2002/3.	The measurement procedure has been changed in 2002/3 and a new baseline is set.
		Footway condition.	T2. Reduce the proportion of footways needing structural maintenance measured by CVI by 2% per year.	Baseline set in 2002/3.	Report progress in APR 4.	New indicator and target in APR 3.
	2. To improve the highway network to the highest appropriate standard	Journey time reliability.	T3. Journey time on key routes to be reliable within 10% of the average.	►	No action.	New indicator and target in APR 3.
	3. To safeguard and improve provision for walkers, cyclists and public transport users	Km of new or improved cycle way* per year.	T4. New target being set.	Baseline set in 2002/3.	Report progress in APR 4.	*the term "cycle way" covers: cycle lanes, greenways and quiet lanes.
		No. of quality bus routes installed per year.	T5. Two new routes per year.	▲	No action.	Replaces LTP target of one per two years.

Theme	Key Objective	Key Indicator	Key Target	Progress	Action	Comment
Public transport	4. To provide access to employment opportunities and services.	No. of rural households within 13 mins walk of < hourly bus service (Core).	T6. Increase the proportion by 25% by 2010, against the 2002/3 base.	Baseline assessed in 2002/3.	Report progress in APR 4.	New target in line with national target. Due to the rural nature of Cumbria, access to employment and services is most critical in rural areas.
	5. To provide choice and quality.	% of users satisfied with local bus services (Core).	T7. 50% by 2006/7 (in line with national target). 48% by 2003/4 (local target).	►	No action.	This will be measured again in 2003/4 as part of the triennial survey of passenger satisfaction.
	6. To develop the bus network to meet the needs of the travelling public.	No. of bus passenger journeys (Core).	T8. To halt the decline in bus patronage in Cumbria by 2005.	▼	Action being taken in partnership with bus operators.	New target. The previous target was unrealistic for Cumbria. It is our intention to contribute to the national target by meeting our new local target.
	7. To increase the use of rail.	Rail passenger journeys recorded at representative stations.	T9. To maintain patronage at 1999 levels.	▼	Develop RPP bids in partnership with the train operators.	New indicator and target. There is substantial local variation in patronage with many stations increasing patronage.
Cycling	8. To increase the number of people cycling.	No. of cycling trips at representative locations (Core).	T10. Double the 2002/3 levels of cycling by 2010.	Baseline set in 2002/3.	The Cumbria Cycle Panel is assisting in improving the monitoring strategy.	New indicator and target in line with national target.
Walking	9. To create and maintain a comprehensive and safe walking network.	BVPI 178. The proportion of the RoW network that is easy to use.	T11. 2% increase in the proportion of the network easy to use per year.	►	Improvement of the indicators and targets is awaiting the Access Strategy (starting 2003/4) and RoW Improvement Plan.	New indicator and target reflecting Best Value criteria. NB. The Highway Network indicator on footway condition applies to this objective.

Table 2:
Summary of Progress Against Key Targets
cont...

Theme	Key Objective	Key Indicator	Key Target	Progress	Action	Comment
Road traffic	10. To encourage the choice of alternatives to travel by car.	Road traffic levels by representative sites.	T12. Growth of 0% p.a. in Carlisle and Lake District. Traffic reduction of 3.7% p.a. in Kendal.	▼	Progress the Area Transport Plans, for Kendal and Carlisle. Reactivate the Kendal Workplan Steering group.	Carlisle not met (Carlisle traffic scheme delayed). Lake District exceeded. South Lakeland not met.
Journey to work and school	11. To increase the no. of people who walk, cycle or uses public transport to school.	Number of primary and secondary schools with effective Travel Plans.	T13. Start BWTS at 1 secondary and 4 primary schools in each Local Committee area each year.	▲	No action proposed.	Although targets are being reached, it is not proposed to stretch them as the rate of new scheme take up is thought likely to decline.
		Number of employers with effective Travel Plans.	T14. Produce CCC travel plan by end 2002/3. Start 1 workplace travel plan in each area each year.	▲	Additional funding has been allocated in 2003/4 to assist employers to start plans in areas where progress is slower.	Overall target exceeded with greater success in South Lakeland, Carlisle and Copeland areas.
Safety	12. To reduce the number and severity of road traffic casualties.	Number of KSIs by mode (Core).	T15. Reduce no KSI per 100mvkm on motorways, trunk roads by 33% and on county roads by 40% from the 1994/8 average by 2010 and on county roads by 20% by 2005.	▲	Stretched targets have been set under the Local Public Service Agreement to drive even greater improvements.	
	13. To reduce the number and severity of child casualties.	Number of child KSIs by mode (Core).	T16. Reduction in child KSIs on county roads of 50% from 1994/8 average by 2010 and by 25% by 2005.	▲	As above.	

Theme	Key Objective	Key Indicator	Key Target	Progress	Action	Comment
	14. To reduce the number and severity of road traffic casualties.	As current.	T17. Reduce no. slightly injured per 100mvkm on motorways, trunk roads and county roads by 10% from the 1994/8 average by 2010.	►	As above.	
	15. To reduce the risk of road traffic collisions occurring.	No. of 20mph zones introduced.	T18. 5 new zones per year, 1 in deprived areas.	►	Further consideration is being given to how best to target Cumbria's most deprived areas.	New target to address the road safety implications of disadvantage.
Freight	16. To increase the tonnage of freight carried by rail and sea.	Tonnage of rail freight originating or destined in Cumbria.	T19. Increase tonnage of rail freight by 5% p.a.	▼	The new freight quality partnership in West Cumbria is being developed and extended.	Indicator recommended in APR 3 guidance amended to allow for non-stop through traffic on the WCML.
Access and equity	17. To reduce social exclusion.	Number of people using community transport (CT) services.	T20. Achieve 10% growth in people using CT by 2010 in line with national public transport target.	►	New brokerages have been established.	New indicator and target in line with national target.
	18. To meet the needs of people with impaired mobility.	% of bus fleet fully accessible.	T21. 100% by 2017, 50% by 2010, 25% by 2006.	►	The New Vision being developed by the Council and Stagecoach includes joint fleet replacement objectives.	The description "impaired mobility" will be refined through the Cumbria Disability Forum.

Highway Network

The Core Performance Indicator for Highway Maintenance shows deterioration in recent years. It is hoped that the substantial settlements in the last two years, combined with the decisions on this year's activity on structural maintenance, will begin to address the backlog of work to be carried out.

However, we are concerned about progress against this target as there have been decreases in the revenue budget for highway maintenance in recent years, which may prevent the target being reached (see under Barriers to Effective Implementation page 36).

The change in the method of assessment in 2002/3 means that monitoring in 2003/4 will show whether satisfactory progress is being made towards the target. Monitoring is done through Coarse Visual Inspection and in 2002/3 for the first time has included monitoring of footway condition.

We have established new local output indicators and targets for highway improvement and maintenance schemes to back up the core indicator and national target.

The 2002/03 Bridges programme was completed including almost £1m of additional bridge strengthening over and above the original programme. A list of schemes implemented is set out in Annex C. A further 51 are planned for completion in 2003/04, leaving only 4 County-owned bridges to be strengthened in 2004/05. In earlier LTP and APR submissions, the County Council's share of the cost of strengthening Network Rail-owned bridges was not included because there was insufficient information on which to base a meaningful bid in the absence of any Network Rail programme or estimates.

Public Transport

Bus patronage is measured on the basis of reporting by the service operators. Separate records of levels of use of Voluntary and Community Transport schemes have now been included with effect from this year. The Council's target is to halt the decline in the current LTP period.

Bus patronage has declined by 1.2% in Cumbria in the last year and by 2.3% in the previous year. It appears that the rate of decline is slowing.

In relation to increasing the number of rural households within 13 minutes walk of an hourly or better bus service, a base line has been measured in 2002/3 and a target set in line with the national target. Rural Bus Challenge bids will enable development of the rural bus network, e.g. the X4/5/50 and X35, where otherwise revenue funding is tightly constrained and without which rural bus frequencies cannot be enhanced. Demand-responsive services

including Rural Wheels and extending the successful brokerage schemes, as well as a community roped scheme, are being developed which will significantly improve accessibility, however this does not contribute to meeting this target as currently defined.

There has been a small decline in rail use, although with substantial variation between stations, with some growing patronage in line with national trends, e.g. Barrow,

Kendal, Whitehaven and Arnsdale. We are continuing to develop Rail Passenger Partnership (RPP) bids and have worked in close partnership with train operators in the last year to make improvements to the rail network.

Good progress has been made, too, on delivery of Quality Bus Routes increasing the number by five in 2002/3 (against a target of two per year) in partnership with others as described in section 2. The Public Transport Information Strategy has been published and is shown in Annex J.

Cycling and Walking

Monitoring cycle use in a meaningful way has proved challenging. The Council has now established traffic counters at key locations that will record cycle numbers. We have also integrated recording of cycle use on representative cycle routes and are beginning a programme of counts of parked cycles at representative destinations, including railway stations and large employers. A new target has been established for cycling in line with the national target and the monitoring process is being audited by the Cumbria Cycle Panel.

The Council's monitoring of trends in walking is being reviewed to establish a method that accurately measures changes in activity.

Road Traffic

Road traffic flows are measured at representative sites. The Council aims to make the best use of the highway network and has set targets to reduce road traffic in Kendal and restrain growth to zero in Carlisle and the Lake District, while in West Cumbria there is spare capacity on the network to accommodate additional economic activity generating traffic. The target in the Lake District has been met and, in Kendal, growth has slowed by half following the recent traffic scheme. In Carlisle, the need for continuing consultation on implementation of the city centre traffic scheme has meant that the growth target has not been met and steps are being taken with City Council to introduce a new Area Transport Plan at the earliest opportunity.

Journey to Work and School

Work Place Travel Plans have met the target for total numbers across the county, although in some areas local targets have not been met. An increasing level of commitment to Travel Plans is being shown in planning applications following the Council's activities in promoting the need for these as a part of Transport Assessments.

The Better Ways to School initiative has exceeded its target of 60 developed school travel plans in 2002/3. The current travel plans reduce actual and perceived dangers on routes around the school. The measures introduced under BWTS, in conjunction with further training initiatives, continuing consultation with schools post implementation and the Traffic Management officers, are expected to improve targets on cycling and walking, casualty reduction in certain areas and awareness raising.

A bid has been submitted to DfT for funding for a new post, initially for three years, to promote and run Junior Pedestrian Training with a particular focus on deprived areas.

Safety

One of the County Council's Corporate Themes is 'Improve the safety and quality of people's lives'. In 2000/1, only two counties had worse rates (per head of population) than Cumbria for the number of people killed and seriously injured (KSI) in road collisions. The situation improved slightly in 2001/2 to fifth highest. To move Cumbria nearer to the average performance, the Council has taken the opportunity to include road safety as one of the dozen services which it wishes to improve in a Local Public Service Agreement with the Government. The local and national target of a 40% reduction in KSIs by 2010 has now been 'stretched'. A Steering Group of key partners has been set up to implement and monitor the progress of the Action Plan.

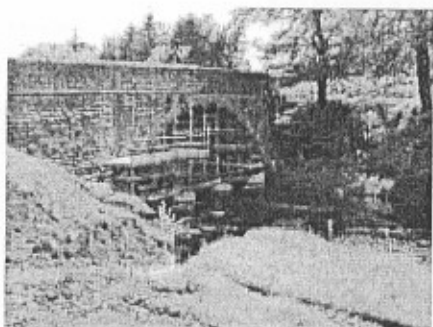


Figure X: Road traffic KSI casualties
All roads in Cumbria
Progress against LPSA target

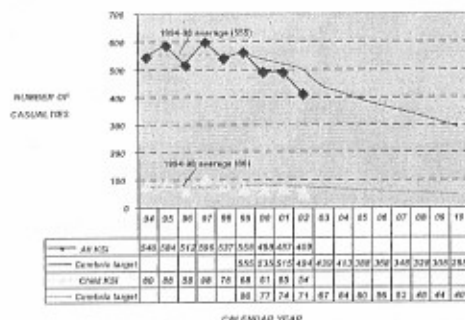


Figure Y: Road traffic slight casualties
All roads in Cumbria
Progress against targets

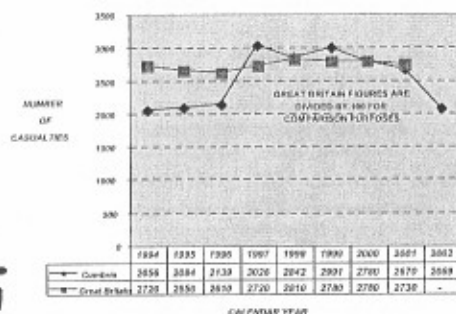
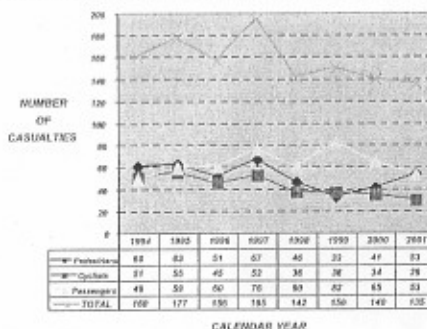


Figure Z: Road traffic casualties on the school journey



Progress against the headline casualty targets is shown in the diagrams above:

Killed and seriously (KSI) casualties in 2002 fell by 16% from 2000 and 2001 levels, and are now on track to meet the LTP target. Child KSIs continue on a falling trend, with the slight rise between 2000 and 2001 reversed in 2002, to remain on track to meet the target.

The number of slight casualties continued to fall in 2002, albeit less steeply than in previous years, but we still expect to improve on the target set in the LTP.

The severity index (number of KSIs/total number of casualties) continues on a downward trend, and in 2002 is at its lowest level since the beginning of the target base period in 1994.

During the last year further research has been carried out into child casualties on the school journey. The analysis showed that the total number of child (under 16 years) road traffic casualties on the school journey peaked in 1997, since when the numbers have followed a generally falling trend. They represent about a third of all child casualties. However, whilst the number of children as passengers in vehicles and on pedal cycles has fallen, the number of pedestrian casualties has increased. This may in part be a result of the success of national and local campaigns encouraging pupils to walk to school, but more research is needed to establish the cause.

There is a need to generate an objective and indicator relating to the management of traffic speed to tie in with the Safety Camera Initiative in the current financial year. Consideration is also being given to prioritising safety schemes, which will address the higher rates of casualties in deprived areas. Details of our approach to tackling the road safety implications of disadvantage are set out in Annex K.

Freight

The target has not been met again this year, but this needs to be seen in the context of national trends for non-bulk products. The Council has refocused its activities in providing support for a number of specific projects to increase the attractiveness of rail freight. We have been closely involved with the launch of the Minimodal system and in discussions with freight operators, and manufacturers and consignors, as well as setting up a new Freight Quality Partnership to encourage use of rail for timber movement in West Cumbria. These initiatives will encourage goods to transfer from road to rail. We will review our target in the light of progress for APR 4.

Access and Equity

Targets have not previously been set in this area but activity by the Council under several of the headings above contributes to improving Access and Equity. Indicators are proposed relating to bus accessibility, where good progress is being made towards the existing target, and community transport and a new target has been developed reflecting local public transport use targets. Progress will be reported in APR 4. This is referred to again under the Wider Issues (section 6 of the report) and under Accessibility Planning (section 7 of the report).

3. LTP SPENDING PROGRAMME

Table 3 : Capital Provision and Spend by Category 2002/03 (£,000)

Category	Government Settlement	Programme			Total	Outturn (Cash)	Variance
		b.fwd	new	contributions			
INTEGRATED TRANSPORT							
Major Schemes		178	560	1	739	651	-12%
Priority Transport Improvement Schemes		3,120	4,094	855	8,069	5,219	-35%
Casualty Reduction Programme		168	500	0	668	820	+23%
Annual Packages of Measures		1,727	1,669	90	3,485	3,089	-11%
SUB TOTALS	7,178	5,242	6,823	945	13,009	9,821	
MAINTENANCE							
Principal Roads		509	2,083	0	2,592	5,169	+99%
Non-Principal Roads		759	4,655	111	5,525	6,167	+12%
Structures Assessment, Strengthening and Maintenance		133	3,146	4	3,283	3,835	+17%
SUB TOTALS	9,884	1,401	9,884	115	11,400	15,129	
GRAND TOTALS	17,062	6,594	16,707	1,060	24,361	24,951	+2.4%

Revenue expenditure on the main transport items for 2002/3 was:

Highway maintenance	£17,394,000
Winter maintenance	£2,696,000
Public Transport (incl. grants)	£2,336,000
(including grants of £1,566,000)	
Public Rights of Way	£532,000
Routine bridge maintenance	£375,000

Background

The County Council's transport capital programme is funded from two principal sources: the LTP borrowing approvals from Government (the 'settlement'); and partnership contributions from the private sector, local authorities, and specific Government and agency grants. For 2002/03 the settlement was £17,062m. Using the flexibility of the Single Capital Pot funding arrangement, £1m of this was transferred to meet pressing needs in Social Services and Waste Management. Allowing for carry-forward schemes from 2001/2 and external contributions amounting to £1.06m, the value of the transport capital programme for 2002/3 was £24.361m.

The work delivered represented £24.951m. Single Capital Pot flexibility allowed some £0.54m to be borrowed from Education in 2002/3 to be paid back as a first call on the settlement in 2003/4.

The Council divides funding into spending on different categories of work: Major Schemes (over £5m); Integrated Transport Schemes which comprise Priority Transport Improvement Schemes (PTIS-over £30k), Annual Packages of Measures (under £30k), Casualty Reduction Programme; and Maintenance, which involves structural maintenance of roads and strengthening and maintenance of structures.

Table 3 (page 23) sets out the settlement figures, the planned transport capital programme, and the provisional outcome, in cash terms, for 2002/03 for the whole of the County. Overall there was an overspend of just over 2%, with Integrated Transport block being 35% less than planned and Maintenance 99% more.

The delivery of schemes arises from the LTP programme in that the Council chooses to bring forward structural maintenance schemes from future years to address a long-standing backlog in structural maintenance, postponing the need for future reconstruction and bringing the network up to a modern standard, including better provision for vulnerable road users – cyclists, pedestrians and people with impaired mobility – and improved road safety. The postponement of some Integrated Transport schemes will allow adequate time for scheme preparation, including full consultation and scheme amendment in response to consultation, feasibility and design work in years preceding the scheme implementation year.

To achieve better delivery of integrated transport schemes in future years, we have reviewed the full list of Priority Transport Improvement Schemes (shown in Annex E) and the County Consolidated List, to identify where there are impediments to deliverability of schemes in addition to the existing prioritisation system based on policy objectives, partnership and level of commitment. In addition to the review of the Consolidated list of schemes, the Council has approved in its Capital Programme a three-year list of Priority Transport Improvement schemes (shown in Annex D), which are being developed through the newly instigated Preparation Pool funding. This will identify work needed to enable delivery of schemes on the ground by enabling full account to be taken of potential delays in, for instance, land acquisition or legal challenges. This will enable a better rate of delivery of Priority Transport Improvement schemes in future years to bring the LTP programme back on track.

The Finance Forms (F1 – F4) are appended as Annex C.

2003/04

We have chosen to identify Better Ways to School and Greenways as significant measures to achieve key targets for increasing cycling and walking to work and school. They are therefore highlighted in the programme to ensure separate, high-level monitoring of progress. The Preparation Pool is continued in the programme as a separate heading to enable the advance preparation of complex schemes to meet the three-year programme and outcome targets.

In APR 2, we provisionally requested £500,000 for 2003/4 followed by £1.5m in 2004/5 and £2.5m in each of the subsequent three years to complete the Bridges programme. This bid was not recognised in the settlement for 2003/4 in which there will now be a requirement of some £100,000 for the County Council's share of the cost of strengthening Currock Railway Bridge No.5. We still do not have a programme from Network Rail and consequently are unable to firm up on our previous bid for future years.

The Council is assuming responsibility for several lengths of former Trunk Road that were previously managed and maintained by the Highways Agency. In taking over this responsibility, the Council is expecting to incur additional expenditure and this has been recognised in extra funding from DfT in 2003/4. On the recommendation of the Highways Agency, we are now identifying the need for further additional capital funding as a supplementary bid for structural maintenance of the former trunk roads 2004/5 as follows:

A596 (Lillyhall – Thursby roundabout) Netherhall corner to Ellen Bridge, Maryport – carriageway resurfacing £200,000, Netherhall corner to Ellen Bridge, Maryport – footway reconstruction £270,000; and High Street, Workington – £550,000.

This supplementary bid is set out in Annex M.

Table 4 sets out the settlement figures and planned Transport Capital Programme for 2003/4.

Table 4 : Capital Provision by Category for 2003/4 (£,000)

Category	Government Settlement	Programme
INTEGRATED TRANSPORT		
Major Schemes		700
Priority Transport Improvement Schemes		3,698
Annual Packages of Measures		1,050
Better Ways to School		522
Greenways and Quiet Lanes		350
Engineering Safety Schemes		366
Preparation Pool		200
Miscellaneous		20
SUB TOTALS	5,800	6,906
MAINTENANCE		
Principal and Non - Principal Road Maintenance		8,793
Structures Assessment, Strengthening and Maintenance		2,371
SUB TOTALS	11,161	11,164
De - Trunked Roads	1,674	1,674
GRAND TOTALS	18,635	19,744

4. EVIDENCE OF IMPROVEMENT

Proforma C

<p>Summary of comments contained in the December 2002 settlement decision letter that indicated a need for improvements or clarification (and any outstanding comments from 2000 and 2001 decision letters)</p>	<p>Summary of actions taken in response to comments contained in the decision letter (and cross referenced to information contained in the APR)</p>
<p>Progress towards Targets In Annex B, it is important to link targets to indicators/objectives. Where targets are not available, say what action is being taken. It is important to review objectives and indicators in terms of measurability and targets. Indicators that cannot be measured should be reconsidered. Annex B should establish links between local objectives and targets and progress. Progress should relate to outcomes, mentioning outputs as necessary. Quoting annual and cumulative progress would be useful, where this is meaningful.</p>	<p>We have undertaken a full review of our LTP objectives, indicators and targets to produce a set of representative Key Objectives and directly linked Key Targets, which are realistic, and indicators, which are measurable and meaningful. The review is reported in APR 3 as is the new simplified Annex B. The review is expected to be an ongoing process, as the views of wider groups of stakeholders are incorporated. Where possible, progress refers to outcomes and cumulative progress is shown in Annex B where meaningful.</p>
<p>Delivery of Schemes on the Ground It is important to rectify the shortfall in scheme delivery and overcome the difficulties that have led to poor scheme delivery.</p>	<p>The delivery of schemes on the ground in 2002/3 achieved the very challenging spending programme. Schemes were identified, reviewed and implemented through the commitment and hard work of individuals and working groups and effective partnerships with contractors and outside parties. We have undertaken a strategic review of our process for identifying, prioritising and preparing Priority Transport Improvement Schemes for integrated transport which will improve still further the predictability of delivery in future years.</p>
<p>Spending Programme Ensure that figures listed in the text tally with the finance forms. Concerns that there may be difficulties in achieving the full spend of the settlement and the carry over.</p>	<p>We have taken action to improve our editorial control of the document to ensure consistency in the text. We are also aware that mismatches may have occurred in APR2 due to inconsistent use of base data, e.g. between 'Cash' and 'Cash Plus Creditors'. We have achieved the full spend and the carry over. The actions taken to ensure delivery of the very ambitious 2002/3 programme are set out in the APR 3 chapter (3) on LTP Spending Programme.</p>

<p>Consultation Arrangements Extend use of the "virtual forums". Show evidence of customer satisfaction assessment in the consultation process.</p>	<p>We have repeated the Public Transport virtual forum and set up a new virtual forum for Freight. This was felt appropriate because of the dispersed and time-constrained nature of the stakeholders. It may not be appropriate to use this format for all users, partners and stakeholder groups. In consulting on APR 2 we included a questionnaire seeking views on how satisfied people were with the APR. We have now asked consultees on APR 3 how they would like to be consulted in future and on what aspects of the LTP programme e.g. policy, scheme identification, programming and delivery.</p>
<p>Best Practice Sharing and Learning APR should comment on involvement in national and regional forums for sharing good practice. Any changes in policy arising from this sharing should be stated.</p>	<p>We have been involved in a wide range of regional and national forums for sharing good practice. This was not adequately reflected in APR 2. APR 3 sets out in detail the learning and sharing activities the Council has participated in. There are no immediate changes in policy arising from the participation, but work currently in progress in a number of areas may result in policy reviews, which will be reported in APR 4, including the cycle panel, a new public transport strategy, accessibility work and safety, and deprivation.</p>
<p>Presentation APR was not well structured. Excessive detail could cloud the main messages in the text. It should be more user-friendly and in an easy to read style. The APR should be as brief as the requirements allow, making positive messages clear and highlighting negative aspects and associated actions taken. Gaps and editors marks in the text should be avoided.</p>	<p>We have taken the opportunity to review the presentation of the APR, presenting the Annexes in a separate document, and have reviewed the APRs of selected Beacon Authorities and Centres of Excellence to learn from their submissions. The guidance on APR 3 was particularly welcome in setting out a clear approved structure to which we have tailored our submission. We have put the text through a new editorial process with the Council's Communications team to ensure an easy to read style. We have reduced the volume of text and highlighted the main messages and the actions we are taking.</p>
<p>Other Issues The wider policy section should be reviewed. Issues should be drawn together in a more structured way perhaps giving examples of schemes or proposals that would promote policy interaction. The APR should comment on Actions relating to responsibilities under the Crime and Disorder and Disability Acts.</p>	<p>The chapter (1) on delivery of schemes on the ground gives examples of schemes that assist wider objectives and policies. We have engaged consultants to report on actions the Council can take on the Social Inclusion Unit's report on transport. Comment on Crime and Disorder and Disability are referred to in section 6 of APR 3.</p>

5. CONSULTATION AND BEST PRACTICE

Approach to consultation

The Council takes the view that effective consultation with stakeholders, partners and the public is essential at all stages of development and delivery of the Local Transport Plan (reflecting Corporate Strategy theme "Putting People First"). We have set up a number of continuous consultative processes using a range of techniques through which policies, programmes and schemes are developed and implemented. We continue to develop our approach to consultation in response to comments through the Council's Communication Strategy.

Systems currently in place include:

- Area Transport Advisory Groups, including the Lake District TAG
- APR consultation (The list of consultees on the LTP and APR is shown in Annex L)
- Virtual Forums on Public Transport and Freight
- Neighbourhood Forums
- Rural Routes Representatives
- Parish Transport Representatives
- Community Voice.

A number of new consultative groups have been set up by County Council, which will play an increasing role in developing policy and programmes of schemes. The Land Access Forum for Cumbria, arising from the CROW Act, draws in experienced and representative people in land and access matters and is to be critical in developing the Rights of Way Improvement Plan. This group is setting walking targets and agreeing a monitoring process. The Cumbria Cycling Panel has been formed by the Council, drawing together a breadth and depth of cycling expertise and connections with national and regional best practice. This group is consulted on all LTP policies and schemes. It has already led us to review our monitoring of, and targets for, cycling in the County. The Rural Transport Partnership for Cumbria is consulted on "rural proofing" our policies and programmes. The North West Transport Activists Round Table has an important role in comparison with regional progress and with the direction of the programmes of other North West authorities. We also

convene the Community Transport Forum representing operators of schemes. We use the Cumbria Chamber of Commerce as a consultation body and last year partnership arrangements were agreed under which regular meetings will take place with the chairs of the three local Chambers.

The Area Transport Advisory Groups each have local health representatives and Morecambe Bay Primary Care Trust is consistently represented through the rural transport partnership at a more strategic level. This partnership also resulted in the Health Authority's participation in the Rural Wheels project. It is proposed to further develop the relationship with Health and Social Services on the more strategic agenda and to ensure that at a local scheme-by-scheme level the right personnel are involved.

We also hold regular liaison meetings with transport operators, the Highways Agency, Network Rail and Police and, on an ad hoc basis, with the Strategic Rail Authority at which our relevant policies and programmes are discussed and ways sought to integrate them. The Cumbria Freight Quality Partnership has been actively involved this year on developing the Freight Strategy of the LTP.

We regard other local authorities within Cumbria and adjacent, as well as the national park authorities, as key consultees and partners in developing joint policies and schemes. The Council has established new direct links and input into the Urban and Rural Regeneration Companies promoting the new vision for Furness and West Cumbria. The first steps have been taken to integrate the company's action plan with the LTP.

Consultation on the programme

Once the programme of LTP schemes has been prioritised according to the Policy criteria, the programme is circulated to Stakeholders and Partners including the district, town and parish councils, transport operators and key local businesses via the Chamber of Commerce.

Our formal consultation with these organisations seeks a view on the programme of schemes as set out in Annex E.

However, we recognise the shortcomings of this consultation in terms of coverage and the response rates. We believe that different methods of consultation are appropriate to different sorts of consultees and using the right approach will encourage under represented groups to make more effective responses. To address this and the concerns raised by stakeholders about the consultation process, we are currently reviewing the methods we use for consultation as part of a review of our communication strategy. While we are consulting on APR 3 we are asking consultees how they would like to be consulted in future and what particular aspects of the LTP programme are of greatest interest to them, for example policy, scheme identification, programming and delivery.

We have extended, and repeated, the Public Transport virtual forum and are now including a virtual forum for Freight. This was felt appropriate because of the dispersed and time-constrained nature of the stakeholders. It may not be appropriate to use this format for all user, partner and stakeholder groups, where meetings, presentations or focus groups may be more effective.

The Council has reached agreement on a partnership vision with the principal bus operator to build on the strengths of the existing Cumbria Bus Charter. This will examine as priorities the roles taken by the local authority and the operator in relation to publicity and promotion, roadside infrastructure bus priority and fleet renewal.

Consultation on implementation of schemes

Area Transport Advisory Groups have been set up to support each Local Committee, representing transport operators, cycling groups, the police, environmental groups, health organisations, disability groups and local communities through elected representatives.

Once schemes are in the programme, their progress is monitored by the relevant County Council Local Committees. Consultation on implementation of substantial schemes often includes the establishment of steering groups with wide local representation: representatives of transport operators, district, town and parish councils, national parks, local business representatives, cycling groups, environmental groups and users, and further written consultation or open meetings with organisations not represented and the locally affected public and users. Neighbourhood Forums are used to consult on schemes as a further way of accessing local communities' views.

For Better Ways to School, pupils and parents, as well as staff, are drawn in through travel attitude surveys, pupil route mapping surveys and post implementation consultation.

Consultation on the implementation of more modest schemes, such as Traffic Regulation Orders, bus stops and bus shelters, focuses on statutory consultees and those directly affected by the scheme through site meetings and other direct consultation processes.

These processes for consultation have resulted in schemes being altered in the design and implementation stage in response to the views of consultees. The Kendal Traffic Scheme was developed through several rounds of consultation and the active participation of key stakeholders. Barrow Station Interchange scheme gained additional features through the engagement of a wide consultation, which matured into an effective partnership process.

For many of the Priority Transport Improvement Schemes, including Bus Challenge, we use locally constituted working groups, postal surveys, user surveys and public meetings to ensure that key stakeholder views and those of people affected by the scheme are taken into account.

Sharing good practice

In restructuring the Community Economy and Environment Department, we have integrated the transport planning function with scheme delivery within a single division. Steps have been taken as a result to link the Development Control process more directly with transport policy and achievement of targets.

The Council is a member of the County Surveyors Society Northern Counties Best Practice Group, sharing good practice through task groups on:

- Traffic management and road safety
- Network management and maintenance
- Highway development and major highways
- Integrated transport
- Waste management
- Property and architectural services.

In addition, staff from the County Councils of Cumbria, Durham, Lancashire, Northumberland and North Yorkshire meet regularly to improve service delivery through comparison and sharing of best practice. Council Officers who are members of the Association of Transport Co-ordinating Officers attend regional and national meetings to share good practice on specific public transport related subjects. The Cumbria Planning Officers Group, representing all the local planning authorities in Cumbria, including the National Parks, meets regularly to share experience and best practice around the County and to learn from one another and national examples. The development of the Public Transport Information Strategy is a good example of how good practice in Cumbria is being shared with other authorities in the North of England.

We monitor and respond to a number of national electronic forums and associated reviews of best practice on public transport, transport planning, park and ride and freight.

The Council is involved through the Community Transport Officer in the Rural Transport Advisors Group, which is a regional group of officers from Local Authorities, Countryside Agency, GONW and Community Transport Association, who meet to discuss unconventional approaches to transport provision. At a recent seminar organised by the Group, issues regarding Transport and Health were discussed with particular reference to Social Inclusion.

In 2002/3, formal contact was set up with the Taxi Licensing Officers Group of the district councils and Lancashire County Council to produce a taxi strategy for Cumbria that will establish and promote best practice.

The Wheels to Work project in Copeland is based on the Best Practice Guide published by the Countryside Agency.

The Cumbria Cycle Panel have invited speakers from around the UK to explain and give examples of good practice from elsewhere that can be applied in Cumbria.

Through our Better Ways to School team we have engaged with the UK Last Forum (UK Local Authority School Travel forum) and training seminars, Sustrans seminars, Energy Efficiency Best Practice Programme, Healthy Schools Initiative, North Cumbria Primary Care Trust/Children's Fund bid for a Safer Cycling co-ordinator, Police Traffic Management Officers, and Furness Health Authority through their Child Accident Prevention committee.

On freight development, the County Council and partners in Cumbria have organised forums and seminars and officers have attended and given presentations at regional and national events organised by the NWRA, Rail Freight Group and freight consultants. We are members of the North West Freight Advisory Group.

The Council has been instrumental in setting up a process for co-ordinating the activities of Local Access Forums in the North of England.

We have sought and received APRs from Beacon Authorities and Centres of Excellence from around the Country, both from within our grouping of similar authorities and other outstanding examples. We are seeking to establish and maintain closer working links with GONW to continuously update ourselves with best practice.

Comments from District Councils (Annex I)

The district councils and national parks in Cumbria are consulted along with other key stakeholder and partner organisations on delivery of the LTP and APR, and their full responses are available in Annex I to the APR.

6. WIDER ISSUES

The Corporate Strategy

The Council's Transport policies are directly linked and compatible with the Corporate Strategy, which in turn reflects national and regional guidance and local priorities. The main corporate policy themes in the Corporate Strategy are:

- A Improve council services – putting people first
- B Regenerate Cumbria's economy
- C Renew our most disadvantaged communities
- D Increase educational standards and skill levels
- E Support vulnerable people
- F Protect and sustain the environment
- G Improve the safety and quality of people's lives

Transport policies and programmes are developed to assist in the achievement of these policy aims. Individual schemes and ways of working are also prioritised against these aims. The increased use of on-site recycling of highway materials in road improvement and maintenance schemes reduces the consumption of primary resources, protecting the environment, as does the agreement on maintenance of highway verges with ecological importance. Integrated transport schemes, which give access to goods and services for older people and people with disabilities, contribute to our aim of supporting vulnerable people. Safety schemes and facilities for walking and cycling together with traffic management improve the safety and quality of people's lives. The Council's major transport schemes are geared to regenerating the economy of the County and renewal of those communities disadvantaged by poor transport links. The work that the Council undertakes on the rail and bus network is also intended to assist in providing convenient, attractive and sustainable connections between areas of economic disadvantage and employment and training opportunities. Transport is not seen as a goal in itself but one of the ways in which the Council will deliver on its wider commitments.

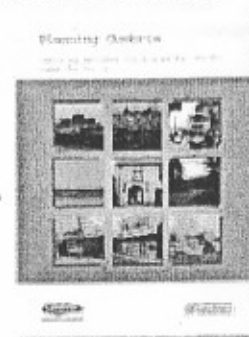
National and regional guidance

The LTP policies are consistent with national and regional planning guidance. The Council has been involved in the preparation of Regional Transport Strategy and we consider that our existing policies in the LTP are consistent with the direction of the Strategy, in terms of supporting economic growth, improving social inclusiveness, environmental sustainability, integrated transport and links between land use and transport planning. Cumbria's plan enables it to take a full part in delivering the regional and national transport agenda. Part of the process of refining our Performance Indicators and Targets has been to make more explicit connections with national targets and to show how local actions will contribute to their achievement.

Land use planning

A key policy issue is the integration of transport and land use planning to reduce the demand for travel. The Cumbria and Lake District Joint Structure Plan, now on deposit, addresses this issue and seeks the views of the community on how it can be achieved.

The County Council is working with the District Councils and national parks to improve advice on highways input into development control to ensure better integration and application of transport policies through the planning process. The Council's current approach to Transport Assessments for developments is promoting sustainable travel and reducing traffic generation through encouraging better access by public transport, cycling and walking and adjusting parking standards as appropriate.



In 2002/3 The Council spent in the order of £2m on supporting socially necessary bus services from the Council's own resources and Rural Bus Grant. We have also successfully bid for and implemented a Rural Bus Challenge project, linking Barrow to Kendal, and an Urban Bus Challenge in Carlisle this year. Both of these are based on connecting economically disadvantaged areas with employment, training and health opportunities. The Council through the Rural Transport Partnership programme has extended the vehicle Brokerage system to cover most of the County. There have been a number of additional community buses jointly funded by a number of partners to complement this. The Council continues to support over 30 voluntary car schemes and these have continued to expand in the last year.

The Council gained Pathfinder status and funding to pursue a number of projects to assist in the development of post-16 Transport Policy to address Social Inclusion issues. Young people in rural areas are disadvantaged by lack of access to affordable or appropriate transport. This initiative is assisting the Council to explore a number of opportunities including scope for this group to utilise the Rural Wheels scheme and also the Wheels to Work project.



The Council is represented on the Committed to Inclusion initiative Transport and Infrastructure Task Group set up by Government Office North West and the NWRA. The Task Group has now produced an action plan and its work is integrated with other plans across the Social Inclusion agenda through the initiative. There is a key connection through this initiative with the North West Disability Network, which includes the Cumbria Disability Network. Due to the geography of Cumbria many of the social exclusion issues are caused by rural isolation and are referred to below under Improving Access to services in Rural Areas.

Crime and disorder

These issues particularly relate to the Council's Strategic Aims to improve the safety and quality of people's lives and to renew our most disadvantaged communities.

Close, formal links exist between the Council and Cumbria Constabulary on road safety matters and these enable wider crime and disorder policy to be integrated with transport programmes and schemes.

Traffic calming schemes are implemented where there are problems of car crime... among other justifications. Transport schemes are designed to minimise opportunities for crime - visibility, lighting and landscaping are key elements in discouraging crime and disorder. In partnership with others the Council has introduced Alleygate projects, which restrict access to back alleys to residents and services only, reducing the opportunity for burglary, vandalism and antisocial behaviour. We are at an early stage of exploring how the joint use of traffic management cameras can extend the coverage of security cameras in town centre security initiatives.

Neighbourhood renewal

The Council's Corporate Strategy and Best Value Performance Plan 2002/5 identifies the "renewal of our most deprived communities" as one of its seven key themes.

The Cumbria Strategic Partnership and local strategic partnerships have been used as a mechanism for discussing the role of transport schemes in regeneration and is used as part of the consultation process on the APR. Local Strategic Partnerships being set up in Cumbria and through involvement in 5 area-based Single Regeneration Budget Programmes, operating in the most deprived wards in Maryport, Workington, South Whitehaven, Cleator Moor and Barrow, and 2 Neighbourhood Renewal Fund areas, operating in the more disadvantaged areas of West Cumbria and Barrow.

Within these priority areas, the LTP has a significant role in supporting neighbourhood renewal, improving social inclusion and commercial attractiveness of key investment sites, by improving public transport and cycle links between disadvantaged communities and employment sites, enhancing public transport interchanges by new and better roads and junction improvements, introducing Work and School Travel Plans, improving public safety and tackling antisocial behaviour through traffic management schemes and enhancing the viability of town centres through pedestrianisation and environmental works.

Priority is being given to the development of Home Zones and safety schemes in areas of social and economic deprivation.

The County Council has been actively involved in the Market Town Initiatives being undertaken in the county through our active partnership with the Countryside Agency. The action plans from these have links to LTP programmes. Town centre improvement schemes undertaken in Keswick, Penrith and Cockermouth, which have substantial transport elements, show this linkage. In addition, significant funding has been spent on town centres on works to enhance the environment and economy. For instance, Kendal traffic scheme rerouted traffic within the town to improve the vitality of the main shopping area. Similarly, in Whitehaven, works reduced traffic and gave priority to pedestrians and public transport in the main street. In addition, Council policies on town centre parking aim to increase the supply of short-term parking for shoppers and visitors by reducing the take up of spaces by all day parking, encouraging the use of alternative modes by commuters. This is reflected in the work being undertaken to promote workplace travel plans.

Addressing the needs of disabled people

Capital schemes are designed with the needs of people with disabilities taken into account as the scheme is developed. Where appropriate, disability officers of local authorities and representatives of disability groups are consulted over scheme design and delivery. As well as incorporating design standards, wherever possible consultation is undertaken with people with specific impairments.

The road safety programme and general minor works continue to make improvements for people with disabilities, including tactile surfaces and dropped kerbs as well as facilities at crossings. The introduction of low-floor buses is being pursued with operators through partnership schemes. Incentive schemes to accelerate fleet replacement are under discussion. Approximately 8% of the bus fleet is currently low floor. To assist accessibility of bus services, a programme of raised kerbs has been undertaken at bus stops on key routes in 2002/3.

The Cumbria Disability Network meets on a regular basis and there are close links between this group and the Transport and Infrastructure group of the NWRA/GONW Committed to Inclusion. The group have developed an Action Plan to address Disability for the Region. The Council intends to develop a similar Action Plan with the Disability Network for Cumbria. The main issues being discussed are accessible vehicles - particularly taxis, concessionary fares for people with disabilities (not just mobility impaired) and parking.

Rural Proofing the Local Transport Plan

Rural proofing is a commitment by the Council to ensure that all its policies take account of rural circumstances and needs. It is being developed as part of the policy making process, which means that as policies are developed, policy makers will systematically:

- consider whether their policy is likely to have a different impact in rural areas, because of particular rural circumstances or needs
- make a proper assessment of those impacts, if they are likely to be significant
- adjust the policy, where appropriate, with solutions to meet rural needs and circumstances.

Cumbria County Council is in the process of developing its approach to rural proofing. In order to do so, officers and members will use existing policy and decision-making frameworks to ensure that, very early on, careful consideration is given to the needs of rural communities in Cumbria.

The Council's involvement in the Rural Transport Partnership has been used to check "Rural Proofing", with the Countryside Agency, as a means of ensuring that the development of LTP policies takes account of specific rural circumstances. In the coming months, the County Council will be consulting with rural communities and partner organisations on how policies, plans and strategies can best serve people living in rural areas.

Accessibility

The Council has commissioned a report into accessibility of services and has already analysed the accessibility of rural households with access to an hourly or better bus service. In support of this a substantial programme of improvements to village bus shelters and stops has been delivered during 2002/3. The Rural Wheels project and extension of Brokerage schemes have contributed to easing accessibility in rural areas. There is a close link in Cumbria between rural isolation issues and the wider social inclusion agenda referred to previously. Accessibility planning is referred to previously.



Rural Transport Partnership

The main Cumbria Rural Transport Partnership co-ordinates a programme of transport schemes with representatives from the following: The Countryside Agency, the County Council, Morecambe Bay Health Authority, North Cumbria Health Authority, North Cumbria Health Action Zone, Cumbria Association of Local Councils, the Rural Community Council and Help the Aged. The Operational Plan for 2003/4 includes further development of this area with the addition of a Wheels-to-Work scheme in the Copeland area. This is a partnership between the Council and the job service - Connexions Cumbria - and the Countryside Agency, which will provide mopeds and appropriate equipment and training, as well as maintenance support for young people without access to transport. The Council is also working with South Lakeland District Council to develop some additions to concessionary fares for young people.

The Council keeps a close involvement in the Agency's Vital Villages Initiatives to integrate their proposals with the Council's own activities.

Transport and health

As referred to above, under "Consultation", the Council is engaged with Health providers through partnerships and advisory groups seeking to integrate policies. We seek to prioritise transport schemes that have a health benefit, either in terms of road safety and casualty reduction, or as contributing to healthy lifestyles such as promoting walking and cycling. The Better Ways to School initiative raises awareness and changes attitudes towards transport and health and the wider environment.

Air quality and climate change

Air quality generally is not seen as a significant problem in Cumbria. However regular monitoring takes place on NO₂, CO₂ and SO₂. The District Councils have the duty to make Air Quality Assessments and define Air Quality Management Areas (AQMA) when certain criteria are exceeded. Phase 1 of the Kendal Traffic Management Scheme which came into operation in April 2002 has improved air quality in Lowther Street, the one defined AQMA in Cumbria.

Best Value

The Corporate Strategy and Local Transport Plan embrace the principles of Best Value and seek to implement them in the way in which our services are delivered. We are also in the process of a series of Best Value Reviews of our services and internal service reviews under the Comprehensive Performance Assessment process. Improvement plans have been produced on completion of the reviews for Economic Development and Highways Maintenance.

Economic Development	2000/1 completed
Highways Maintenance	2000/1 completed
Waste Management	2002/3 completed
(Council approved action programme May 2003)	
Passenger Transport	2002/3 scoping complete

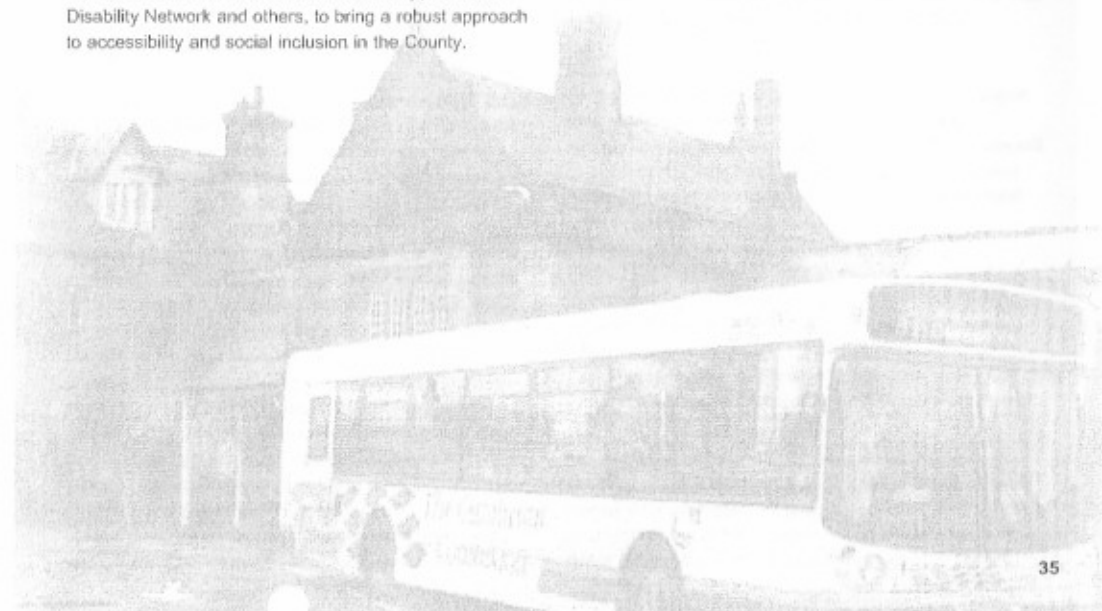


7. ACCESSIBILITY PLANNING

The Council has used the SONATA model for assessing accessibility of services in the past. The model relied heavily on historical data and was not as responsive to enquiry as we would have liked. We have recently developed a GIS-based model for assessing the availability of rural bus services as reported on earlier. This model has potential to be further developed to include other services.

We are working with partners in education on post-16 transport to understand the demands for transport to education opportunities (see section 6). The rural transport partnership and its health representatives are working on access to health services. This work has generated the Rural Wheels project among others.

Officers of the Council have been closely involved in steering Accessibility studies in the region, including work being undertaken by Halcrow for the NWRA and in the development of access to service indicators in conjunction with the University of Northumbria. We are working with the North West Social Inclusion Partnership, Cumbria Disability Network and others, to bring a robust approach to accessibility and social inclusion in the County.



8. BARRIERS TO EFFECTIVE IMPLEMENTATION

Resources and skills

The increased scale of the capital programme has meant that existing staff resources within the Council have been over-stretched as the programme has accelerated. The Council's partnership contract with Capita has enabled additional professional and technical resources to be brought to bear. Capita are able to provide support across the range of disciplines and are themselves benefiting from the partnership, through gaining experience in new areas opening up to them through the expanded capital programme.

However, the engagement of Capita staff through this process on a time-charge and contract-by-contract basis has highlighted the development and supervision costs of schemes, which were previously hidden in internal staffing costs. The mechanism for bringing in additional resources on a project basis is currently being reviewed, as are the ways in which the partnership relationship needs to be managed.

Due in part to the national shortage of transport professionals, it has been difficult to recruit staff to two critical posts in transport programming within the Council. One of these has now been filled and one remains vacant; this is having an effect on our ability to manage studies and scheme programmes. We have recently recruited a new graduate on a fixed term contract, whom we would wish to develop as part of our contribution to addressing the skills shortage, and we are considering extending this approach to other vacancies as they may arise.

Funding

Although the transport capital settlement made to the Council has increased the funding available substantially in recent years of the LTP, which is welcomed, there remains a high level of investment required to implement fully the LTP programme. In addition, the condition that Credit Approvals be spent in the year of allocation limits flexibility in delivering the capital programme. From a programme management perspective, a longer period of funding availability would be desirable.

The lack of revenue support funding remains a problem for the Council for highway maintenance (which continues to inhibit expansion of the cycleway and footpath network as well as building up a backlog of carriageway repairs) and for developing integrated transport schemes with an on-going cost such as public transport provision, transport information systems, and Travel Plan development and implementation. This is a fundamental problem in changing travel patterns. Public attitudes to transport need to be challenged and alternative modes made attractive and convenient. Continuous work in both these areas is dependent on adequate revenue support. We note that best practice in Scotland is to provide ring-fenced funding for cycling and public transport.

Programming

The length of time needed to develop integrated transport schemes to the point of implementation, including the full programme of desirable consultations, has continued to prove difficult to manage. This is brought into sharper focus by the one-year allocation of funds. There is a need for sufficient resources to be put into programme preparation and scheme preparation to enable a robust timetable to be established and implemented. This has led the Council to bring forward elements of maintenance described elsewhere in the report.

We are now bringing together, in a restructured Highways and Transportation Division, the staff and structures to link better Transport Studies, the preparation pool of identified and prioritised schemes and scheme implementation. The new structure remains on the "thin client" model and will continue to rely heavily on resources drawn from our partner consultancy. This, too, has implications for revenue funding.



LIST OF ANNEXES

- A Progress against Core Performance Indicators
- B Progress against Local Objectives and Targets
- C Finance Forms
- D Three Year Programme of Priority Transport Improvement Schemes
- E Comprehensive List of Priority Transport Improvement Schemes
- F Progress of Major Scheme
- G Additional Information for Maintenance
- H Street Lighting Inventory
- I District Council and National Park Authority Responses
- J Public Transport Information Strategy
- K Road Safety Statement
- L LTP/APR Distribution List
- M Supplementary Bid – De-trunked Roads
- N Meeting the Criteria for Assessment of APR 3

CD

Please find below your CD containing this entire document in electronic format.
You will need Adobe Acrobat Reader to view the contents of this CD.

