



# **ENVIRONMENT AND ECONOMY OVERVIEW AND SCRUTINY PANEL**

## ***Panel Report***

### **Public**

**Date of Meeting:** 9 September 2010

**Title:** THIRD LOCAL TRANSPORT PLAN 2011-2026

**Report of:** ASSISTANT DIRECTOR (ECONOMIC DEVELOPMENT)

**Report reference:** ED.26/10

### **Summary:**

The City Council is being asked by the County Council to consider the draft Third Local Transport Plan 2011-2026. The attached report highlights some of the issues for Carlisle.

### **Questions for / input required from Scrutiny:**

Input is required on the content of the draft Third Local Transport Plan. A series of questions are provided within the consultation document.

### **Recommendations:**

That the views of Environment and Economy Overview and Scrutiny Panel are referred to Executive when considering a response to the consultation on the draft Third Local Transport Plan.

**Contact Officer:** Pauline Goodridge

**Ext:** 7182

Note: in compliance with section 100d of the Local Government (Access to Information) Act 1985 the report has been prepared in part from the following papers: Draft Third Local Transport Plan 2011-2026 Executive report ED. 22/10

## **Report to Economy and Environment Overview and Scrutiny Committee**

### **1.0 Background**

- 1.1 At the time of preparing this report Executive is scheduled to consider report ED.22/10 on 2 September 2010. The report set out a draft Third Local Transport Plan 2011-2026 received from the County Council. The City Council is being asked for comments on the draft strategy. The Executive report is attached.
- 1.2 Members of Overview and Scrutiny Panel are requested to consider the content of the draft document and the questions posed by the County Council. These views will then be reported to Executive for consideration prior to a City Council report.

C Hardman  
Assistant Director Economic Development



# REPORT TO EXECUTIVE

## PORTFOLIO AREA: ECONOMIC DEVELOPMENT

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Date of Meeting: 2<sup>nd</sup> September 2010

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Public

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Key Decision: Yes

Recorded in Forward Plan: Yes

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Inside Policy Framework

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**Title:** THIRD LOCAL TRANSPORT PLAN 2011-2026  
**Report of:** ASSISTANT DIRECTOR (ECONOMIC DEVELOPMENT)  
**Report reference:** ED.22/10

**Summary:** The City Council has been invited to comment on the Core Strategy of the draft Local Transport Plan 3 by the County Council. That document sets out the direction for the next 15 years taking account of national policy as well as local needs and demands. This report sets out a response to the first consultation.

### Recommendations:

That Executive considers the draft Local Transport Plan 3 and that it be made available for consideration by the Environment and Economy Overview and Scrutiny Panel at its meeting on 9<sup>th</sup> September before reporting back to Executive on 11<sup>th</sup> October.

**Contact Officer:** Pauline Goodridge

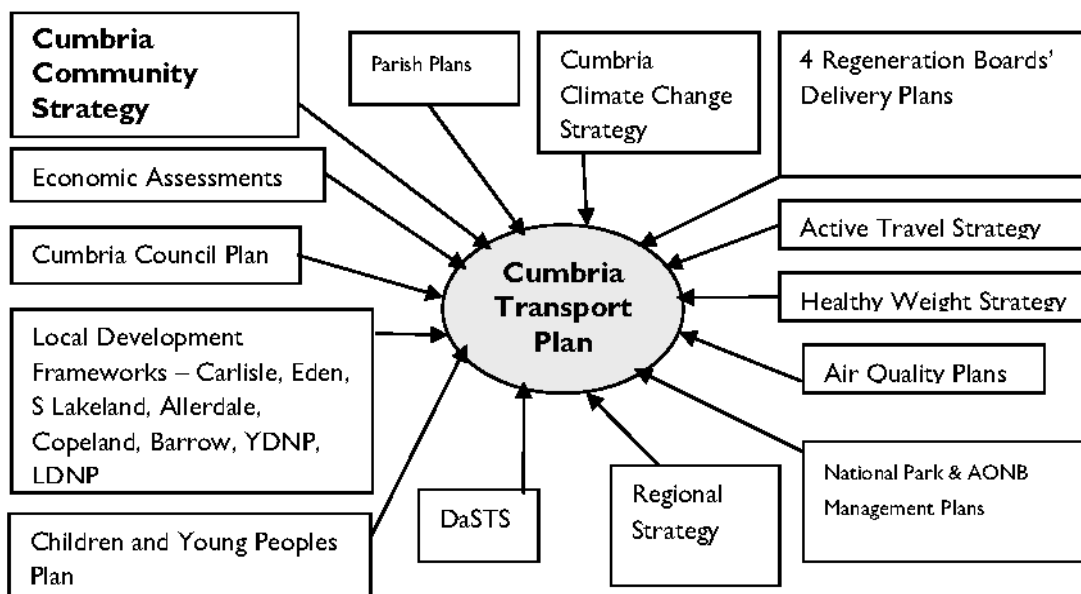
**Ext:**7182

# 1. BACKGROUND INFORMATION AND OPTIONS

1.1 The County Council are consulting on a draft Core Strategy and Transport policies of the Local Transport Plan 3 (LTP3) which defines the longer term transport strategy and the associated policies and programme from 2011 to 2026. The plan rolls forward that which has been in place for nine years. The document defines the overall strategy and policy issues relating to Public Transport services, Road Safety, Cycling etc. and contains individual Area Transport Plans for each of the District Council areas.

The diagram below shows linkages with other plans:

**Diagram 1 – Linkages to other Plans**



1.2 The Third Local Transport Plan for the period 2011-2026 will contain the policies and measures to implement the strategy over the next fifteen year period. It will include a rolling programme showing where investment will be directed over the next three years. This will be consulted on separately. The Plan will be refreshed in 2016. The linkages to other plans and strategies include the four Regeneration Boards and their delivery plans. The regional transport strategy was contained in the Regional Spatial Strategy. The Regional Spatial Strategy has been revoked and LTP3 must now ensure that the regional perspective is taken into account in its core strategy.

1.3 The Local Transport Plan will need to address the five national goals:

- To support national economic competitiveness and growth;

- To tackle and allow for climate change;
- To contribute to better safety, security and health;
- To improve the quality of life and promote a healthy natural environment;
- To promote greater equality of opportunity.

## **2. CONSULTATION**

### **2.1 Consultation to Date.**

Engagement on the draft core strategy commenced on 30 June 2010 and will run until 3 September. Fifteen consultation questions are posed and the Council is invited to submit its views and answers. The consultation document is attached at Appendix 1 along with a summary of the key questions. Local consultation has involved the Cycle Carlisle Group, the Chamber of Commerce and the Disabled Access Group. A detailed reply has been received from the Cycle Carlisle Group.

### **2.2 Consultation proposed.**

N/A.

## **3. BACKGROUND**

3.1 The new Plan will be implemented from 2011 and will set out how the County Council intend to spend the transport funding received from the government and other sources (such as contributions from developers). The responsibility to review and keep the Plan current rests with the County Council.

3.2 Cumbria is a diverse county with varying transport problems experienced in different parts of the county. It is therefore important that the County Council develops and implements schemes that respond to a range of urban and rural problems experienced including the specific problems of Carlisle District. Also, as funding is squeezed it will be important that programmes reflect local priorities.

### **Issues for the City Council**

3.3 Carlisle has a sub regional role, is a gateway city and is the largest centre of employment in Cumbria. Its status as a Regional City and Housing Growth Point is recognised within the report. Consequently a number of major transport issues continue to be of concern:

- Congestion is experienced on the major cross City routes at peak travel times causing bus delays which in turn discourages bus usage.
- There are high numbers of accidents including to pedestrians in the Carlisle area on high speed roads and in residential areas.
- The cross City off road cycle network is discontinuous which discourages cycling and walking.
- Air quality is poor in certain areas on major routes in the City; six Air Quality Management areas have been declared.
- In the wider Carlisle District there is a high dependency on travel by car because of limited public transport provision and transport by lorry on the rural road network due to the dispersed nature of the population, employment and tourism locations.
- Rail stations and train services generally have poor accessibility both for people with impaired mobility and in terms of car and cycle parking.

3.4 The Core Strategy acknowledges key interventions which are currently ongoing which include the Carlisle Northern Development Route and the Strategic Overview for Carlisle and Transport Programme, the latter being the subject of a separate report to this meeting of the Executive. It also outlines potential schemes requiring significant investment which would be established within the strategy should resources become available. For Carlisle this includes Eastern and South Western corridor Improvements as well as cycling and pedestrian improvements. It also refers to access improvements namely for public transport and car parks as well as Carlisle Railway Station improvements. There is also reference to potential strategic infrastructure improvements which includes the Carlisle Southern Bypass (road scheme connecting Carlisle Northern Development Route to Junction 42 of the M6) and A69 improvements (Brampton to Greenhead, Warwick Bridge Bypass).

3.5 The strategy does not itemise and clearly spell out all the specific issues for sub areas of the County. For example, no reference is made to improving air quality within Carlisle.

### **General Comments**

3.6 Given the fact that LTP3 is no longer restricted to a 5 year period it is considered that the Core Strategy should set challenging targets to achieve over the longer term.

- 3.7 Good, efficient infrastructure is integral to all development to ensure accessibility to jobs, education and services. The key transport principles for the City Centre adopted by the Highways and Transport Working Group include:
- Reducing the impact of through lorry and car traffic in the City Centre;
  - Promoting and encouraging the use of sustainable transport;
  - Providing adequate and accessible car parking.
- 3.8 More linkages should be made between LTP3 and other key strategic documents. For example greater emphasis should be given to embrace other quality of life factors such as the Crime and Disorder Strategy. Conventional street lighting levels could be increased in crime or anti-social behaviour hotspots.

### **Carbon Emissions and Climate Change**

- 3.9 The City Council signed the Nottingham Declaration on Climate Change in 2007. This supports the emission targets agreed by central government for delivering change. It also gave a commitment to significant reductions of greenhouse gas emissions for transport and travel inter alia and encourages all sectors of local communities to take opportunities to adapt to the impacts of climate change and to decrease its own greenhouse emissions.
- 3.10 The Council has been implementing its own carbon management programme from 2005 with the aims of decreasing carbon emissions particularly in the Carlisle urban area.
- 3.11 The Climate Change Act 2008 set out a legally binding framework to cut carbon emissions. On 22 April 2009 the Government announced a legally binding target of a 34% reduction in greenhouse gas emissions by 2020.
- 3.12 The Cumbria Climate Change Action Plan 2009-2014, prepared by a Task Group of which the Council was a member, has an action plan for Transport. Action TO2 is to ensure that LTP3 contains progressive targets to reduce carbon dioxide emissions for transport. Such a target is missing from LTP3. Near targets for various sustainable transport uses are set in the Cumbria Climate Change Action Plan but these are not picked up in LTP3.

### **Air Quality**

- 3.13 It is recognised that there needs to be a range of measures to bring about reductions in harmful emissions. The Cumbria Climate Change Action Plan 2009-2014 Transport action objective 6 is to reduce transport emissions in

Carlisle. The detailed objective to do this is to put in place new approaches to parking provision that reduce transport emissions. This action must be expanded on and programmed into the LTP3 Implementation Programme.

- 3.14 It is considered that the enforcement mechanisms to improve air quality identified in LTP2 were largely unsuccessful. In order to bring about any real improvements in air quality the issue of air quality must be dealt with robustly in LTP3. This would have an impact on respiratory diseases and would improve the health and well-being of people.

## **Walking and Cycling**

- 3.15 Promoting healthy lifestyles as in the Climate Change Action plan HO3 objective, incorporating greater walking and use of cycles, would help to reduce car usage and therefore reduce emissions. The Council supports the transport outcome of a sustainable and prosperous economy which has the local priority of encouraging more journeys without reliance on cars.
- 3.16 The consultation document proposes more use of 20 mph zones within residential areas of Carlisle and larger settlements and speed limit reductions on rural roads. Such measures would encourage greater walking and cycling as areas and roads would be safer to walk about and cycle in.
- 3.17 The preceding paragraphs highlight a number of issues from the consultation paper. Members are asked to consider the above issues as well as any other strategic transport concerns for Carlisle District arising from the consultation.

## **4 RECOMMENDATION**

That Executive considers the draft Local Transport Plan 3 and that it be made available for consideration by the Environment and Economy Overview and Scrutiny Panel at its meeting on 9<sup>th</sup> September before reporting back to Executive on 11<sup>th</sup> October

## **5 REASONS FOR RECOMMENDATIONS**

The transport strategy for the period 2011-2026 will contribute to many of the objectives the Council aims to achieve through supporting economic development and delivering a more sustainable transport network.

## **6 IMPLICATIONS**

- Staffing/Resources – This consultation has been within existing resources



- Financial – The Local Transport Plan will be used to support funding programmes for highway and transport schemes.
- Legal – There is a statutory requirement for the County Council to produce a Local Transport Plan.
- Corporate – Having the correct transport policies and direction will support economic priorities.
- Risk Management – No response on the consultation may mean that future transport policies do not meet the requirements of City Council and local residents/businesses.
- Environmental – More sustainable transport measures are taken into account throughout the report
- Crime and Disorder – Any concerns about the integration of Crime and Disorder measures are referred to within the report
- Impact on Customers – The effective delivery of key actions would have a major impact on the community.
- Equality and Diversity –

### Impact assessments

#### Does the change have an impact on the following?

Equality Impact Screening	Impact Yes/No?	Is the impact positive or negative?
Does the policy/service impact on the following?	Y/N	+ /-
Age	N	N/A
Disability	Y	The plan will incorporate measures to improve access for people with impaired disability.
Race	N	N/A
Gender/ Transgender	N	N/A
Sexual Orientation	N	N/A
Religion or belief	N	N/A
Human Rights	N	N/A
Social exclusion	Y	The plan will improve the bus network and provision.
Health inequalities	Y	The plan will extend the walking and cycle network to encourage its use.
Rurality	Y	The plan will extend community transport initiatives.

**Local Transport Plan 3 2011 - 2026**

**CONSULTATION QUESTIONS**

**1. Is it possible to have a thriving economy in Cumbria while reducing transport's carbon footprint?**

**If Yes how can this be achieved and what should the urgent priorities be?**

**2. Have we identified the main challenges for transport in Cumbria?**

**Should anything else be included?**

**3. Is the Transport Vision right for Cumbria looking forward over the next fifteen Years**

**Can you please give reasons?**

**4. Have we got the transport outcomes right?**

**Should anything else be included?**

**5. With scarce resources should we focus our investment in transport?**

**Are there any alternative options?**

**6. What should be the main priorities for investment in transport?**

**7. How can we improve access to services and jobs for people living in rural areas when funding for bus services is limited?**

**8. How do we support people to make travel choices that help to improve public health?**

**9. What do you think should be the priorities for investing in reducing road casualties?**

*(please tick all that apply)*

1. 20mph limits in all residential areas and outside schools (and traffic calming)

2. 50mph on more single carriageways

3. More speed enforcement

4. Education and publicity to effect behavioural change

**10. Big road and transport improvements are unlikely in the near future. What measures should we prioritise to improve journey times and reliability on the**

## **road network?**

1. Look for improvements to improve local traffic flows in towns
2. Identify locations on main roads where better overtaking and higher speeds could be improved
3. Encourage more people to walk and cycle and use buses and trains to relieve congestion
4. Encourage more freight to move by rail

### **11. Greatest priority should be given to maintaining which areas?**

1. The main roads
2. Town centre roads and pavements
3. Residential roads
4. Rural roads in tourist areas
5. Public rights of way (byways, bridleways and footpaths)

### **12. Where should funding be prioritised towards?**

1. Rural bus services to improve accessibility
2. Urban bus services to reduce congestion and CO<sub>2</sub> emissions

### **13. How should we attempt to reduce CO<sub>2</sub> emissions from road transport**

1. Focus on fuel efficient driving techniques
2. Increase investment in walking and cycling
3. Increase investment in public transport
4. Make sure new housing and employment sites are in places that reduce car and lorry mileage
5. Reduce energy consumption by street lighting and signals
6. Use more efficient vehicles
7. Place emphasis on changing people's behaviour

### **14. Where should priority be given to improving the appearance of the local environment through highways and transport investment?**

1. Run-down urban areas
2. Historic town centres
3. Tourist destinations
4. Rural roads

### **15. Do you think that different approaches to transport problems are needed in different parts of Cumbria?**

**Can you please give reasons?**

### **16. How should we measure the success of our plans and our investments?**

### **17. Do you have any other comments on the core strategy? .**

# Cumbria Transport Plan 2011 – 2026

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A Route Map to Long Term Prosperity

**Core Strategy – Consultation Draft June 2010**

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# I. Foreword

We are publishing this consultation document to help us to check that the county council and its strategic partners have understood correctly the needs and aspirations for transport of communities, businesses and organisations in Cumbria.

We have based the document on what people have told us are their main concerns, the data we collect about highway and transport matters and the relevant goals and priorities of other existing plans and strategies.

We would like to get your views on this emerging Strategy document and in particular your responses to some key questions. We would also welcome any other views you may have on the content of the document; whether we have missed anything out or included anything which is not relevant.

We will be publishing a revised strategy and other supporting documents later in the year based on the feedback we receive and there will be further opportunities to contribute to the final version.

## 2. Introduction

Transport affects all our lives. Transport plans and investment decisions affect our health and wellbeing, our sense of safety and security, the viability and strength of communities, economic vitality and the quality of our local and global environment. In turn the plans and investments of businesses, service organisations, local authorities and individuals affect transport needs and demands.

The new Conservative / Liberal Democratic coalition government will have implications for the direction, priorities and investment decisions for transport in the county. At the core of the coalition agreement is the proposed major reduction in the present budget deficit of £156 billion which will mean over the next five years a very significant reduction in the level of funding made available to the county council, and other transport providers to support improvements to and maintenance of the transport network. In terms of specific measures the agreement does allow for parliament to ratify the construction of new nuclear build power stations and there is a commitment to develop a high speed rail network and expand rail electrification, both of which are likely to have a significant impact on Cumbria.

This is Cumbria's third Local Transport Plan. Although it is the statutory document for transport, Cumbria's Transport Plan is written in the recognition that transport is not an end in itself but that good transport planning and decision making enables the achievement of wider benefits that make Cumbria a better place to live, visit and do business.

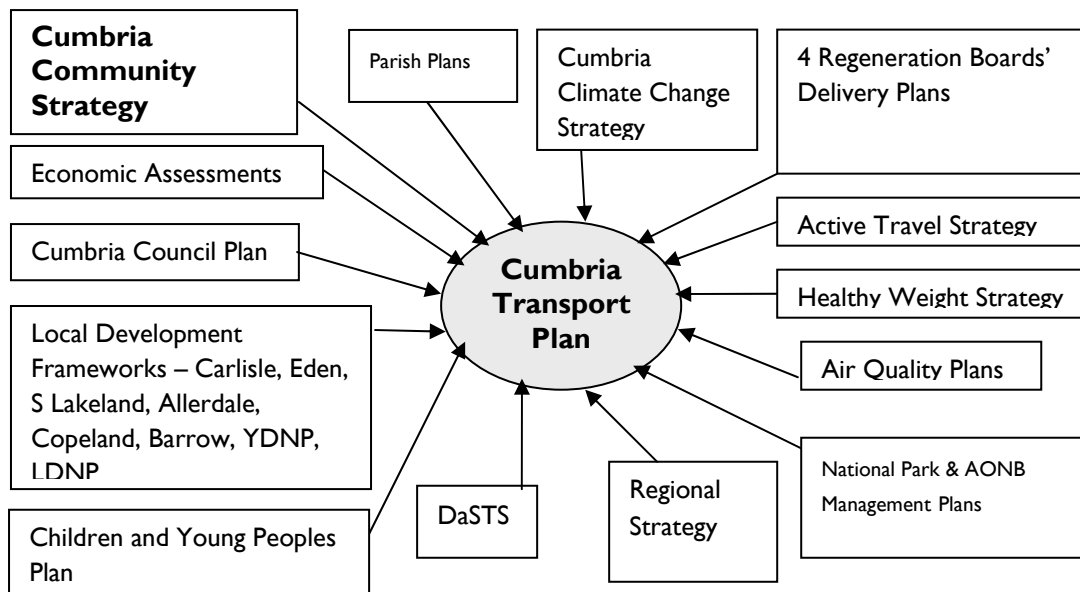
The Plan which will reflect and support the Vision of the new single Community Strategy for Cumbria (to be produced by April 2011) therefore describes how transport will contribute to Cumbria outcomes to meet global, national, regional policy aims as well as the well-being of Cumbria and its people. It shows how transport is integrated with other plans for economic vitality, development, health and tackling climate change (Diagram 1). The Plan sets out how roads, pavements, cycle ways, rights of way and bus and train services will be improved and managed to achieve these outcomes.

Cumbria Transport Plan Core Strategy sets the direction for the next 15 years to 2026 and will be refreshed in 2016. The Strategy builds on the Vision for Transport set out in the Second Local Transport Plan 2006 – 2011 (Appendix 1) and refreshes its context and outcomes.

A three year implementation plan supports the Local Transport Plan Strategy showing in detail the programme of investment in transport improvements. This will be reviewed each year to ensure that it can respond to changing needs and local priorities in the context of the resources available to Cumbria. The implementation plan is developed to deliver the outcomes of the strategy and is reviewed and published annually. (The development of the implementation plan will be developed alongside the strategy and will be subject to separate consultation with delivery partners.)

The Cumbria Transport Plan aims to guide decisions about future investment and planning to get the best outcomes for Cumbria.

**Diagram I – Linkages to other Plans**



There are well understood transport problems that communities in Cumbria would like to address through investment in transport improvements and initiatives. Integration between public bodies and business and regeneration and environment bodies is well developed in Cumbria. Effective feedback mechanisms ensure that problems are clearly understood and well established joint working arrangements between delivery organisations help develop creative and efficient solutions.

**Cumbria is a great place to live, work, visit and do business. The decisions we all make about transport should contribute to further improving Cumbria outcomes.**



## 3. About Cumbria

### Geography

Cumbria is located in the North West region of England. The county is bound by the Irish Sea to the west and borders Scotland to the north. Cumbria also borders Northumberland to the northeast, County Durham to the east, North Yorkshire to the southeast, and Lancashire to the south. Cumbria has road and rail links, which connect the county to the north, east and south.

Cumbria is the second largest county in England. The county is made up of six districts; Allerdale, Barrow-in-Furness, Carlisle, Copeland, Eden, and South Lakeland. Carlisle is the only city in the county. The largest town in the county is Barrow-in-Furness, which is between two and three times larger than the second largest town (Kendal).

Cumbria is a predominantly rural county and much of the county's terrain is mountainous. All of the territory in England that is over 3,000 feet above sea level is located in Cumbria, including England's highest point, Scafell Pike, which stands at 978m (3210 feet).

Cumbria is home to England's largest National Park, the Lake District National Park, which is considered to be one of the most beautiful areas of the United Kingdom. It also contains part of the Yorkshire Dales National Park and three Areas of Outstanding Natural Beauty. The World Heritage Site of Hadrian's Wall runs across the northernmost reaches of the county.

### Population

With a population of just under 500,000 Cumbria is the second least densely populated county in England. Cumbria's population is an 'ageing' population; the number and proportion of citizens within older age groups is increasing. While this trend is similar to trends seen at a regional and national level it is more exaggerated in Cumbria. Furthermore, the trend is forecast to continue into the future driven by, to a large extent, immigration of people aged 45 and over and out-migration of younger adults. The ethnic profile of Cumbria is changing to become more representative of the rest of the UK with rapid increases in most minority ethnic groups.

Over the coming years the county will be challenged by changing demographics creating an older and more culturally diverse population. There will be an increased need to provide high quality personalised services that meet the needs of the changing demographic and a need to ensure that there is equality across the county for residents to access to these services.

### Deprivation

Perhaps the biggest issue for Cumbria is tackling the gap between the "best" and the "worst". Overall Cumbria appears to be relatively affluent; levels of deprivation in Cumbria are relatively low and some of the county's residents live in areas where the quality of life is outstanding. However, this masks the deprivation facing specific neighbourhoods and communities within the county; there are some areas of the county where deprivation is similar to that found in the most deprived inner city areas of the country. As a result, there are inequalities across the county in relation to, for example, levels of educational attainment, crime rates, life expectancy, and household income.

## Economy

Employment in Cumbria is mainly based in the manufacturing and tourism sectors. The workforce in Cumbria has internationally renowned skills in nuclear, naval shipbuilding and specialist engineering; expertise which the national 'Britain's Energy Coast' initiative aims to build on.

Over the last 10 years Cumbria's growth in economic productivity has lagged behind the rest of the UK, particularly in West Cumbria. However, more recent statistics have shown productivity to be improving with increasingly diverse strands of activity bringing strength to the Cumbrian economy.

Towards the beginning of the decade employment growth in Cumbria was strong. However, as a result of the global recession, this growth slowed down and eventually took a downwards turn in 2007/08. Nevertheless, although rates of unemployment have risen in Cumbria since this time, these increases have been much lower than the increases experienced at a regional and national level. However, in the coming months we are anticipating further changes in the local economy as a result of the ongoing wider economic pressures.

Cumbria is currently updating data on the economy as part of the Economic Assessment and this information will be fed into the final version of LTP3.

## Children and young people

Cumbria is home to approximately 111,200 children and young people aged between 0 and 19 years. This age group accounts for 22.4% of Cumbria's total population; which is marginally lower than regional and national proportions of 24.4% and 24% respectively.

Cumbria has 274 primary schools, 33 secondary schools, five special schools, and four academies. Attainment in Cumbria is generally similar to or slightly above the national average. In 2009 74.3% of pupils at Key Stage 2 achieved the target level of 4 or above in both English and Mathematics; this compared to 72% of pupils at a national level. In the same year 52.4% of pupils at Key Stage 4 achieved five or more GCSEs at grades A\*-C (including English and Mathematics); this compared to 50.4% of pupils nationally.

Attendance in Cumbrian schools is also slightly better than the national average. In the 2008-2009 school year Cumbria had an overall pupil absence rate of 5.85%; which compared to a rate of 6.27% nationally.

In the last 10 years the number of 0-19 year olds in Cumbria has fallen by around 4,600 (-4%). This trend is forecast to continue over the next 10 years. As is the case with many areas that are predominantly rural, one of the biggest challenges facing Cumbria is the number of young people who are leaving the county to seek opportunities, in employment and lifestyle, that they don't yet see being offered within the county. Reversing this trend is important for the future of the county. It is anticipated that the establishment of Cumbria University may help to tackle this issue in the coming years.

**Table I - The Key Transport and Environmental Facts for Cumbria**

<b>Countryside and Heritage</b>	National Parks	2
	Areas of Outstanding Natural Beauty	3
	Coast	326km
	Rights of Way	7,500km
	Access Land	2,137km <sup>2</sup>
	Scheduled Monuments	941
<b>Roads and Transport</b>	Listed Buildings	7,557
	Conservation areas	120
	Roads Length	7,000km
	Road Bridges	1,700
	Street Lights/traffic lights	57,753
	Pedestrian Crossings	171
	Fatal and serious injuries on the roads	276
	Approximate cost of a new road	£8m/km
Approximate cost of a bus service	£300/vehicle	
Approximate cost of a cycleway	£75k/km	

## 4. The national, regional and local context

The outcomes that the Cumbria Transport Plan supports are defined by Cumbria's own agreed vision for the County and national policy direction on wider goals for transport. Cumbria's current vision is set out in the Community Strategy 2008 – 2028. This is being reviewed during 2010 to produce a new single Community Strategy for Cumbria. The plan will be aligned to reflect the vision and priorities of the new strategy. **For the purposes of this draft the existing Community Strategy priorities are used to inform the consultation debate.** The national context for transport is set out in "Delivering a Sustainable Transport System" the government's policy statement on transport (2009). However it is recognised that this may change with the new government and the policies that emerge in the coming months.

The Plan supports the Regional Strategy and the development of the Plan has taken place in parallel with RS 2010 and has informed in particular how sub-regional transport issues have been approached. However as clarity develops on regional policy, this will help shape transport issues, where appropriate.

### Delivering a Sustainable Transport System

#### **Goal – Support Economic Growth**

- Ensure a competitive transport industry by simplifying and improving regulation to benefit transport users and providers and maximising the value for money from transport spending
- Reduce lost productive time including by maintaining or improving the reliability and predictability of journey times on key local routes for business, commuting and freight
- Improve the connectivity and access to labour markets of key business centres
- Deliver the transport improvements required to support the sustainable provision of housing, and in particular the PSA target of increasing supply to 240,000 net additional dwellings per annum 2016
- Ensure local transport networks are resistant and adaptable to shocks and impacts such as economic shocks adverse weather, accidents, terrorist attacks and impacts of climate change

#### **Goal – Reduce Carbon Emissions**

- Deliver quantified reductions in greenhouse gas emissions consistent with the Climate Change Bill and EU targets.
- Deliver quantified reductions in greenhouse gas emissions within cities and regional networks, taking account of cross-network policy measures.

#### **Goal – Promote Equality of Opportunity**

- Enhance social inclusion by enabling disadvantaged people to connect with employment opportunities, key services, social networks and goods through improving accessibility, availability, affordability and acceptability.
- Enhance social inclusion and the regeneration of deprived or remote areas by enabling disadvantaged people to connect with employment opportunities, key local services, social networks and goods through improving accessibility, availability, affordability and acceptability.
- Contribute to the reduction in the gap between economic growth rates for different English regions.

**Goal – Contribute to Better Safety, Security and Health**

- Reduce the risk of death, security or injury due to transport accidents.
- Reduce social and economic costs of transport to public health, including air quality impacts in line with the UK's European obligations.
- Improve the health of individuals by encouraging and enabling more physically active travel.
- Reduce the vulnerability of transport networks to terrorist attack.
- Reduce crime, fear of crime and anti-social behaviour on city and regional transport networks.

**Goal – Improve Quality of Life and a Healthy Natural Environment**

- Manage transport-related noise in a way that is consistent with the emerging national noise strategy and other wider Government goals.
- Minimise the impacts of transport on the natural environment, heritage and landscape and seek solutions that deliver long-term environmental benefits.
- Improve the experience of end-to-end journeys for transport users.
- Sustain and improve transport's contribution to the quality of people's lives by enabling them to enjoy access to a range of goods, services, people and places.
- Reduce the number of people and dwellings exposed to high levels of noise from road and rail networks consistent with implementation of Action Plans prepared under the Environmental Noise Directive.
- Support urban and rural communities by improving the integration of transport into streetscapes and enabling better connections between neighbourhoods and better access to the natural environment.
- Improve the journey experience of transport users of urban, regional and local networks, including at the interfaces with national networks and international networks.

**The Cumbria Community Strategy 2008 – 2028 vision for Cumbria**

***safe, strong and inclusive communities***

- Children and young people will see bright prospects and diverse opportunities. They will get the best possible start in life and be empowered to get involved in their communities.
- Young people have an important part to play in Cumbria's future and they will be provided with excellent learning and training opportunities to help them achieve.
- Our communities will be made safer, stronger and more inclusive by helping more people to get involved and make a difference to the place they live, confident that everything is being done to further reduce crime, disorder and anti-social behaviour.

**... health and well-being throughout life**

- We will live healthier lives and enjoy high quality support whatever our health and social care needs.
- We are committed to involving people more in decisions in their lives and their communities.
- Health inequalities across the county will be reduced by targeting neighbourhoods in greatest need.
- Cumbria will be a great place for people to enjoy active, healthy and fulfilling lives.
- We will value the contribution that people of all ages make to the social, economic and cultural diversity of the county. In particular we recognise the contribution that older people make to the community. We want to empower Cumbria's older population to influence and shape their communities, live independently and have maximum control over decisions that affect them.

**... a sustainable and prosperous economy**

- A dynamic and diverse Cumbria that earns a place in the global economy by capitalising on our world class assets – our landscape and our energy.
- We aspire to be the fastest growing economy in England, delivering jobs and world
- Class skills and training in order to address worklessness. We will concentrate efforts on areas and neighbourhoods in greatest need, and on creating opportunities which reduce the need for young people to leave the county.

**... effective connections between people and places**

- The energy and potential of our people will be realised through transport connections which help people access jobs and services and link us to the rest of the UK and beyond.
- More sustainable transport modes will be promoted to help reduce CO2 emissions.
- As well as these physical links, better connections between organisations and communities in Cumbria will encourage learning from best practice and sharing resources and expertise to maximize value for money.

**... world class environmental quality**

- We will have a passionate enthusiasm for celebrating, conserving and enhancing our inspiring world class natural environment, culture and heritage. We will lead international thinking on climate change mitigation and adaptation, sustainable energy, lifestyles and communities.
- Energetic communities will be helped to flourish by providing decent, high quality and affordable homes for everyone in places where people want to live and work and through a public realm which matches the quality of our landscape.

**Table 2 - Outcomes for Transport**

<b>Local Priorities</b>		<b>National Goals</b>
<b>safe, strong and inclusive communities</b>		Promote Equality of Opportunity
<b>health and well-being throughout life</b>		Contribute to Better Safety, Security and Health
<b>a sustainable and prosperous economy</b>		Support Economic Growth
<b>effective connections between people and places</b>		Reduce Carbon Emissions
<b>a world class environmental quality</b>		Improve Quality of Life and a Healthy Natural Environment

### **The Opportunity**

Cumbria is well placed to contribute to a Low Carbon UK economy, and to raising Gross Value Added in the North West Region providing a welcoming and well resourced base for new low carbon energy generation and technology in West Cumbria and an internationally recognised destination for active recreation and potential leader in green tourism in the Lake District.

Other key economic opportunities are: within Carlisle as a Regional City and Housing Growth Point, the opportunities presented by access to the M6 and West Coast Main Line and the technical industry skills bases in Barrow.

Within its larger towns and Cities (Carlisle, Barrow, Whitehaven, Workington, Kendal and Penrith) and many smaller market towns, there are great opportunities to reduce carbon emissions, improve local accessibility, reduce traffic congestion, improve public health outcomes through improved air quality and more active lifestyles by increasing the proportion of short journeys to work and school made on foot or by cycle.

### **Transport Challenges for Cumbria**

People have told us that their main transport related concerns are about road maintenance, bus services and fares, convenient and cheap car parking, inappropriate traffic speeds in villages and residential areas and on particular rural roads and the safety of walking and cycling. (Evidence: e.g. Citizen’s Panel, Highways Hotline, Neighbourhood Forums)

Local businesses have told us that their main concerns are about the impact on their efficiency of localised traffic delay and journey times. We also know from our economic regeneration work that there is a need for improvements to strategic road and rail connections between West Cumbria and the M6 and along the West Coast Main Line. Tourism is a key element of the local economy and transport must support this whilst minimising the impact on the natural and built environment. (Evidence: e.g. Masterplans, Chamber of Commerce, Cumbria Vision and Transport Framework for the Lake District)

Outside the larger towns, access to jobs, schools, healthcare, shops and other services without a car is a particular problem. (Evidence: e.g. Accessibility Plans, Parish Plans)

Road safety is always a top priority. Although serious road casualties have decreased over recent years the challenge is to maintain this reduction against a background of traffic growth, more young newly qualified drivers, an ageing population and recreational motorcycling. (Evidence: Cumbria Road Safety Partnership and Casualty Reduction And Safer Highways groups)

People are leading less active lifestyles with the result of growing health problems such as, cardio-vascular disease, strokes and diabetes. Health inequalities are noticeable through mapping undertaken by Cumbria NHS showing significantly higher mortality rates and levels of obesity in more deprived areas. (Evidence: Healthy Weight Strategy)

In Cumbria, transport results in 1.578 million tonnes of CO<sub>2</sub> emissions (including the M6 and rail network) and reducing this will be a significant challenge, particularly given the reliance on car travel over large distances caused by the county's very dispersed population pattern. Climate change makes it increasingly important that our transport networks are resilient to extreme weather events and flooding in 2005 and the winter of 2009/10 has shown. (Evidence: Cumbria Climate Change Strategy)

These very significant recent flooding events highlight the need to understand the likely impact of flooding and could lead to giving a higher priority to investment in protecting transport networks at the expense of other investment programmes.

Cumbria's very extensive road and rights of way network presents a challenge and an opportunity to maintenance that reflects users needs and good stewardship in long term asset management in the face of constrained resources and increasing public expectations. (Evidence: Countryside Access Strategy, Rights of Way Improvement Plan)

Finally, tightly constrained public sector funding means that not all expectations can be met and that improvements and maintenance of transport networks will need to be prioritised and hard decisions taken. Affordable alternatives to conventional approaches will need to be developed. (Evidence: Indicative Funding Allocations).



## 5. Our Vision and Outcomes

### Cumbria Transport Vision 2011 - 2026

**A safe and reliable transport system and highway network in Cumbria, which support the following local priorities:**

- *safe, strong and inclusive communities*
- *health and well-being throughout life*
- *a sustainable and prosperous economy*
- *effective connections between people and places*
- *world class environmental quality*

**and in doing so minimises carbon emissions.**

In order to support this vision a number of outcomes have been developed, which will be included in the final Transport Plan and the Community Strategy. These have been developed to take account of national outcomes and local priorities.

### Transport Outcomes

**Table 3 – Transport Outcomes supporting Local Priorities**

Local Priorities	Transport Outcomes
<b>safe, strong and inclusive communities</b>	<p>Cumbria’s residents have equal opportunities and by doing so to help to achieve a fairer society</p> <p>All investment plans take account of the different needs of sectors of Cumbria’s community.</p> <p>The number of people who are killed or injured on our roads is reduced.</p>
<b>... health and well-being throughout life</b>	<p>The people of Cumbria will lead healthier lifestyles, and mortality and disease inequalities across the UK and within Cumbria is reduced:-</p> <p>More people walk and cycle more as part of their regular journeys to work and school.</p> <p>Air, noise and light emissions from transport are reduced. Air quality improves, respiratory disease reduces and quality of life improves.</p>

<p><b>... a sustainable and prosperous economy</b></p>	<p>Traffic congestion at local hotspots is reduced - peak hour traffic and temporary disruptions that make journey times unreliable will be reduced</p> <p>Goods will be transported efficiently through improving reliability on strategic transport routes</p> <p>People visiting Cumbria will be able to make more of their journeys without relying on cars. More people will cycle and walk for leisure using a completed network of cycle and walking routes.</p>
<p><b>... effective connections between people and places</b></p>	<p>Access to jobs, education, training and key services will be improved – development will be located appropriately and the sustainability of access, locations and development will be improved.</p> <p>Carbon consumption will be reduced as emissions are recognised as a contributor to global warming.</p> <p>Our transport system will be designed to withstand extreme weather and flooding – both of which are predicted to occur more frequently in the longer term.</p>
<p><b>... world class environmental quality</b> <b>world class environmental quality</b></p>	<p>Improved high quality and distinctive townscape and landscape.</p> <p>Wider public realm investment will tie into the local vision for the area</p> <p>Environmental quality will be improved</p> <p>Life expectancy of materials will be extended</p>

## 6. Delivering the strategy

### Overview

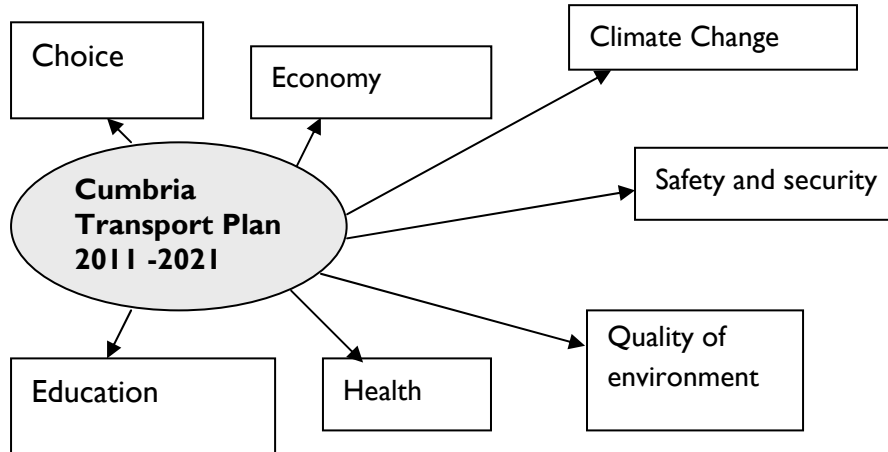
The Cumbria Transport Plan seeks to balance the needs and aspirations of communities in Cumbria against the resources available and provides a basis for attracting additional funding. It takes an approach that prioritises measures that support the outcomes for Cumbria.

The Plan recognises the role that transport plays supporting the economy and reducing the impact of climate change in the quality of peoples lives -enabling access to jobs and services, minimising noise, air, water and light pollution, and improving real and perceived personal safety and security including continuing to drive down road casualties.

It also acknowledges the contribution that highway design has on the quality of the public realm and includes direction on quality of design and appropriate materials.

The Cumbria Transport Plan Strategy recognises the differences and similarities across Cumbrian Communities and responds to particular issues felt in the county’s sparsely populated rural areas, areas of worklessness and poor health, large towns and cities, market towns, and areas dependent on tourism, agriculture and the nuclear/energy industry.

**Diagram 2 - Key Linkages for Cumbria’s Transport Plan**



Transport investment will contribute to these outcomes by providing and promoting a safe, reliable and efficient transport network and behaviour that priorities access to employment and key services using low carbon modes of travel that encourage physical activity. Investment in transport will encourage appropriate innovative and high quality design and will seek to reduce inequalities of opportunity.

## Investment in Transport

In view of the global recession and the need to make a major reduction in the country's national debt, there will be a significant reduction in the level of funding to be made available to local authorities to maintain and improve the transport network.

Presently around £35m per year is invested in highway maintenance, on around 7,000km of roads. This funding comes from government grants and permission to borrow money and from council tax. We make sure that we are spending this money where it is most needed on the basis of technical survey information and community feedback. A further £1.3m is used to maintain public footpaths and bridleways.

In addition investment is made in road and rail improvements that make the biggest difference to supporting the local economy, improving the local environment and access to jobs goods and services. This includes addressing local traffic delay hotspots. This has amounted to about £6m per year in the last five years including contributions from developers and regeneration grants. About £125,000 is invested by the Council each year in improving public rights of way and about £500,000 on walking and cycling schemes generally.

Around £27m is allocated to supporting passenger transport services in Cumbria; of this £16.7m is for statutory home to school transport. In addition, the Council supports the provision of passenger transport services for the public that would not otherwise be provided by the commercial market at a cost of £5.4m per year as well as transport commissioned to support vulnerable adults (£4.5m).

The Council invests around £2m on safety initiatives including Engineering Schemes, Education and Training and Publicity and in maintaining the safety camera operation each year.

Additional resources have been made available in the last, current and next financial years to deal specifically with the recent flooding and severe winter weather.

**It is known that the levels of funding available from government sources will be less over the course of the Strategy period 2011 – 2026 and that therefore setting clear priorities for investment is critical. Further clarity is expected as part of the spending review and the Plan will be updated to respond to the investment context once it is known.**

## Achieving safe, strong and inclusive communities

### Equality of opportunity

Equality Impact Assessments are applied to the delivery of highways and transport services so that we can understand how particular sectors of society may be differently affected by transport measures.

Consideration is given in particular to issues of age, disability, rurality, gender, sexuality, faith and ethnicity. This means that we invest in measures which improve accessibility for all including dropped kerbs, tactile surfaces, demand responsive and accessible transport services and making information available in different forms and languages. We also give consideration to personal security and accessibility in the design of any new schemes.

### Road Safety

It remains a priority to reduce the number of people who are killed or injured on Cumbria's roads. Measures to reduce road casualties are delivered through the Cumbria Road Safety Partnership which includes the county council, Cumbria Police, Fire and Rescue Service and the Highways Agency.

As locations that require engineering measures to reduce road crashes are progressively eliminated, the main approach of the Partnership is to change road user behaviour. Priority target groups who are over represented among casualties are young drivers, motorcyclists, business drivers and older people.

The design of highway and transport measures will include consideration of personal security and perception of threat.

### **Achieving health and well-being throughout life**

The substantial impact on mortality, impaired mobility and cardio vascular disease caused by obesity is a national problem. In Cumbria these health issues are unequally distributed and disproportionately affect communities with other disadvantages. The approach to transport can assist by encouraging more physical activity in day to day life. Priority will be given to working with schools and workplaces in areas where child and adult obesity is worst to develop and promote active travel options.

Negative impacts of transport on health include poor air quality and its effect on respiratory conditions and measures that reduce emissions from transport will be prioritised in areas where air quality is known to be poor as part of Air Quality Action Plans. Measures include reducing standing traffic and reducing traffic flows at vulnerable locations.

It is recognised that lower speeds reduce the incidence and severity of road casualties and have additional benefits of reducing perceptions of danger to vulnerable road users. Consideration will be given to reducing limits in residential areas and town centres to 20mph to reduce casualties and encourage walking and cycling.

### **Achieving a sustainable and prosperous economy**

Cumbria's dispersed settlement pattern, distance from the main urban centres and relatively poor connectivity makes it challenging for the county to take advantage of growth opportunities. There is a need to encourage diversification of the Cumbrian economy away from a dependence on declining industries into higher value and knowledge based growth sectors. There is a need across Cumbria for major investment in modern infrastructure so that transport is not a barrier to development and economic vitality and supports sustainable communities.

There are four Delivery Boards covering Carlisle, West Cumbria, Barrow and Eden and South Lakeland. They have been established to provide a clear strategic direction to a programme of prioritised investments to grow the economy of Cumbria.

Britain's Energy Coast Programmes sets out the priorities for West Cumbria and Barrow regeneration, which are to focus on accommodating and growing the market for nuclear and renewable energy. Carlisle is a Regional City and Housing Growth Point, where major developments to build on its cultural heritage, higher education offer, strategic employment sites and airport expansion will be prioritised. In Eden and South Lakeland the focus is on exploiting the Lake District's world renowned brand to develop a high quality tourism industry and to strengthen the service role of Kendal and Penrith. The priority and potential major transport improvements identified to support economic growth are set out below.

The packages of measures emerging in current proposals are beyond the capability of the public and private sector funding currently available to the county. Their implementation will depend on securing additional funds through significant developments or economic development assistance. The county council together with district colleagues and development organisations will work to secure the necessary resources to implement the most urgent of these measures as opportunities and needs arise.

**Table 4 Delivery Board Based Key Interventions**

Area	Key interventions
<b>Britain's Energy Coast West Cumbria</b>	Energy Coast Transport Plan Whitehaven transport interchange Workington transport interchange Whitehaven town centre public realm improvements
<b>Carlisle</b>	Carlisle Northern Development Route Strategic Overview for Carlisle and Transport Programme
<b>Barrow Regeneration</b>	Barrow town centre public realm/highway infrastructure improvements Barrow Waterfront Business Park public realm improvements
<b>Eden and South Lakes Forward</b>	Kendal Canal Head redevelopment with new bridge New Squares and town centre revitalisation, Penrith New link to M6 Jn 41 north of Penrith Bowness on Windermere public realm/transport improvements Windermere sustainable transport infrastructure

Outlined below is a list of potential major schemes requiring significant investment. These have been developed over a period of time and will be challenging to deliver in the context of the short term financial position. However having a list of priority schemes is essential to enable opportunities to be taken to secure funding when resources become available.

**Table 5 Strategic Infrastructure Improvements****Priority Schemes**

West Cumbria Transport Improvements	A595 and A5086 road and junction improvements from A66 to Sellafield A595 and junction improvements from Sellafield to A590
Carlisle Corridor Route Improvements	Eastern and South Western corridor improvements Cycling and pedestrian improvements
Carlisle Access Improvements	Public transport and car park improvements Carlisle railway station improvements
Windermere Waterfront	Sustainable transport infrastructure to connect tourism destinations around Lake Windermere. Road and junction improvements around the Glebe, Bowness and at Brockhole
Cumbria Coast Rail Upgrade	Improvements to Cumbria Coastal railway and station facilities to encourage regeneration and support the Energy Coast Masterplan

## Potential Strategic Infrastructure Improvements

Workington Regeneration Project	Southern relief road providing access to port Highway, public transport and walking/cycling improvements
Whitehaven Regeneration Project	Highway and transport schemes that contribute to improving the public realm in Whitehaven
Whitehaven Eastern Relief Road	A new route east of Whitehaven to improve access to Energy Coast developments
Kendal Growth Programme	New highway infrastructure to access and service employment land in Kendal. Implementation of parking strategy and improvements to cycleways
Penrith Growth Programme	New infrastructure to access and service an urban extension to north of Penrith and provide a new connection to Junction 41 of the M6. Improvements to parking, cycling and walking in Penrith town centre.
Access to Barrow	Access and junction improvements to port Public transport, cycling and walking improvements 2 <sup>nd</sup> crossing of Walney Channel
A66 Improvements	Penrith to Temple Sowerby Temple Sowerby to Appleby Appleby to Brough Improvements west of M6
Carlisle Southern Bypass	Road scheme connecting Carlisle Northern Development Route to Junction 42 of M6
Rail Improvements	Wetheral, Brampton, Wigton and Dalston schedule and station improvements Penrith station disabled access Windermere Branch Line schedule improvements Settle to Carlisle railway and station improvements
A69 Improvements	Brampton to Greenhead Warwick Bridge bypass
A590 Improvements	High Newton to Newby Bridge Greenodd to Arrad Foot
A685 Improvements	Kirkby Station Bypass

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

Effective joint working between joint county and district councils will enable the identification of development opportunities that contribute to achieving wider outcomes through their transport impacts – for instance reducing the need to travel or being accessible on foot, by cycle or by public transport.

Where additional housing or employment land is identified for development transport planners will be involved early in the process to help identify what the transport requirements of development are, to assist in devising measures to provide for these and to set out how these measures can be funded.

## **Achieving effective connections between people and places**

### **Passenger Transport**

The majority of bus services in Cumbria are provided by commercial bus operators. Where there are gaps in the network the county council and others may support services under contract to fill these. A set of criteria has been established to help decide where scarce resources should be invested in such support.

The council and other partners work with the railway industry to improve passenger facilities at stations, to improve interchange arrangements between rail and other modes and to promote rail travel for commuting, business and leisure trips. The council also lobby's government and the rail industry to improve train services and rolling stock serving Cumbria and its connections to the rest of the country.

The county council provides home to school transport for around 17,000 children per day according to strict policy criteria. This provision is closely integrated with and planned alongside the service bus network. Increased freedom to attend schools outside traditional catchment areas presents new challenges to this service.

Sparse rural areas are difficult to serve economically with conventional bus services and Rural Wheels and other demand responsive services have a part to play in improving access to goods and services. Priorities are to provide access to essential local services and to support bus networks in urban areas that reduce car travel. As part of the council improvement approach, a review of how the council provides passenger transport under the banner "Better Transport" is currently underway.

### **Asset Management**

An Asset Management approach will be taken to providing a highways and transport infrastructure that is fit for purpose. The approach records the location, attributes, ownership and condition of transport assets managed by the county council and others, gives a value to these and plans investment in their repair or replacement. The council's Transport Asset Management Plan sets out the policies that prioritise investment in maintaining the council's infrastructure.

The Plan includes simple Operating Principles while recognising the need for local distinctiveness and control over materials specifications. It is based on a principle of ensuring longevity and appropriateness of materials in the interests of amenity, functionality and value for money. Part of the approach is to take opportunities to reduce maintenance liabilities by simplifying and rationalising existing infrastructure and ensuring that new provision is sustainable.

The ongoing service improvement work in the highway service – "Better Highways" - is empowering staff on the ground to make "find and fix" repairs including looking for other work that could be undertaken at the same time. It emphasises continuing improvement to the effectiveness of responses to highways and transport matters raised with the council and providing local contacts for communities. The performance of the service will be measured against the percentage of defects repaired "Right First Time" and the time taken between receiving the demand and completing a final repair ("End to End" time).

## **Achieving world class environmental quality**

### **Tackling Climate Change**

The dispersed nature of settlements in Cumbria, the limited public transport system and the transport impacts of tourism and expected growth in Britain's Energy Coast means that reducing carbon consumption through transport will be challenging. In line with the Cumbria Climate Change Strategy our approach has three main strands: firstly increasing the proportion of low carbon travel, secondly to reduce the need to travel by supporting the planning process and investment decisions by developers and people's personal



behaviour and thirdly addressing the increased likelihood of extreme weather affecting the transport network.

Access on foot and by cycle for shorter distances will be prioritised particularly for travel to work and school and by bus in urban areas where there is greatest potential to provide an attractive alternative to the car. Priority will be given retaining a network of local bus services linking between Key Service Centres. Improvements to rail stations and services will be sought including benefits to Cumbria from High Speed Rail proposals and opportunities to extend electrification of the network.

New developments will be directed to sustainable locations which reduce the need to travel particularly by car. Travel plans will be used to increase the number of people walking, cycling, car sharing or using passenger transport for their journeys and to promote approaches which reduce the need to travel and lower carbon emissions including teleconferencing, homeworking, car clubs and fuel efficiency driving.

In the Lake District our approach will be guided by the Transport Framework for the Lake District a joint approach by the council, Lake District National Park Authority and Cumbria Tourism. Through a series of projects it aims to reduce the need to travel and develop transport systems that have less impact on the environment. This will be achieved by encouraging services and goods to be available locally, enabling new development to reduce the need to travel. The aims are to make it easier for visitors not to use their car, promote a shift from cars to public transport to cycling and walking and reduce emissions through clean engine and fuel technologies. The approaches that are developed in the Lake District will provide a basis for similar approaches to reduce carbon emissions from tourism across the county.

In addition, measures will be implemented throughout the County to:

- Reduce the use of quarried materials through recycling in highway schemes.
- Promote energy efficiency in the procurement of bus and other transport services.
- Reduce energy consumption through street lighting and signs and signals; the present 'public lighting' project bringing about a carbon saving of 300,000kg per annum.
- Deploy low carbon vehicles and buses and encourage fuel efficient driving techniques

The third part of the approach is to make our transport systems more robust against extreme weather and flooding - both of which are likely to occur more frequently in the longer term. Cumbria has recently experienced the devastating effects of flooding in Carlisle, West Cumbria and in South Lakeland. First steps are to assess the scale of vulnerability to flooding and then to evaluate potential measures to make transport networks more resilient.

### **Quality of the local environment**

Cumbria has high quality landscapes and streetscapes many of which are protected by formal designation. Highways infrastructure forms a significant element in these public spaces and improvement and maintenance schemes have a significant impact in improving or detracting from the quality of the local environment. An approach is adopted to ensure that design of all highways and transport investment schemes consider the overall impact on the wider public realm as well as lifetime costs. Opportunities will be sought to simplify existing infrastructure with associated benefits to maintenance liability. The council will work with other authorities and local communities to establish consensus on the vision for the area where schemes are proposed so that transport investment supports this in a structured way.

A range of guidance is available and informs the locally sensitive approach including Manual for Streets, Places Matter and local design frameworks for towns and designated landscapes. Preference will be given to traditional street forms in urban areas and work will be undertaken to reduce sign clutter throughout.

## **Different Approaches for Different Places**

The greatest potential benefits to people in Cumbria are achievable in towns and cities where more people are affected by investment and policy changes. (49% of the population live in towns over 10,000). The greatest opportunities to achieve progress on climate change, health and economic vitality are also most likely to be in more densely populated areas.

However it is recognised that a distinctive feature of Cumbria is its dispersed and sparse rural population and that many people need to travel large distances to access jobs, education, leisure activities and key services. It is also recognised that much of the tourism in Cumbria is attracted by the high quality countryside and that managing visitor travel is important to achieving the Vision for the county.

Packages of modest investment measures will be developed for each of the main key service centres and will be expressed in the Implementation Plan. This will inform future transport investment programmes and be used to secure developers contributions and make the case for additional funding.

## 7. Performance managing and reviewing the strategy

### Performance Management

Progress towards delivering the strategy outcomes will be measured using relevant national indicators supported by new local indicators that accurately reflect the priorities of the strategy. The strategy will be reviewed in 2016 and every five years thereafter. Investment programmes will be reviewed annually and policies revised from time to time to reflect changing circumstances.

### Local Area Agreement

The Cumbria Local Area Agreement aims to secure good outcomes for all public services for Cumbria through strong partnership working. It is the basis of delivery of actions by Cumbria Strategic Partnership. Transport contributes to each of the key themes of the Cumbria Agreement and incorporates spearhead targets for the following three issues:

- Condition of the principal road network
- Accessibility to jobs, goods and services
- Fatal and serious casualty reduction

### Cumbria Transport Plan Indicator Set

The following indicators have been chosen to monitor the success of the Plan in achieving its aims and objectives. Targets will be set that are both challenging and realistic within the known constraints on delivery for the next five years.

### National Transport Indicators

These are the ten national indicators which are used to measure performance consistently across all local authority areas

- |        |  |
|--------|--|
| NI 47  | People killed or seriously injured in road traffic accidents                                 |
| NI 48  | Children killed or seriously injured in road traffic accidents                               |
| NI 167 | Congestion – average journey time per mile during the morning peak                           |
| NI 168 | Principal roads where maintenance should be considered                                       |
| NI 169 | Non-principal roads where maintenance should be considered                                   |
| NI 175 | Access to services and facilities by public transport, walking and cycling                   |
| NI 176 | Working age people with access to employment by public transport (and other specified modes) |
| NI 177 | Local bus passenger journeys originating in the authority area                               |
| NI 178 | Bus services running on time   |
| NI 198 | Children travelling to school – mode of travel usually used                                  |

It is recognised that transport makes a contribution to a range of other National Indicators including: CO<sub>2</sub> emissions, air quality, climate change public health and employment. These outcomes are measured elsewhere.

### **Additional Cumbria Transport Indicators**

In Cumbria there are a number of other key transport outcomes against which progress will be reported.

- LI 1 No of slight injuries in road traffic accidents
- LI 2 Traffic Growth
- LI 3 Number of trips made by cycle in Carlisle and Kendal
- LI 4 The number of children walking and cycling to selected schools
- LI 5 The proportion of people travelling to work by more sustainable means
- LI 6 Unclassified roads in need of structural maintenance
- LI 7 Use of “demand responsive” transport
- LI 8 Proportion of the rights of way network easy to use
- LI 9 Bus user satisfaction levels
- LI 10 Proportion of recycled materials used in highway schemes

It will be important to report progress against these outcomes for particular areas within the county.

## 8. Shaping the strategy

The draft strategy has been developed through a multi-disciplinary officer team within the county council using a detailed evidence base to inform the strategy, determine its objectives and the proposed approach to deliver it. The strategy is to be the subject of detailed public engagement from July through to September through web based software with presentations on the draft strategy to be given to relevant organisations and groups. The strategy is being developed alongside the Community Strategy.

## 9. Glossary and Appendices

### Glossary

**Accessibility:** The ability of people to reach facilities and places by sustainable modes of travel, primarily walking, cycling and passenger transport.

**Air Quality Action Plans:** In areas of the County where air pollution is above the accepted government levels there is a requirement to produce Plans to set out measures to address the problems.

**Gross Value Added (GVA):** A measurement of the contribution made to the economy of each individual producer, industry or sector in the UK.

**Indicators:** Important statistics that are measured regularly to show progress towards achieving the aims – in this case the LTP

**Key Service Centres (KSC's):** These are towns where the focus of new development in the county will take place, due to their existing level of services and facilities and potential for future development.

**KSI:** This refers to killed or seriously injured casualties

**Low Carbon Economy:** An economy which has a minimal output of greenhouse gases specifically, carbon dioxide.

**Outcomes:** The results that are expected from actions taken to deliver the Strategy.

**Spatial Approach:** An approach based on a geographic area

**Stakeholders:** Those who have an interest in a particular issue either as individuals or representatives of a group.

**Strategic Environmental Assessment (SEA):** An assessment required by EU directive to be carried out for plans such as the LTP aimed at providing a high level of protection for the environment and ensuring environmental considerations are integrated into plan making.

**Sustainable Development:** Development which meets the needs of the present without compromising the ability of future generations to meet their own needs.

**Targets:** Numerical values for indicators (see above) that define the outcomes expected - in the case of the LTP

**Travel Plans:** Plan prepared by employers which set out measures to reduce journeys made by car and increase journeys by employees and customers through walking, cycling and public transport.

## Local Transport Plan 2 2006 - 2011

### Vision and Core Objectives

#### 1 Vision

Our vision is a transport network in Cumbria that provides safe access for all to jobs and services, supports a dynamic, sustainable economy, maintains and improves the quality of the built and natural environment and contributes to better public health.

#### 2 Core Objectives

- To provide an integrated transport network that supports a dynamic, diversified and sustainable economy.
- To enable access for all to jobs and services such as health, education and training.
- To reduce road casualties and improve community safety.
- To ensure transport measures maintain and improve the quality of the built and natural environment.
- To contribute to improving public health through increased levels of walking and cycling and better air quality.
- To manage the transport assets of the county to maximise value for money and make appropriate use of existing infrastructure.
- To enable access to culture, heritage and the countryside in ways which are sustainable.

## CONSULTATION QUESTIONS

1. **Is it possible to have a thriving economy in Cumbria while reducing transport's carbon footprint?**  
*(please tick one answer)*

Yes

No

**If Yes how can this be achieved and what should the urgent priorities be?**



2. **Have we identified the main challenges for transport in Cumbria?**  
*(please tick one answer)*

Yes  No

**Should anything else be included?**

3. **Is the Transport Vision right for Cumbria looking forward over the next fifteen years**

Yes  No

**Can you please give reasons?**

**4. Have we got the transport outcomes right?**

Yes  No

**Should anything else be included?**

**5. With scarce resources should we focus our investment in transport?**  
*(please tick all that apply)*

- 1. In the urban areas where more people are affected
- 2. Spread across the county where there may be more benefit to visitors
- 3. In rural areas tackling isolated communities

**Are there any alternative options?**

**6. What should be the main priorities for investment in transport?**  
*(please tick all that apply)*

- 1. Maintaining roads and paths
- 2. Reducing the impact of flooding on roads and transport
- 3. Increasing the number of journeys made on foot or cycle
- 4. Supporting and improving public transport
- 5. Improving the quality of town centres and neighbourhoods
- 6. Providing access to new development

**7. How can we improve access to services and jobs for people living in rural areas when funding for bus services is limited?**

**8. How do we support people to make travel choices that help to improve public health?**

**9. What do you think should be the priorities for investing in reducing road casualties?**

*(please tick all that apply)*

1. 20mph limits in all residential areas and outside schools
2. 50mph on more single carriageways
3. More speed enforcement
4. Education and publicity to effect behavioural change

**10. Big road and transport improvements are unlikely in the near future. What measures should we prioritise to improve journey times and reliability on the road network?**

*(please tick all that apply)*

1. Look for improvements to improve local traffic flows in towns
2. Identify locations on main roads where better overtaking and higher speeds could be improved
3. Encourage more people to walk and cycle and use buses and trains to relieve congestion
4. Encourage more freight to move by rail

**11. Greatest priority should be given to maintaining which areas?**

*(please tick all that apply)*

- 1. The main roads
- 2. Town centre roads and pavements
- 3. Residential roads
- 4. Rural roads in tourist areas
- 5. Public rights of way (byways, bridleways and footpaths)

**12. Where should funding be prioritised towards?**

*(please tick one answer)*

- 1. Rural bus services to improve accessibility
- 2. Urban bus services to reduce congestion and CO<sub>2</sub> emissions

**13. How should we attempt to reduce CO<sub>2</sub> emissions from road transport**

*(please tick all that apply)*

- 1. Focus on fuel efficient driving techniques
- 2. Increase investment in walking and cycling
- 3. Increase investment in public transport
- 4. Make sure new housing and employment sites are in places that reduce car and lorry mileage
- 5. Reduce energy consumption by street lighting and signals
- 6. Use more efficient vehicles
- 7. Place emphasis on changing people's behaviour

**14. Where should priority be given to improving the appearance of the local environment through highways and transport investment?**

- 1. Run-down urban areas
- 2. Historic town centres
- 3. Tourist destinations
- 4. Rural roads

15. **Do you think that different approaches to transport problems are needed in different parts of Cumbria?**  
*(please tick one answer)*

Yes  No

**Can you please give reasons?**

**16. How should we measure the success of our plans and our investments?**



**17. Do you have any other comments on the core strategy?**

