

9. Travel to work and school

Targets

- | | |
|----------|--|
| T | Increase proportion of travel to work trips to employers with travel plans by sustainable modes by xx% by 2012 against the baseline of sampled employers in 2005/6 |
| T | Increase proportion of travel to school trips by sustainable modes by xx% against the baseline data by 2010 |
| T | All schools in Cumbria to have Travel Plans by 2012 |

Introduction

9.1 In Cumbria travel to work and school is the main cause of peak hour congestion in turn reducing air quality and reducing accessibility by bus, cycling and walking. Outside the urban areas the volumes and speeds of traffic generated by the demand to travel to work and school have impacts on road safety and accessibility and the quality of life of communities.

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

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



The approach

9.3 Developing work based travel plans is co-ordinated across the county in the same way as school travel plans through the county council's share of funding to travel plan co-ordination from revenue funding. Other measures will be encouraged through a mixture of capital funding as part of demand management infrastructure schemes, revenue funding and developer and employee contributions.

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

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

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

9.5 Monitoring of the modal shift following the introduction of travel plans is difficult. The best place to get information is in work places themselves. Developments in "On-Screen" questionnaires will be undertaken to provide a way of involving workers in this important feedback exercise.

9.6 Data collected during developing the 100 School travel plans developed during LTP I indicate that for Cumbrian schools the average mode share is as set out in the table below:

| | % Primary | % Secondary |
|---------|-----------|-------------|
| Walking | 46 | 44 |
| Cycling | 1 | 3 |
| Bus | 6 | 31 |
| Car | 47 | 22 |

9.7 These travel plans have been developed through an active partnership of schools, travel plan co-ordinators and road safety officers. The programme was recognised as successful by the DfES/DfT travel plan initiative in 2004/5 when it provided funding both for a developed co-ordination team and capital allocations for participating schools.

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

Policy WS1 : Travel plans

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

Policy WS2 : Travel plan co-ordination

The development of work travel plans will be co-ordinated, enabling consistency and encouraging sustainability. Each travel plan will be required to include:-

1. A monitoring plan to assess modal shift
2. An action plan to increase the number of people walking, cycling and using public transport or car sharing
3. Review mechanisms to highlight continuing and sustainable improvement and how information and best practice can be assessed and to ensure the plan is regularly updated.

Policy WS3 : Travel plan monitoring

The Council require travel plans to be implemented and monitored through s.106 agreements through the development control process for all new developments that meet the criteria for travel plan preparation

- 9.9 Each of the existing school travel plans and their monitoring information is available through the Cumbria BWTS Web Site. This information base contains the links to survey forms and subsequent data. It will become a portal of information on good practice and advice that can be shared with schools throughout the county and other authorities and practitioners across the country.
- 9.10 Good practice suggests that BWTS activity including the development and promotion of school travel plans succeed where all parties are brought together in an active steering group.
- 9.11 These groups need to be able to consider resources for use in the school curriculum and in specific safety related training and development. Activities such as on-road pedestrian, cycle training, teenage driver training and high profile awareness raising will need to be considered as continuous needs by these groups. These activities relate to achieving the County Road Safety targets see chapter 3.
- 9.12 Positive links can be made between the BWTS objectives and several other key issues, these include combating childhood obesity, developing healthy schools and road traffic casualty reduction. Including representatives of these groups on the local school travel plan steering group can help integrate all initiatives locally.

Key measures

1. An adequately staffed and resourced work travel plan co-ordinator.
2. An adequately staffed and resourced Better Ways to School team.

Policy WS4 : Better ways to school

The council will implement a co-ordination programme that will produce school travel plans with all schools. Each school travel plan will include each travel plan element and road safety, education, training requirements and curriculum activities.

Policy WS5 :

The council will ensure that travel plans and their modal shift targets are sustained through a requirement for a regular review of each plan.

Policy WS6 :

The council will review the provision of statutory home to school transport at schools where the school travel plan identifies opportunities for increased use school buses.

10. Land use and development

Targets:

- T** All new developments will make a contribution to improving the transport network for sustainable travel modes.

Introduction

- 10.1 The Cumbria and Lake District Joint Structure Plan (2001 - 2016) provides a strategy and policies for the development and use of land and for the linkages with the transport network. This LTP chapter amplifies and adds detail to those policies.
- 10.2 The Planning and Compulsory Purchase Act 2004 proposes Regional Spatial Strategies and Local Development Frameworks. The aim of these plans is enhancing quality of life through promotion of sustainable development that protects the environment, ensures prudent use of resources and maintains social progress and economic growth.
- 10.3 The LTP contributes to these goals:
- Good transport services and communications linking people to jobs, schools, health and other services.
 - Quality built environments.
 - Places to live in a safe and health manner.
- 10.4 Similarly, to achieve these aims, development plans must take into account the transport impacts of development. They must ensure that changes in land use do not have a detrimental effect on the transport network nor on accessibility, congestion, air quality or safety or the future maintenance liabilities. Furthermore the planning process should take opportunities to contribute to improving the transport network.

Investment in the transport network

- 10.5 To improve the sustainability of development for travel and transport and to improve the accessibility of development sites, the Structure Plan guides development to sites that can be served by a number of modes. It also guides planning and design to ensure that people arriving on foot, by cycle or

Policy LDI : Development control

Effective links will be maintained and improved by the highway authorities with the local planning authorities to ensure that the transport impacts of development are identified early in the development control process and options for funding improvements to the transport network are fully addressed. This partnership approach will address the difficulties posed by incremental development by assessing the potential impact of the full development of a site or sites in the future.

Policy LD2 : Access to town centres

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

Policy LD3 : Access to new developments

All proposals for development including alterations to existing buildings and land use changes will be assessed and where increased traffic would result will be required to be or be made accessible by public transport, walking and cycling.

public transport are catered for and that connections to existing networks outside the site are provided (structure Plan Policy ST3 s.2). (Policy LD3)

- 10.6 Ease of access to town centres is important in ensuring that they are attractive and economically viable. People without a car must not be disadvantaged, this means that safe and convenient facilities for pedestrians cyclists and public transport users must be provided. Car parks must be located and managed to support the role of the centre. In some cases park and ride sites of varying size and location may be part of the approach. Journeys within towns can be made easier by better routes for walkers and cyclists and people with impaired mobility. The quality of the environment and public safety can be improved by giving greater priority to these more vulnerable highway users. (Structure Plan Policy L53) (Policy LD2)
- 10.7 In the case of new land use developments above a certain size, the developer is required to undertake and present a Transport Assessment that identifies the transport effects of the development and proposes measures that will accommodate or mitigate these. Transport Assessments will need to take account of the LTP Strategy in formulating their mitigating proposals. Funding for measures that contribute to the Strategy will be sought from developers through planning conditions, agreements and planning gain.
- 10.8 In addition to the transport assessment developments of a certain size are required to prepare and implement a travel plan that will set out how greater use of sustainable travel modes will be achieved through the actions of the developer. (Policy LD4)
- 10.9 Where development has an impact on the transport network the council will require the measures needed to mitigate these impacts to be carried out at the developer s expense before the site is occupied. This might include infrastructure improvements to the highway on which the development will generate additional vehicle, cycle or pedestrian traffic. It may also include improvements to public transport services to accommodate increased demand and to mitigate road traffic impact these requirements represent an ongoing cost and should be secured through a S.106 agreement. Measures may include those specifically to deal with the impact of large vehicles during construction and on completion. Where a travel plan is required this is a living document and the outputs of the plan should be secured through a S.106 agreement.

Policy LD4 Transport assessments and travel plans

Transport Assessments will be required for development proposals in accordance with national guidance. In the interim, proposals which, individually or cumulatively, meet the following scale of development will require a transport assessment:

1. Residential development in excess of 100 units.
2. Employment uses in excess of the following gross floor space: Business 2500m², Industry 5000m², Warehousing and distribution 10000m².
3. Other developments in excess of 1,000m².
4. Hotel developments in excess of 100 bedrooms.
5. Caravan or similar holiday sites in excess of 100 units.
6. Any development that generates in excess of 100 HGV per day or 100 vehicles per hour.
7. Any development that adds materially to local congestion (suggest traffic).
8. Any development that may impact on the trunk road network.

Travel Plans will be required for proposals for:

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

- 10.10 The council will seek contributions from developers to improve pedestrian networks within a wider local area which minimise the need to travel by car, and maximise opportunities to make journeys on foot and make travel to and between developments easy, safe and convenient for pedestrians.
- 10.11 Most developments are not large enough to trigger a transport assessment. To cover these cases the council will consider setting up with local planning authorities, a ring fenced fund to which small developments or partial developments (which do not trigger a Transport Assessment) will be expected to contribute to make improvements to the transport network. The fund will provide, over time, improvements to the transport network (for all modes) that have been identified in the Area Transport Plan or in local accessibility strategies or plans adopted by the council. From these plans a list of measures for which developers contributions are sought will be made available to local planning authorities. (Policy LD4)
- 10.12 Works to provide for pedestrians and cyclists in association with development including changes of use must comply with safe and best practice in design and construction. The council applies the best practice design principles from Cycle Friendly Infrastructure (published and revised by IHT and CTC). (Cycling Policy C3 refers). The county council will seek to ensure that "designing out crime" principles are adopted in new developments to improve personal and property security and road safety; including providing appropriate levels of street lighting. The Cumbria design guide is being revised and this will become the standard reference for developers.
- 10.13 Good design practice provides high quality access for people with impaired mobility. Such measures improve access for all and are considered a minimum requirement.



Policy LD5 : Developer contributions

Any works in the highway necessary to accommodate traffic generated by the development will be carried out through a section 278 agreement or a section 184 licence at the developer's expense. Improvements to public transport services necessary to accommodate a development and the delivery of outputs of travel plans will be secured through a section 106 agreement.

The county council will work with local planning authorities to develop policies applicable to their areas through local development frameworks to mitigate the transport impacts of development. This may include developers being required to contribute to improvements to the transport network identified in the Area Transport Plan or in local strategies for accessibility.

The county council and local planning authorities will consider addressing the impact of incremental development through establishment of a ring fenced local fund that will be used to improve transport networks.

- 10.14 The availability of parking affects mode choice and the choice of destinations. Regional planning guidance requires maximum standards to be developed that assist consistency and co-ordination of parking provision. This is important in Cumbria where there are competing retail and service centres. Detailed parking guidance is contained in the "Parking Guidelines for Cumbria" (Policy LD5)
- 10.15 Sites and routes which are considered to have potential for widening transport choices for both passenger and freight movements will be protected in Local Plans. There is a presumption in favour of existing transport related sites to be re-used for transport related activities. Routes and sites are identified in the Structure Plan schedule 2. Specifically this will include safeguarding land in local plans for public transport interchanges, rail freight facilities and the reopening of former rail and canal routes as foot and cycle ways.

Key measures

1. An effective partnership between the local planning authorities and the highway authority to secure transport improvements through planning gain.
2. An effective means of securing contributions to transport improvements from small scale developments.

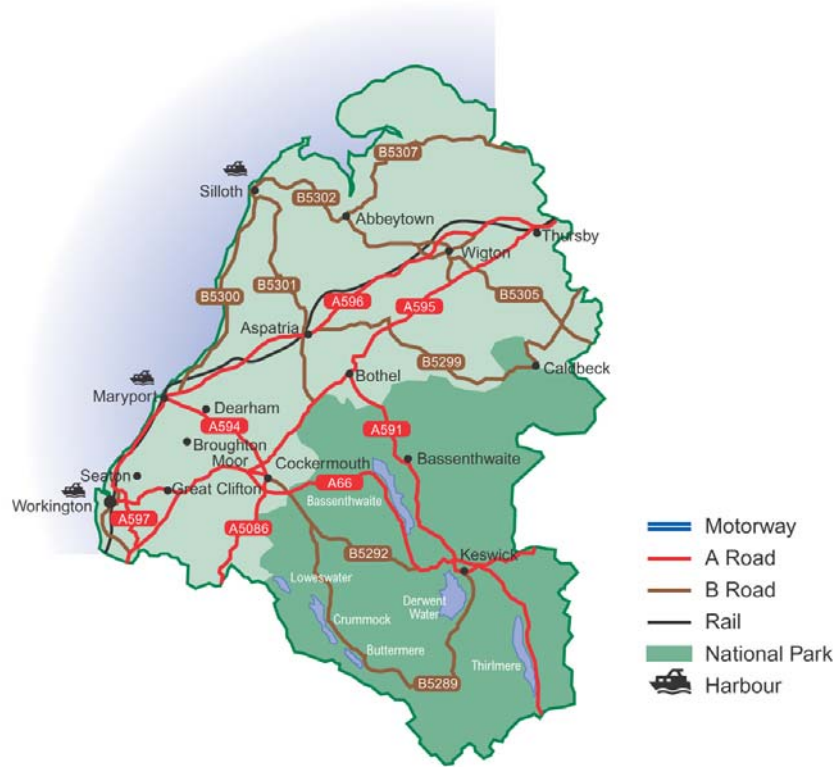
Policy LD6 : Design standards

The design and layout of developments should comply with the Cumbria Design Guide and the Parking Guidelines for Cumbria. In order to take account of the needs of people whose mobility is impaired, development will be required to include appropriate facilities. Developers will be required to carry out safety audits to ensure that appropriate and safe access facilities are provided for all of the modes of transport to be used for access to the development and those affected by it and for all users. In addition regard needs to be paid to security aspects in order to ensure that crime is reduced.

Area transport plans

The following plans set out the transport issues and opportunities and the approach to be taken in each of the County Council's Local Committee areas. These plans are area specific and do not include the approaches that are countywide and which are dealt with in the preceding sections.

11. Allerdale



Introduction

11.1 The highest priority will be to ensure that transport measures are put in place that support regeneration and that capacity of the transport network does not present a constraint to development. Opportunities will be sought to sustain and enhance employment, support the role of town centres and enable environmental improvements. East-west transport links between West Cumbria and the rest of the region will be strengthened, including the A590, A595 and A66 as well as the Cumbria Coast and Furness rail lines. New opportunities for the Ports of Workington and Silloth will be sought including passenger and freight services. Access by road and rail will be improved.

Issues and opportunities

- 11.2 The following transport issue and opportunities have been identified for Allerdale.
1. Allerdale has the third largest incidence of killed and seriously injured (KSI) casualties. Many of these incidents occur on high-speed roads.
 2. In Wigton, Aspatria, Maryport and Workington the narrow main shopping streets are currently extensively used by HGVs and large agricultural machines. There are road safety concerns about conflicts with pedestrians and cyclists and in particular school children.
 3. There are dangers on rural roads where all road users are required to use the carriageway, particularly where these form part of recognised cycle or walking routes including gaps and substandard sections of footways in towns and villages.
 4. Within Key Service Centres in Allerdale there is a lack of safe crossing points on heavily trafficked roads. This is part of a wider community safety issue that includes poor street lighting, perceived speeding and inappropriate/unsuitable traffic for the type of road.
 5. There are safety and congestion impacts of traffic generated by travel to work at BNFL Sellafield from south-west Allerdale.
 6. Integration of bus services with one another and rail services is poor, there is a lack of interavailable-ticketing and the concessionary fare schemes are limited to elderly and disabled people.
 7. Infrastructure for public transport passengers is poor - particularly the lack of car parking/cycle storage /shelter facilities at rail stations and key bus stops.
 8. Rural bus services are limited in coverage and frequency restricted. There are few express services between key service centres and there is a lack of evening services outside the main centres. These factors affect the attractiveness of public transport and the accessibility of jobs and services particularly for the young and elderly.
 9. Accessibility to bus and rail services for people who have mobility impairments is poor.
 10. There is not enough capacity on trains at peak times between Maryport and Carlisle.
 11. There are gaps and obstacles in the pedestrian networks in key service centres that reduce accessibility particularly for people with impaired mobility or other sensory impairments
 12. There are inadequate cycle storage facilities at rail stations and workplaces.



13. West Cumbria has an off-road cycle network, but initial construction and maintenance standards of this is indifferent and key access points and links are missing - some sections within Workington are under used because of the "fear of crime".
14. Some cycle and foot trails have on-road sections that many consider have inherent dangers.
15. Indiscriminate parking is an issue in some housing estates and villages.

16. Obstruction of the footways by parked vehicles continues to be an issue in urban areas.
17. Tourist/Visitor parking causes widespread variation in demand through the year. Keswick in particular has a shortage of parking for cars and coaches at peak times.
18. Regeneration of Workington, regeneration plans at Maryport, Broughton Moor and Silloth and the Market Towns Initiative are likely to provide significant opportunities for partner funding to transport projects and challenges in terms of changing transport needs.
19. There are opportunities to improve the transport network as part of regeneration initiatives associated with Silloth Airfield and the former RNAD site at Broughton Moor.
20. Maintenance of the unclassified road network is perceived as poor and is constrained by available funding.
21. There is concern over the loss of rural road character through use of inappropriate construction methods, materials and maintenance methods
22. Certain key junctions in Workington and Cockermouth have capacity problems at peak times

Overall approach to the shared priorities

Indicators

Number of Killed or Seriously Injured Road Casualties
Access to services by Public Transport
Bus patronage
Numbers of cyclists

Targets

Economic development

- 11.3 In Allerdale the quality of the interurban transport network is key to the economy and quality of life issues and emphasis will be placed on bringing the road network up to modern standard. The highest priority will be to ensure that transport measures are put in place that support regeneration and that capacity of the transport network does not present a constraint to development.
- 11.4 Measures that sustain and enhance employment, support the role of town centres and enable environmental improvements will be prioritised.
- 11.5 Network improvements will be assessed for their wider economic benefits including lorry routes around Wigton and through to the national network. Ensuring efficient freight access is important to safeguarding existing jobs.
- 11.6 New opportunities for the ports will be sought including passenger and freight services. Improvements to access by road and rail will be supported.
- 11.7 The existing transport networks will be reviewed to ensure the networks are used efficiently and to maximum benefit.



- 11.8 Network improvements will be assessed for their wider economic benefits including selective improvements on the A595, A66, opportunities for short sea shipping and the demand responsive transport network.

Road safety

- 11.9 Most of KSI incidents within Allerdale occur on the core route network, many these involve the loss of control of a vehicle. Attention will focus on the high-speed roads where a large proportion of the KSIs occur. This will be through the Cumbria Road Safety Partnership steering group that will co-ordinate all road safety action. Measures will be prioritised on the A591, A595 A5086, B5305 and A596 where Route Action Studies have generated proposals. The Road Safety Camera Team will also target these routes. Continuing monitoring period will be undertaken to confirm the effectiveness of measures.
- 11.10 Assessment, feasibility and programming of relief roads for Wigton and Workington will be undertaken. Further Route Action Studies will be undertaken to highlight and suggest treatments for particular problem areas.
- 11.11 Community Speed Watch initiatives that have been carried out in the Cockermouth area will be extended elsewhere according to the benefits from the scheme. The outputs of this scheme are being evaluated.

Accessibility

- 11.12 A network of Key Rural Bus services will be identified based on the existing commercially provided and financially supported services. Priorities will be links to key service centres including Workington, Cockermouth, and Maryport and longer distance links to Carlisle and Penrith. Demand responsive services will be developed in areas of lower demand.
- 11.13 Improvements to journey time reliability on east-west transport links between West Cumbria and the rest of the region will be sought, including the A595 and A66 as well as the Cumbria Coast rail line.
- 11.14 Accessibility studies will be carried out in all the Allerdale key service centres. Measures that improve crossings of busy roads will be prioritised on routes identified in these plans. Principal routes will be those that provide access to key centre services from car parks, stations and main bus stops.
- 11.15 Improvements to the extensive off-road cycle path network and public right of way network to improve accessibility where this accords with the Rights of Way Improvement Plan and accessibility studies.
- 11.16 New public transport interchanges are proposed in plans for the regeneration of Workington and Maryport. In Keswick opportunities will be taken to improve bus interchange facilities through car parking rationalisation in partnership with the private sector and district council.
- 11.17 The county council will implement the outputs of the Cycling Development Action Plan to increase the numbers of journeys made by cycle.
- 11.18 The council will explore extension of smart cards to deliver innovative bus and rail fare schemes for groups such as the young, disabled, unwaged and elderly.

- 11.19 The council will evaluate the "Rural Wheels" and "Wheels to Work" programmes for expansion into rural areas in Allerdale.
- 11.20 The council will continue to support for the Community Minibus Programme, operated through the Allerdale Brokerage.
- 11.21 Opportunities will be taken to maximise the use of developer contributions to improve the local transport network, in particular to achieve continuous and attractive routes for cycling, walking and public transport.
- 11.22 A new access to A66 at east end of Cockermouth will be investigated.

Congestion

- 11.23 Generally Allerdale does not suffer from congestion on the strategic route network. However in several places, particularly the A595(T) between Lillyhall and Whitehaven, any blockage of the core route leads to major congestion and the use of some routes by inappropriate traffic. The Lillyhall-Parton A595(T) improvement to dual carriageway will improve the critical Workington-Whitehaven section and a set of adequately signed alternative routes, particularly for cars, will be prioritised.
- 11.24 Support will be given to the Workington movement study and measures arising from this that address capacity bottlenecks in the network.
- 11.25 Further developments of rail freight and coastal shipping will be encouraged in partnership with rail freight companies and the ports of Workington and Silloth.
- 11.26 The council will work with planning authorities and other agencies to promote an integrated transport approach linked with development proposals that help economic and community regeneration. There will be a presumption to encourage personal travel and freight to use more sustainable modes. Developers will be expected to contribute to achieving this aim and the county will prioritise resources to maximise investment as a result of development or regeneration initiatives.
- 11.27 New guidance on the design and maintenance of the highway will reflect the need to conserve rural road character and improve the public realm, by using suitable construction methods, materials and maintenance methods.

Air quality and environment

- 11.28 In Allerdale there are not generally air pollution problems. Air quality is and will continue to be monitored to identify potential problems before they occur.
- 11.29 Regeneration programmes planned for Workington in particular will make improvements to the public realm. Highway works will contribute to making these improvements. Access on foot by cycle and public transport will be prioritised as part of the regeneration schemes to maintain and improve air quality.
- 11.30 The Wigton eastern relief road will cut emissions and decrease journey times as well as improving the town centre environment.

- 11.31 In popular tourist areas including Keswick and the Borrowdale valley, cycling and walking will be encouraged with integration with public transport services.
- 11.32 While it is intended that measures will be implemented that accommodate traffic growth generated by development, growth in traffic will be managed with measures targeted at improving the environment in our towns and providing for the needs of pedestrians, cyclists and public transport users.

Key schemes - essential to meeting shared priorities

- 11.33 The Council will invest its own resources, and work with others to attract additional investment, in measures that support the approach set out in this Area Transport Plan. Schemes and initiatives will be identified and implemented that contribute to meeting the local targets. The following schemes are considered essential to achieve the objectives and targets of the Plan. They are set out in alphabetical order

Great Broughton main street improvements

The village of Gt. Broughton has a narrow main street which is in poor structural condition, many properties, including local shops and pubs, have doors straight onto the live carriageway - the scheme would enhance safety and accessibility and make major environmental enhancement.

Maryport to Flimby cycle link

This link extends the existing cycleway from Workington that parallels the A596. completing the cycle route to Maryport. This would provide for increased cycling and walking for the journey from home to work. It also forms part of the route from Carlisle - via Silloth, Workington and Whitehaven to Ravenglass. Completion of this missing link would benefit road safety, accessibility and environmental impact.

Maryport rail station improvements

Maryport station have little parking available and has poor access especially from the east side of the town. The town regeneration programme envisages improving bus, footway and cycleway connections from the harbour to the east of the town including the station. With better parking and bus connections Maryport station could serve as a rail head for Cockermouth and Silloth. This scheme would contribute to improving accessibility and environmental Impact; and to relieving congestion.

Newlands Lane - Westfield Drive - Workington - traffic management

This scheme proposes measures on a primary distributor road through a major residential area to the south of Workington that carries significant HGV volumes. There is a history of many non-injury incidents and the road provides an effective barrier to the estates on either side, particularly for the mobility impaired. The scheme would significantly enhance Safety and Accessibility with some congestion benefits.

Relief roads for Workington

The Workington Regeneration Movement Study proposes two new road links to relieve traffic in the town centre and provide access to industrial and development areas from the A66. One of these is to the north of the town and one to the south. These schemes would deliver road safety, accessibility, environmental benefits and reduce congestion in the town.

Wigton eastern relief road

Wigton lies on the strategic route from the M6 at Penrith to Silloth and North Allerdale. The narrow town centre streets are traversed by HGVs. The eastern relief road is a short link between the A595 and A596 to the east of Wigton, enhancing road safety, environmental impact and congestion within the town centre. It would also improve accessibility to North Allerdale and Silloth in particular regionally, to/from the south.

Workington transport interchange

This scheme envisages using vacant land adjacent to the rail station to provide a high-quality modern bus interchange, including long-stay car and coach parking. Links would be provided to the harbour cycleway. High quality bus passenger facilities in the town centre will be part of this scheme.

Workington town centre improvements

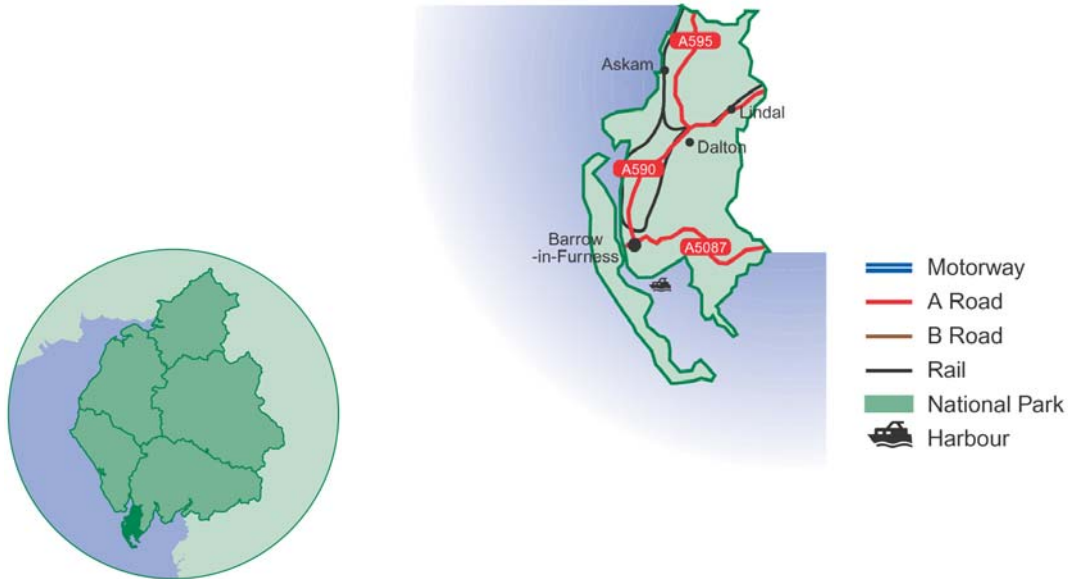
This scheme is regeneration led and comprises streetscape enhancements to the principal retail streets around Workington town centre. The scheme would particularly improve the environment and accessibility whilst generally improving safety and relieving some peak hour congestion.

Future investigations and studies

11.34 The following studies are required to develop the future programme of schemes to achieve the objectives and targets of this plan. They are shown in no order of priority:

- Further evaluation of options for Workington northern and southern links
- Further evaluation of Wigton environmental bypass

12. Barrow-in-Furness



Introduction

- 12.1 Barrow-in-Furness is a Regional Town identified in the structure plan for major development and as a Key Service Centre will be the focus for developing good access. Although the area has traditionally had a strong manufacturing economy incorporating marine and nuclear engineering, electronics, offshore engineering and power generation, it has in recent years suffered the effects of economic decline. The highest priority will be to ensure that transport measures are put in place that support regeneration and that capacity of the transport network does not present a constraint to development. Opportunities will be sought to sustain and enhance employment, support the role of the town centres and enable environmental improvements. East-west transport links between Barrow and the rest of the region will be strengthened, including the A590, and Ulverston bypass and the Furness rail line. New opportunities for the port will be sought including cruise, passenger and freight services, access by road and rail will be improved.

Issues and opportunities

- 12.2 The following transport issues and opportunities have been identified for Barrow:
1. In 2003 in Barrow the total number of road casualties 12 % of the countywide total. However the number of serious child road casualties accounts for 29% of the countywide total and there is therefore a need for a focus on child casualties
 2. Eight of the 13 district wards are classed as deprived. National research has shown that children in deprived areas are five times more likely to be killed on the road than their better-off peers.
 3. Because of long journey times between Barrow and elsewhere there are concerns about the road safety implications of driving to work and driving on employers business.
 4. Rail passenger services north of Barrow to Millom, Sellafield and Whitehaven are not regular; intervals vary between half hour and four hours during the day with no Sunday service. This constrains usability for commuters and weekend leisure traffic.
 5. Opportunities may arise from the re-franchising of rail services on the Furness and Cumbria Coast Lines to improve services and passenger facilities at stations.
 6. Accessibility at Barrow railway station is poor. Its location also inhibits use of public transport to the town centre.
 7. There is an identified lack of a central focus for bus services.
 8. There is potential for the railway to carry increased freight traffic relieving the adjacent road network both to the north and east of Barrow.
 9. There are specific gaps in the local bus network affecting the development sites in Barrow: Channelside area, Hindpool Road, Park Road, the Dock Estate



10. The area is compact and well suited to successful local bus operations. Existing partnerships with bus operators provide opportunities to better co-ordinate and promote bus travel as does the existing ring a ride.
11. As the area is compact there is considerable potential for more cycling and walking. The development and promotion of the local and strategic cycling and walking networks are important for tourism and local recreational use as well as for journeys to work and school.
12. Nearly a quarter of all journeys to work in Barrow (22%) involve cycling and walking to work; this is almost twice the proportion (12%) for the North-West as a whole. There is an opportunity to exploit this to further encourage modal shift from car commuting, to lessen the environmental impact of travel to/from school and work.

13. The Cumbria Cycleway route has been signed since the 1980's but in recent years has fallen into disrepair. A sustainable and effective maintenance regime for cycle routes is needed.
14. The availability of cycle parking is poor near offices, shopping centres and public transport.
15. The Greenways pilot project has been successful in providing safe, attractive, car-free, off highway routes for healthy commuting, recreation and gives an opportunity to develop the network further.
16. Pedestrian links and signing between the rail station, main bus stops, car parks and town centres are poor, as are links to the development sites and the dock area defined through the Access to Employment Study.
17. There is a lack of safe crossings for pedestrians on Abbey Road and on the A590.
18. There is a lack of provision of enough, well designed and suitably located parking for people with impaired mobility.
19. There is an opportunity to improve accessibility through partnership with existing groups such as Sure Start and The Barrow and District Disability Association, to identify main bus routes, cycle networks and pedestrian routes.
20. The A590 between the Furness peninsula and the M6 motorway is not up to modern standards. The route has several constrictions, including passing through Ulverston, Lindal and High and Low Newton, and long single carriageway sections with unimproved alignments.
21. The A595 is a single carriageway road much of which is poorly aligned. Long journey times on this route affect access to jobs, higher education and training, health care and leisure and increase the costs of freight transport
22. The county council's recent study into Access to Strategic Employment Sites in Barrow identified improvements at 12 road junctions as necessary to enable development at Channelside, Hindpool Road, Kimberley Clark and the Dock Estate and prevent widespread congestion.
23. Unacceptable traffic delays are caused by opening Jubilee Bridge between Barrow Island and Walney Island to allow ships to pass.
24. Quarry traffic from the Millom area conflicts with community amenity and safety on the A595.
25. Much freight distribution is undertaken by HGV's with some industrial sites having up to 100 movements per week. There are problems of lorry traffic using inappropriate roads in residential areas and outside the town. For example the use of Greengate Street.
26. The Port of Barrow is the largest port complex on the west coast between the Mersey and the Clyde and can take ships up to 9m in draught and 230m in length, the existing road access to the Cavendish Dock and the Ramsden Dock is poor.
27. There is an opportunity for the port to accommodate much more shipping movement and the Port is also potentially a destination for cruise ships.
28. There is an opportunity to carry more freight by rail because local freight train operators are keen to develop local business and local manufacturers and consignors are keen to adopt rail for goods movement. However there is a lack of rail freight facilities close to the major shippers.
29. The existing West Cumbria Freight Quality Partnership presents an opportunity to be extended to Barrow.
30. There are constraints to development presented by the highway network in terms of road capacity for additional traffic and safe, direct and attractive networks for cycling and walking linking housing with development areas.
31. Economic regeneration and community renewal improvement plans have led to benefits through partnership working. An example of the cross cutting impacts of transport investment is improved street lighting, which will benefit general community safety and in addition will improve casualty rates in disadvantage areas and life expectancy will increase.
32. The existence of the Urban Regeneration Company is an opportunity to provide additional funding to help with improving the highway network to mitigate and accommodate the transport impacts of development. This provides a strong basis to make effective connections between the agencies

involved in developing a transport network that meets the needs of the economy, communities and the environment.

33. Improved accessibility between the town centre and docks area for all modes of transport is essential to regenerate the town centre.

Overall approach

Key Local Indicators

Number of Child Killed or Seriously Injured road casualties
Number of Cycling trips at representative sites
Congestion - variability of peak hour journey time
Bus and Rail Patronage

Targets

Economic development

- 12.3 In Barrow the highest priority will be given to measures that secure regeneration. Sustain and enhance employment, secure investment, develop social and community facilities, support the role of town centres and enable refurbishment and environmental improvements.
- 12.4 The county council, Barrow Borough Council, The Highways Agency, West Lakes Renaissance, Furness Enterprise, Kimberley Clarke and other agencies will work together to ensure that transport measures are integrated with projects that assist economic and community regeneration, including Home Zones. In particular the partners will investigate the transport needs generated by development opportunities on the whole length of the A590 corridor from the M6 to beyond Kimberley Clark but with particular emphasis of the southern length of the A590 south of the Asda development. Partnership working will ensure appropriate construction materials and maintenance methods are used in conservation and other environmentally sensitive areas.
- 12.5 Development should not adversely affect the transport Network. Wherever possible development should improve transport networks including opportunities for more cycling and walking. Contributions to improving the transport network for all modes will be sought from developers and regeneration sources to maximise the effectiveness of the council's own investment. Improvements will be made to the network, in partnership with others, to provide the capacity for new development.

Safety

- 12.6 The focus of attention will be on investigation of child injury collisions and particularly on the casualty problem in disadvantaged areas. Various solutions will include a mix of engineering, education, enforcement and health promotion activities.
- 12.7 Partnership working will be emphasised involving the community and external organisations including the Cumbria Road Safety Steering Group, the Local Strategic Partnership (LSP) and those involved with neighbourhood renewal and health inequalities. These



will consider the broader range of social and environmental problems and solutions including establishing other sources of funding (Neighbourhood Renewal Funds for example). Measures considered will include: slowing traffic, School Safety Zones, road safety skills and awareness training, better social and play facilities, and speed and safety awareness campaigns. Emphasis will be on raising awareness of the effect of speed on casualties through campaigns and the safety camera initiative.

12.8 Engineering measures to reduce traffic dominance in residential areas will be considered including:

- 20 mph and Home Zones,
- Restricting access to back streets by using Alley Gates.

These will be aimed at addressing the road safety implications of deprivation and crime and disorder. The existing programme of driver awareness through the Cumbria Chamber of Commerce will be developed.

Accessibility

12.9 The general approach is to ensure there are no barriers to economic development. Strategic routes to and from the area by road and rail need to be congestion free. The local network giving access to the identified development areas from established and new residential areas needs to be safe and attractive for cycling and walking.

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

12.11 Accessibility plans will be prepared for Barrow and Dalton town centres, considering the needs of people with impaired mobility and visual impairment. The approach will be to provide safe, continuous, attractive routes for all modes. This will include working with transport operators to improve accessibility of public transport and staff awareness of the needs of the mobility impaired.

12.12 Commercial and subsidised bus services will provide a core network and a network of secondary, less frequent services. Inclusion of people with impaired mobility will be approached through the existing demand responsive service. We will make improvements to bus passenger facilities on core routes in Barrow and between Barrow and other Key Service Centres to form Quality Bus Routes developed with the bus operator. We will investigate similar improvements at important individual bus stops, for instance where demand responsive services converge on the scheduled network.

12.13 Bus services will be developed in association with the development sites using planning gain and economic regeneration funding to start up new services. New bus services will need to penetrate deep into the employment sites and link the four sites with the town centre, the rail station and residential areas. Regeneration funding will be sought to enable the accelerated development of infrastructure as well as services needed to connect new developments.

12.14 The council will work with train operators to provide better information, security and interchange facilities at stations, including improvements to pedestrian routes and signing and to improve marketing and promotion of rail services.

12.15 The North-West Discovery Trail will be supported and will provide safe, accessible and attractive recreational and utility walking routes on the coast.

- 12.16 Footway improvements and pedestrian crossings identified in school travel plans will be given priority. Priority will be given to footways where pedestrians currently have to walk in the carriageway.
- 12.17 Reallocation of road space on rural roads with improved verges and safety measures as well as selective upgrading of the Public Right of Way Network, will be considered where there are gaps in the pedestrian network.
- 12.18 Improvements will be sought to the A590 between Barrow and the M6 that reduce journey times and improve journey time reliability. There is a need to improve the A595 between Barrow and Whitehaven. Measures that improve road safety and bring the road up to a modern standard will be prioritised.
- 12.19 The council will be an active partner in developing Home Zones identified and led by housing and regeneration initiatives to develop the highway elements of such schemes.



Congestion

- 12.20 Attracting motorists onto buses is central to delivery of reducing congestion. In Barrow concessionary fares and bus priority measures will be considered. Employers will be encouraged and assisted to implement workplace travel plans. A focus will be on new businesses drawn to the strategic development sites and on the larger existing employers (the Health Authority, BAe, the county council and borough council). Where localised traffic increase is predicted associated with large-scale new developments, travel plans will be required as part of transport assessments.
- 12.21 The county council's Better Ways to School (BWTS) Programme will ensure that all schools will have prepared School travel plans by 2012. The main routes in the Barrow area will be routinely monitored for journey time reliability to monitor local traffic congestion.

- 12.22 Junction improvements are required for six over capacity junctions including four on the A590 trunk road in association with development proposals. These include installation of new traffic signals or roundabouts at existing priority junctions.
- 12.23 A bus strategy for Barrow will be developed (covering service frequencies, attractive ticketing, better passenger information, high quality vehicles), to make a positive and sustainable contribution towards achieving congestion and accessibility objectives.
- 12.24 The Cumbria Cycling Development Action Plan (CCDAP) proposes actions to increase cycling and identify gaps in the existing network. This will be implemented in Barrow according to the programme set in the Action Plan
- 12.25 Provision for lorries on strategic routes will be improved to encourage regeneration, by better maintenance and localised highway improvements.
- 12.26 The Cumbria Freight Quality Partnership will be extended to Barrow to work with the rail freight companies and the port to develop business, which will remove lorry movements from the highway network.

Air quality and environment

- 12.27 Particularly in urban areas, road traffic accounts for over half of the total emissions of nitrogen oxides and particles. The borough council continues a programme of monitoring to ensure any changes in air quality and possible areas of concern are identified.
- 12.28 To ensure that air quality in Barrow is maintained the approach to transport will be of ensuring that; traffic is free flowing through adequate provision of road infrastructure, greater use of public transport for local and long distance journeys and enabling and encouraging more short journeys on foot and by cycle.
- 12.29 Joint working will take place with health promotion professionals, youth workers etc to promote cycling and walking to improve the levels of physical health at the same time as reducing emissions from transport.

Key schemes essential to meeting the shared transport priorities

- 12.30 The Council will invest its own resources, and work with others to attract additional investment, in measures that support the approach set out in this Area Transport Plan. Schemes and initiatives will be identified and implemented that contribute to meeting the local targets. The following schemes are considered essential to achieve the objectives and targets of the Plan. They are set out in alphabetical order

Access to Barrow employment sites –

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

Barrow Town Centre network improvements

This scheme comprises the highway elements of a public realm improvement scheme. It will benefit congestion, safety and accessibility by cycling and walking in the town centre enhancing economic vitality.

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

In partnership with NWDA these schemes will provide new or improved access to the Dock area where new employment, housing and recreational development are planned. These provide regeneration benefits and will contribute to improving accessibility between residential and employment and recreation areas.

Home zones

Homes zones are planned in Hindpool and Roosegate areas. Other areas will follow. These schemes contribute to community renewal and liveability as well as improving personal security, road safety and accessibility.

Localised improvements to A595

Between Barrow and Kirkby in Furness localised improvements will improve road safety and accessibility.

Second Walney Channel Crossing:

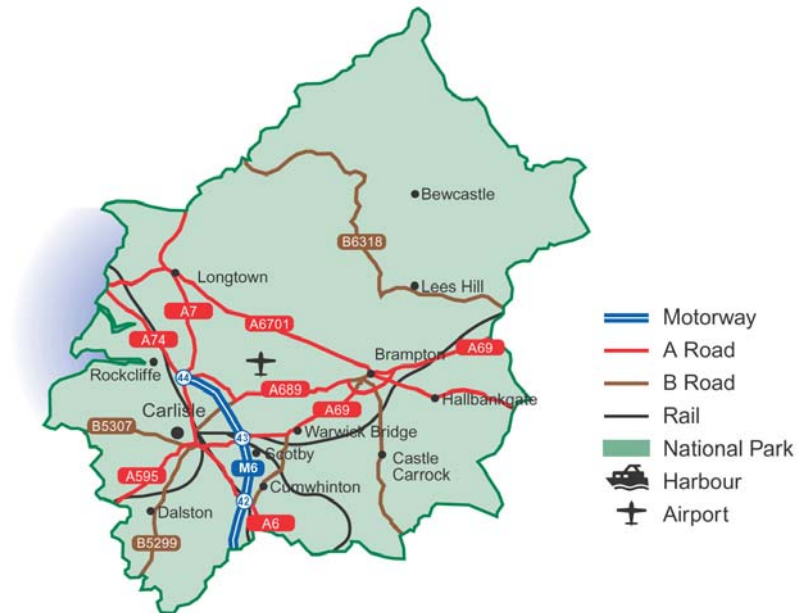
This scheme provides a crossing for cycles and pedestrians improving accessibility for the 11,000 population on Walney Island to the goods and services in Barrow. This will also reduce congestion on the one existing road bridge.

Future investigations and studies required

12.31 The following studies are required to develop the future programme of schemes to achieve the objectives and targets of this plan. They are shown in alphabetical order.

- A second road crossing over Walney Channel
- Assess location and scale for car parking in Barrow town centre, Askham, and Dalton
- Central Bus Station and Coach Parking
- Identify strategic HGV routes and a programme of improvements where necessary.
- Investigate the age and time of casualties, for example whether during school term.
- Localised route improvements to A595
- Morecambe Bay Bridge
- Open access freight facility to the north of Barrow around Kimberley Clark,
- Promote Abbey Road as a visitor route into Barrow

13. Carlisle



Introduction

13.1 Carlisle is a gateway city and interchange for visitors to the county serving Cumbria's links to the North-East, Scotland and the North-West. It is a regional retail centre and a growth area for employment. It is a Regional City identified in Regional Planning Guidance. To sustain current economic growth the city needs to be able to provide a step change in increased housing provision.

13.2 In the city, priority will be given to:

- Transport measures that enhance Carlisle as a gateway and interchange by providing high-quality, modern facilities and services,
- Transport measures that reduce through traffic,
- Providing easy access to jobs and services in the city centre and development areas,
- Strengthening links to Kingmoor Park by all forms of transport, reducing delays to public transport on radial routes,
- Developing a high-quality, continuous cycle network,
- Measures that support developing Carlisle airport in particular those that improve access between the airport and Carlisle railway station

13.3 In the outlying district of Carlisle the priorities are:

- Bringing the interurban road network up to modern standard,
- Developing demand responsive public transport services to enable access to services,

- Ensuring efficient freight access to the national network to safeguard existing jobs,
- Developing sustainable access to and along Hadrian's Wall,
- Network enhancements that bring wider economic, social and environmental benefits including lorry routes around Wigton and a South Carlisle environmental route.

Issues and opportunities

- 13.4 The following transport issues and opportunities have been identified for Carlisle:
1. There are an unacceptably high number of killed and seriously injury (KSI) accidents in the Carlisle Area. There are particular concerns about residential areas and high-speed roads.
 2. There are opportunities presented by community renewal and regeneration initiatives to develop Home Zones through which road safety can be improved alongside other quality of life issues.
 3. In the wider district of Carlisle there is a high dependency on travel by car and transport by lorry on the rural road network due to the dispersed nature of the population, employment and tourism locations.
 4. There are major issues about the limited public funds available to support non-commercial bus/rail services.
 5. Rail stations and train services generally have poor accessibility both for people with impaired mobility and in terms of car and cycle parking.
 6. Interchange at Carlisle station could be improved with better pedestrian routes, bus interchange and car parking.



7. Security and real-time information at the smaller stations of Brampton, Dalston and Wetheral is poor and does not encourage rail travel.
8. Bus services suffer from unreliability and extended journey times because of traffic congestion.
9. Although there are some city services operated with low floor buses, there are still problems of poor accessibility of many bus services.
10. There is an opportunity to reduce congestion through Park and Ride sites on radial routes complementing the Carlisle Northern Development Route (CNDR).
11. Many of the sparsely populated rural communities within Carlisle have limited conventional public transport service provision.