

# Area transport statements

## Introduction

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

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

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

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

Economic development programmes have influenced the measures proposed. The statements also draw upon the emerging accessibility planning work and as this is developed its outcomes will influence and inform the development of the Area Transport Plans.

There are some common themes and characteristics in all the areas and where this is the case strategic approaches have been adopted or trailed in specific areas in advance of being rolled out elsewhere. An example of this is the Rural Wheels scheme. Each of the areas also have their own different characteristics and issues that have led to a different weighting of the county objectives in each area. This is reflected in the measures for each area.

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

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

The transport outcomes for each area have been determined on the basis of local evidence and also to contribute to the overall picture for the county and the specific Objectives and Targets of the LTP.

# 11 Allerdale



## Priorities

In Allerdale the key priorities are supporting the regeneration of the economy and improving road safety, both of which are Cumbria wide priorities. The integration of transport with regeneration initiatives including the West Cumbria Masterplan and Workington and Maryport Regeneration is critical and has already been established.

### Road safety

Allerdale has the third largest incidence of killed and seriously injured (KSI) casualties in Cumbria, many incidents occur on the core route network and involve the loss of control of a vehicle. In the first eleven months of 2005 there were 57 KSI casualties in Allerdale; 37 of these occurred on A-roads. In the same period there were 204 slight casualties evenly split between A-roads, other classified roads and unclassified roads. The overall figures for slight and KSI casualties represent a 19% and 6.5% improvement over the January to November 2003 casualties.



There are dangers on many roads where all road users share the carriageway, particularly where these form part of recognised cycle or walking routes. Often these dangers include gaps in and substandard sections of footways/verges and restricted visibility.

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

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

### Accessibility

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

These factors affect the attractiveness of public transport and the accessibility to further education, services, jobs and leisure activities, particularly for the young and elderly. For example only 28% of Allerdale's 14-19 year old population is able to reach a college with full learner entitlement within 30 minutes by public transport, and only 70% within 60 minutes. As described above the more rural areas are disproportionately disadvantaged. There is overcrowding on peak hour trains, between Maryport and Carlisle which discourages commuting by rail. There are calls from user groups and tourism agencies to enhance the Sunday train service that is currently restricted to three Whitehaven-Carlisle return services.

A council audit of passenger facilities at stations and consultation on the Area Action Plans identified infrastructure for public transport users as often being inadequate, particularly the lack of car parking/cycle storage/shelter facilities at rail stations and key bus stops. There is a lack of available inter-ticketing and integration between bus services and rail services, these issues were highlighted in the Area Transport Study. Accessibility to bus and rail services for people who have mobility impairments is often poor, with few raised kerbs at bus stops, low rail platforms and few low floor buses. A mobility plan for Aspatria highlights a number of barriers to public transport use that exclude disabled people that need to be addressed. The implementation of 'real time information' systems is seen as crucial, particularly at key interchange points.

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

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

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

### Congestion

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

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

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

### Environment

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

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



### Approach to addressing the priorities for Allerdale

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

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

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

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

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

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

Demand responsive services will be developed in areas of lower demand, typically evaluation of the Rural Wheels and Wheels2Work programmes for expansion into the Allerdale rural areas and continue to support the Community Minibus Programme, operated through the Allerdale Brokerage.





Improvements will be made to the West Cumbria 'off-road' cyclepath and public rights of way networks where this accords with the Rights of Way Improvement Plan. Cycle networks will be identified first in Workington, Maryport and Keswick to increase the use of cycles as a transport mode, while in popular tourist areas, (typically Keswick and the Borrowdale valley), cycling and walking will be encouraged through integration with public transport services.

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

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

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





### Key measures for implementation within Plan period

The following measures are programmed for 2006/7

*Cockermouth Cycle Route*

#### **CO2 CO3 CO5 CO7 SPI SP4**

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

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

*Workington town centre improvements*

#### **CO2 CO3 CO4 CO5 SPI SP2 SP3 SP4**

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

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

*Maryport rail station improvements*

#### **CO1 CO2 CO3 CO4 CO6 SPI SP2 SP3**

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

*Workington transport interchange*

#### **CO1 CO2 CO4 CO5 CO6 CO7 SPI SP2 SP3**

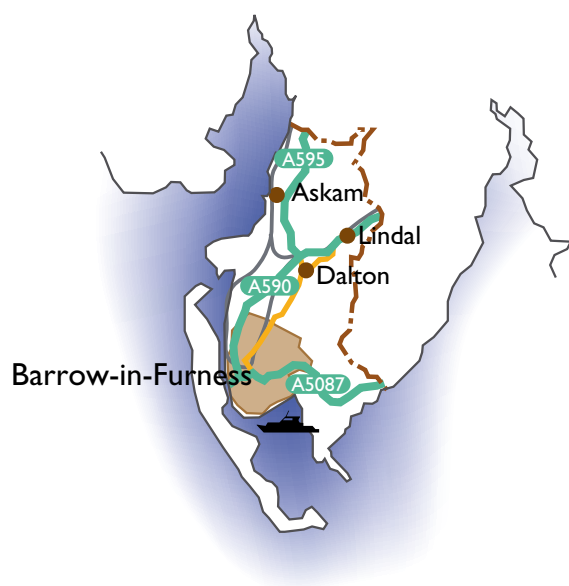
This scheme uses vacant land adjacent to the rail station to provide a high quality interchange for buses, and including long-stay car and coach parking, to replace a facility in the town centre that lacks capacity and is not up to modern standards and is identified in regeneration plans for other uses.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

### Future studies and investigations

- 1 The effects on safety and environment of large vehicles negotiating the narrow streets of Wigton is identified as a priority in Allerdale. The need for goods traffic to access North West Cumbria from the M6 is identified in the Spatial Strategy. In consequence of these economic, social and environmental priorities there is a need to assess the options available to address these alongside the objectives of the plan. Options will include a Wigton Eastern Relief Road.
- 2 Regeneration plans for Workington identify as a priority access from the A66 strategic route to the Port of Workington and the industrial areas west of the town centre while removing traffic from the historic core of the town. West Lakes Renaissance business plan has included the options of northern and southern routes and a Southern Link has been identified as a future major scheme for Cumbria. To determine the most appropriate option to achieve the economic and environmental outcomes further study work is required focussing on the Northern and Southern Link route options.
- 3 Improving pedestrian access within the towns of Allerdale is identified as a priority. A programme of mobility plans has been begun with an assessment of pedestrian routes in Aspatria and will be followed by the remaining KSCs in Allerdale. The studies are based on identifying and making good gaps and substandard sections in the walking network. This will address community concerns about road safety and the accessibility of transport links, goods and services in these communities



## 12 Barrow-in-Furness



### Priorities

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

### Road safety

In 2003 in Barrow the total number of road casualties was 12% of the countywide total. During the first eleven months of 2005 the total number of recorded injury accidents in Barrow was 159 (19 KSI and 140 slight injury); the corresponding (adjusted) total for the comparable eleven month period for 2003 was 213 (21 KSI and 192 slight injury). However the number of serious child road casualties in the year 2003 accounted for 29%; the Annual Road Safety Statement confirms the need for a focus on child casualties. Eight of the 13 district wards are classed as deprived and evidence in Barrow supports national research that children in deprived areas are five times more likely to be killed on the road than their better off peers.



A lack of safe crossings for pedestrians on Abbey Road and on the A590 has been highlighted in the Area Transport Study, as has quarry traffic from the Millom area conflicting with community amenity and safety on the A595 between Askam and Grizebeck.

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

#### **Accessibility**

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

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

There is a lack of provision of well designed and suitably located parking for people with impaired mobility, as identified in the Area Transport Study. There is an opportunity to improve accessibility through partnership with existing groups such as Sure Start and The Barrow and District Disability Association. This partnership approach will help to identify key bus routes and pedestrian routes.

There is an identified lack of a central focus for bus services in the town and there are gaps in the local bus network affecting the development sites in Barrow: Channelside area, Hindpool Road, Park Road and the Dock Estate. However the area is densely populated and potentially well suited to successful local bus operations, and existing partnerships with bus operators provide opportunities to better coordinate and promote bus travel as does the existing Barrow Ring and Ride service.

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

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

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

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

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

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



## Congestion

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

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

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

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

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

Economic regeneration and community renewal improvement plans have led to partnership working between the borough and county councils, regeneration organisations and local communities. An example of the cross-cutting impacts of transport investment is improved street lighting, which will benefit general community safety; in addition will improve casualty rates in disadvantage areas and life expectancy will increase.



### Economic development

The A590 between the Furness peninsula and the M6 motorway has several constrictions, including passing through Ulverston, Lindal and High and Low Newton, and long single carriageway sections with unimproved alignments. This causes unreliable and extended journey times between Furness and the rest of the region and UK, impeding economic development. The worsening position regarding average journey times on A590 has already been noted in the context of road safety; there are also significant implications for the ability of Barrow to attract economic development.

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

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

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

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

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

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



### Area approach

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

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

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

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

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

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

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

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

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

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

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

The council will make improvements to bus passenger facilities on core routes in Barrow and between Barrow and other Key Service Centres to form Quality Bus Routes developed with the bus operator.





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

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

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

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

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

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

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

### Key measures for implementation within Plan period

The following measures are programmed for 2006/7:

*A590/A5087 Link Road Phase 1*

#### **CO1 CO2 CO5 CO6 SPI SP2 SP3 SP4**

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

*Access to Barrow employment sites*

#### **CO1 CO2 CO5 CO6 SPI SP2 SP3 SP4**

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

*Home Zones*

#### **CO3 CO5 SPI SP4**

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

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

*Access to Barrow employment sites*

#### **CO1 CO2 CO5 CO6 SPI SP2 SP3 SP4**

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

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

*Implementation of town centre design framework*

#### **CO2 CO3 CO4 CO5 SPI SP2 SP3 SP4**

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



#### Home Zones

#### **CO3 CO5 SPI SP4**

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

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

#### **CO1 CO2 CO6 SPI SP2**

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



*Promote Abbey Road as a Visitor Route into Barrow*

#### **CO6 CO7 SP2**

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

#### **Future studies and investigations**

- 1 The identification as a priority in Barrow of children becoming road casualties requires further study into linkages between ages, locations and times of child road casualties to direct better investment in reducing these casualties.
- 2 Accessibility between Walney Island and Barrow centre has been identified as an issue with the priority concern being the constraint of a single crossing of Walney Channel. There is a need to fully assess the options for overcoming the accessibility problem identified.
- 3 The parking needs of Barrow town centre, Askham and Dalton particularly for people with impaired mobility, identified as a priority need assessment for comparability with other similar centres.
- 4 The identified lack of a central bus and coach interchange to improve the attractiveness of public transport requires a short study to evaluate options for improving public awareness and ease of use to achieve the county target for increased bus use.
- 5 Local businesses identified as a priority the potential for increased use of rail freight in the Barrow area. A joint study to evaluate options is required.

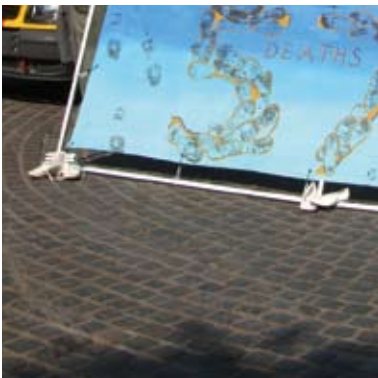
# 13 Carlisle



## Priorities

The key priorities in Carlisle are addressing transport and movement issues that limit economic vitality and growth in the City of Carlisle and improving accessibility in the rural parts of the district. The city is identified as a regional centre for economic growth. The approach in Carlisle is to work effectively with the Carlisle Renaissance initiative to support the new development opportunities and to implement the Carlisle Northern Development Route. Measures will be implemented to assist public transport, cycling and walking in the city. Ways of improving access to essential services from the rural areas will be based on developing demand responsive transport measures and opportunities presented by the Tyne Valley Line.





### Road safety

There is a high number of killed and seriously injury (KSI) accidents in the Carlisle Area, as evidenced in the Annual Road Safety Statement. During the first 11 months of 2005 the total number of recorded injury accidents in the Carlisle area was 357 (36 KSI and 321 slight injury). This compares with a total of 354 (54 KSI: 300 slight injury) for the corresponding period in 2003. Carlisle was the only one of the six areas to show an increase in accidents over that time period. The number of cyclists involved in accidents remained fairly constant; however there was a significant reduction in involvement by motorcyclists.

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

### Accessibility

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

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

Across the whole of Carlisle District, 78.0% of the population are able to access an hourly or better bus service during weekdays, where access is defined as being within 800m of a bus stop (Department for Transport). This figure drops to 71.3% for evening services, although Sunday service remains at the weekday level. Carlisle district does suffer some accessibility problems in vulnerable groups, with, for example, only 77% of 14-19 year olds able to access a further education establishment with full learner entitlement in less than 30 minutes, which rises to 85% that have access in under an hour.



Although there have been significant recent improvements, interchange at Carlisle station could be further improved with clearer pedestrian routes, bus interchange and better car parking. Smaller stations at Dalston, Wetheral and Brampton and train services generally have poor accessibility for people with impaired mobility, and in terms of availability of car and cycle parking for interchange. Security and passenger information at these stations are poor and do not encourage rail travel. These particular small stations were assessed in 2003 under the Carlisle Rural Railways Reports (one for each station).

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

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

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

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

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

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



## Congestion

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

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

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

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

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

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

### Economic development

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

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

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

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

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

### Air quality

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

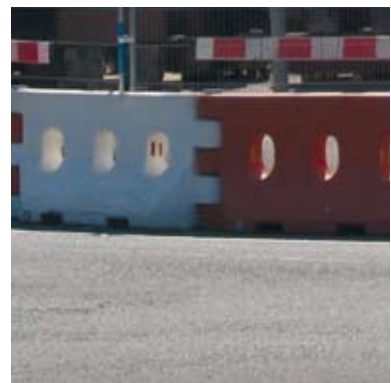
### Area approach

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

The council will continue to work closely with the Highways Agency to help reduce accidents on the strategic route network. A programme of actions by the Highways Agency for the A69 is planned for the next ten years.

#### **This is categorised into high/medium/low priorities and includes:**

- Investigating actions to create overtaking opportunities (high);
- Monitoring accident patterns at locations where recent safety improvements have been made (high);
- A feasibility study for improving existing junctions to a consistent standard (medium);
- Implementing the findings of the lay-by study (medium);
- Providing pedestrian crossing warning signs (medium);
- Implementing minor improvements to pedestrian crossing points where required (low);
- Reviewing levels of noise nuisance in Warwick Bridge (low); and
- Establishing discussion forum with local stakeholders to encourage modal shift (low).



On the local road network the road safety priority will be to reduce vehicle speeds in villages, residential areas and around schools where there is a history of people being killed or seriously injured. Home Zones within the city will be identified and led by housing and regeneration initiatives - the council will be an active partner in developing the highway elements of these schemes, to secure casualty reductions in residential areas. School Safety Zones will be developed as part of the Better Ways to School programme. Connections between local casualty rates and social and economic disadvantage will be investigated and where appropriate the Respect Programme of driver awareness extended.

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

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

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

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

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

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

The council will help and promote developing Work Travel Plans with the major employers and clusters of employers including Kingmoor Park and the councils, hospitals and colleges. Improved access to the Kingmoor Park employment from residential areas and the city centre site by all modes will be a priority.

Mobility Plans will be prepared for Carlisle, Longtown and Brampton within this Plan period in order to progressively remove barriers for all transport users, taking particular account of the needs of people with impaired mobility. The focus will be on pedestrian links between the rail stations and main bus stops, car parks and town centre facilities. The Cumbria Disability Network will be a key partner in helping to provide user perspective and advice on accessibility and mobility.

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

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

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

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

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

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

#### **Key measures for implementation within Plan period**

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

*Nelson bridge junction*

#### **CI C5 C6 SPI SP2 SP3**

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

#### *Houghton junction*

#### **CO1 CO3 CO6 SP4**

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

#### *Bus route and real time information*

#### **CI C2 C6 SPI SP2 SP3**

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

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

#### *Quality bus routes in Carlisle*

#### **CI C2 C6 C7 SPI SP2 SP3**

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

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

#### *Cycling and Walking measures in Carlisle*

#### **CI C2 C3 C4 SPI SP2 SP3 SP4**

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

#### **Future studies and investigations**

- 1 The traffic issues identified as a priority in Carlisle City require a strategic assessment of parking provision and management including park and ride opportunities and the needs of coaches, to ensure the city can make its contribution to the economy in future. The Carlisle Renaissance initiative, the City Council and the chamber of commerce will be key stakeholders and partners in this assessment.
- 2 Improvements to the public transport network in Carlisle to achieve LTP targets and tackle congestion require identification and evaluation of options for central interchange arrangements.
- 3 The strategic transport requirements identified in the Spatial Strategy for access to North West Cumbria, together with the traffic congestion and environmental quality priorities in the City require an assessment of options for rerouting local through traffic to avoid the city centre. Carlisle Renaissance identifies this as critical to achieve economic development. Options would need to include alternative routes for the South West sector.

# 14 Copeland



## Priorities

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

## Road safety

Copeland has several locations where there are perceived road safety hazards, though actual reported incidents, particularly those involving killed or serious injuries, are a small proportion of the county total. The volume and speed of Sellafield related commuter traffic is however an issue on affected routes.



During the first eleven months of 2005 there were 202 recorded injury accidents in Copeland (33 KSI and 169 Slight Injury). This compared with a total of 227 for the corresponding period in 2003: although there was some slight reduction in the overall total, it is notable that the number of cyclists involved increased from nine to 16.

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

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



## Accessibility

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

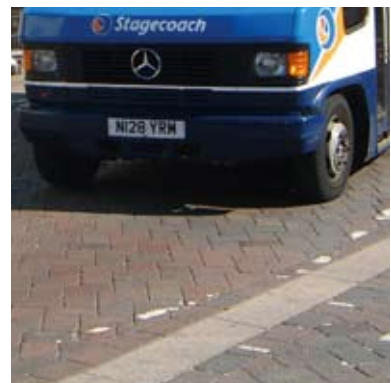
Many bus and rail services in Copeland depend on subsidy. Making services more attractive to the long distance traveller often compromises local accessibility and vice versa. Other than an infrequent weekday rail service, the area of Copeland south of Thornhill and north of Millom has inadequate public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

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

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

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

There are opportunities to promote increased cycling; building on the success of the extensive off road "Cyclepath" network from Flimby in the north to Seascale in the south and east from Moor Row to Cleator Moor and Rowrah. There is however a current issue about the maintenance of the network. There may be opportunities for assisting non-vehicular traffic by the creation of Quiet Lanes as a means of extending the cycle network



The Audit of Existing Cycle Facilities and Urban Cycle Networks study found a lack of facilities and signing in Whitehaven and missing links between the town centre and residential areas, major employment sites and secondary schools. Gaps in the strategic network at Cleator Moor, Egremont and Millom were identified in the Strategic Cycle Networks study.

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

### Congestion

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

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

### Economic development

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

Significant opportunities for partner funding to improve transport infrastructure are being presented through the regeneration programmes of West Lakes Renaissance and Rural Regeneration Cumbria. A further opportunity may arise from the location of the Nuclear Decommissioning Agency at Westlakes Science Park and the involvement of a high-level, multi-agency approach to addressing the future economy of the area caused by expected changes in the nuclear industry.

## Environment

Throughout Copeland the character of the rural road network and the local environment is affected by maintenance practices and the quality of street lighting. Major improvements have been made to the built environment within Whitehaven and Egremont; this has been aided by regeneration programmes. Future partnership projects involving highway works as part of improving the public realm will include Millom, Cleator Moor and a number of housing estates through future regeneration programmes.

## Area approach

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

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

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

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

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

To make public transport more attractive, improvements to the accessibility of bus stops will be prioritised on routes and at stops which benefit the greatest number of potential passengers. In the rural areas where the population is too sparse to sustain usual bus services the council will continue to support the Community Bus Scheme; the expansion of the Rural Wheels and Wheels 2 Work initiatives. A Passenger Transport interchange is planned for Whitehaven as part of wider development proposals, and measures to provide improved rail services to the south, with interchange at Seascale, will be considered with the train and bus operators.

All new developments in Copeland are required to produce travel plans that target Modal Shift for employees. The council will assist and promote Travel Plans with existing major employers; the following will be priorities: BNFL, the Borough and county councils, hospitals and colleges.

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

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

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

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



### Key Schemes for implementation within Plan period

The following measures are programmed for 2006/7:

*Measures to reduce commuter traffic to/from BNFL*

#### **CO1 CO2 CO4 CO6 SPI SP2 SP4**

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

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

*Whitehaven passenger transport interchange*

#### **CO1 CO2 CO4 CO6 CO7 SPI SP3 SP4**

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

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

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

#### **CO1 CO2 CO3 CO5 CO6 SPI SP2 SP3 SP4**

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

*Pow Beck Spine Road – Whitehaven*

#### **CO2 CO4 CO6 SPI SP2 SP3**

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



### Future studies and investigations

- 1 The accessibility concerns associated with poor public transport provision in the largely sparsely populated areas of Copeland indicate the need to carry out an accessibility assessment as part of implementing the Accessibility Strategy. This will formally identify needs and propose measures to address these. Measures to be considered would include bus and rail services, demand responsive Rural Wheels and Wheels to Work alternatives and improvements to information and infrastructure.
- 2 The limitations imposed on movement by the existing road network south of Calder Bridge have long been considered as constraints to economic vitality and the issue of the quality of the roads and alternative routes is a priority. A study is needed to identify alternative routes and low cost measures to sign and improve these.
- 3 The economic development needs of West Cumbria particularly in the light of the future changes to the nuclear industry, identified in the Spatial Strategy indicate the need for a review and re assessment of the transport improvements already identified for West Cumbria to prioritise these and identify a strategy to achieve the economic outcomes required. Options will include a Whitehaven Eastern Relief Road.





# 15 Eden



## Priorities

In Eden the key Priorities are improving accessibility and reducing the number of road casualties. The Council's Accessibility Planning work has identified Eden as the location for a first pilot detailed accessibility assessment study. Demand Responsive transport has a key role to play in improving access to essential services in Eden and the approach will be guided by the accessibility assessment through the Cumbria Accessibility and Transport Partnership.

## Road safety

In Eden in the first eleven months of 2005 there were 246 accidents, of which 66 were KSI casualties and 180 slight injuries. These figures represent a 1.5% and 6% improvement respectively over the figures for 2003 (adjusted for January to November).



The Annual Road Safety Statement had indicated that a high proportion of KSI accidents involved motorcycles, particularly on the A685 and A686 routes. However the number of motorcycles involved in accidents fell from 50 in 2003 to three in 2005 (both figures for January to November). Inappropriate speed has also been identified as a major contributor to road traffic accidents in Eden.

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

#### Accessibility

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

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

This can have large impacts on vulnerable groups such as the young, the old, those without access to a car or those receiving Jobseekers Allowance, demonstrated for example by the fact that only 28% of Eden's 14-19 year old population have access to a further education establishment with full learner entitlement within 30 minutes. This figure rises to 43% within an hour of such an establishment. Access to large employers is also low, with only 63% of those receiving Jobseeker's Allowance able to reach an employer of 50+ employees within 30 minutes by public transport. This figure only rises slightly to 64% when considering journeys of an hour.

Whilst there has been much development, promotion and improvement of the Settle-Carlisle rail line and services in recent years, access to the southbound platforms at Armathwaite, Lazonby and Langwathby and the northbound platform at Kirkby Stephen are the principal problems identified by the Settle-Carlisle Partnership. Other station improvements, identified by a council audit, would need to address car and cycle parking, security and the provision of real-time passenger information.

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

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

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

### Congestion

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

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

### Economic development

The ongoing and potential future development of Gillwilly Industrial Estate may provide an opportunity to secure significant developer funding to take forward the provision of a new road linking Gillwilly to M6 Junction 41. This link would enable industrial development to be completed and to be serviced via Junction 41, thereby relieving the already peak-period-congested M6 Junction 40/A66 interchange.



## Environment

There is pressure for a Kirkby Stephen Bypass. Issues include the impact of through traffic in Kirkby Stephen town centre, where the combined annual average daily traffic flow is over 6,400 vehicles, and extended large goods vehicle journey times due to re routing via the M6 and A66 which increase traffic congestion at Junction 40.

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

## Area approach

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

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

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

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

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

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

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

There will be a review of car parking in Penrith and at Pooley Bridge. In the Lake District, the council will support the National Park Authority in encouraging secure, sustainable, long stay parking to encourage onward use of walking, cycling or public transport, and evaluating using parking revenues to support sustainable transport measures.

In Kirkby Stephen and Appleby the council will continue to work with local authorities and other agencies to integrate transport measures with proposed urban design and public realm projects that help economic and community regeneration, ensuring appropriate design, construction materials and maintenance methods are used.

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

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

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

#### Key schemes for implementation within Plan period

The following measures are programmed for 2006/7:

*Clifton and Plumpton traffic calming schemes*

#### **CO3 CO4 CO5 SP4**

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

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

*A683, A686, A66*

#### **CO3 SP4**

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

*Appleby and Kirkby Stephen environmental enhancement*

#### **CO1 CO2 CO3 CO4 SPI SP4**

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



Schemes that have been prioritised for implementation in the future years of the programme include:

*Pooley Bridge to Howtown footpath*

**CO3 CO5 CO7 SPI“SP4**

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

**Future studies and investigations**

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

- 1 The accessibility issues of this sparsely populated district make this a priority area for the pilot study as the next stage of implementing the Cumbria Accessibility.
- 2 The priority given to conserving rural road character; the availability of a network of lightly trafficked roads and the economic importance of active recreation in the lake district and outlying areas indicates the need for study work into the impacts and opportunities for changes to highway management practice, including standards, quiet lanes networks and countryside access,
- 3 The identified priority to improve pedestrian routes in towns will be taken forward through the development of Mobility Plans for Penrith and Appleby building on the experience of Kirkby Stephen.
- 4 The continuing priority of improving sustainable transport in the National Park require joint evaluation with the Park authority and others of opportunities to secure revenue funding sources to support sustainable transport measures.
- 5 The identified priority for a new link road to ensure that economic development opportunities are maximised at Gilwilly in Penrith presents an opportunity to establish a strategy for funding transport major scheme proposals generated by economic development. A joint approach will be undertaken with the district council to put this in place.

# 16 South Lakeland



## Priorities

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

## Road safety

In South Lakeland there is a need to consider urban and rural road safety problems separately to address concerns about the prioritising of investment. In tourist areas concerns exist about the safety of pedestrians, cyclists and equestrians, particularly where they share the carriageway with vehicles.





There is an opportunity provided by the Local Strategic Partnership to engage with other stakeholders to draw up joint safety programmes that include traffic calming, safer routes to school, play areas and speed awareness initiatives. Similarly, the South Lakeland Community Strategy places a high priority on making travel to school safer, educating children and adults to dangers on the road and traffic management measures.

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



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

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



### Accessibility

In South Lakeland there is high dependency on travel by car, with about 85% of households owning a car, due in part to the difficulties of providing effective public transport. The limited public revenue funds available to support non-commercial bus/rail services restrict development of an effective public transport network. An hourly or better service is accessible by 54.1% of South Lakeland's population during the week, where access, as defined by the Department for Transport, is a bus stop within 800m. The proportion of the population that can access an hourly or better evening service is much lower, at 33.3%. The level of Sunday service is effectively the same as the weekday service.

The Area Transport Study highlighted the poor rail infrastructure in the area and the infrequent scheduled bus services to settlements other than Key Service Centres and hubs. Inadequate passenger facilities in railway stations in South Lakeland were identified in a council's audit of facilities. As the number of commercially viable services is small and public transport fares are high compared with elsewhere in Cumbria, people are discouraged from making trips by bus. This affects a wide variety of people, but can have particular impacts on the young or old, or those without access to a car. An example of a problem encountered by this group is that only 33% of the 14-19 year old population of South Lakeland is within 30 minutes of a further education establishment with full learner entitlement, and only 68% are within 60 minutes.



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



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



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

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

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

There are gaps and obstacles in the pedestrian network in Kendal and Ulverston that discourage walking and make access difficult for people with mobility or sight problems. An absence of footways connecting neighbouring settlements and conflict where walkers cross the A591 were identified in the Area Transport Study.

### Congestion

Traffic congestion in Windermere, Bowness and Ambleside is caused by visitor traffic during summer weekends and school holidays. Twelve-hour counts confirm that nearly 15,000 people travel along the A591 at Ings, near Windermere.

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

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

### Environment

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

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

### Area approach

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

Additional funding to address safety issues will be sought in South Lakeland through existing partnerships. These will aim to make routes to schools safer, increase the safety of parks and play areas, improve traffic management measures and provide new pedestrian crossings. Other measures will include educating children and adults to dangers on the road and the provision of child car seat inspection and fitting services.

To address accessibility issues in South Lakeland the council will further develop the Area Transport Advisory Group working locally in transport, health, education, housing, regeneration, social services and crime reduction, including the Local Strategic Partnership and voluntary organisations. Regeneration funding and developers contributions will be used to ensure that access to employment areas in Kendal and Ulverston by public transport and the highway network is upgraded.

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

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

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

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

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

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

The priority rail stations for improvements to car and cycle parking, security and real-time information are Windermere, Grange-over-Sands and Kendal in partnership with the train operators. The potential for cycle hire and linked cycle routes from the rail stations at Grange and Oxenholme will be investigated and improvements to the existing arrangements for cycle interchange at Windermere considered as part of the Windermere Masterplan.



The Cycle Development Action Plan and South Lakeland Cycle Strategy will be used to identify improvements required to the urban cycle network for each Key Service Centres and links to the National Cycle Network starting with Kendal, Ulverston and Windermere.

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



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

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



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

#### Key measures for implementation within Plan period

The following measures are programmed for 2006/7:

*Kendal Transport Plan Phase 3*

#### **CO2 CO4 CO6 CO7 SPI SP2 SP3**

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

#### **Key measures are:**

Bus activated signals, traffic management zones, improved pedestrian and cycling links.



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

*Ambleside Traffic calming*

**CO2 CO3 CO4 CO5 CO7 SPI SP3**

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

*Braithwaite Fold*

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

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

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

*Kendal Transport Plan Phase 4*

**CO2 CO4 CO6 CO7 SPI SP2 SP3**

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

**Key measures are:**

Bus activated signals, traffic management zones, improved pedestrian and cycling links.





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

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

*Preparation of Kendal northern relief route*

**CO3 CO4 CO5 CO6 SP2 SP3 SP4**

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

**Future studies and investigations**

- 1 The priority identified to increase levels of cycling indicate the need for ongoing work to identify improvements to the cycle network.
- 2 The emerging development masterplans for Windermere, Lancaster Canal and Grizedale Forest identified in the Spatial Strategy and locally will require transport input to assess options within these plans and to ensure that they are developed and aligned with the LTP.
- 3 The priority given to car parking provision and management in towns and a rural honey pot locations, particularly in the national parks, requires an integrated approach to determine an approach to determine an approach that supports economic activity while managing environmental and social impacts. Consideration is needed of on and off street provision, location, scale and management of parking and to assess demand and supply of visitor and commuter parking. This will include consideration of Park and Ride options for Kendal.
- 4 The continuing priority of improving sustainable transport in the National Park require joint evaluation with the park authority and others of opportunities to secure revenue funding sources to support sustainable transport measures.
- 5 Public transport use and provision in Kendal and throughout South Lakeland and options for making improvements will form part of the implementation of the Accessibility Strategy.