



## Colton Parish Council

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### Cumbria County Draft Local Transport Plan 2011-2026 Consultation

#### Response from Colton Parish Council

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

*(please tick one answer)*

**Yes** No

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

We are a Parish Council and not experts in how this should be achieved but it is imperative that it should be.

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

*(please tick one answer)*

**Yes** No

Should anything else be included?

Further consideration of charging visitors for access to the National Parks

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

Yes No

Can you please give reasons?

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

Yes No

Should anything else be included?

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

*(please tick all that apply)*

1. In the urban areas where more people are affected - **no, there are already plenty of transport options available.**

2. Spread across the county where there may be more benefit to visitors - **only if visitors are to be charged accordingly - why should our rates pay for visitor facilities?**

3. In rural areas tackling isolated communities - **absolutely essential.**

## Are there any alternative options?

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

*(please tick all that apply) - all - in the following order*

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

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

- Increase the funding.
- Find out what services are required and at what times.
- Increase funding for rural transport in particular. This could be raised from a small tourist charge at the most popular tourist car parks (similar to London's Congestion charge) and it should be made clear that this would be used only to subsidise rural transport which, as visitors, they are also able and encouraged to access.

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

- Publicise the benefits
- There needs to be more active encouragement for cycling eg. subsidised bike purchase such as the Cycle to Work scheme. Schools could receive a bonus if a certain percentage of their pupils walk or cycle to school on a regular basis. However, cycling and walking must be SAFE, therefore more emphasis on 20 mph speed limits etc.

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

*(please tick all that apply) - all - in the following order*

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

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

*(please tick all that apply) - all - in the following order*

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

Coordinate road works better.

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

*(please tick all that apply) - all - in the following order*

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

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

*(please tick one answer)*

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

This is not a 'tick one answer' question - they are both equally important

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

*(please tick all that apply) - all - in the following order*

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

Changing peoples behaviour and perceptions is important. Education is the key, hence emphasis on getting children involved in more active transport options from an early age.

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

#### 4. Rural roads

1. Run-down urban areas
2. Historic town centres
3. Tourist destinations - although this should be done by the tourism provider

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

*(please tick one answer)*

Yes No

**Can you please give reasons?**

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

1. Set targets
2. Baseline survey
3. Monitoring measurables such as traffic flow, pollution, journey times, percentage travel by different forms of transport etc.

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

In Table 1, you claim that cycleways cost £75k/km. What sort of cycleway is this? Tarmac? Given the widespread ownership of mountain bikes, can they be made more cheaply?

On page 12, under the heading Transport Challenges, the strategy states, 'people have told us that their main transport related concerns are about road maintenance, bus services and fares, convenient and cheap car parking, inappropriate traffic speeds.....and the safety of walking and cycling'. This sounds like it is already known what people need which provides a some good starting-places for the strategy

There should be much more recognition that the national park is not a place to go dashing around in a car! More encouragement for walk/boat/cycle initiatives, pedestrianised areas where no cars are allowed etc. Needs a much stronger approach from the Lake District Partnership including the LDNPA

Encouragement should not be given to tourist developments which are difficult to access by public transport.