



**Cumbria Transport  
Infrastructure Plan  
Consultation Report**

**January 2022**



## Report details

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## 1 Introduction

- 1.1.1 On 13 September 2021 Cumbria County Council published a consultation on the draft Cumbria Transport Infrastructure Plan (CTIP). The CTIP sets the policy framework for the role of transport and connectivity in supporting sustainable and inclusive growth in Cumbria for the period 2022–2037. It has been developed by Cumbria County Council and Cumbria Local Enterprise Partnership and is Cumbria’s Local Transport Plan.
- 1.1.2 The CTIP sets a vision for improving transport and infrastructure in Cumbria that provides for the needs of residents, businesses and visitors as well as respecting our special environment. The plan is also about how Cumbria supports recovery from the pandemic and seeks to respond to the challenges of climate change. These two key challenges are creating a seismic shift in the way we live and work that will have significant implications for years to come.
- 1.1.3 In line with the European Directive 2001/42/EC1 (the SEA Directive) the CTIP has been subject to a Strategic Environmental Assessment (SEA). The aim of the SEA is to inform and influence the plan-making process with a view to avoiding or mitigating negative environmental effects and maximising positive effects.
- 1.1.4 This summary report outlines the responses received to the draft CTIP consultation which took place between 13 September 2021 and 25 October 2021. It provides a summary of the nature of responses received.

## 2 Summary of consultation response

- 2.1.1 172 responses to the consultation were received. 149 responses were via the online survey and 23 responses were written submissions and the majority of these have been positive and supportive.
- 2.1.2 Respondents included individual residents, town and parish councils, Councillors, Cumbria district councils, Strategic Road Network operator, transport providers, community action groups, charities, academic institutions, walking and cycling groups, businesses, arts and heritage groups, political parties, and environmental action groups.
- 2.1.3 A summary of the responses to the 11 closed questions are provided overleaf. Overall, the majority of those who responded to each question within the consultation were supportive, in that they strongly agreed or agreed with the CTIP.

<b>Question</b>	<b>Strongly agree</b>	<b>Agree</b>	<b>Neither agree nor disagree</b>	<b>Disagree</b>	<b>Strongly disagree</b>	<b>No answer</b>
Do you agree with the Transport Vision for Cumbria?	13 %	30 %	13 %	8 %	7 %	29 %
Do you agree with the CTIP Objectives?	17 %	35 %	13 %	9 %	4 %	22 %
Do you agree with the key proposals for Cycling and Walking?	5 %	32 %	15 %	6 %	1 %	41 %
Do you agree with the key proposals for Digital?	19 %	30 %	22 %	3 %	1 %	25 %
Do you agree with the key proposals for Electric Vehicles and Transmission?	4 %	36 %	19 %	6 %	4 %	31 %
Do you agree with the key proposals for Rail?	17 %	32 %	17 %	6 %	1 %	27 %
Do you agree with the key proposals for Roads?	9 %	23 %	16 %	13 %	11 %	28 %
Do you agree with the key proposals for International?	6 %	18 %	34 %	7 %	7 %	28 %
Do you agree with the key proposals for Buses?	14 %	30 %	17 %	9 %	3 %	27 %
Do you agree with the key proposals for Towns?	11 %	33 %	20 %	2 %	2 %	32 %
Do you agree with the key proposals for Integration?	18 %	30 %	14 %	2 %	2 %	34 %



### **3 Responses to consultation questions**

#### **3.1 Introduction**

3.1.1 Responses to each question for the draft CTIP consultation have been analysed and summarised into themes for consideration within the updating of the CTIP. A summary of the key themes for each question is provided in this section.

#### **3.2 Transport vision and our strategic approach**

3.2.1 When asked whether respondents agreed with the content of the transport vision for the CTIP 13 per cent strongly agreed and 30 per cent agreed, while 7 per cent strongly disagreed, 8 per cent disagreed and 13 per cent neither agreed nor disagreed. 29 per cent of survey participants did not respond to this question.

3.2.2 Some comments referred to the needs of rural, visitor and business communities within the vision and asked for more emphasis on Cumbria being accessible to all.

3.2.3 Comments highlighted that the transport vision could better capture messages about older people, those with disabilities, road safety and behavioural change. Town and parish councils expressed the need for guidance to support with meeting net zero carbon targets and many requested to see a statement about the implications of Local Government Reorganisation on the delivery of the CTIP.

3.2.4 Suggestions were received around making climate emergency a top priority within the CTIP, the need for the plan to explicitly mention climate change targets for Cumbria but also the need for the vision to emphasise the shift from private transport to active and public transport travel modes with a commitment to drive down the costs of public transport.

#### *Cumbria County Council Response*

3.2.5 The CTIP promotes change and supports sustainable choice of transport throughout.

3.2.6 The decarbonisation of transport networks and the importance of improving access in an inclusive manner alongside other socio-economic considerations have been strengthened throughout the CTIP.

3.2.7 The CTIP has been amended to be more explicit in relation to decarbonisation both in the recommendations and in the monitoring section. The strategic, monitoring and evaluation of the CTIP has been strengthened to include a clear review process that will allow flexibility and agility to respond to changing circumstances, including Local Government Reorganisation.

### 3.3 CTIP objectives

- 3.3.1 When asked whether respondents agreed with the objectives of the CTIP, 17 per cent strongly agreed and 35 per cent agreed, while 4 per cent strongly disagreed, 9 per cent disagreed and 13 per cent neither agreed nor disagreed. 22 per cent of survey participants did not respond to this question.
- 3.3.2 Some comments highlighted the need for the CTIP to encourage the drive towards sustainable travel to be a more affordable option, making sustainable travel accessible to all. Some respondents also expressed that there is too much emphasis on growth within the plan.
- 3.3.3 Suggestions were received around the need to be more explicit within the objectives around the need to meet net zero carbon targets, that improvement of integrated transport should be the top priority and that the relationship between the three objectives and delivery needs to be made more specific in terms of building on the spatial approach that lies at the core of the plan.

#### *Cumbria County Council Response*

- 3.3.4 The CTIP objectives build on the vision and provide high-level aims for transport in Cumbria by the end of the plan period, with further details contained within the rest of the plan. In response to the comments, the objectives have been updated to specifically reference affordability, safety and accessibility for all.
- 3.3.5 Affordability is now a key element of the Community Cumbria objective within the CTIP and affordability of public transport is specifically recognised in the plan, with a reference under Key Proposal 3a to “*explore opportunities to achieve more affordable fares*” in relation to buses. Integration also forms a key part of the Community Cumbria strategic objective and Key Proposal 3c provides clear support to “*secure the integration of transport modes, including integrated ticketing and journey planning to support transport choice and the drive to decarbonise our transport network*”.

### 3.4 Our place in the United Kingdom

- 3.4.1 Comments received focussed on the need for the CTIP to support the health and wellbeing of communities, to use the plan as an opportunity to encourage healthier lifestyles and for the plan to recognise the challenges of the rapidly ageing population in the need to avoid rural isolation. Respondents also expressed the importance of the CTIP recognising and understanding the impact of the visitor economy on ‘Our Place’ in terms of managing visitor traffic and congestion – particularly in terms of the need for visitor access management in hot spots around the Lake District National Park as a result of the Covid-19 pandemic.
- 3.4.2 Requests were made to consider the inclusion of working with industrial partners to achieve transportation outcomes that serve business as well as the local community.

- 3.4.3 Suggestions were received around the plan to recognise that different parts of the county have different characteristics, different external connections, and different degrees of connectivity. Some comments highlighted how the CTIP should also address travel to work areas.

*Cumbria County Council Response*

- 3.4.4 This section of the CTIP summarises Cumbria's place in the UK and highlights some key characteristics of the county, including an analysis of opportunities and threats. In response to the comments, the SWOT analysis has been updated to better reflect threats from climate change and an aging population, and the need for securing investment.
- 3.4.5 All three of the objectives seek to support access recognising its importance to inclusive economic growth and wellbeing. The plan also seeks to be alive to needs in different parts of the county, including rural areas; a process supported through the use of both transport corridors and the thematic identification of improvement options.
- 3.4.6 The CTIP recognises the needs of the visitor economy, seeking to promote more options for visitors to sustainably access and travel within the county.
- 3.4.7 References have been strengthened in relation to partnership working and how it is critical in achieving the vision and all the objectives.

### **3.5 Our future mobility**

- 3.5.1 Comments received included requests to consider the needs of older people and those with disabilities, the importance of integration of journeys and how the CTIP should recognise the positive changes arising from increased use of digital and home working practices as a result of the Covid-19 pandemic.
- 3.5.2 Suggestions were made around the need to develop a strategy for limiting rather than accommodating transport growth with some suggestions that the CTIP should commit to prioritising small-scale measures which make sustainable travel modes (walking, cycling and public transport) more attractive.

*Cumbria County Council Response*

- 3.5.3 This section of the CTIP sets out how transport could change in the future through changes in technology and policy in relation to climate change. In response to the comments, the CTIP now reflects the need to ensure mobility and access to the transport network for everyone.
- 3.5.4 The CTIP clearly highlights the importance of decarbonisation of transport networks and sets out how the CTIP can respond to future changes but also drive change. The CTIP seeks to be inclusive and recognises that Cumbria has different characteristics and needs in relation to connectivity.

3.5.5 Building on these points, within the plan, greater weight is given to ensuring the access needs of Cumbria can be met, promoting more journey options, supporting decarbonisation and embracing innovation in delivering change.

### **3.6 Linking our geography**

3.6.1 While there was general support for the identified transport corridors, some comments received focussed on the identified transport corridors missing the opportunity to connect areas of deprivation and areas of worklessness with jobs. Other suggested the corridors should be widened.

3.6.2 Comments included the need to address integrated travel more holistically rather than focusing on specific places while some concern was expressed around the environmental impact of growth.

3.6.3 Suggestions were made around including targets for corridor proposals, introducing eco-levies, congestion, or visitor tax, making a greater case for the transfer of freight from road to rail or via ports and introducing 'park and choose' alternatives providing electric vehicle options such as bicycle, car and buses.

#### *Cumbria County Council Response*

3.6.4 The transport corridors seek to spatially define strategic opportunities and needs along certain corridors. These are intended to be indicative recognising that travel is fundamentally spatial in nature while the key proposals within the plan are fundamentally cross-cutting.

3.6.5 The CTIP highlights the key transport corridors and what their future needs are, as it is considered this will help facilitate the CTIP's vision and objectives being met. It is also important to note that one of these objectives is to enable connectivity of communities to the transport corridors which will assist in tackling deprivation.

3.6.6 The CTIP seeks to facilitate the movement required for supporting wellbeing and inclusive economic growth in a manner that supports the decarbonisation of the transport network. The CTIP seeks to promote choice for travel including active and sustainable travel alongside the decarbonisation of road vehicles, and it also seeks to promote the role of digital infrastructure to promote greater flexibility. Road pricing, eco-levies or visitor taxes are not proposed in the CTIP nor have any concrete Government proposals emerged for the introduction of road pricing.

3.6.7 The CTIP provides strong support to the role of rail and ports in the movement of freight.

### 3.7 Cycling and walking

- 3.7.1 When asked whether respondents agreed with the key proposals for Cycling and Walking 5 per cent strongly agreed and 32 per cent agreed, while 1 per cent strongly disagreed, 6 per cent disagreed and 15 per cent neither agreed nor disagreed. 41 per cent of survey participants did not respond to this question.
- 3.7.2 A number of comments were welcoming of proposals including the role of cycling in supporting the visitor economy. Other comments received focussed on addressing the needs of those with disabilities for cycling and walking proposals including widening footpaths for wheelchair users.
- 3.7.3 Some concerns were raised around road safety and the need to segregate cycle, pedestrian and motor vehicles on trunk roads.
- 3.7.4 Suggestions were made around providing access to free use of electric bicycles and mobility scooters and employing best practice in the design of routes.

#### *Cumbria County Council Response*

- 3.7.5 The CTIP recognises that cycling and walking has a key role in supporting the creation of sustainable communities and decarbonisation, providing an alternative to vehicle travel for many shorter journeys while also supporting the development of longer distance strategic corridors.
- 3.7.6 Current design standards for the development of safe cycling routes include segregation, and the CTIP now also recognises new technologies like electric bikes and the delivery of specific schemes should align to these.

### 3.8 Digital

- 3.8.1 When asked whether respondents agreed with the proposals for Digital 19 per cent strongly agreed and 30 per cent agreed, while 1 per cent strongly disagreed, 3 per cent disagreed and 22 per cent neither agreed nor disagreed. 25 per cent of survey participants did not respond to this question.
- 3.8.2 There was support expressed for digital interventions, particularly with the aim of improving digital connectivity to support both home working and business development.
- 3.8.3 Suggestions were made for the need to have alternative options available for those who may not be able to access or use the digital technology or where the technology fails and the recovery plan to address this risk. There were suggestions that the CTIP should further explore how digital connectivity should be used as an opportunity to reduce physical transport demands.

### *Cumbria County Council Response*

- 3.8.4 The CTIP acknowledges the role digital infrastructure can have in the decarbonisation of the transport network; supporting transport innovation, but also helping people to work remotely.
- 3.8.5 The CTIP now better acknowledges the potential for digital exclusion and the need to mitigate through implementation activities and Key Proposal 1b seeks to promote digital inclusivity.

### **3.9 Electric vehicles and transmission**

- 3.9.1 When asked whether respondents agreed with the key proposals for Electric Vehicles and Transmission 4 per cent strongly agreed and 36 per cent agreed, while 4 per cent strongly disagreed, 6 per cent disagreed and 19 per cent neither agreed nor disagreed. 31 per cent of survey participants did not respond to this question.
- 3.9.2 A number of comments received focussed on the CTIP's need to recognise the level of societal behavioural change required to support these interventions and calls to invest in community-based green energy to support local charging stations. Support was expressed for the electrification of buses, trains, freight, bicycles and scooters.
- 3.9.3 Some concerns were raised about the CTIP not adequately addressing how people on lower incomes can be included with electric vehicles and transmission interventions and that these interventions do little to address social inequality. Also raised was the issue of the capacity of the grid to support interventions.
- 3.9.4 While electric charging points were considered essential to support the visitor economy for some respondents, others expressed the need to avoid installing charging points at visitor attractions to encourage visitors to move away from private vehicle dependency.
- 3.9.5 Suggestions were made on the need for the CTIP to consider community-led alternatives such as carpools and how the move to electric vehicles needs to be delivered in alignment with strategies for clean energy generation and distribution.

### *Cumbria County Council Response*

- 3.9.6 The CTIP seeks to facilitate the movement required for supporting wellbeing and inclusive economic growth in a manner that supports the decarbonisation of the transport network. The CTIP seeks to promote choice for travel including active and sustainable travel alongside the decarbonisation of road vehicles, and it also seeks to promote the role of digital infrastructure to promote greater flexibility.

3.9.7 The CTIP acknowledges that implementing the infrastructure in Cumbria will be challenging and highlights the importance of partnerships in achieving delivery. It is also supportive of the production of Energy Masterplans which will help support opportunities for green energy production, efficient energy use and the provision of electric vehicle charging infrastructure within communities. This could also be further explored as part of the concept of 20-minute communities.

### **3.10 Rail**

3.10.1 When asked whether respondents agreed with the key proposals for Rail 17 per cent strongly agreed and 32 per cent agreed, while 1 per cent strongly disagreed, 6 per cent disagreed and 17 per cent neither agreed nor disagreed. 27 per cent of survey participants did not respond to this question.

3.10.2 A number of comments were supportive of proposals; suggestions made include the need to achieve greater integration with bus journeys; the need for a greater focus should on the visitor economy and the business.

3.10.3 Some comments focussed on current provision for people with disabilities and older people at stations. Some highlighted how more freight can be moved to the rail network.

3.10.4 Comments highlighted the importance of the rail network in providing greater regional connectivity Newcastle, Manchester and Liverpool and there were also a number of suggestions around specific additional improvements.

#### *Cumbria County Council Response*

3.10.5 The CTIP provides strong support for rail travel including improved service and stations in Cumbria. The plan is focussed on improving existing services, lines and stations and to achieve alignment with Transport for the North's (TfN) Strategic Transport Plan. In response to comments, the CTIP has been updated to support the promotion of electrification as one of the mechanisms for the decarbonisation of the of the transport network.

3.10.6 The CTIP seeks to maximise opportunities surrounding HS2 and deliver continual service improvements. The CTIP also recognises the importance of stations promoting their role at the heart of town centres. The proposals identified in the CTIP are consistent with TfN's Strategic Transport Plan's pipeline and Borderlands Inclusive Growth Deal.

3.10.7 The CTIP has been strengthened to ensure it provides a sound basis for engaging central government and to form part of the evidence base and justification for business cases when bidding for funding.

### **3.11 Road**

3.11.1 When asked whether respondents agreed with the key proposals for Roads 9 per cent strongly agreed and 23 per cent agreed, while 11 per cent strongly disagreed, 13 per cent disagreed and 16 per cent neither agreed nor disagreed. 28 per cent of survey participants did not respond to this question.

- 3.11.2 Some comments highlighted concerns that road schemes would encourage more vehicular traffic on roads. Others highlighted that that the ambition for roads should focus on measures to reduce traffic with a major modal shift from private cars to public transport.
- 3.11.3 Some respondents highlighted the lack of detail around parking problems, particularly with regard to the Lake District National Park and the influx of visitors into the area since lockdown restrictions eased.
- 3.11.4 There were a number of suggestions around specific additional improvements or schemes.

#### *Cumbria County Council Response*

- 3.11.5 The CTIP recognises the importance of road connectivity for communities and business and the importance of achieving reliable, resilient and efficient networks, with east-west links presenting particular challenges.
- 3.11.6 The CTIP seeks to facilitate the movement required for supporting wellbeing and inclusive economic growth in a manner that supports the decarbonisation of the transport network. The plan seeks to promote choice for travel including active and sustainable travel alongside the decarbonisation of road vehicles, and it also seeks to promote the role of digital infrastructure to promote greater flexibility.
- 3.11.7 The CTIP acknowledges the importance of strategic and local connectivity and supports opportunities for new and improved infrastructure that would release capacity and enable other sustainable or active travel modes. The CTIP also acknowledges the importance of resilience within the road network in relation to extreme weather events.
- 3.11.8 The proposals that are identified in the CTIP are aligned with TfN's Strategic Transport Plan's pipeline and have been subject to feasibility assessment and will undergo further development.
- 3.11.9 The CTIP recognises the opportunity to attract and disperse visitors by drawing upon enhanced active and sustainable transport modes and supports integration between car parking and active and sustainable travel.

### **3.12 International**

- 3.12.1 When asked whether respondents agreed with the key proposals for International 6 per cent strongly agreed and 18 per cent agreed, while 7 per cent strongly disagreed, 7 per cent disagreed and 34 per cent neither agreed nor disagreed. 28 per cent of survey participants did not respond to this question.



- 3.12.2 Some comments focussed on the need to make international trips as sustainable as possible, ensuring adequate connectivity to public transport services or taxis. A number of respondents neither agreed nor disagreed, considering that while Cumbria's economy needs international trade, aviation presents much more of an environmental challenge in meeting decarbonisation targets.
- 3.12.3 Some concerns were raised about the environmental impacts of air travel in terms of increasing emissions and the CTIP's ambitions being contrary to national and local government transport targets.
- 3.12.4 Suggestions were made around there being greater obstacles to Cumbria's economic aspirations, largely centred on the county's internal connectivity, between and within towns and villages and as such, it is important for the CTIP to focus on the travel networks and associated issues.

#### *Cumbria County Council Response*

- 3.12.5 The CTIP seeks to facilitate movement as well as the decarbonisation of the transport network. The CTIP provides strong support for the expansion of the ports within Cumbria and seeks to encourage innovation. The CTIP seeks to promote more options for how people travel, which are required for inclusive economic growth and wellbeing and decarbonising the transport network.
- 3.12.6 Integration forms a key part of the Community Cumbria strategic objective and Key Proposal 3c provides clear support for integration. The CTIP has been updated to strengthen the promotion of an integrated approach to travel and onward connectivity.
- 3.12.7 The CTIP seeks to encourage innovation and for Cumbria to act as a test bed and lead on new initiatives.

### **3.13 Buses**

- 3.13.1 When asked whether respondents agreed with the key proposals for Buses 14 per cent strongly agreed and 30 per cent agreed, while 3 per cent strongly disagreed, 9 per cent disagreed and 17 per cent neither agreed nor disagreed. 27 per cent of survey participants did not respond to this question.
- 3.13.2 Many comments focussed on the need for the CTIP to recognise affordability of bus (and rail) travel as an obstacle to behavioural change measures ensuring access for all. Support was expressed for park and ride infrastructure
- 3.13.3 Some concerns were raised around rural services and the need for these to be increased in frequency and subsidised to support decarbonisation, accessibility, and affordability. Some also highlighted that the CTIP could go further to support behavioural change from private vehicles to public transport and active travel.

3.13.4 Suggestions were made around the need to consider the impact of severe weather events on the road (and rail) networks as past events have made some networks across Cumbria particularly vulnerable. Ideas to introduce an integrated Cumbria travel card were put forward to address connectivity, integration, and affordability of public transport. Reference to the Bus Service Improvement Plan (BSIP) was made in terms of the need for the CTIP to detail the approach to achieving the ambitions set out in the BSIP.

*Cumbria County Council Response*

3.13.5 The CTIP recognises that public transport will have a key role in decarbonising the transport network. There is strengthened references to accessibility for rural areas, which includes the exploration of how the 20-minute community concept could be applied, supported by buses.

3.13.6 Affordability is a key element of the Community Cumbria theme within the CTIP and affordability of public transport is now more explicitly recognised.

3.13.7 Integration forms a key part of the Community Cumbria strategic objective and Key Proposal 3c provides clear support for “*securing the integration of transport modes, including integrated ticketing and journey planning to support travel choice and the drive to decarbonise our transport network*”.

3.13.8 The CTIP provides clear support for innovation and technology to improve bus service provision and it has been updated to achieve closer alignment with the proposals contained within Cumbria County Council’s Bus Service Improvement Plan.

### **3.14 Towns**

3.14.1 When asked whether respondents agreed with the key proposals for Towns 11 per cent strongly agreed and 33 per cent agreed, while 2 per cent strongly disagreed, 2 per cent disagreed and 20 per cent neither agreed nor disagreed. 32 per cent of survey participants did not respond to this question.

3.14.2 A number of comments focussed on support for park and ride proposals and that these need to be developed quickly as the need already exists. Some comments noted that on and off-street parking is not considered enough within the CTIP.

3.14.3 Suggestions were made around bicycle hire and car clubs being included in town proposals and providing services in towns that cannot be provided online such as museums, galleries and communal spaces. Ideas to introduce town and planning design codes were put forward as these are recognised as key drivers for many of the design ambitions set out in the CTIP.

*Cumbria County Council Response*

3.14.4 The CTIP seeks to clearly promote active, safe and sustainable travel at the heart of town centres and now further recognises the importance of transport in the creation of attractive places.

- 3.14.5 The issue of parking is recognised within the CTIP which supports the value of coherence in provision.
- 3.14.6 The CTIP takes into consideration the threats that visitors bring in relation to traffic as part of the SWOT analysis and recognises the opportunity to attract and disperse visitors by drawing upon enhanced active and sustainable transport modes. This is explored in the Transport Corridor 5 – The Heart of the Lakes.
- 3.14.7 Connected Cumbria is a strategic objective and the concept of 20-minute communities is supported within the CTIP. The importance of travel planning as part of the planning system is also recognised within the CTIP.

### **3.15 Integration**

- 3.15.1 When asked whether respondents agreed with the key proposals for Integration 18 per cent strongly agreed and 30 per cent agreed, while 2 per cent strongly disagreed, 2 per cent disagreed and 14 per cent neither agreed nor disagreed. 34 per cent of survey participants did not respond to this question.
- 3.15.2 Some comments focussed on the importance of integration with a suggestion that integration should be more up front within the plan. Suggestions were made about the CTIP giving more weight to integrated ticketing.

#### *Cumbria County Council Response*

- 3.15.3 The CTIP provides clear support for integrated ticketing and journey planning and has introduced the concept of 20-minute communities to connect land use planning and transport provision.
- 3.15.4 Integration forms a key part of the Community Cumbria strategic objective and Key Proposal 3c provides clear support for integration of transport modes, including integrated ticketing and journey planning to support travel choice and the drive to decarbonise our transport network.

### **3.16 Making it happen**

- 3.16.1 Comments focussed on the need to work with key stakeholders including parish and town councils, district councils, key employers, wider partnerships, the development industry, and government to help influence and deliver the ambitions set out in the CTIP.
- 3.16.2 Some concerns were raised about the level of funding required to support the ambitions set out in the CTIP and the need for the plan to provide more detail around funding options.
- 3.16.3 Suggestions were made around the CTIP providing more detail around timescales, costs, targets and monitoring and to introduce eco-charging to secure funding to support the ambitions set out in the plan.

### *Cumbria County Council Response*

- 3.16.4 In response to comments, this section has been significantly updated to provide clear monitoring metrics and more focus on decarbonisation, and clarity on the reporting and the review process.
- 3.16.5 The CTIP is clear that partnership working is critical to achieving the vision and all the objectives, and this section has been further strengthened in the final version. It also sets out clear expectations for working with partners for delivering the vision and objectives.
- 3.16.6 The CTIP is clear that to achieve the vision and objectives Government support and funding is critical. The plan seeks to provide a sound basis for engaging Government and to form part of the evidence base and justification for investment

### **3.17 Strategic Environmental Assessment (SEA)**

- 3.17.1 Some comments focussed on the need to monitor air quality in towns and consider alternatives such as demand management measures for example, road use charging and workplace parking charges.
- 3.17.2 Some questions were raised around how the SEA addressed sensitive areas such as the Lake District World Heritage Site, Lake District National Park and National Heritage assets across Cumbria.

### *Cumbria County Council Response*

- 3.17.3 In response to comments, the SEA has been updated in a number of areas. A summary of the SEA has now been prepared to provide a shorter, simpler document.
- 3.17.4 Exhaust emissions and air quality are addressed in the CTIP including the shift to zero emission electric vehicles, promotion of active travel and public transport.
- 3.17.5 The SEA reflects the CTIP's vision which is to ensure that clean growth and decarbonising transport networks is integral to a growing inclusive economy.
- 3.17.6 The SEA assesses the CTIP against a range of objectives and in all areas finds that the CTIP has a neutral or beneficial impact compared to the status quo (no CTIP).

### **3.18 Other comments**

- 3.18.1 A number of comments highlighted how the CTIP was well written but that it would be helpful to provide a condensed version of the ambitions in an executive summary format. Respondents are keen to see the CTIP being put into action at speed in response to the transport infrastructure pressures currently faced across Cumbria.

3.18.2 Suggestions were made around the CTIP including more innovative thinking that support behavioural change and encourage a move away from reliance on the private car, particularly within the Lake District National Park and World Heritage Site.

*Cumbria County Council Response*

3.18.3 Overall, the CTIP has been updated to ensure references to decarbonisation, mobility and access for all, and accessibility and travel choice are strengthened throughout the plan. The concept of 20-minute communities has also been introduced, connecting land use planning and transport provision.

3.18.4 The CTIP explains the rationale for changes that are needed, identifies the opportunities for decarbonisation and innovation and sets out clear steps on how they can be achieved. The CTIP seeks to encourage positive change in behaviour by facilitating the delivery of an efficient, reliant multimodal transport system that is accessible to all users and supports choice.

3.18.5 Finally, the monitoring of the CTIP includes more detail, including metrics to measure progress of the plan.

## 4 Conclusions

4.1.1 This report summarises feedback received as part of the draft CTIP consultation undertaken between 13 September 2021 and 25 October 2021, where 38 questions were posed (11 closed question (e.g., do you agree with) and 27 open text questions (e.g., further comments). This feedback has been used to inform the further development of the final version of the CTIP.

4.1.2 Below is a summary of the changes made to the CTIP as a result of the comments received.

- Extended commentary around mobility issues, older people, and road safety.
- Extended commentary on decarbonisation and measures to achieve a decarbonised transport network.
- Commentary added around growth also being about providing options and choice for the most sustainable choices to be made.
- Extended commentary on active travel.
- Extended commentary around exploring options for partnership about to behavioural change / options for integrated ticketing / marketing and promotions / establishing a sustainable travel culture.
- Extended commentary in the Towns section to provide more clear linkages between Towns, inclusive growth and the transport system.
- The concept of 20-minute communities has been introduced, connecting land use planning and transport provision.
- The CTIP has been updated to provide a clearer monitoring and evaluation section and provide greater focus on decarbonisation objectives.
- The CTIP has been updated to provide more clarity on how the frequency of reporting and what the review process will be for reviewing the CTIP.

