

Highways and Transport

Assistant Director Karl Melville



Health and wellbeing is
at the heart of everything we do

Our values



Ambitious



Collaborative



Compassionate



Empowering



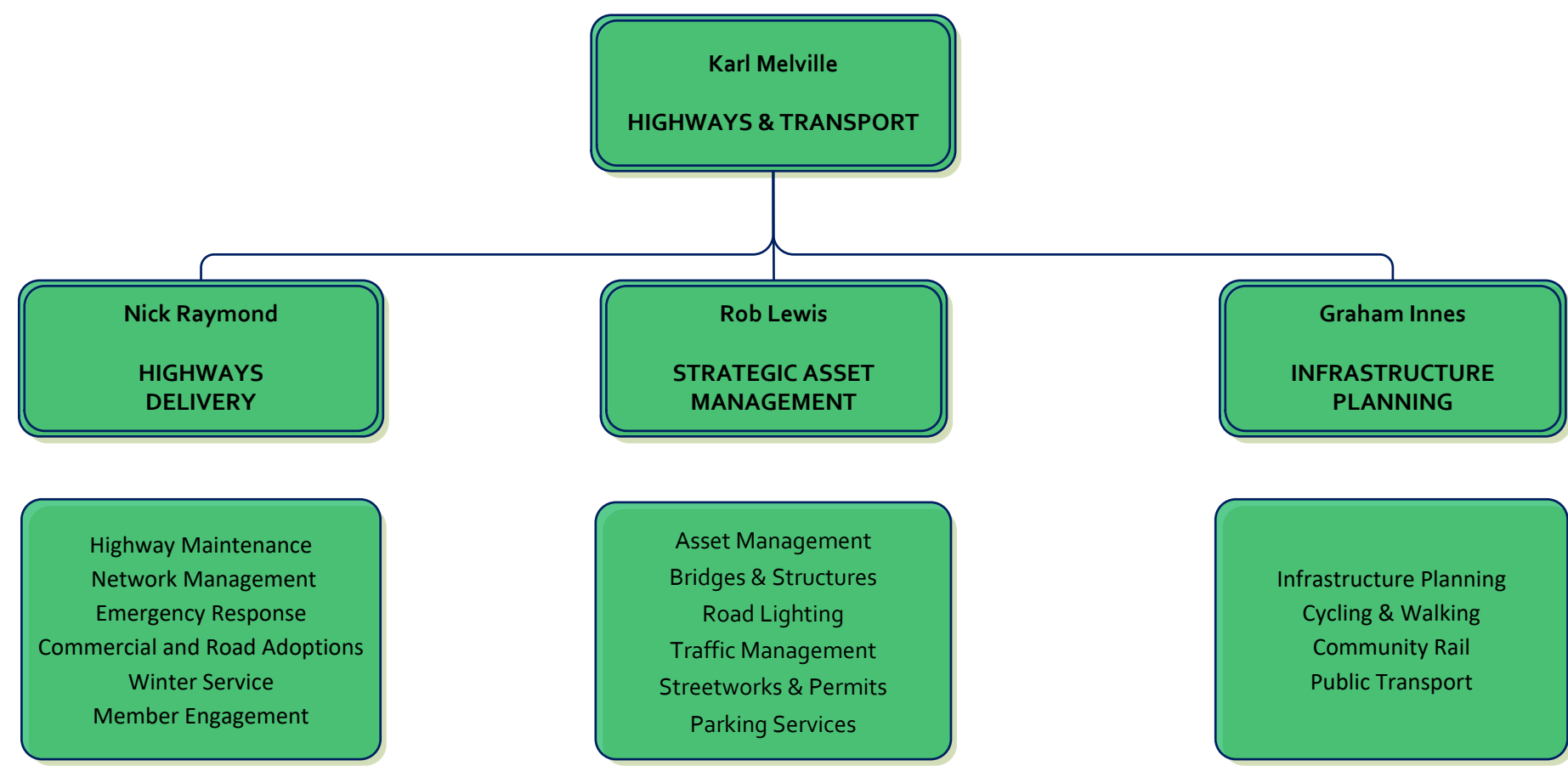
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Size of the Asset

Cumberland Highways

- 3,616 km of Carriageway.
- 1,836 km of footways.
- 71,904 drainage gullies.
- 9,952 other drainage assets. (Channels, blocks etc)
- 1,515 Structures / Bridges. (inc Cattlegirds)
- Value £3.4bn

Structure – Highways & Transport



Highway Asset Management Key Duties

- Highways Asset Management
- Local Transport Plan
- Traffic Management - TROs
- Parking
- Street works / Permitting
- Report back to DFT



Highways Delivery Key Duties

- Implementation of asset lead approach.
- Local area highways network management.
- Deliver the maintenance function for the majority of highway work in the county
- Scheme design and project management.
- Contract and Framework management.
- Provide the council's Emergency Response across the network
- Budget Management (Revenue / PRN / NPRN / Pothole / Storm damage)
- Professional, legal & technical advice concerning complex Highways issues.
- Deliver the Winter Maintenance service
- Interacting & liaising across the highways service & interdependent teams.
- Co-ordination of highways functions. (Traffic, Development, Bridges)
- Interacting with Council 'members' & external organisations
- Dealing with enquiries, customer complaints, FOI's, MP responses.
- Link to Highway Engagement Team.



Infrastructure Planning and Transport Key Duties

- Identify H&T infrastructure for Local Plans – Transport Improvement Studies
- Providing technical planning advice
- Major development Nationally Significant Infrastructure Projects / Planning Performance Agreements
- Transport Strategy / Policy
- Early stage scheme development
- Business case development
- Development and management of the County's Strategic Transport Models
- Programme of work for cycling and walking
- Active Travel
- Community Rail
- English National Concessionary Travel Scheme & Community Transport
- Scheduled Bus Services



Size of the “Ask”

- **10,145** - Calls received from public each year
- **1,034** - Kilometres of Winter network treated each time
- **93,060** - Total kilometres of network gritted each year
- **£55m+** - Work delivered each year
- **24/365** - Staff working to protect public



Upcoming Issues

- Verges Maintenance and Weed Spraying
- Surface Dressing
- Fleet Review
- 2025/26 Works Programme
- Winter Maintenance
- Contract Management
- Funding for Active Travel
- Transport Improvements
- LEVI (Electric Charge points)
- Town Deals Capital Funding: Shared Services (Street works, Sign Shop, Signals, Traffic Modelling) March 2024))



Service Planning

- Contract review 2025/2027
- HIAMS review 2025
- Service redesign September 2025
- System Improvements
- Building Control
- AI Technology



1. TRANSPORT

- Since 2014, with the exception of a few locally funded routes, bus services in Cumberland have only run if they are commercially viable, Cumbria County Council did not subsidise any bus services.
- Increased financial support for bus improvements is now being provided by Government. Cumberland Council is taking a fresh approach to the delivery of inclusive services that are shaped by our residents and communities.
- Cumberland's Bus Services Improvement Plan (updated 2024) sets out the ambitions for bus service improvements and supports the aspirations set out in Cumbria Transport Infrastructure Plan.



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2. Cumberland's Funding for Buses

- Cumberland have funding to support bus services
 - Bus Services Improvement Plan (BSIP)

Phase 1. 2023/24	£464,743 (now contracted – 6 service Nov 24)
Phase 2. 2024/25	£2,018,743
Phase 3. 2025/26	(18/11/24 announcement) £3,315,344 – Capital £1,646,831 – Revenue £94,000 – Capacity / Capability
 - Rural Mobility Scheme (Pilot) £750,000
 - Other Grants (Supported Bus Service Grant; Bus Capacity Services Grant, Bus Operators Grant)
- The Bus Improvement Programme aims to bring all funding streams together to support a coherent and integrated approach to support bus services.



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3. Cumberland BSIP (1)

Phase 1 2023/24

- Approach set out in papers to H&T Strategic Board on 10 November 2023 and 30 January 2024. Relevant delegations in place
- Officers have had initial discussions with operators / stakeholders to develop a list of potential outcomes, with suggestions being shared with members through the community panels to seek views and further suggestions.
- Following the engagement with community panels the council went through a procurement process



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4. Finding out what People want to Inform the Allocation of BSIP Phase 2 & 3

- A survey was carried out seeking people views on how we should spend the funding received from Government. <https://consult.cumberland.gov.uk/economic-regeneration-team/bus-survey/>. It is inviting all community members to share their views on destinations, frequencies, and travel times to help shape a reliable and accessible public transport system. It was extended until 31 January 2025.
- We received circa 3000 responses (online and paper copies)
- Engagement with Community Panels
 - 8 sessions was undertaken in April to May
 - Community Network Events
 - Petteril 24th July & 6th November
 - Fells & Solway – 14th November
 - Border Fellside and North Carlisle – 26th November



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4. Finding out what stakeholders want to Inform the Allocation of BSIP Phase 2 & 3

- Developed extensive stakeholder engagement database
- Business engagement
 - Carlisle Ambassadors
 - Sellafield
 - Cumbria Tourism
- Youth consultation
 - Cumbria Youth Alliance
 - Cumbria Youth Council
 - Holidays Activities and Food Programme



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5. Prioritising Interventions

- Analyse the results from the survey
- Appraisal Matrix – ensure consistent assessment and ensure we are making fair judgements for the use of the funding
 - Fits with strategy (a combination of the 6 key objectives from Council Plan, CTIP and BSIP)
 - Needs are currently unmet
 - Level of support (survey results)
 - Cost
 - Benefits
 - anticipated patronage;
 - social (e.g. deprivation); economic (e.g. connects to employment, fits with a school service); environmental (e.g. integration with other modes improving opportunities for modal shift)
 - Criteria (e.g. less than, between, more than; Meets 3 or 2 or 1)
 - Score i.e Green, Red, Amber



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6. Proposed Interventions

- BSIP
 - Bus service improvements (informed by the results of the survey) – Tender for services
 - & Contribute to other organisations bus initiatives (e.g. LDNPA Wasdale and Buttermere Shuttle)
 - Bus priority schemes
 - Replace Community Transport Buses
 - Study to consider rebranding/alignment of Community Transport (+ Marketing and Publicity)
 - Bus shelter improvement
 - Digital display on bus shelters
 - Support the Development of Local Plan and Local Transport Plan. Carlisle and Whitehaven Masterplan



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7. Further Engagement with the Bus Industry and Stakeholders

- A workshop with bus operators was held w/c 24 February 2025 which further explored ideas to develop a more integrated sustainable bus service (and understand further the issues encountered in Phase I procurement).
- Cumberland Council is also partner in the Cumbria Enhanced Partnership, which is seeks to provide a framework to set a shared vision for bus services within the area. Opportunities to have a full day's workshop (Spring 2025) with members of the Enhanced Partnership and key stakeholders are being explored. It is hoped that the workshop could further develop ideas around improvements to bus services and how these can be delivered.



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8. Programme of Work

- **Bus Services**
 - Analyse Survey Results using Appraisal Matrix (Feb 25)
 - Develop a long list of interventions.
 - Agree short list with Portfolio Holder and Assistant Director of H&T (March 25)
 - Workshop with Bus Operators (w/c 24 February)
 - Procurement (Align with School Transport) (April 2025)
 - Tender Assessment
 - Contracting
 - Launch of services (Summer 2025 subject to operator availability)
- **Bus Priority Schemes (small scale)** (longer term schemes through the development of the LTP and LP)
 - Identify (from survey & other approaches)
 - Agree a list of interventions
 - Scheme development and implementation (to be delivered in 25/26 to spend BSIP capital)
- **Bus Shelter (CC owned) Improvement (maintenance/replacement/new)**
 - Rationalise existing data and survey existing
 - Complete assessment and agree priorities
 - Implementation (to be delivered in 25/26 to spend BSIP capital)
- **Support the Development of Local Plan & Local Transport Plan. Carlisle & Whitehaven Masterplan**



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8. Programme of Work

- **Community Transport**
 - Study to consider rebranding/alignment of Community Transport (+ Marketing and Publicity)
 - Re- Procurement of CCT
 - Replace CT buses
- **Rural Mobility Fund Pilot**
 - On demand service
 - Purchase buses
 - App development (link with Community Transport)
- **Engagement**
 - Enhanced Partnership
 - Systems to improve engagement with bus operators
 - DfT – policy and funding regimes
- **Technology and Applications**
 - Spatial mapping of bus services and infrastructure (GIS)
 - Bus route planner
 - Integration with roadworks database



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Key Challenges

- Lack of resources available
- Lack of forward financial visibility from Government departments
- Devolution in 2026
- Limited access to local Framework Contractors
- Short lead in times to projects and budgets:
 - Bsip
 - Active Travel
 - Transport Grant




Opportunities

- Brand new Council (LGR 2023)
- Ambitious Members and Staff
- Supported Leadership
- Passport to success with our Apprentice programme
- Redesign of service, offering 24/7 delivery.
- Cost savings and income opportunities



Thank You

**Any
Questions?**



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