

CUMBRIA ECONOMIC STRATEGY 2008 - 2028

CONNECTIVITY

STRATEGY ACTION PLAN NO. 11

Purpose

The purpose of this Strategy Action Plan is to bridge the gap between the strategy as outlined in the Economic Plan and the delivery of the actions which will be outlined in the next Sub-regional Action Plan (due for release in December 2008). Each document accordingly takes a long term view when seeking to provide clarity and strategic prioritisation to an otherwise 'wish-list' of projects and programmes.

It should be noted that these Strategy Action Plans are progressive documents which look up to 20 years ahead, but which nonetheless focus on providing, where possible and evidenced, hard targets and economic impact over the next 10 years. The Strategy Action Plans thus begin to describe a future Cumbria and show, through aspiration, what the spatial impact of the Economic Plan could be across the 4 distinct delivery areas in the County: Barrow, Carlisle, West Coast, South Lakes & Eden.

Whilst these Strategy Action Plans acknowledge existing Cumbrian strategies, they try to reflect the impacts of an aspirational level of future economic growth. Each document is therefore deliberately challenging and ambitious, yet remains non-prescriptive in nature.

The plans attempt to identify the impacts and inter-relation between other closely linked priority industry sectors and assess the cumulative effects on cross-cutting themes highlighting, for example, how the spatial patterns of growth may necessitate the provision of appropriate housing, connectivity, employment land etc, and thereby examining whether current strategies could meet requirements in terms of employment, skills, infrastructure and the like, if we were to grow in accordance with our aspirations.

A significant amount of debate has already taken place to get to this point and we now open up the floor for full public discussion of the themes and actions highlighted by each Strategy Action Plan.

Whilst all comments are welcome, we would appreciate, in particular, comments which will aid in the prioritisation of the key actions. For example "What do you think would or would not work?" "Where should we be focusing most of our attention?" "What key actions would achieve the greatest results or which would bring little benefit?"

The Vision

"Our vision is that Cumbria will have a transport network which supports a dynamic and sustainable economy providing safe and easy access for all jobs and services whilst minimising the environmental impact of transport."

Table of Contents

- 1 Executive Summary**
 - The Vision – Where are we going
 - The Current Situation
 - The Goals ... What will Cumbria Look Like in 10 – 20 years time
 - The Key Actions

- 2 Overview**
 - 2.1 UK Context
 - 2.2 Cumbrian Context

- 3 Strategy**
 - 3.1 Vision
 - 3.2 Priorities for next 10 – 20 years

- 4 Priority Transformational Actions**
 - C1 Improve Road Links in and around Cumbria
 - C2 Improve Rail links in and around Cumbria
 - C3 Improve Air Transport into Cumbria
 - C4 Improve Sea Access in and around Cumbria
 - C5 Develop Transformational projects that will improve connectivity in Cumbria
 - C6 Information and Communications Technology (ICT)

- 5 Other Actions by Geographical Area**
 - 5.1 Carlisle
 - 5.2 West Cumbria
 - 5.3 Barrow
 - 5.4 East Cumbria
 - 5.5 Lake District National Park

- 6 Delivering the Strategy: Action Plan**
 - C1 Improve Road Links in and around Cumbria
 - C2 Improve Rail links in and around Cumbria
 - C3 Improve Air Transport into Cumbria
 - C4 Improve Sea Access in and around Cumbria
 - C5 Develop Transformational projects that will improve connectivity in Cumbria
 - C6 Information and Communications Technology (ICT)

1 Executive Summary

The Vision – Where are we going

“Our vision is that Cumbria will have a transport network which supports a dynamic and sustainable economy providing safe and easy access for all jobs and services whilst minimising the environmental impact of transport.”

The Current Situation

Across the County, it is recognised that Cumbria is geographically isolated and distant from regional, national and European markets and that the topography has constrained road and railway building and denied parts of the sub-region the benefits of a modern transport network.

Barrow has relatively poor road and rail communications between the town and both the M6 and West Coast Main Line, although the recently opened High and Low Newton Bypass has significantly improved road access. Improved access is also required to the Port of Barrow to exploit the facilities it offers for alternative freight transport.

Copeland and Allerdale also has relatively poor road and rail communications between the major towns and the M6 and West Coast Main Line. Improved access is also required to the Port of Workington to exploit the facilities it offers for alternative freight transport.

Carlisle has good road and rail communications with the M6 and the West Coast Mainline. It will also benefit from the completion of the M6 from Junction 44 to the Scottish Borders in Dec 2008, the Carlisle Northern Development Route in mid 2010 as well as the potential opening of Carlisle Airport in 2009.

Eden and South Lakeland again have good links with the M6 and West Coast Mainline but road and rail routes passing through the east of the County and to the west coast communities remain inadequate. Frequent bus services are generally not commercially viable outside the larger urban areas and public funding sources are constrained

The Goals – What will Cumbria look like in 10 – 20 years time

Improve road and rail links between West Cumbria and Furness and the M6 and West Coast Main Line through improvements to A590, A66 between Penrith and Workington and the Cumbrian Coastal Railway.

The completion of the “Bridge Across the Bay”, a crossing of the Duddon Estuary and the Solway Barrage

The completion of the modernisation of the West Coast Main Line .

Improved Trans Pennine links including the completion of the dualling of the A66 between Penrith and Scotch Corner.

Improved links from Carlisle to Newcastle with an upgraded A69 trunk road and the Tyne Valley Railway.

Carlisle Airport open and offering a significant number of passenger and freight air services to a range of national and international destinations.

Significant improvements at the Ports of Barrow and Workington which result in a significant increase in the amount of freight transported from these ports, and consequently a significant reduction in the volume of freight being transported across Cumbria by road.

A new cruise liner terminal operational at the Port of Barrow.

Improved people movement in all major Cumbrian towns – Carlisle, Barrow, Kendal, Workington and Whitehaven as well as tourist service centres – Windermere and Bowness, Keswick and Ambleside – through a combination of road improvements, improved parking strategies, upgrading public transport provision and improved pedestrian and cycling provision.

An ICT network that enables more people to work sustainably in Cumbria reducing the need to travel to work on a daily basis.

The Key Actions

- 1. Improve road links into and around Cumbria.** This will involve (a) lobby for improvements to trunk roads within and through Cumbria (A66/A590/A595), (b) ensure additional road improvements to improve prospects for economic growth in Carlisle, Barrow, Workington, Whitehaven, Kendal and Penrith and (c) seek optimum capital maintenance funding arrangements for the highway network.
- 2. Improve rail links into and around Cumbria.** This will involve (a) lobby for the continued enhancement of rail passenger services for Cumbria along the West Coast Main Line and (b) promote the case for investment to upgrade and secure the future of the Cumbrian Coast and Furness Line as well as the Lakes Line.
- 3. Improve Air Links in and around Cumbria.** This involves supporting reopening Carlisle Airport and improve access.
- 4. Improve Sea Access into and around Cumbria.** This involves working with port operators to facilitate freight surface access to ports and cruise liner business.
- 5. Develop transformational projects that will improve connectivity in Cumbria.** This involves (a) supporting the development of the “Bridge across the Bay” as a renewable energy and transport project, and promote onward major road improvements from Furness and (b) develop innovative methods to reduce congestion in urban areas as well as tourist areas.
- 6. Develop ICT infrastructure within Cumbria to exceed the global standards.** This will involve (a) developing access to Next Generation Broadband as there is an increasing appetite for greater band width to support a multiplicity of applications, (b) support for investments in infrastructure, businesses and citizens will require support to exploit the new technologies and (c) the implementation of high speed wireless networks in key service centres and tourism destinations to drive economic gain.

2 Overview

2.1 UK context

Effective transport systems are a pre-requisite of modern society. They enable the economy to function, delivering goods and services to customers and getting employees to work. And they enhance the quality of our lives, allowing us to sustain social networks, to reach vital services such as schools and hospitals, and to engage in leisure activities of all kinds.

Transport growth is central to a prosperous economy

Throughout history, technological, social and economic developments have altered the way we travel, and we are seeing similar changes today. Globalisation is transforming patterns of business transport, with imports now the main source of manufactured goods and face-to-face contact with clients and business partners becoming ever more important. And rising incomes and changing expectations are increasing leisure travel.

Taken together, these trends have led to rapidly increasing demand across much of the transport network. Road traffic has grown by 80 per cent since 1980, and more rail journeys are being made than at any time since the 1960s. Similarly, the number of passengers at UK airports has nearly quadrupled over the same period. This growth is an indicator of a healthy economy and a prosperous society; transport plays an important role in sustaining the UK's economic growth and in a wide range of improvements to our quality of life. Our increasing ability and willingness to travel has increased the variety of jobs and leisure activities that are available to us. Logistics costs in England are amongst the lowest in Europe, reducing prices when goods reach the shelves. And foreign travel – for both business and leisure – has become a common experience, with more destinations served by UK ports and airports than ever before.

The Implications of growth

However, whilst appreciating the important benefits that increasing levels of travel have brought, we cannot escape the fact that growing levels of travel also have more negative effects.

The Environmental implications

All forms of transport that derive energy from fossil fuels produce carbon emissions. As we and our goods travel more, transport's contribution to climate change increases. The Government believes that climate change is the greatest long-term challenge facing the world today and that transport policies can make an important contribution to tackling climate change.

Increasing levels of transport can also have detrimental effects at a more local level, for instance by releasing dangerous pollutants, creating noise, reducing the attractiveness of neighbourhoods and damaging habitats.

The Social and Economic Implications

Growing demand has seen congestion spread over recent decades across large areas of the transport systems. This is most clearly visible on urban and strategic road networks and it acts as a severe dampener on improvements in productivity and growth.

Transport brings with it other costs as well. Although safety levels in the UK are improving across all parts of the network, over 3,000 people died last year in road accidents alone, and our transport systems can never be entirely protected from the risk of attack.

And finally, rising car use and changes in travel patterns have contributed to reductions in public transport alternatives in many areas – especially ones which can meet the needs of diverse communities. It is important to ensure that provision is made for those for whom transport represents a disproportionate barrier to entering the job market or taking part in social activities.

Priorities for the future: The Eddington Transport Study

In 2005 Sir Rod Eddington was commissioned by the Government to examine the long-term links between transport and the UK's economic productivity, growth and stability, within the context of the Government's broader commitment to sustainable development. The Study reported in December 2006 and highlighted the pivotal role that transport plays in supporting the UK's economy and productivity. It makes five core recommendations on how it can do so more effectively. These are:

- To meet the changing needs of the UK economy, Government should focus policy and sustained investment on improving the performance of existing transport networks, in those places that are important for the UK's economic success.
- Over the next 20 years, the three strategic economic priorities for transport policy should be: congested and growing city catchments, the key inter-urban corridors and the key international gateways that are showing signs of increasing congestion and unreliability. These are the most heavily used and economically significant parts of the network.
- Government should adopt a sophisticated policy mix to meet both economic and environmental goals. Policy should get the prices right (especially congestion pricing on the roads and environmental pricing across all modes) and make best use of existing networks. Reflecting the high returns available from some transport investment, based on full appraisal of environmental and social costs and benefits, the Government, together with the private sector should deliver sustained and targeted infrastructure investment in those schemes which demonstrate high returns, including smaller schemes tackling pinch points.
- The policy process needs to be rigorous and systematic: start with the three strategic economic priorities, define the problems, consider the full range of modal options using appraisal techniques that include full environmental and social costs and benefits, and ensure that spending is focused on the best policies.

- Government needs to ensure the delivery system is ready to meet future challenges, including through reform of sub-national governance arrangements and reforming the planning process for major transport projects by introducing a new Independent Planning Commission to take decisions on projects of strategic importance.

The Stern Review on the Economics of Climate Change

In October 2006, Sir Nicholas Stern published his report *The Economics of Climate Change*. It set out the powerful economic case for urgent international action to tackle climate change, and put forward three key areas for action across all sectors of the economy. The transport sector has a key role to play in each on of these areas for action:

- Stern's first policy principle is putting an appropriate price on carbon, through taxes, trading or regulation. This means that people pay the full social cost of their actions and for transport, includes policy measures such as promoting the inclusion of aviation in EU Emissions Trading Scheme, and implementation of the Renewable Transport Fuels Obligation.
- Secondly, technology policy is required to bring forward the range of low-carbon and high efficiency technologies that are needed to make significant cuts in emissions in the future. To this end the UK Government is working, through the EU, to achieve an effective successor to the Voluntary Agreements with manufacturers on CO₂ from new cars. The UK Government are also bringing forward a Low Carbon Transport Innovation Strategy to incentives more environmentally friendly technology.
- Finally, Stern recommends that policies to remove the barriers to behavioural change, provide better information and to provide people with choices are a third critical element to policy. On this, the Government provides public transport investment, promotes sustainable transport such as travel planning, cycling and walking, and leads communication and information campaigns to promote environmental awareness.

Towards a Sustainable Transport System

In October 2007 the Government published a discussion document entitled "Towards a Sustainable Transport System – Supporting Economic Growth in a Low Carbon World". This discussion document responds to the Eddington and Stern Reports and looks at how the Government can translate their recommendations in the Government's transport policy making process over the short, medium and long term.

The challenges described above cannot be met solely by the Government. The majority of our transport needs are met by the market, and out of total UK transport spending of £130-150 billion, government funding accounts for only 10% (around £14-15 billion).

2.2 Cumbrian context

Cumbria is geographically isolated and distant from regional, national and European markets. This isolation is further accentuated in the west of the County and is a contributing factor to the difficulties in attracting investment into the sub region. The topography of Cumbria, National Park status and various other landscape designations have constrained road and railway building and denied parts of the sub-region the developmental benefits of a modern transport network.

For the sub-region to become economically competitive this perception of remoteness and isolation needs to be dispelled. The consequent retention and attraction of commercial investment will assist communities throughout the County to realise their economic potential and improve their quality of life.

Road and rail communications between the M6 and West Coast Main Line rail routes passing through the east of the County and the west coast communities of Furness and West Cumbria remain inadequate. Improved external links eastwards and westwards are also required to link with the Government's Northern Way growth zone, east coast ports, Northern Ireland and Republic of Ireland.

The County needs direct air services to a London airport and a European hub. Improved access is also required to the County's seaports to exploit the facilities they offer for alternative freight transport, particularly unitised cargos and to attract cruise liners.

The County's settlement pattern results in a dispersed population with consequent problems of sparsity and many of the smaller towns unable to support all the facilities required for modern living. As a result people need to travel longer distances to satisfy their needs and to be economically active. This is dominated by car usage as frequent bus services are generally not commercially viable outside the larger urban areas and public funding sources are constrained. Locally provided rail services are able to provide for a limited proportion of demand. Local car traffic impinges on the strategic road network to the detriment of its other role in providing for external journeys to and from the County.

Cumbria Local Transport Plan 2006 - 2011

The overall transport planning context is set out in the Local Transport Plan ("LTP") which makes explicit the role of transport in achieving the wider goals for Cumbria including accessibility, economic development, public health and safety, climate change and the quality of place. Personal mobility remains paramount in Cumbria in order to sustain thriving communities, particularly for sparsely populated rural areas, but a reduction in the unnecessary movement of people and freight is a desirable objective for both consumers and policy makers to strive for. A modern and efficient transport infrastructure in terms of climate change, public health and management of resources remains a basic requirement for a sustainable economy.

In July 2006 Cumbria County Council published its second Local Transport Plan ("LTP2") setting out the agreed approach to transport in Cumbria for a five year period within a longer term vision and strategy for transport in the County. The overall strategy aims to bring about a transport network which supports a dynamic and sustainable economy, providing safe access for all to jobs and services whilst minimising the environmental impact of transport.

However, the process and level of known transport funds available for local and regional determination are unlikely to be productive or sufficient in making the significant improvement to the Cumbrian transport infrastructure required to support the aspirations and timescale of the Cumbria Community Strategy and the Cumbria Economic Plan. Therefore alternative funding sources need to be identified.

Routes to a Prosperous Cumbria

“Routes to a Prosperous Cumbria” sets out a vision of an improved transport infrastructure for Cumbria focused on economic growth and quality of place. It has been drawn up by Cumbria County Council in partnership with the Cumbria Strategic Partnership to demonstrate the level of improvement needed to bring the transport infrastructure of Cumbria up to a modern standard. It is not a plan of improvements. Partners will work towards providing improved infrastructure through the Local Transport Plan, Highways Agency, Regional Funding and other funding allocations and opportunities. It supports and develops the transport implications of the Cumbria Community Strategy “Sustainable Cumbria” which sets out a sustainable approach to securing economic growth, social progress and environmental protection and enhancement in Cumbria over the next twenty years.

In proposing improved transport infrastructure in pursuit of economic growth, plans will be subject to Appropriate Assessments at appropriate stages in their development to identify potential impacts on European sites. Relevant plans include area transport plans and economic plans. In developing proposals for transport schemes options will be developed and evaluated for alternative ways of delivering the desired outcomes as part of the process, including demand management and options and modes of transport.

3 Strategy

3.1 Vision

In order for Cumbria to become economically competitive, the perception of remoteness and isolation needs to be reduced. Whilst distances cannot be reduced, services and the standards of infrastructure for all modes of transport need to be improved.

3.2 Priorities for next 10 to 20 years

The sub-regional strategic partners are agreed that a modern and efficient infrastructure is a prerequisite to Cumbria's economic prosperity. Ease of access will contribute to sustaining the existing economy and to attracting new investors. This will be achieved by improving bus/rail services and the road/rail infrastructure of external and internal transport links to our most disadvantaged areas. Local accessibility to jobs, goods and services will require improvements to walking, cycling and bus infrastructure to increase the sustainability of local travel. Although distances cannot be reduced, services and the standards of infrastructure sought for all modes are to be the best achievable. Sustainable improvements will be those which reduce road casualties, protect communities and enhance the environment. The value of tourism to the County's economy is acknowledged and improvements to access for visitors without detracting from the quality of the environment they come to experience will be sought.

The priority objectives are:

- Seek to improve road and rail links between the west coast and the M6 and West Coast Main Line
- Lobby for the continued enhancement of rail passenger services for Cumbria along the West Coast Main Line
- Promote the case for national investment to upgrade and secure the future of the Cumbrian Coast and Furness Rail Lines as well as the Lakes Line
- Lobby for improvements to access Cumbria and links to east and south to link in with the Government's Northern Way growth zone
- Reduce congestion in urban areas and tourist areas
- Seek optimum capital maintenance funding arrangements for the County highway network
- Support reopening Carlisle Airport and improve surface access
- Increase use of public transport, walking and cycling
- Facilitate surface access to ports to facilitate freight and cruise liner business
- Support development of the 'Bridge across the Bay' as a renewable energy and transport project, and promote onward major road improvements from Furness to maximise the benefits of the project.
- Develop innovative methods to reduce congestion in urban areas and tourist areas

4 Priority Transformational Actions

C1 Improve Road Links in and around Cumbria

- **Improvement Programme for completion of M6/M74**

The M6 and West Coast Main Line provide the primary road and rail access to the County. Routed alongside each other in a corridor passing on a north–south axis through the east side of the County, they link southwards to the west and south of England and air and sea-ports for international travel. Both routes continue northwards into Scotland. The current upgrading of the A74 between Carlisle and the Scottish Border will complete the only motorway link between Scotland and England. Completion Scheduled for 2009.

- **Improvement Programme for A66 Trunk Road from Penrith to Scotch Corner**

The trans-Pennine section of the A66 is principally a route for interregional and international traffic although also serving as a local distributor for the communities in east Cumbria. It is noteworthy for the high percentage of commercial traffic and high average trip length of users. It provides for the inflow of raw materials for industry in west and north Cumbria and the transport of manufactured goods, particularly to the east and south of England. International traffic plies to Scotland and Ireland in one direction and Northern Europe in the other, via the east coast and channel ports.

The road is a mixture of carriageway standards between Penrith and Scotch Corner. Schemes recently completed in North Yorkshire and the Temple Sowerby Bypass increase the length of dual carriageways to 52km but there are still 27 kms of single carriageway and some 12 changes of standard between single and dual carriageway sections. The remaining sections of single carriageway and switches of standard are a cause for safety concerns, particularly the severity of the casualty toll throughout the route. A safety study report for the route in 2001 led to a Government commitment to complete the dualling throughout. The annual average daily flow in Cumbria is 14,800 vehicles per day of which 28% are HGVs. The sections of this route in Cumbria remaining to be dualled are:

- Penrith to Temple Sowerby
 - Temple Sowerby to Appleby in Westmorland
 - Appleby in Westmorland to Brough
- **Road Improvements Programme for Barrow and Furness**

The A590 trunk road forms the main access route to the area commencing from the M6 motorway at Junction 36. The High Newton Bypass is scheduled to open in Spring 2008 and this will help improve access to Barrow. However, the road requires further improvement, including further dual carriageway sections, from the M6 motorway at junction 36 through to the start of Dalton Bypass to include a bypass of Ulverston. Outstanding sections for improvement are:

- from the west end of High Newton Bypass at Ayside to Newland – potential improvements up to and including on-line dualling to incorporate existing short sections at Greenodd and Arrad Foot
- Newland to Dalton Bypass – a bypass of Ulverston

Apart from being a restriction on the free flow of A590 traffic to Furness, the town of Ulverston is split in two by the route. A bypass on the east side of the town will improve the standard of access to Furness, reintegrate Ulverston and provide better access to its industrial sector.

- **Road Improvement Programme for West Cumbria**

The A66 forms the primary link east, connecting West Cumbria with the M6 at Penrith. The A595 and the A596 form the key strategic links along the coast, and north and south between Carlisle and Barrow. They also serve as a local distributor between coastal towns and Sellafield. These routes are single carriageway, and in particular the A595 south of Sellafield, is very poorly aligned in places. As well as connections to the region, there are sub-regional issues around poor links to Millom and nearby towns. The route is also a key route for evacuations in case of an incident at Sellafield and for significant stretches of the route there are no alternatives.

The Highways Agency has started work on constructing the Parton – Lillyhall scheme a 5.1 km dual carriageway. The scheme is intended to ease congestion and improve safety. Key road improvements that are required to improve journey times, access to ports and other developments and an alternative evacuation route for Sellafield emergency.

- Whitehaven Eastern Bypass
- Workington Southern Link
- A595 junction improvements – A5084, B5295, Meadow Row and Mirehouse Road
- Pow Beck Spine Road
- New A597 junction for access to Derwent Forest
- A595 bypass schemes (Bootle / Calderbridge / Bigrigg)
- A5086 improvements (Egremont – Cockermouth)

Of these, the Workington Southern Link has long been identified as a transport priority for the County. Large scale redevelopment of land to the west of Workington may give an opportunity to create a Workington Development Route that would provide a high quality road connection to the new development and Port of Workington.

- **Road Improvement Programme for Carlisle**

Carlisle is identified as a Regional City in the Regional Spatial Strategy and locally as a focus for population growth. If the proposed developments identified by the Carlisle Renaissance initiative go ahead accompanied by projected population growth, there will be a requirement to bring forward a range of transformational transport schemes to ensure that the economy and quality of place in Carlisle are not compromised. As part of the Carlisle Renaissance Programme, a Movement Strategy is currently being prepared to ensure that the transport infrastructure requirements are identified.

The main access roads to the city centre, the A7, A69 and A595, also form the most direct route to West Cumbria from Scotland and the North East of England. The Carlisle Northern Development Road will remove through traffic from these roads and also provide access to the regionally designated employment investment site at Kingmoor from the M6 at junction 44. The construction of the CNDR will commence in 2008 and will be completed by 2010.

C2 Improve Rail Links in and around Cumbria

- **West Coast Main Rail Line**

The West Coast Main Line is the key rail artery on the United Kingdom mainland, providing links for Cumbria with London, the heavily urbanised West Midlands, the Mersey Belt and the Scottish Central Belt. It has a vital role in national transport infrastructure, both for carriage of short and long-distance passengers and freight and, as a result, carries a higher density of rail traffic than almost any other comparable long-distance rail route in Europe. Current projections of rail traffic growth suggest that traffic over the route (measured in passenger kilometres) will double in the decade up to 2016. The route between London and Glasgow has recently been cleared throughout for 125 mph running by the fleet of Pendolino tilting trains. However several other major projects on parts of the route are planned for completion by December 2008 to permit further improvements to journey times.

The route is also expected to see a considerable growth in rail freight which brings its own challenge in matching capacity for freight with high-speed passenger services. The route currently also carries cross-country services to Scottish destinations and to Birmingham, which is the hub on the cross-country network for connections to other areas of England and Wales. As the demand for more freight access, more stopping passenger services in Cumbria and direct services to new destinations increases so the provision of fast, reliable passenger services to strategic destinations becomes more difficult. The latter would be best served by a new high-speed line in the West Coast corridor.

The aim is to secure the modernisation and upgrading of the West Coast Main Line to provide a vital transport artery fit for the 21st century. To ensure that the route continues to receive investment to upgrade stations and improvements in capacity to meet future demands for passengers and freight, the following are sought:

- Maintenance of funding by Government to complete the current phase of modernisation by December 2008
- Ensure that a future maintenance regime will retain the route at the highest standards on completion of the upgrade
- Identify future route capacity problems and plan pro-activity for growth to accommodate congestion both on and off the railway
- Implement a rolling-programme of station improvements, including potential EU support and partnership with other organisations
- Review inter-regional and local train service patterns, including stopping patterns at smaller stations
- Retain existing and introduce direct cross-country services to new destinations for Cumbrian WCML stations
- Improve connections policy at key interchange stations
- Improve future rolling stock to maximise the value of the route as a high-speed line
- Strengthen Pendolino trains to ten cars to alleviate expected overcrowding
- Develop diversionary and alternative routes for passengers and freight traffic
- Develop a maintenance technology that will permit full seven-day operation on the major routes
- Seek a Government commitment to a new high-speed line in the West Coast corridor by 2020

- **Cumbria Coastal Railway**

The Coastal Railway has the potential to become an attraction in its own right, and is a key enabler for activity tourists hiking and cycling in the western lakes region.

Key actions required:

- Improve train connections from the West Coast Mainline to West Cumbria through timetabling.
- Upgrade rolling stock on the coast line to make it more appealing to business and leisure tourists.
- Increase the frequency of trains on Sunday to visit attractions and those on activity visits (walking, cycling, mountain biking) in the western lakes.

Detailed improvements that are sought will require direct commitment from the Department of Transport, following the demise of the Strategic Railway Authority are listed below:

- Track upgrade to continuous welded rail throughout
- Signalling and crossing upgrades
- Increase loading gauge for 9' 6" container clearances
- Station upgrades including accessibility, car & cycle parking, bus interchanges, waiting facilities, security and information at: Wigton, Whitehaven, Workington, Aspatria, Maryport, Harrington, St Bees, Seascale, Ravenglass, Millom and Askam
- Maryport Station: Second platform, new access including footbridge and car parking.
- Real-time train information at stations
- Capacity measures to regularise services -½ hourly service Carlisle to Whitehaven; 90 minute service Whitehaven to Millom; ½ hourly service Millom – Barrow
- Sunday service
- Better rolling stock
- Improve timetable connections at Carlisle for WCML services north and south, Newcastle and Leeds
- Extend Furness Line regional services for Barrow back along the Cumbrian Coastal Line to serve West Cumbria

- **Tyne Valley Railway**

The Tyne Valley Line is an important route linking the West and East Coast Main Lines as well as linking the two regional capitals of Carlisle and Newcastle. It has an important role to serve the Gateshead Metrocentre as well as a number of large and small market towns. The line is also an important freight route and diversionary route for long distance passenger services. The passenger service is broadly hourly, but service intervals vary. In addition there are a number of through services to Scotland, including Stranraer, and a single through service to Whitehaven.

The smaller stations of Wetheral and Brampton in Cumbria are served by only a small number of trains. The service is comparatively slow and rolling stock used is often not appropriate for a long distance service.

Improvements sought are:

- Improved passenger rolling stock
 - Resignalling to reduce headways between trains
 - Investment in track and structures to reduce journey times
 - Investment in stations including CCTV, customer information systems, car & cycle parking and bus interchange facilities
 - Improved timetable with regular frequencies and additional stops at Wetheral and Brampton.
- **The Settle and Carlisle Railway**

The Settle and Carlisle Railway has an iconic status as a result of a long and successful campaign in the 1980s against closure. The route has seen significant recent and on-going investment to cater for the demands of long distance freight traffic, chiefly coal from Scotland to power stations in Yorkshire and the Midlands. Several smaller stations were reopened following the removal of the closure threat and most settlements along the line have a station. The Settle and Carlisle Railway Development Company and the Settle and Carlisle Railway Trust have ensured significant investment in stations and major structures.

The passenger service is generally between Carlisle and Leeds but is relatively limited, with no early morning train from Carlisle to Leeds. The last train from Carlisle is in the early evening. Rolling stock is generally adequate but journey times are relatively long, about two and three-quarter hours. The line has a significant role as a tourist attraction in its own right as well as providing local and regional links. It is a designated diversionary route for long distance passenger services.

Improvements sought are:

- Continued investment in track and structures to ensure the long-term demand for freight services can be met without detriment to the future integrity of the line
- Investment in signalling to reduce headways between trains
- Investment in stations, including CCTV, customer information systems and car & cycle parking
- Improved timetables to give greater travel opportunities
- New rolling stock to improve journey times

C3 Improve Air Transport into Cumbria

- **Carlisle Lake District Airport**

From the perspective of sharpening the County's competitive edge, the provision of scheduled air services will send a strong message to potential investors and give a boost to image campaigns. It could open up a potentially lucrative London market to high quality leisure breaks and contribute positively to business confidence in Cumbria and South West Scotland.

The provision of scheduled services will be promoted at Carlisle Airport which is in private ownership. Support will be given to the owner in sourcing funding to develop the airport, facilitating improved access and assisting in marketing for both passenger and freight services. Essential infrastructure improvements are upgraded runway facilities, control tower and, particularly for the development of passenger traffic,

provision of a departure and arrival terminal with direct access from the A689. Marketing will be directed to people and businesses both locally and further afield, particularly as part of tourism packages.

Improved access to established airports, such as Manchester, Newcastle, Durham/Tees Valley, Glasgow and Edinburgh offering a full range of European and other international services, will continue to sought via strategic road and rail routes.

- **Other Sites**

The development of a sustainable and commercially viable airport at Barrow and an airfield (rather than airport) situated in West Cumbria may be a long term requirement to facilitate the development of the Energy Coast Master Plan. They should aim to handle air passenger services to Manchester, support chartered helicopter flights and business aviation. In West Cumbria priority is to be given to airfield sites which have the potential for future development and can be easily linked with the coastal railway and the existing concentrations of employment in Whitehaven, Workington and Sellafield.

C4 Improve Sea Access in and around Cumbria

- **Improve Port Terminals**

Improved access to the sub-region's commercial ports of Barrow, Workington and Silloth would have the potential to:

- increase the proportion of freight passing in and out of the sub-region by sea;
- encourage the transfer of freight from road to rail using port facilities; and
- attract cruise liner visits

There are also operational improvements at the ports identified in the ports plans that would assist in this process some of which require third party funding to be realised. These outcomes would bring the sustainable benefits of reducing road transport and its associated pollution, increasing employment at the ports and boosting green tourism.

C5 Develop Transformational projects that will improve connectivity in Cumbria

- **“Bridge Across the Bay”**

The Morecambe Bay Bridge, the ‘Bridge across the Bay’ is an independently promoted project to extract tidal energy from Morecambe Bay for public consumption. The concept envisages a structure across Morecambe Bay from Heysham to Barrow which could also be used as a transport link with facilities for cyclists. Connecting to the proposed Heysham to M6 Link in Lancashire, such a road bridge would provide the most direct link possible between the Furness area and the south of the region and majority of the country.

This project which is estimated to cost tin the region of £640 million to build but is estimated to be capable of generating £60 million per annum in energy income is supported as a longer term project which provide a significant boost to the

accessibility of Furness and with a bridge across the Duddon Estuary as well to transport improvements to West Cumbria.

C6 Information and Communications Technology (“ICT”)

ICT has the ability to overcome barriers of distance and time, and therefore the need to exploit ICT and digital commerce is vital in Cumbria. This is dependent upon the organisations having appropriate resources and skills. Historically, NWDA investment in Project Access has raised broadband take up in the County above the national average and has reduced the “digital divide”, but there are still unrealised opportunities in the field.

Cumbria has been the beneficiary of significant public sector investment in the infrastructure to support Broadband via the Northwest Regional Development Agency funded Project Access and currently Cumbria has 98.7% broadband access. Only a few remote rural valleys still do not have broadband access.

Whilst the bringing of broadband into the County has transformed the capability and captured the imagination of both citizens and businesses alike, further investment is required to maintain the county’s position in the global knowledge economy.

The key areas for investment are:

- 1 Ubiquitous access to Next Generation Broadband. There is an increasing appetite for greater band with to support a multiplicity of applications such as
 - Media rich content – digital TV
 - Greater business efficiencies through working from home, reducing costs and carbon footprint
 - Developing the Knowledge Economy
 - Competing in a global marketplace
 - Delivering remote healthcare and telemedicine
 - Remote learning opportunities with virtual classrooms

- 2 To support investments in infrastructure, businesses and citizens will require support to exploit the new technologies; this is envisaged to cover:
 - Cultural change away from an office based work environment into home based virtual teams
 - Core skills development to maximise investments in technology
 - Delivery of skills to business to enable them to compete in a global market, web design, e-commerce and management

- 3 The implementation of high speed wireless networks in key service centres and tourism destinations to drive economic gain by:
 - Allowing visitors to access local information on attractions and accommodation through wireless devices
 - Pushing information to inform the visitor for interpretation, attractions and accommodation offers
 - To allow continued development within the digital and Creative sector to take advantage of the developments within Media City

5 Other Actions by Geographical Area

5.1 Carlisle

Carlisle is identified as a Regional City in the Regional Spatial Strategy and locally as a focus for population growth. The Carlisle Renaissance partnership was set up following the serious flooding that occurred in January 2005. This Partnership is identifying city centre development and redevelopment opportunities and their movement requirements. Some of the proposals identified to date include using, in some instances, the flood defence works to extend the foot and cycleway network. These will be incorporated in transport plans for the city when through traffic is removed when the Carlisle Northern Development Route is completed in 2010.

If the proposed developments identified by the Renaissance initiative go ahead, accompanied by projected population growth, there will be a requirement to bring forward a range of transformational transport schemes to ensure that the economy and quality of place in Carlisle are not compromised. The main access roads to the city centre, the A7, A69 and A595, also form the most direct route to West Cumbria from Scotland and the North East of England. The Carlisle Northern Development Road will remove through traffic from these roads and also provide access to the regionally designated investment site at Kingmoor from the M6 at junction 44.

Residual internal traffic movements in Carlisle are being considered as part of the Carlisle Renaissance Project. A movement strategy will identify measures to further reduce traffic impact, including relocation of long stay commuter parking away from high value city centre locations supported by a high quality bus network, a reduction in scale of the Castle Way dual carriageways, and possibly south west and east inner relief routes to take traffic out of the historic and retail core.

In the longer term, further through traffic could be removed from the A6 and A595 in Carlisle by provision of a Southern Relief Road. This would improve access from the M6 south at junction 42 to the west side of Carlisle and to North Allerdale, most significantly Wigton and Silloth.

5.2 West Cumbria

The creation of the West Coast Highway will extend regeneration benefits to West Cumbria. By contributing to the objectives of the West Cumbria Masterplan, upgrading schemes would be eligible for supplementary funding associated with nuclear decommissioning. Following the recent detrunking of parts of the A595 most of the existing roads in this corridor are the responsibility of the County Council, allowing more local determination of funding for improvements.

Apart from the dual carriageway provision of the Parton to Lillyhall improvement to accommodate high traffic flows between Whitehaven and Workington, single carriageway standard is proposed for the West Coast Highway with climbing lanes provided where necessary to facilitate overtaking.

Identified elements of the project include the A595 schemes above and the additional schemes as follows:

- Upgrade of A5093 to Silecroft, including bypasses of Millom and Kirksanton
- A595 (T) upgrade – Blackbeck to Thornhill

- A595(T) Quarry Hill to A66 Junction – provision of southbound climbing lane.
- A595 Papcastle to Carlisle – Junction improvements and provision of overtaking opportunities.
- Low cost Duddon bridge improvements, to provide journey time savings and benefits from accident reduction.

5.3 Barrow

The four proposed industrial estates in Barrow, Dock Estate, Hindpool Road, Channelside & Kimberly Clark extension will require improvements to all junction accesses to take the estimated traffic that will be generated. The coordination and integration of existing transport facilities needs to be substantially extended and improved for there to be any significant transfer of transport to alternate modes. In particular, a substantial improvement can be made in the bus, cycle, pedestrian and greenway infrastructure to link all four employment sites with the bus hub, railway station and with residential areas. Other options to serve the estates are also being considered namely (1) an outer ring road, (2) an inner ring road and (3) junction gyratory systems.

A second crossing of the Walney Channel is required to avoid total reliance on the existing Jubilee Bridge as the only road linking Walney Island to Barrow. Jubilee Bridge is a lifting bridge, to cater for shipping movements in the channel, and therefore does not offer 100% availability. A second bridge would allow emergency vehicles to cross when Jubilee Bridge was closed to traffic, and for the remainder of the time be used by pedestrians and cyclists.

Construction of the Morecambe Bay Bridge and Duddon Estuary Crossings will introduce new traffic movements through Barrow which will require extensive modifications to the existing road network and possible new links.

5.4 East Cumbria

Kendal

The economic growth of Kendal has suffered during the past few years with the loss of high value jobs in the manufacturing and financial sectors. A Kendal Economic Regeneration Action Plan has identified projects to be implemented up to 2017 to help businesses and strengthen Kendal as a key service centre. Transport measures that have been identified in the Plan are outlined below.

The principal access to Kendal is from the M6 south but the main industrial area is off Shap Road on the north side of the town. Ongoing traffic management measures are improving the town centre environment for residents, visitors and shoppers but through traffic movements, including commercial traffic, are being concentrated onto other less than satisfactory routes. The Kendal Northern Relief Road will link the A591, Kendal Western Bypass, at Plumgarths to the A6 Shap Road principally to cater for commercial traffic. However it is very unlikely to be funded by the DfT prior to 2017. Other shorter term transport initiatives are outlined below.

- Upgrading of the current car parks to the south of Highgate to a higher quality and higher cost in association with park and ride
- Additional coach parking

- A Park & Ride Demonstration is proposed as a tool to remove long stay visitor or employee car parking from the town centre itself. This is to be supported by the local bus services and increased park & walk, park & cycle opportunities.

Penrith

A new road would be required to link Gilwilly Industrial Estate to M6 Junction 41 to assist in the further development of this industrial estate. This would have wider benefits in easing potential future congestion problems at M6 Junction 40.

5.5 Lake District National Park

Tourism is a very significant and valuable part of Cumbria's economy presenting its own transport issues with some 15 million visitors per annum. In particular the Lake District is a premier UK destination for informal active outdoor recreation and for less active sightseeing tourism. Motor vehicle congestion occurs at holiday times around the more popular tourist destinations, in particular the central Lake District. To maintain a sustainable visitor economy, work needs to be done to encourage transport modal shift for access to, and movement within, the County and to promote non-car-based activities such as cycling and walking.

The Windermere and Bowness Enhancement Masterplan recommends the development of the following key transport projects:

- Gateway car parking in Windermere, Braithwaite Fold, and Rayrigg Road adjacent to the Steamboat Museum
- Comprehensive traffic management proposals in Windermere
- Glebe Road pedestrianisation
- Car park navigation signage at gateways and long distance navigational signing
- To improve signage and street furniture with a town trail
- To improve signing and orientation for directing people down to the lake
- Windermere Station Development and Gateway Square - a need to enhance the station and provide a public square
- Encourage visitors to stay longer by enhancing awareness of opportunities such as for walking, cycling, ferry and bus tours
- Improve walking / cycling provision between Bowness and Windermere
- Create Windermere eastern site with parking, interpretation, toilets and catering facilities
- More cycling provision in particular to overcome the gap in provision between Ambleside and Windermere

The Ambleside and Waterhead Masterplan recommends the development of the following key transport projects:

- The significant improvement of the public realm at Waterhead and provision of new car park and development of a walkway towards Ambleside.
- The creation of a pedestrian priority core in the centre of Ambleside with the provision of shared surface treatments.
- Public realm improvements to the road corridors surrounding Ambleside town centre through use of traditional streetscape materials, widening of pavements, improving junctions and the development of a northern gateway.
- Measures to encourage journeys by bike and on foot along Borrans Road and Rothay Road.

The Windermere Branch Line connects to the West Coast Main Line at Oxenholme, providing services to Kendal and intermediate stations to Windermere. An hourly shuttle service operates throughout the day along the full length with direct services between Windermere and Manchester Airport at a two hourly frequency. Limitations on the service usage are the single track and the location of Kendal station being not particularly accessible from the town centre. Improvements sought are:

- Provision of a twin track or a mid route passing place and signalling
- A second Kendal station serving the north end of the town
- Electrification of the route as part of a regional programme of electrification

The development of strategic cycle routes through the centre of the National Park will present an alternative modal choice for visitors. Routes along the corridors of two of the principal roads through the park will be particularly significant – the A591 between Kendal and Keswick and A593 from Ambleside to Coniston and onward connection to Ulverston and Barrow.

6 Delivering the Strategy - Action Plan

- 6.1 The following Action Plan is a comprehensive list of all identified programmes, projects and activities that have the potential to make a positive contribution towards achieving the vision for Connectivity in Cumbria, as detailed in sections 4 and 5 above. To successfully deliver this Action Plan will require a co-ordinated approach, and commitment and investment from Public, Private and Voluntary sectors. The Action Plan does not therefore relate to particular funding bodies or programmes (for example the North-West Development Agency Single Programme, or the European Regional Development Fund) and is not a representation of any future Sub-Regional Action Plan.
- 6.2 The Red / Amber / Green classification in this Action Plan reflects priorities in terms of **timescales for delivery only**, in recognition that a number of actions (particularly major, transformational projects) will take substantial time to develop and deliver, whilst others can be delivered within a much shorter timescale. Please also note that the classification are based on timetable for final completion, so actions a mixture of short-term and long-term components will be listed by the targets for long-term completion.
- 6.3 Within each colour group, projects are listed in order of their reference number which relates to the key actions within sections 4 and 5 of the Strategic Action Plan. Neither the colour-coding nor the numerical listing within each colour classification is an indication of the importance of actions relative to one another.
- 6.4 A key role of Cumbria Vision will be to monitor, evaluate and update the Action Plan on an ongoing basis. This process will be undertaken in close consultation with stakeholders from the county and region.

Delivering the Strategy - Action Plan

Timeframe	Priority Ref	Activity	Detail	County Wide	Allerdale	Barrow	Carlisle	Copeland	Eden	South Lakeland
C1. Improve road links into and around Cumbria										
	C1.1	Improvement Programme for the M6/M74	Completion of M6 from Junction 44 to Scottish Border. £175 million. Completion scheduled for December 2008	✓			✓			
	C1.2	Improvement Programme for the A66	Dualling A66 from Penrith to Temple Sowerby. Estimated cost £35 million	✓					✓	
			Dualling A66 from Temple Sowerby to Appleby. Estimated cost £80 million	✓					✓	
			Dualling A66 from Appleby to Brough. Estimated cost £150 million	✓					✓	
	C1.3	Improvement Programme for Road Network in Barrow and Furness	Dualling A590 from High Newton to Newby Bridge. Estimated cost £40 million	✓						✓
			Dualling A 590 from Greenodd to Arrad Foot. Estimated cost £40 million	✓						✓
			Dualling A590 - Ulverston By Pass. Estimated cost £80 million	✓						✓
	C1.4	Improvements to Road Network in West Cumbria	A 595 Lillyhall to Parton. Estimated cost £56 million. Completion anticipated 2010	✓	✓			✓		
			A 595 Whitehaven Eastern Bypass. Estimated cost £75 million	✓				✓		
			A 596 Workington Southern Link. Estimated cost £40 million	✓	✓					
			West Cumbria Highway (A595). Estimated cost £50 million	✓	✓			✓		

	C1.5	Improvement to Road Network around Carlisle	Completion of Carlisle Northern Development Route Estimated cost £143 million Start 2008 Completion 2010	✓			✓			
			Carlisle – Southern Relief Road Estimated cost £35 million				✓			
			Carlisle Inner Relief Routes - . Estimated cost £5 million				✓			
	C1.6	Improvements to Road Network around Kendal	Kendal – Northern Relief Road. Estimated cost £10 million							✓
			Kendal - Park and Ride Estimated cost £2.5 million							✓
C2. Improve rail links into and around Cumbria										
	C2.1	Improvements to the West Coast Main Line	Upgrade of West Coast Main Rail Line Estimated cost: £8 billion	✓			✓		✓	✓
	C2.2	Improvements to the Cumbria Coastal Railway	Cumbria Coastal Railway from Carnforth to Carlisle. Estimated cost £10 - £20 million.	✓	✓	✓	✓	✓		✓
	C2.3	Improvements to the Lakes Line	Lakes Line Upgrading from Oxenholme to Windermere. Estimated cost £20 million							✓
C3. Improve air links into and around Cumbria										
	C3.1	Development of Carlisle Airport	Development of Carlisle Airport by Stobart Air Ltd. Estimated cost £25 – 35 million. Anticipated completion date 2009/10.	✓			✓			
C4. Improve sea access into and around Cumbria										
	C4.1	Development of Freight Services at Workington	Port of Workington Development Programme Estimated cost £10 – 20 million	✓	✓			✓		
	C4.2	Development of Freight Services at Barrow	Port of Barrow Development Programme. Estimated cost £10 – 20 million	✓		✓				

C4.3	Development of a Cruise Ship Terminal at Barrow	Estimated cost £10 – 20 million.	✓		✓				
C5. Develop Transformational projects that will improve connectivity in Cumbria									
C5.1	Develop and Implement Bridge Across the Bay	Develop and Implement Bridge Across the Bay. Estimated cost £650 million.	✓		✓				✓
C5.2	Develop Duddon Estuary Crossing	Duddon Estuary Crossing. Estimated cost £100 million.	✓		✓				✓
C5.3	Develop Second Crossing of Walney Channel, Barrow	Second Crossing of Walney Channel, Barrow. Estimated cost £10 million.	✓		✓				
C5.4	Implement Lake District Sustainable Transport Programme	Lake District Sustainable Transport Programme. Estimated cost £10 million.	✓	✓			✓	✓	✓
C6. Develop Information and Communications Technology (ICT)									
C6.1	Develop access to Next Generation Broadband	Develop next generation broadband which competes in the global marketplace. Estimated cost £50 million	✓	✓	✓	✓	✓	✓	✓
C6.2	Support investment in infrastructure, businesses to exploit new technologies	Delivery of skills to businesses to enable them to compete in the global marketplace. Estimated cost £20 million	✓	✓	✓	✓	✓	✓	✓
C6.3	Implement high speed wireless networks in key service centres	Development in digital/ creative sectors to take advantage of Media City Manchester. Estimated cost £25m	✓	✓	✓	✓	✓	✓	✓

Key

Immediate	3 – 5 years	5 -10 years