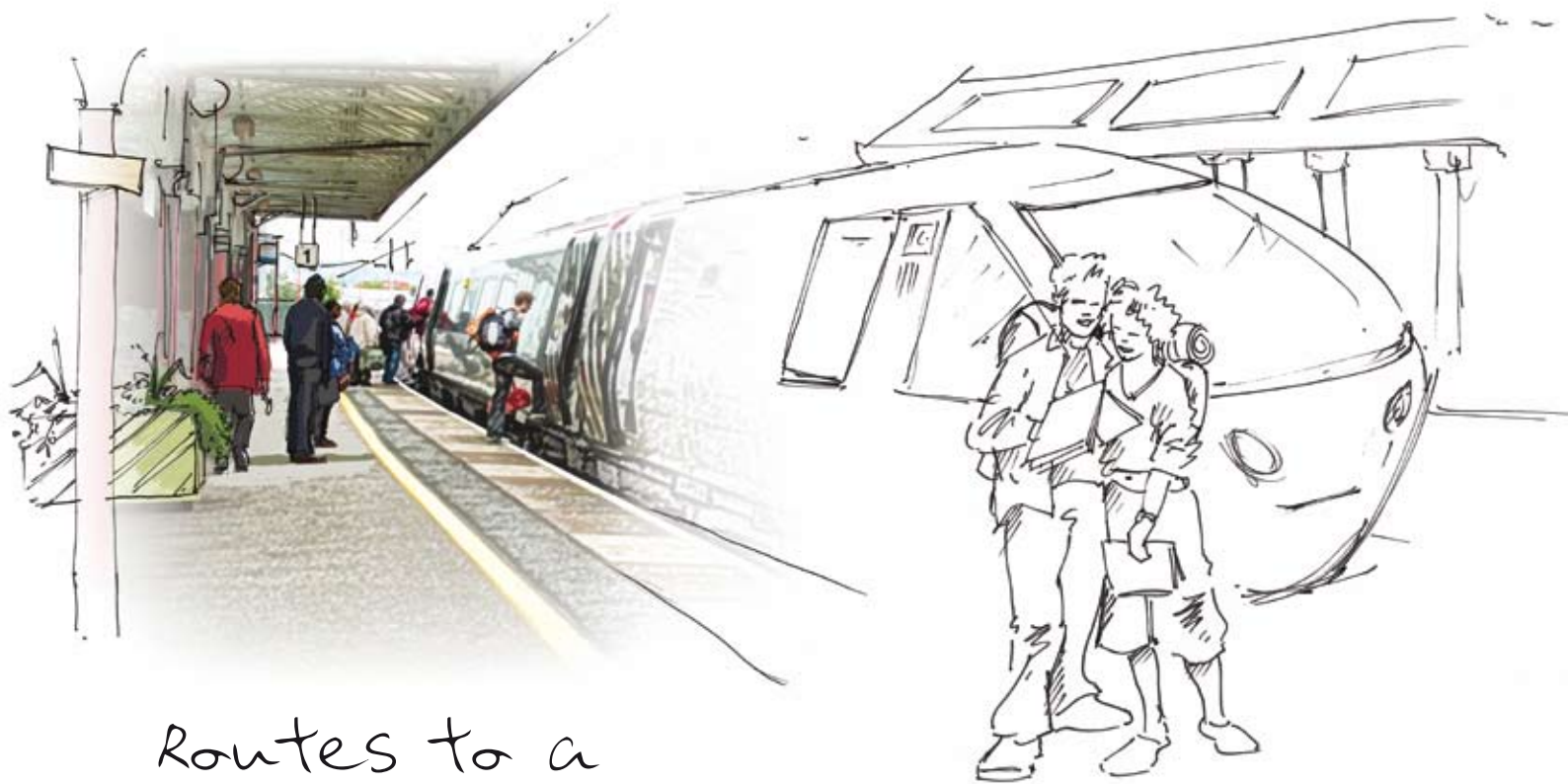


Developing Sustainable Cumbria
2008 to 2028



Routes to a

prosperous Cumbria

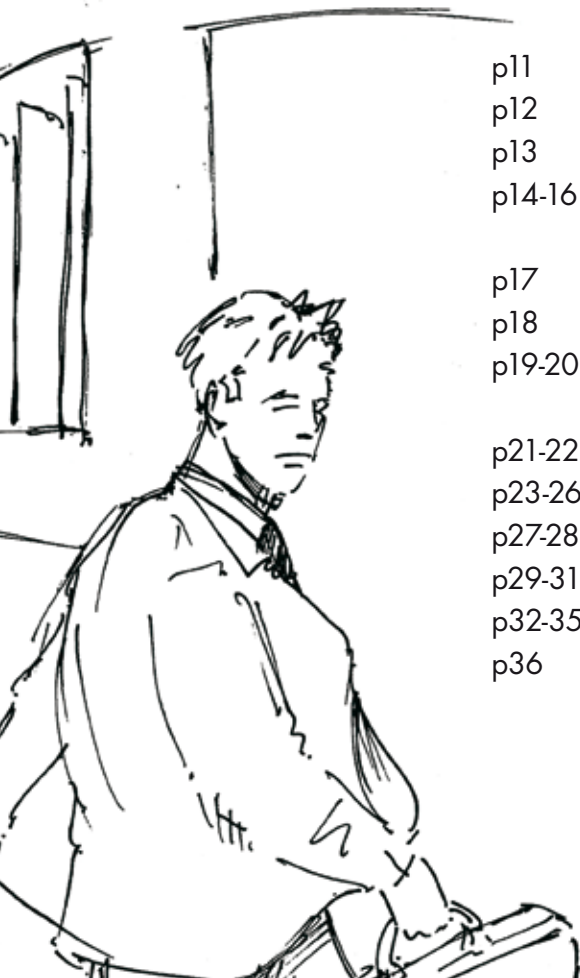
A review of Cumbria's transport investment needs

Breathtaking coastlines and landscapes
of world renown exist alongside
historic urban settlements and degraded
industrial townscapes of hidden potential



contents

| | |
|--------|---|
| p4 | 1 Introduction |
| p5 | 2 Summary of key transport issues facing Cumbria Sub Region |
| p6-8 | 3 The Vision for a Modern and Efficient Infrastructure |
| p9 | 4 Road and Rail Links between the West Coast and M6 and West Coast Main Line |
| p10 | 5 Morecambe Bay Bridge and West Coast Highway |
| p11 | 6 West Coast Main Rail Line |
| p12 | 7 Trans-Pennine Links |
| p13 | 8 Transport to serve Rural Communities |
| p14-16 | 9 Reducing Congestion, Climate Change and Improving Public Health |
| p17 | 10 Air Transport |
| p18 | 11 Seaports |
| p19-20 | 12 Capital Funding for the Cumbria Highway and Transport Network |
| p21-22 | 13 Barrow and Furness |
| p23-26 | 14 Carlisle and North Cumbria |
| p27-28 | 15 Lake District National Park |
| p29-31 | 16 South and East Cumbria |
| p32-35 | 17 West Cumbria |
| p36 | 18 Conclusion |



Introduction

1.1 This document 'Routes to a Prosperous Cumbria' sets out a vision of an improved transport infrastructure focussed on economic growth and quality of place. Its purpose is 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 the aspirations of the Cumbria Community Strategy which sets out a sustainable approach to securing economic growth, social progress and environmental protection and enhancement in Cumbria over the next twenty years. It also supports a range of other economic, development & regeneration strategies and spatial master plans that have been developed around the country.

1.2 In proposing improved transport infrastructure in pursuit of economic growth, implementation plans will be subject to assessments at 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 alternative mode options.

1.3 Proposed transport schemes will be designed and implemented to improve environmental and social outcomes. This will include any schemes promoted by the county council being required to comply with Habitat Regulations, being subject to statutory consultations and being subject to Environmental Impact Assessments. Detailed social impact assessments will be made for each proposal as it is developed to address equity and inclusion issues. Schemes will also be subject to robust economic justification and value for money appraisal.

1.4 Proposed transport infrastructure improvements are developed within the context of the Planning System, key objectives of which are to give support to and ensure thriving sustainable communities, manage resources in a sustainable way and minimise any environmental impact.

1.5 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.

1.6 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 of the county council and it's partners in the Cumbria Strategic Partnership (CSP). Therefore alternative funding sources need to be identified and this document is published to assist in securing such funding.

1.7 Achievement of results by the council and the CSP will be measured by the Government through a new set of national indicators that has been developed to replace the existing Best Value Performance indicators. In each area, targets against the set of 198 national indicators will be negotiated through new Local Area Agreements. These include targets that relate to transport and its wider policy impacts. Each Agreement will include up to 35 priority targets from among the national indicators.

Summary of key transport issues facing Cumbria Sub Region

2.1 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.

2.2 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.

2.3 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.

2.4 Road and rail communications between the M6 and main line rail routes passing through the east of the county and the industrial 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.

2.5 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.

2.6 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. High volumes of local car traffic in urban areas sometimes cause delays on longer distance journeys, some from outside Cumbria.

2.7 The transport issues should be seen in the context of:

- Rapid changes in recent years, both down and up, in Cumbria's relative wealth
- The peripheral location of Cumbria relative to Regional, National and European markets
- The perception of inaccessibility to potential investors
- The existing reliance on car travel
- Environmental protection
- High toll of people killed and seriously injured on the county's roads
- Localised congestion and consequent air pollution in urban and tourist areas
- Public health concerns including asthma and obesity
- Climate change.

The Vision for a Modern and Efficient Infrastructure

3.1 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.

3.2 A key Government Strategy that influences the approach to development is the Northern Way. This is a Regional Development Agency (RDA) led partnership, which adds value to Regional and City Regional activity through stimulating and coordinating additional activity at the pan-regional level. Northern Way argues for specific transport schemes that will improve productivity and therefore will strengthen the economy.

3.3 The Northern Way growth strategy established three core transport investment priorities:

- To improve surface access to the north's airports
- To improve access to the north's sea ports
- To improve road and rail links within and between the north's city regions.

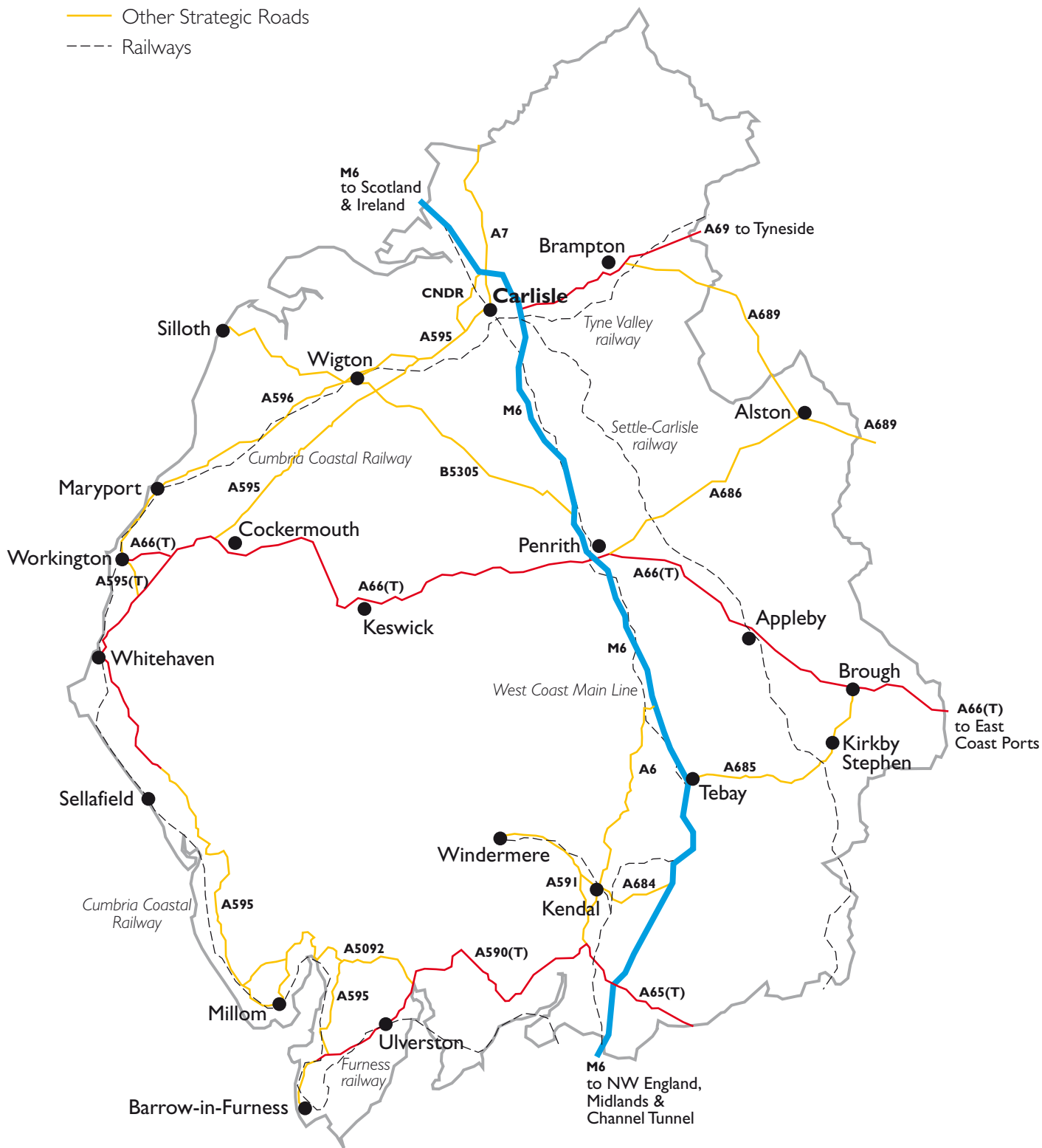
3.4 However, the Northern Way strategy does not address the issues in Cumbria in terms of improved connectivity. For instance:

- Cumbria is considered in the strategy to be rural and therefore not considered by the Northern Way to be part of the north's economic driver. This neglects the distinctly urban issues and opportunities in many parts of the county
- The whole emphasis of the Northern Way is on productivity impacts. Recent analysis of GVA shows that it is productivity that weakens the Cumbrian economy. The Northern Way argues for specific transport schemes that improve productivity. Therefore, coming from Cumbria's weak transport connectivity base these are even more critical for the sub region.
- The Strategy recognises that the current spatial distribution raises the possibility of widening the gap between the most and least prosperous areas of the North but makes no recommendations to address this relevant to Cumbria.

3.5 Usefully however, the strategy emphasises a "balanced package of measures" focussing on passenger and freight transport, public transport and the road network. There are a significant number of rail measures relating to connecting the conurbations. A similar approach in Cumbria would reinforce the importance of the promotion of the Cumbria Coast Line, Furness Line, and the West Coast Main Line.

3.6 This vision must be delivered taking account of climate change objectives. Traffic congestion and other adverse impacts of vehicles will be reduced by appropriate traffic management measures, improvements to public transport, and by ensuring that the design and new layout of new development incorporates provision for cyclists and pedestrians. Such measures will need to have regard to the environmental qualities of the area and the needs of local residents and visitors to the area.

- Motorway
- Trunk Roads
- Other Strategic Roads
- - - Railways



3.7 The council as highway authority is developing approaches to reduce CO₂ emissions by its own operations and in particular encourages recycling of carriageway and footway materials for reconstruction.

3.8 The priority transport objectives for Cumbria are:

- Seek to improve road and rail links between the west coast and the M6 and West Coast Main Line
- Promote the case for national investment to upgrade and secure the future of the Cumbrian Coast Rail Line
- Lobby for the continued enhancement of rail passenger services for Cumbria along the West Coast Main 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
- Seek to achieve a greater use of public transport, walking and cycling
- Improve landside access to ports to facilitate freight and cruise liner business.

3.9 The achievement of these objectives will be pursued in the context of the Local Transport Plan (LTP2) policy T2 "principles applying to all transport developments". In their design all transport measures will, where applicable:

- Reduce the number and severity of casualties on the road network
- Provide effectively for people whose mobility is impaired
- Increase the use of sustainable modes
- Minimise air, noise and light pollution and visual intrusion
- Enhance the public realm through the use of good design and appropriate materials
- Safeguard natural resources – minimising the consumption of energy and extraction of primary materials
- Reduce crime and disorder.

Road and Rail Links between the West Coast and M6 and West Coast Main Line

4.1 The M6 and West Coast Main Line (WCML) 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.

4.2 The areas of Furness and West Cumbria are priority areas for regeneration. They suffer from industrial decline, evidenced by the highest levels of unemployment and indices of multiple deprivation in the county and among the worst 10% nationally. They are separated from the M6 and West Coast Main Line by the Lake District National Park which presents difficult topography and protective designations as challenges to the provision of appropriate transport links. The A590 and A66/A595 trunk roads are respectively the main direct road links to the two areas although the A595 principal road provides access from the north to West Cumbria and then continues to link through to Furness via the coast. Alternative direct access to the North Allerdale area of West Cumbria from the M6 is provided by the B5305 from junction 41 to Wigton and its continuation as the B5302 to Silloth.

4.3 Rail links to these areas connect to the West Coast Main Line at Lancaster and Carlisle. The Furness Line from Lancaster to Barrow follows the coast of Morecambe Bay with crossings of the Kent and Leven estuaries, providing for direct passenger services from South West Cumbria through to Manchester Airport and connections to London and other intercity services at Preston. The Cumbrian Coast Line from Carlisle is the principal rail access to West Cumbria, providing for regular passenger

services to Whitehaven and intermediate towns. Apart from occasional through services to Newcastle, services terminate at Carlisle for connections to London and other intercity services. This line continues round the coast to Barrow, providing less frequent services to Sellafield and Millom. Rail freight on these lines is associated with the ports of Barrow and Workington, nuclear industry at Sellafield and Drigg and major manufacturers Iggesund, Kimberley Clark and UCB. The issue of diverting rail freight onto this line needs further investigation and can be an opportunity to secure further benefits.

4.4 The inadequacies of these links have been acknowledged as a regional issue by the NWRA and NWDA who jointly commissioned a study in 2004. The outcome of the study was a recommended strategy which included: network enhancements considered to be within the reasonable bounds of affordability, deliverability, environmental impact and timeliness; some longer term interventions and some interventions outwith the timescale of the study horizon. The identified measures were developed from the study's consultation process, document review, analytical work and consideration of the problems and issues.

Morecambe Bay Bridge and West Coast Highway

5.1 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 is supported as a longer term project which would level the competitive playing field for existing and the potential new industries based in Furness and West Cumbria.

5.2 The West Coast Highway project is supported as a package of highway improvements which would contribute to levelling the competitive playing field for existing and potential new industries based in Furness and West Cumbria. This would include a crossing of the Duddon Estuary and upgrade of the A5093 and A595 throughout to connect to the M6 via the Carlisle Northern Development Route.

5.3 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 such a West Coast Highway.



West Coast Main Rail Line

6.1 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.

6.2 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.

6.3 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.

6.4 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.

6.5 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.

6.6 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
- Resist the proposed reduction in Cumbria stops on the WCML
- 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.

Trans-Pennine Links

7.1 A number of trans-Pennine routes provide road and rail links for the county with the North East of England and Yorkshire and the Humber regions. The large urban conurbations of Tyneside, Wearside, Teesside, West and South Yorkshire in these two regions together with Greater Manchester and Merseyside are the subject of the Government's 'Northern Way' growth zone. It is essential that Cumbria's transport links to these city sub regions are of the highest standard so that Cumbria can contribute to and benefit from their planned economic growth.

7.2 The Tyne Valley accommodates two routes – the A69 trunk road and the Tyne Valley Railway – both running between Carlisle and Newcastle. The A66 trunk road crosses the Pennines through the Stainmore Gap between Penrith and Scotch Corner. Both trunk roads connect the M6 in the west to the A1 in the east. The Principal Roads A689 and A685 are strategic feeders to the A69 and A66 respectively. Further south, the Aire Gap accommodates the A65 trunk road and the Settle to Carlisle railway for connections between Cumbria and West Yorkshire.

Transport to serve Rural Communities

8.1 Rural communities are highly dependent on car use to access jobs, goods and services. To reduce this dependency a number of passenger transport measures have been put in place.

8.2 Scheduled passenger transport in Cumbria is complemented by the Community Minibus Brokerage Scheme, Voluntary Car Schemes and Rural Wheels, a demand responsive transport service.

8.3 The Brokerage Schemes are operated by community transport providers which are revenue supported by the county council. Over 30 buses, most of which are wheelchair accessible, are available for hire at affordable rates to groups and organisations within the community that are 'not for profit'. Many of these groups would find it difficult to continue their activities without the affordability offered by the Brokerages. Typical journeys include accessing sports and healthy pursuits, training facilities, educational or social visits and leisure activities.

8.4 In rural areas where there is little or no passenger transport the Voluntary Car Scheme offers subsidised travel to individuals who do not have their own means of transport. This scheme has played a vital role in rural areas for many years. Local volunteers provide the service which makes it possible for residents to access local services and to attend appointments. Schemes also exist in a number of towns where residents find it difficult to use passenger transports due to impaired mobility.

8.5 Rural Wheels is an important element of transport provision in remote rural areas in Carlisle, Eden and South Lakes districts. It uses a network of existing transport providers to provide subsidised travel and focuses on linking remoter rural areas with public transport and service centres. Residents are required to register for Rural Wheels and are issued with a Smartcard, the service can be used twice a week and operates between 9am-5pm. Journeys are requested 48 hours in advance through a central booking service.

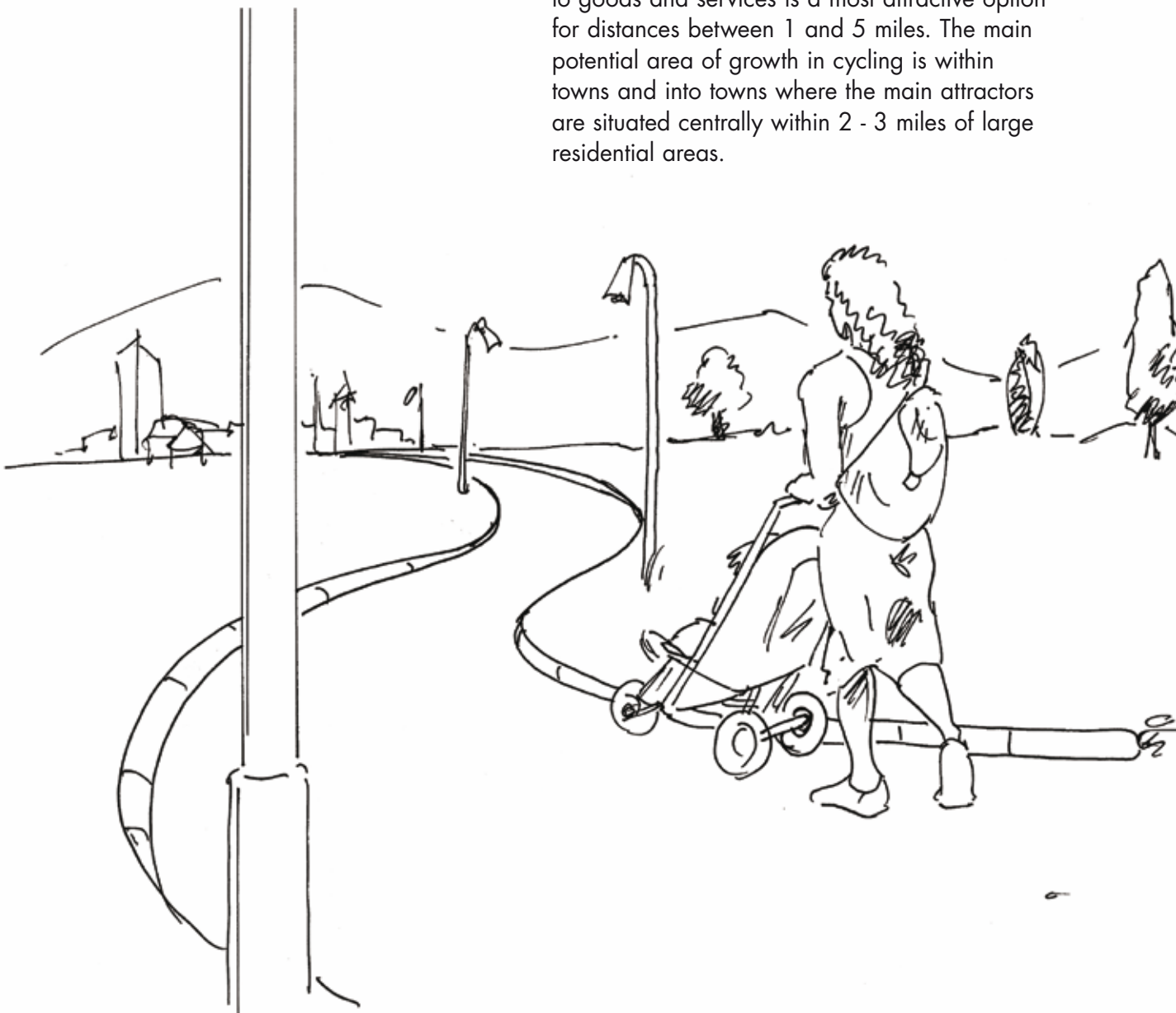
8.6 Sustaining public passenger transport in rural areas requires on-going investment of public funds which remain under severe pressure. Ways of making such schemes more sustainable are sought including other sources of funding and applying best practice. This will be of particular importance if such transport measures are to provide access to employment.

Reducing Congestion, Climate Change and improving Public Health

9.1 Generally Cumbria doesn't suffer from congestion on its strategic inter-urban routes nor does it experience to the same extent the level of urban congestion experienced by most sub-regions. However where strategic routes pass through town centres and where areas for industrial development or other employment are not situated adjacent to principal access routes to towns, significant congestion problems occur as in Barrow, Carlisle, Kendal, Ulverston and West Cumbria.

9.2 The negative impacts of this localised road traffic congestion include time lost and fuel wasted during journeys made, poor air quality due to increased CO and CO₂ emissions, excessive dirt and noise. These impacts on the economy, health and environment would be reduced by a modal shift to walking, cycling, bus and rail use and car sharing. Opportunities exist in Cumbria to achieve this shift particularly for local trips to work and education in the urban areas.

9.3 Cycling to work and school and to access to goods and services is a most attractive option for distances between 1 and 5 miles. The main potential area of growth in cycling is within towns and into towns where the main attractors are situated centrally within 2 - 3 miles of large residential areas.



9.4 Local measures are being identified, mainly through the school travel plans and work travel plans that are being developed across the county, which will assist in promoting this shift in travel behaviour and help to lessen CO₂ emissions which are causing climate change.

9.5 Motor vehicle congestion also occurs at holiday times around the more popular tourist destinations, in particular the central Lake District with similar impacts. To maintain a sustainable visitor economy, work between Windermere & Ambleside and around Keswick needs to be

done to encourage transport modal shift for access to, and movement within the Lake District, and to promote non-car-based activities such as cycling and walking.

9.6 Over the last 15 years a cycle network which is part of the National Cycle Network has been taking shape in Cumbria. This is well used by both walkers and cyclists. It links into most of the towns in Cumbria and is mainly along lightly trafficked minor roads with some off road routes being provided. It includes the Coast to Coast Cycle Route (C2C) linking Workington /



Whitehaven on the west coast to Newcastle / Sunderland on the east coast, the Pennine Cycle Way, Hadrians Cycle Route, Reivers Cycle Route, Walney to Wearside W2W Route, the N6 Keswick – Kendal – Lancaster Route and the N7 route linking Penrith – Carlisle – Glasgow. The tourism revenue generated by the development of this network and other cycle provision has been estimated at a value of over £30 million per year. As this network has urban links it is also used by cyclists on their everyday work / school journeys.

9.7 Recreational cycling too will benefit from improved routes in towns that give access to the countryside for local leisure trips. Urban networks of cycle routes are being identified and agreed for all key service centres (KSCs) in Cumbria. Implementing and maintaining cycle networks remains a substantial financial challenge in Cumbria.

9.8 Mobility plans for each KSC are also being developed. These aim to identify obstacles and gaps on the main walking routes between the key services, facilities and the main transport destinations such as car parks, rail stations and residential areas. In the preparation of mobility plans particular attention is directed at identifying measures to overcome the problems faced by people with limited mobility.

9.9 To increase the attractiveness of local bus travel, potential improvements to passenger facilities and operational infrastructure are being identified in partnership with bus operators. Main urban centres are given top priority where modal switch can be most easily effected and the potential environmental, health and leisure benefits are greatest.

9.10 In Cumbria visitors and local people can share the exploration, enjoyment and understanding of the diversity of its countryside and heritage.

9.11 The Cumbria Countryside Access Strategy and Rights of Way Improvement Plan (ROWIP) aims to:

- Improve access opportunities to the countryside
- Encourage people to explore and enjoy the countryside and at the same time conserve the natural assets
- Improve quality of life, promote health and help tackle climate change by encouraging people to walk, cycle and take public transport and other sustainable travel options.

Air Transport

10.1 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.

10.2 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.

10.3 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 be sought via strategic road and rail routes.

10.4 The development of a sustainable and commercially viable airfield situated in West Cumbria may be a long term requirement to facilitate the development of the Energy Coast Master Plan. It should aim to handle air passenger services to Manchester, support chartered helicopter flights and business aviation. 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.

Seaports

11.1 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.

11.2 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.

11.3 These outcomes would bring the sustainable benefits of reducing road transport and its associated pollution, increasing employment at the ports and boosting green tourism.



Capital Funding for the Cumbria Highway and Transport Network

12.1 The amount of government transport funding through allocation to the County Council and Highways Agency through annual settlements and major scheme bids falls far short of the amount that would be required to deliver the transport infrastructure improvements identified in this document.

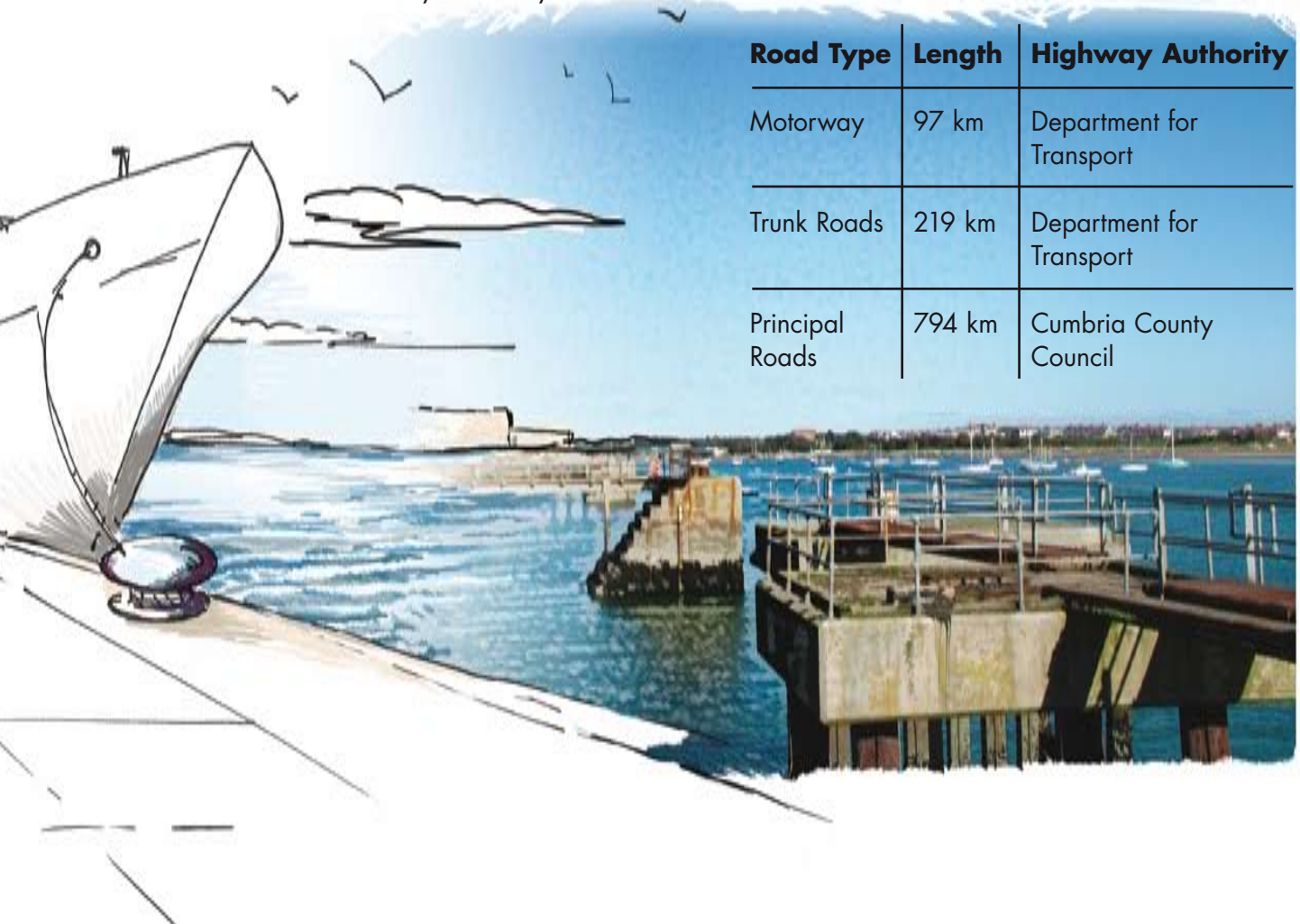
12.2 The most strategic roads nationally and regionally are the responsibility of the Government and are managed on behalf of the Secretary of State for Transport by the Highways Agency. They comprise motorways and core trunk roads. In Cumbria these are:

- M6 – Lancashire county boundary to Junction 44, Carlisle
- A66 – Durham county boundary to Workington
- A69 – M6 Junction 43, Carlisle, to Northumberland county boundary

- A74 - currently being upgraded as an extension of the M6 from Junction 44 to the Scottish border
- A590 – M6 Junction 36 to Park Road, Barrow
- A595 – from A66, east of Workington, to Calder Bridge.

12.3 The only other trunk road, the A65, is designated as non-core and is planned for detrunking by the Secretary of State in 2008. This, together with recently de-trunked sections of the A7, A595, A596 and A5092, is additional to the principal road network in Cumbria which is the responsibility of the county council. All non-trunk 'A' roads are termed principal roads. The lengths of the motorway, trunk roads and principal roads in Cumbria after completion of the de-trunking programme will be:

| Road Type | Length | Highway Authority |
|-----------------|--------|--------------------------|
| Motorway | 97 km | Department for Transport |
| Trunk Roads | 219 km | Department for Transport |
| Principal Roads | 794 km | Cumbria County Council |



12.4 Major improvements costing more than £5M on any of these trunk and principal roads are subject to a regional prioritisation process, introduced as a consequence of changes in the way major transport schemes are awarded funding approval by the Government. The Government seeks advice from the North West Regional Assembly, the North West Regional Development Agency and other partners on transport priorities to fulfil its allocations for transport investment in the region over a ten year horizon. This process is undertaken periodically as the allocations are rolled forward.

12.5 Trunk road renewals and improvement schemes costing less than £5M are undertaken by the Highways Agency. Funding is allocated by the Department for Transport to the Highways Agency to manage the core trunk road network nationally. An internal two-tier bidding process takes place at divisional and area level. Cumbria is in the Northern Division, comprising 5 areas of which Area 13 covers Cumbria and North Lancashire.

12.6 Funding for principal road renewal and transport improvement schemes costing up to £5M is allocated directly to the County Council by the Department for Transport as part of annual local transport settlements. Block allocations for renewals (capital maintenance schemes) are awarded to a formula based on condition surveys and composition of the County's stock of principal roads. Improvement schemes are funded from an Integrated Transport block, also determined according to a formula and to the content of the Local Transport Plan and the County Council's past performance in achieving its goals.

12.7 Funding allocations from these conventional sources will be maximised for Cumbria by:

- Ensuring that the criteria adopted for the regional prioritisation process give due regard to the particular circumstances of Cumbria
- Presenting major schemes for regional prioritisation in the most effective way to secure approval
- Ensuring that the DfT capital funding formulae are amended to give due regard to the particular circumstances of Cumbria.

12.8 A Transport Innovation Fund (TIF) was introduced by the Department for Transport in 2006 as a supplementary fund for schemes designed to achieve one of two objectives – tackling congestion and improving national productivity. Improved transport infrastructure in Cumbria would make positive contributions to national productivity and could therefore stand to benefit from the TIF. Initial allocation of Productivity TIF is to be based on advice from Regional Development Agencies and directed towards schemes which fit with two priority themes:

- Measures to improve the capacity and resilience of the strategic national freight distribution networks, hence supporting international trade and competitiveness
- Measures to make the most of capacity at key pressure points on the strategic networks, thus improving mobility for business and freight users.

12.9 Funding for rail improvements is allocated and managed between the Department for Transport, Network Rail and the train operating companies on a national basis.

Barrow and Furness

Improvements Identified

13.1 The Regional Spatial Strategy identifies Barrow as a Regional Town and a focus for development to address worklessness as a result of a contraction in its traditional shipbuilding industry over recent years. Development is constrained by travel distances and unreliability of travel time to the M6 and WCML. Transport measures identified by the West Lakes Renaissance focus on improving access to employment sites.

A590 Trunk Road

13.2 The A590 trunk road forms the main access route to the area commencing from the M6 motorway at Junction 36. The road requires improvement, including further dual carriageway sections, from the M6 motorway at junction 36 through to the start of the 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.

13.3 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.

Furness Railway Line

13.4 The main rail access to the area is the Furness Line connecting to the West Coast Main Line north of Lancaster. The line requires the following:

- Removal of all constraints on two way operation throughout
- Reinstatement of a direct link through to the Leeds line at Carnforth
- Improved junctions and sidings at Barrow to promote rail freight
- Complete strengthening of estuary crossings
- Reinstatement of the missing side of the Carnforth triangular junction to permit direct passenger and freight movements between South and West Cumbria and West Yorkshire
- Remodelling of existing junctions and provision of new sidings to facilitate increased use of rail for freight transport by existing and potential new industries in Barrow
- Improve timetable connections at Preston and Lancaster for WCML services north and south and for Manchester, Blackpool, Blackburn Liverpool, Leeds, Morecambe, etc.

Barrow

13.5 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 4 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.

13.6 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.

13.7 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.

Port of Barrow

13.8 Both road and rail access to the Port of Barrow is proposed for improvement. The principal road access, continuing on from the A590 trunk road approach to Barrow, is currently being improved by the introduction of a gyratory system around Walney Road, North Road and Ironworks Road. A number of other junctions are identified for improvement. Access for rail freight will be improved by remodelling of existing junctions

Long Distance Cycle Routes

13.9 A long distance, coast to coast cycle route, the Walney to Wearside route is part of the National Cycle Network. It starts off from the Walney Island coast, goes through Barrow and Ulverston and provides a link into the Lake District.

Urban Cycle Networks

13.10 Urban Cycle Networks have been identified for Barrow-in-Furness and Ulverston. The proposed routes for Barrow include routes that would link to the proposed industrial estates and residential areas. Dalton-in-Furness is programmed for network identification during 2007/08.

Rights of Way Improvement Plan (ROWIP)

13.11 Traffic free paths have been developed for all vulnerable users at Westfield Trail and at Walney Island as part of the Furness Greenways project. Implementation of the ROWIP will require considerable funding.

Carlisle and North Cumbria

Improvements identified

Carlisle City

14.1 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 causing flooding to over a thousand properties, both residential and commercial. Extensive flood defence works are now underway. This Partnership is identifying city centre development and redevelopment opportunities and their movement requirements. Some of the proposals identified to date include using the flood defence works to extend the footway and cycleway networks. These will be incorporated in transport plans for the city.

14.2 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.

14.3 The Carlisle Northern Development Route will form the most direct route between West Cumbria, North East England and Scotland and also provide access to the regionally designated investment site at Kingmoor from the M6 and A595. The through traffic will be removed from the A7, A69 and A595, the main access roads to the city centre. The opportunity will then be taken to provide further bus and cycle provision along these radial routes.

14.4 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 Park and Ride, reduction in scale of the Castle Way dual carriageways,

and some small scale infrastructure enhancements.

14.5 Further through traffic will be removed from the A6 and A595 in Carlisle by provision of a Southern Relief Road, a long term proposal. 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.

A69 Trunk Road

14.6 The A69 provides a direct link between the North West and North East regions. It is an all weather route passing at relatively low level through the Tyne Gap between the Pennines and the Cheviot Hills. It provides the main road access to Newcastle Airport from the west and indirectly serves Carlisle Airport on the adjacent A689 near Brampton. It also gives good access from North Cumbria to East Coast Main Line rail services at Newcastle.

14.7 The A69 is single carriageway between the M6 and Hexham, approximately 53km (33 miles), and two lane dual carriageway for the remaining 31.5 km (19.5 miles) of its length. Annual average daily traffic flows on the single carriageway section range from 10,000 to 15,000 vehicles per day. There are limited opportunities for safe overtaking with the 20% heavy goods vehicle content resulting in the platooning of vehicles and associated road safety and journey reliability problems.

14.8 Bypasses have been constructed for Brampton and Haltwhistle on the single carriageway section and construction is planned at Haydon Bridge. The poorly aligned section between the M6 and Brampton passes through the most significant settlement to remain on the whole route at Warwick Bridge, where problems of road safety, noise, air quality and community severance give rise to particular concern. A

bypass of Warwick Bridge will upgrade the route to an appropriate standard to give direct access to Carlisle City from the east and to the most effective connection to the M6 at Junction 42 for traffic to and from the south.

14.9 The requirements for the A69 are:

- Warwick Bridge Bypass
- Complete upgrade of remaining single carriageway section to modern standards for overtaking and safety.

A689 Principal Road

14.10 The A689 between Brampton and the M6 at Junction 44 will continue to provide for movements between the A69, east of Brampton, and the M6 extension northwards to Scotland. The A689 will also provide continuity for traffic eastwards on the A69 from the Carlisle Northern Development Route. It also provides access to Carlisle Airport.

Penrith

14.11 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.

Tyne Valley Railway

14.12 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 Metro Centre 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.

14.13 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.

14.14 Improvements sought are:

- Improved passenger rolling stock
- Re-signalling 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

14.15 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.

14.16 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.

14.17 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 reduce journey times.

Long Distance Cycle Routes

14.18 Long distance cycle routes have been identified in north Cumbria as part of the National Cycle Network.

- The Hadrian's Cycle Route follows Hadrian's Wall from Tyneside, through Carlisle and at present terminates at Silloth. There are plans to extend this route to Ravenglass
- The Reivers Cycle route is another coast to coast route that takes a northern course via Kielder Forest Park. It terminates at Whitehaven
- The Lochs and Glens Cycle Route is a south – north cycle route from the C2C at Penrith, through Carlisle and follows a coastal route to Glasgow.

Urban Cycle Networks

14.19 Urban cycle networks have been identified for Carlisle City and Penrith. Sections in Carlisle include:

- The proposed River Petteril Cycleway, will be linked into the Environment Agency flood work and the Land Reclamation Programme.
- The Kingmoor Cycle Way is a south – north link from Carlisle City Centre to Kingmoor Business Park. A crossing is required over the Eden
- A cycle route will also be developed as part of the Carlisle Northern Development Route proposals.

14.20 Brampton is programmed for identification of cycle networks during 2007/08. Silloth, Longtown, Alston and Wigton will be programmed for cycle network identification from 2008/09 onwards.

Carlisle Renaissance

14.21 The vision of the Renaissance is for Carlisle to capitalise on its medieval street plan to create the ambience of a highly attractive heritage city. To this end a movement strategy that would aid this vision has been prepared. The following transportation schemes have been selected from the priorities in the strategy that would add most value to the city and the people of Carlisle.

- Improvements to the inner corridor routes to link A595 / A6 / towards Spencer Street to complete the south east section of the city centre inner ring road
- Bus fare subsidies
- Cycle / pedestrian improvements along the River Caldew Corridor, links between Currock and Denton Holme areas, and improvements between West Walls and the River Eden
- Reduce the severance effect of Lowther Street

by the phased reduction and removal of impact of through traffic

- City centre pedestrianisation upgrades.
- Improvements to footway links between the city centre and key residential areas
- Improvements to car parks at West Walls, Rickergate Gateway, Viaduct Estate Road, and City Centre South (William Street or Citadel Station)
- Cross City Transits and Radial Bus Routes
- Improvements at Caldew Bridges
- Improved access to Carlisle Airport.

Walking Networks

14.22 A pilot study has been undertaken for Brampton to establish a socio-economic baseline against which possible future improvements to the rights of way network can be assessed. A walking network has been identified that takes in Talking Tarn and Gelt Woods.

14.23 A long distance walking route, the Hadrian's Trail was developed at the same time as the Hadrian's Cycle Route and is coincident along some of its sections.

Mobility Plans

14.24 Mobility plans for Alston, Aspatria, Egremont, Wigton, Kirkby Stephen, Millom, Grange-over-Sands, Brampton and Keswick have been prepared. Similar plans are being developed for all other Key Service Centres.

Quiet Lanes

14.25 The aim of Quiet Lanes, a Natural England initiative supported by the DfT, is to maintain the character of minor rural roads by seeking to contain traffic growth which is widespread in rural areas without reliance on speed limits or traffic calming. Pilot studies for Quiet Lanes have taken place in Farlam Parish Council and Solway AONB where interest from the local communities were expressed.

The Port of Silloth

14.26 Road access to the Port of Silloth from the M6 South will be improved by provision of a Carlisle Southern Relief Road between M6 junction 42 and A595. Alternatively the B5305 from M6 Junction 41 could be improved by provision of a Wigton Eastern Relief Road and improvement at Doctor's Brow Sebergham.

Lake District National Park

Improvements Identified

15.1 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.

15.2 The Windermere and Bowness Enhancement Masterplan (a 25 year vision) highlights the following:

- Braithwaite Fold is difficult to access from the main routes into Windermere as traffic has to pass through the very heart of villages
- A lack of car parking which is not well distributed
- Traffic circulation problems – any changes suggested to ease the problems are usually resisted by the local retailers
- Cycle connections from Windermere to Bowness, Troutbeck Bridge & Ambleside are poor.

15.3 The Masterplan recommends the following:

- More cycling provision in particular to overcome the gap in provision between Ambleside and Windermere
- 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.

15.4 The Ambleside and Waterhead Masterplan sets out a vision aimed at ensuring their continued prosperity as key visitor destinations. The following proposals have been identified:

- 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.

Windermere Branch Line

15.5 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.

Long Distance Cycle Routes

15.6 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.

Rights of Way Improvement Plan

15.7 The Countywide Rights of Way Improvement Plan is integral to the further development of sustainable travel within the park. Increased use of the public rights of way network will bring benefits to health and the local economy. Examples of improvements include:

- Improving and upgrading existing routes
- Creating new links to form new linear and circular routes
- Maximising the effective use of information about the network and its opportunities
- Integration with and adding value to the designated quiet lanes network
- Seeking to ensure the provision of public transport services and transport hubs are integrated with the current and future use of the network.

15.8 The Lake District also offers cycle rides on traffic-free paths and trails, national park lane rides, mountain biking areas and forestry commission woodlands.

15.9 Two established long distance footpaths go through the Lake District, the Coast to Coast Footpath St Bees – Robin Hood Bay and a north – south Cumbria Way Footpath Carlisle – Ulverston.

South and East Cumbria

Improvements Identified

Kendal

16.1 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 in paragraphs 16.2 – 16.7.

16.2 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 on to 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.

16.3 Upgrading of the current car parks to the south of Highgate to a higher quality in association with park and ride. The car parking in New Road is to be replaced by mixed use development. The loss of car parking spaces would be compensated by more car parking provision, decked or multi story, at county council offices and at the Canal Head Development. The upgraded car parks are to be accompanied by improved and variable message signing.

16.4 Additional coach parking is suggested for the following locations :

- New Road development
- By the conversion of the Church Yard car park
- Bus Station as the short term option
- Rugby Club as the longer term option.

16.5 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. Possible Park & Ride locations include A6 south at Scroggs Wood and Windermere Road.

16.6 Projects to encourage walking and cycling within Kendal by strengthening links in particular along the core north-south (riverside) route and the east-west corridors have been identified within the Kendal Cycle Network proposals.

16.7 A new foot / cycle bridge adjacent to Millar Bridge would create an alternative cross river route potential for pedestrians and cyclists to link Canal Head, the Castle, the residential areas to the east into the town centre itself.

A66 Trunk Road

16.8 The trans-Pennine section of the A66 is principally a route for inter-regional 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.

16.9 This section of the A66 gives access for much of Cumbria to Durham-Tees Valley Airport and to East Coast Main Line rail services at Darlington.

16.10 The road is a mixture of carriageway standards between Penrith and Scotch Corner. Currently, single carriageway sections amount to 43km with dualled sections making up the remaining 36km, composed through 9 changes of standard. Schemes recently completed in North Yorkshire and the Temple Sowerby Bypass increase the length of dual carriageways by 16km but through the introduction of a further 3 changes of standard between single and dual carriageway sections. The remaining sections of single carriageway and variations in standards 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. Cumbria, together with the Durham and North Yorkshire County Councils, is determined to see this commitment fulfilled. The three remaining single carriageway sections in Cumbria include Kirkby Thore which, after the bypassing of Temple Sowerby, is the only community through which A66 traffic will continue to pass. The annual average daily flow in Cumbria is 14,800 vehicles per day of which 28 per cent are HGVs.

16.11 The sections of this route in Cumbria remaining to be dualled are:

- Penrith to Temple Sowerby
- Temple Sowerby to Appleby-in-Westmorland to include a by-pass of Kirkby Thore
- Appleby-in-Westmorland to Brough.

A685 Principal Road

16.12 The section of the A685 between the M6 at Junction 38, Tebay, and the A66 at Brough is a valuable inter-regional link between south Cumbria and north Lancashire in the north west and the north east region. The majority of the route has been improved to a high standard single carriageway. However the potential of the route for improving access to south Cumbria is constrained by a weight restriction for commercial vehicles, introduced to protect the only town through which the road passes, Kirkby Stephen, from traffic impact. The construction of a bypass of Kirkby Stephen, planned on a 3km route to the west of the town, will complete the upgrading of this route, thus allowing previous investment in the route to be fully realised by revocation of the weight restriction. Restoration of the route as a functional link in the Primary Route Network will reduce vehicle-kilometres, fuel consumption and air pollution associated with the lengthy diversions currently necessitated by alternative permissible routes. The bypass will improve the environment of Kirkby Stephen town centre with consequent local community and economic benefits.

A65 Trunk Road

16.13 The A65 is the most direct road between Cumbria and West Yorkshire. It runs from the M6 at Junction 36, Farleton Interchange, via Kirkby Lonsdale bypass, to Skipton providing a practical alternative route to the M6/M62 or A66/A1 for some journeys. The road is single carriageway throughout, much of it on poor alignment which has never been improved including about 5km in Cumbria. Apart from

bypasses for Kirkby Lonsdale and Settle, the traffic passes through a number of towns and villages, including the communities of Nook and Lupton in Cumbria. Although not suitable for commercial traffic other than that which is local, the road has considerable economic value to Cumbria as a tourist access route from the conurbations of West Yorkshire.

16.14 The Department of Transport proposes to detrunk this road in 2008. After detrunking, the county council will become responsible for managing 10km in Cumbria. The county council is lobbying for adequate funding arrangements for maintenance and improvement of the road. Incremental improvements would be sought for the following sections:

- Moss Side – Nook – Cow Brow
- Lupton Tower – Fowlstone – Hornsbarrow – Thompson Fold – Spital – Hollin Hall

Lancaster / Kendal Canal

16.15 The reconstruction of the Lancaster / Kendal Canal to connect to the National waterway network would be beneficial in terms of both tourism for the Lake District and development of land along the canal corridor, and further potential for leisure, transport interchange. The Lancaster Canal Northern Reaches restoration is planned as one of the projects of the Kendal Regeneration Action Plan. The canal in general will have potential for use in terms of transfer of water between regions with funding required for restoration of 14 miles of canal, and construction of 7 miles of new canal and 3 marinas. This is very much a long term project.

Long Distance Cycle Routes

16.16 The Pennine Cycle Route, a long distance cycle route linking Derby to Berwick-upon-Tweed was established a few years ago. In Cumbria it follows the minor road network to the west of the Pennines, Dent – Sedbergh – Appleby – Alston – Haltwhistle with links to Penrith and Kendal.

16.17 Other long distance cycle routes being established include the Walney to Wear (W2W), Keswick to Kendal (K2K) and the NCN6 route to Lancaster.

Urban Cycle Networks

16.18 A cycle network has been identified for Kendal. Cycle networks for Kirkby Stephen, Appleby, Arnside, Milnthorpe and Grange-over-Sands are planned for identification from 2008/09 onwards.

Mobility Plans

16.19 Mobility plans have been prepared for Kirkby Stephen and Grange-over-Sands. Mobility plans are proposed for Kirkby Lonsdale, Kendal, Appleby and Milnthorpe from 2008/09 onwards.

Walking Networks

16.20 The Dales Way Footpath and the Pennine Way Footpath are long distance footpaths that have been established for some years. Improvements to walking routes within Kendal would serve to reduce car dependency for station trips.

West Cumbria

Improvements Identified

17.1 Situated at the western edge of the Lake District, West Cumbria is one of the most isolated parts of England. This geographic location is made more difficult by relatively poor transport links both to the region from the rest of the UK and within West Cumbria. Both local businesses and potential investors have consistently ranked investment in transport infrastructure as a high priority.

17.2 In West Cumbria, a run down in nuclear energy generation, nuclear fuel reprocessing and other more traditional manufacturing industries has put 12,000 to 15,000 jobs at risk in recent years. Restructuring of the nuclear industry presents an opportunity to rebuild the economy. The West Cumbria Strategic Forum has been set up to address these issues and is developing a West Cumbria Master Plan. The Plan builds on the area's existing expertise in the nuclear industry, traditional manufacturing skills, the Nuclear Decommissioning Authority's proposals and the developing visitor economy. The Plan identifies £1.4 billion of infrastructure needs, including transport.

A66/A595 Trunk Road

17.3 The A66 forms the primary link east, connecting West Cumbria with the M6 at Penrith. The A595 forms the key strategic link along the coast, and north and south between Carlisle and Barrow. It also serves as a local distributor between coastal towns and Sellafield. The route is single carriageway and, particularly, 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. For significant stretches of the route there are no alternatives.

17.4 The Highways Agency has started work on constructing the Parton – Lillyhall scheme a 5.1 km two lane dual carriageway. The scheme is intended to ease congestion and improve safety.

17.5 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)
- Wigton Eastern Relief Road.

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.

17.6 Other road improvements identified include the following:

- River Glenderamakin to Scales – provision of climbing lane for westbound HGVs
- Resolution of substandard dual carriageway layout alongside Bassenthwaite Lake
- Dualling west of Cockermouth, between the A595 junctions at Papcastle and Great Clifton
- Coach Road / Pow Beck spine road improvements, Whitehaven
- A596 Workington Northern Link – Stainburn to Northside – to facilitate access to the Port of Workington.

West Coast Highway

17.7 The creation of the West Coast Highway will extend regeneration benefits to West Cumbria. By contributing to the objectives of the West Cumbria Master Plan, 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.

17.8 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.

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

- Duddon Estuary Crossing – Askam to Millom
- 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.

Cumbria Coastal Railway

17.10 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.

17.11 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 allow visits to attractions and for those on activity (walking, cycling, mountain biking) visits in the western lakes.

17.12 Detailed improvements that are sought will require direct commitment from the Department of Transport, following the demise of the Strategic Railway Authority and 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 – half hourly service Carlisle to Whitehaven; 90 minute service Whitehaven to Millom; half 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.

Bus Services

17.13 There will be an opportunity to provide a bus service to connect the Derwent Forest site, at Broughton Moor, to the nearest rail station at Workington to encourage non-car use.

Port of Workington

17.14 On the north side of Workington, the principal access to the Port of Workington is via the A596 from the termination of the A66. Port road traffic impacts on the eastern edge of the town centre, where it has to negotiate a steep gradient, complex junction and poorly aligned river crossing. A Workington Northern Link would avoid these features by linking the recently constructed A66 Stainburn and Great Clifton Bypass and the A596 Northside improvement. In addition to completing a high standard road access to the port the relief road would improve access to the Derwent Howe site.

17.15 Port access is a vital component of a fully integrated transport offering within West Cumbria. The refurbishment plan being undertaken at the Port of Workington is therefore essential in securing a sustainable and commercially viable port facility and a deliverable option for haulage requirements to complement road and rail. A package of initial investment has already been secured to refurbish and diversify the port. The overall plan needs to encourage increasing utilisation of the port for commercial shipping and leisure / marina uses. In the long term there is also the potential to develop a cruise terminal at the port.

West Coast of Cumbria

17.16 There is a major opportunity for the development of marina and port facilities along the West Coast of Cumbria. There is an opportunity for attracting a new visitor market based on the marina business.

17.17 Actions include:

- Develop the Whitehaven and Maryport harbours and harbour fronts and related areas
- In the long term support the development of passenger stops for cruise ships.

West Cumbria Cycling and Walking Network

17.18 The towns of Whitehaven and Workington form the nucleus of a conurbation extending to Maryport, Cleator Moor and Seascale, the population of which provides the workforce for existing industries and potential investment sites. A network of disused railway lines has formed the basis for a foot / cycleway network which will ideally provide an alternative mode for the travel to work, leisure and social travel needs of this population. Apart from promoting a shift to cycling and walking for local travel needs, the network is situated at the end of the popular Sea to Sea route and will help to distribute locally the economic benefits deriving from this route. The completion of this network will help local cyclists and pedestrians generally.

17.19 Urban Cycle networks have been identified for Workington, Whitehaven, Millom / Haverigg and Maryport. A cycle network is due to be identified for Cockermouth in 2007/08. Identification of cycle networks for Aspatria, Cleator Moor and Egremont are planned for 2008/09 onwards.

Mobility Plans

17.20 Mobility plans have been undertaken for Millom and Aspatria. Egremont is scheduled for 2007/08. Cleator Moor, Cockermouth, Maryport, Workington and Whitehaven are planned for further in the future.

Walking Trails

17.21 The proposed North West Coastal Trail from Merseyside to the Solway will bring potential economic benefits to the remainder of the Cumbrian coast. From the north, this trail will provide continuity with the newly established Hadrian's Trail and from the east, the long established coast to coast walk.

Conclusion

18.1 For Cumbria to contribute effectively to developing the UK economy and for local communities to develop and thrive, substantial improvements are required to the transport infrastructure and services. Any such improvements will need to contribute to improving quality of place in Cumbria's communities and to wider environmental quality objectives that ultimately affect public health and climate change.

18.2 The resources to make such improvements to the transport infrastructure of Cumbria that are available through current transport funding arrangements are entirely inadequate. New approaches to securing funding and delivery of improvements will be required, looking at the cross cutting nature of transport and its impact on all aspects of people's lives and public and private sector service delivery and vitality.

18.3 This document sets out the level of transport improvement required for Cumbria over the period of the Community Strategy to support its vision of a Sustainable Cumbria.

