

Route Prospectus

For the Service Designation for Carlisle – Barrow Route

Introduction

The Cumbrian Coast Line serves a diverse set of communities including towns with a history of heavy industry (eg Workington), small tourist centres (Ravenglass) and the largest concentration of nuclear power facilities in the country (Sellafield). The line currently has a sparse, though recently improved, service providing for commuters to Sellafield, Carlisle and Barrow plus a range of travel needs of both local people and tourists.

The line is spectacularly attractive for much of its length – but does not receive its share of attention – possibly due to the paucity of the service. Much of the operation of the line is heavily labour intensive with numerous staffed signal boxes and level crossings.

The Cumbrian Coast Community Rail Partnership (CCCRP) was founded in 2008 and embraces local authorities, rail industry, rail users and the Regeneration Body for West Cumbria. The Partners are:

- Cumbria County Council
- Network Rail
- Northern Rail
- Direct Rail Services representing the Nuclear Industry
- Allerdale Borough Council
- Copeland Borough Council
- Barrow Borough Council
- Copeland Rail User Group
- Probation Service (Cumbria)
- West Lakes Renaissance

Prospectus

This prospectus aims to set out ideas for the development of the line using service designation to facilitate improved outputs for both the railway and particularly the communities and industries served by the railway.

This prospectus aligns with the Local Area Agreement for Cumbria which has been approved by Government Office (North-West). This agreement contains indicators and targets which assist the county to meet and overcome current and future challenges. Service designation of the Carlisle – Barrow line will assist the CCCRP in playing a vital role in meeting these challenges.

Key Aspirations of Service Designation:

We are seeking the following

- **Improved train service** – in particular an improved evening service. Also Sunday services to support tourist development / enable local access to leisure / social and other services. Ensuring that this can be done without disproportionate increases in costs will be important so consideration of the way that the level crossings and signalling is operated will have to be part of the work of the wider partnership.
- **Improved station environments through increased community involvement** – encouraging community involvement with the local railway through station partnerships and local funding
- **Increased rolling stock allocation** (one coach) to eliminate overcrowding and improve service resilience by building a case for stock identified for community rail in HLOS.

Relationship with the LAA

The Cumbria Community Strategy and linked Local Area Agreement clearly identify the aspirations for the county.

“Cumbria will be a place where we work together to energise safe, strong and inclusive communities, health and well being throughout life, a sustainable and prosperous economy, effective connections between people and places, a world class environmental quality”

Changes to the rail service described above will support targets set down in the Local Area Agreement.

1. **Reduce worklessness** (through giving better access to workplaces along and adjacent to the coast and also make the area more attractive for employers and tourists)
2. **Improve skills** (through giving better access to training and education facilities)
3. **Improve life expectancy** (through promotion of more active lifestyles)
4. **Strengthen community empowerment** (through the direct operation of the partnership which will seek help enable communities to achieve improvements to the local environment and transport services)
5. **Improve respect and community cohesion** (through projects with young people, the community pay-back team and others)
6. **Reduce crime and the fear of crime** (through improving station environments and through positive engagement with young people and offenders)
7. **Improve sustainable access to services and facilities** (through helping to develop the service)
8. **Minimise Cumbria’s contribution to climate change** (through diverting people to lower carbon travel options)
9. **Improve biodiversity** (through its work at stations)
10. **High standards of street scene services** (also through its work at stations)

It will also shape the way that the Partnership works:

- Working with business, regeneration bodies, development agencies and local authorities to raise the profile of the line and increase passenger numbers.
 - Developing a funded business case for increased services.
 - Working with the community at all levels to improve the railway through local investment and voluntary effort.
 - Establishing the line as a tourist destination in its own right.
 - Working with community groups, particularly in deprived areas, to enhance life experience and improve community cohesion.
 - Working with major employers to facilitate to further develop rail commuting.
- The economic circumstances of West Cumbria may well change substantially over the next decade due to the increased emphasis placed on nuclear power generation.

It is also intended to link the Cumbrian Coast Line with the partnership on the Lakes Line and also in due course with a proposed partnership on the Barrow – Lancaster route. This will further enhance tourist development opportunities.

Stations included in the designation:

Dalston / Wigton / Aspatria / Maryport / Flimby / Workington / Harrington / Parton / Whitehaven / Corkickle / St Bees / Nethertown / Braystones / Sellafield / Seascale / Drigg / Ravenglass / Bootle / Silecroft / Millom / Green Rd / Foxfield / Kirkby-in-Furness / Askam

Service designation of the route should not hinder the use of the railway as a freight railway / excursion route / diversionary route or preclude investment in the future to support economic development.

Designation is intended to be a permanent arrangement, but it can be reviewed periodically to assess whether designation is still appropriate.

30th June 2009