

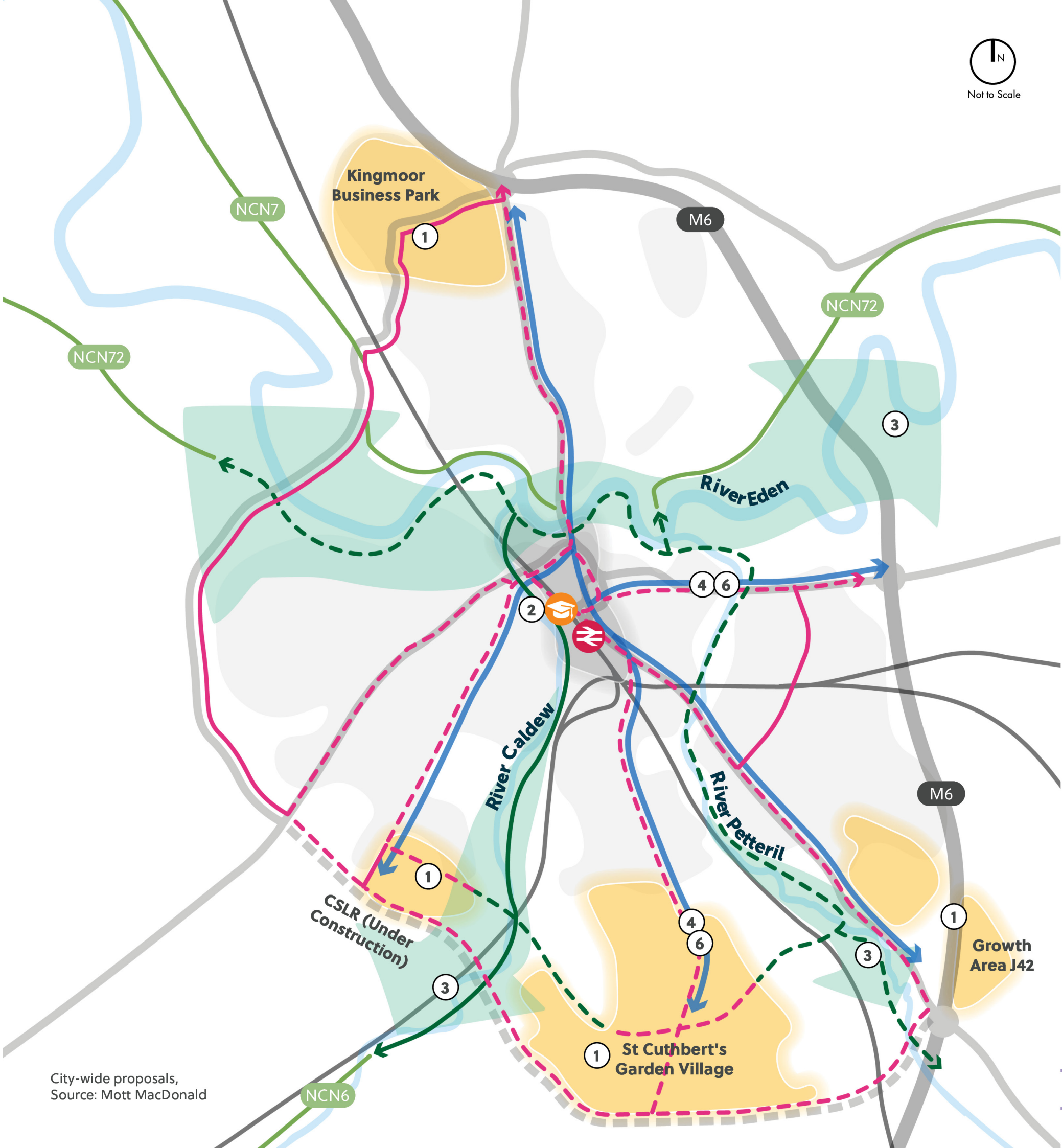
City-wide Proposals

City-wide proposals are shown here. More details of each proposal can be found in the following pages.

- City Growth Areas
- Expanding the University - Citadels
- Blue-Green Corridors
- Walking & Cycling City - Existing NCN routes
- Walking & Cycling City - Existing urban routes
- Walking & Cycling City - Existing green routes
- Walking & Cycling City - Potential enhanced urban routes
- Walking & Cycling City - Potential enhanced green routes
- Better Buses - Bus corridor
- Railway station
- Built up area

No.	Proposals	Page
1	City Growth Areas	38
2	Expanding the University	40
3	Blue-Green Corridors	42
4	Walking & Cycling City	44
5	Leveraging the Link Road	46
6	Better Buses	48
7	Discover Carlisle	50
8	Le Tour Legacy	51

Nb, not all proposals are identifies on the map.



City-wide proposals,
Source: Mott MacDonald

1

City Growth Areas

What

Defined urban expansion areas which promote strategic growth of the city in locations that are well connected, sustainable, climate resilient and served with new infrastructure.

Residential Growth

The Council will promote new sustainable residential development on the southern edge of the city.

St Cuthbert's Garden Village:

sustainable new communities in a high-quality environment, with a new district centre, local centres, green and blue infrastructure and other community facilities. St Cuthbert's will provide up to 10,000 new homes.

Employment Growth

The Council will promote employment growth at two sites:

Kingmoor Business Park: an expansion of the existing site with a focus on development of large-scale employment in advanced manufacturing, AI growth and data centres, energy and other higher value industrial sectors which drive inward investments.

J42: a new 26ha employment area focusing on logistics and manufacturing in a strategically connected location, potentially creating up to 7,000 new jobs.

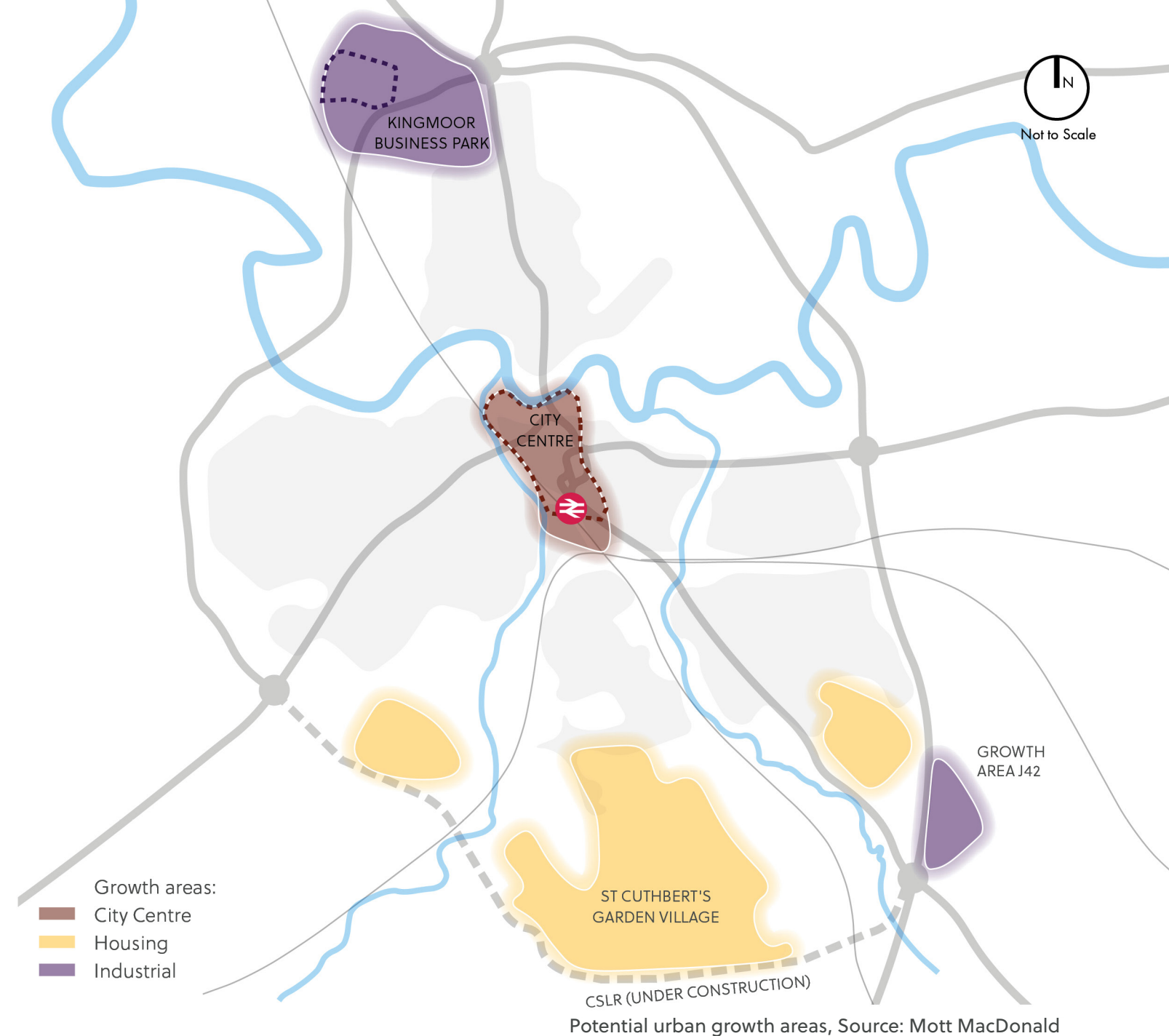
Why

Carlisle is a city with aspirations for growth in both housing and the economy. The city has an ageing population and needs to attract an increased working age population as well as businesses which align with the Economic Strategy and provide higher wages. The city is strategically placed for economic growth in terms of connectivity and energy infrastructure.

How

The Council will promote strategic allocations through the emerging Local Plans and work with site developers and businesses to promote and incentivise inward investment which aligns with the Economic Strategy.

Emerging and adopted planning policies and development management will be used to promote growth, as well as tools such as Local Development Orders to simplify development processes.



Local vernacular architecture expected in St Cuthbert's, Source: Stuart Walker

2

Expanding the University

What

Improved partnership between the city and the University of Cumbria to support and encourage their long-term growth in the city, foster the university's role in Carlisle's life and economy, and promote Carlisle's identity as a university city.

This could include:

- Developing a larger undergraduate student population including a higher number of new students from outside the city and international students.
- Continuing to support local skills development.
- Supporting links between the university and economic sectors, local enterprise, particularly in media, digital and creative sectors.
- Locating new university facilities and, high quality student accommodation in the city centre to support vitality and the evening economy, and to improve the student experience.

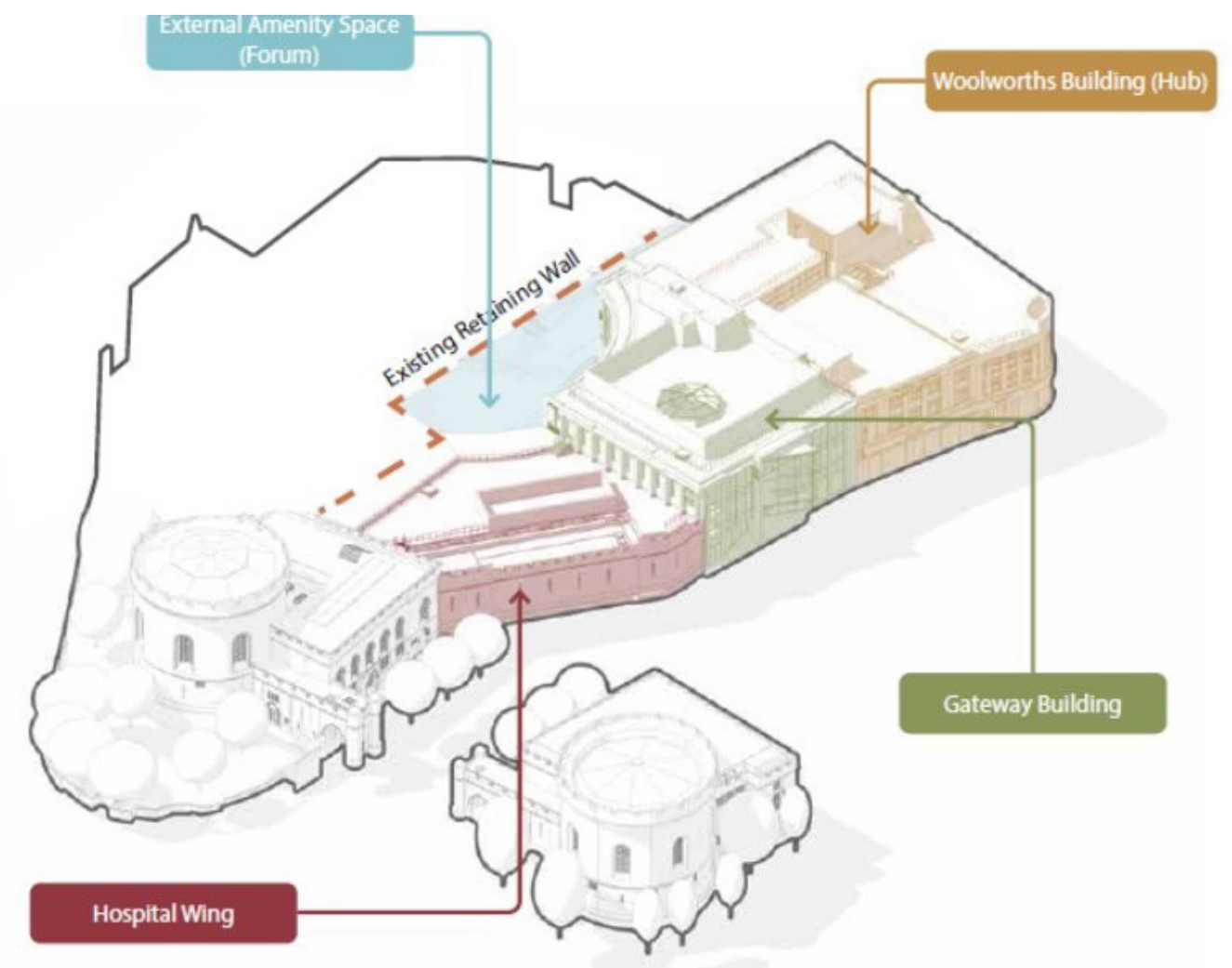
Why

An increased student population, skill growth, and higher retention of young people are important to long term economic success and demographic sustainability of the city, as well as supporting city centre vibrancy.

How

The Council will engage with the University of Cumbria as a key stakeholder and partner to understand how we can support their future role in the city.

This may include working with the university to capture funding to unlock developments and investment that aligns with the success of the city, including up to £58m from the Borderlands Inclusive Growth Deal.



From top to bottom: Carlisle Citadel campus plan, supporting links with local enterprise, Source: Adobe Stock, University of Cumbria



3 Blue-Green Corridors

What

A long-term programme of enhancements to the Eden, Caldew and Petteril river corridors to unlock their value to the city. This will focus on recreation, wellbeing, sustainability and environmental resilience to create 'green lungs' for the city which link the inner city to the countryside.

This could include:

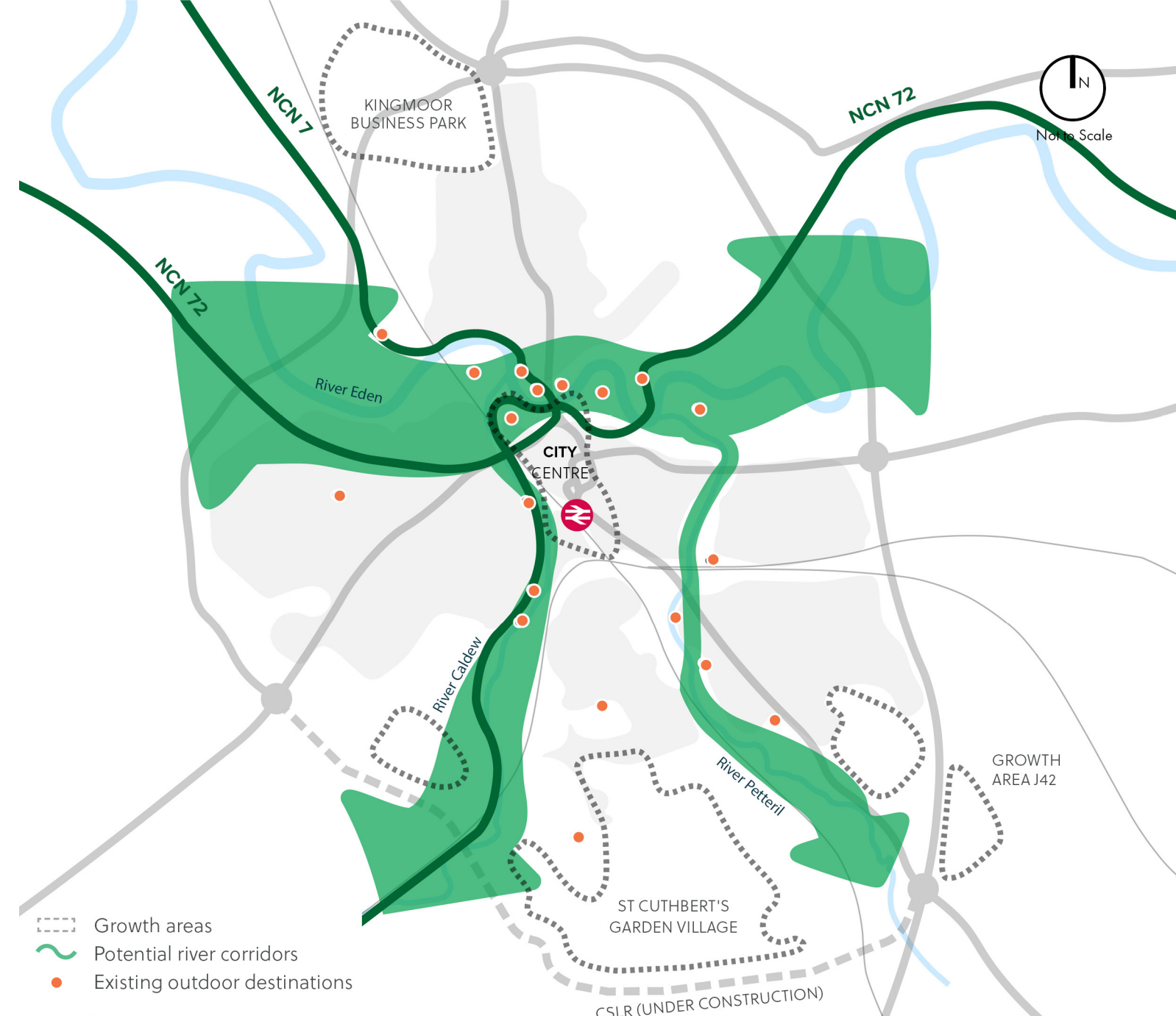
- Improved recreational walking and cycling networks, including integration with NCN routes, with potential for new active travel bridges.
- Enhanced visitor facilities in key locations such as Bitts Park.
- Landscape enhancements which promote biodiversity, rewilding, accessible nature and interaction with the river.
- Supporting the delivery of further flood resilience measures which reduce pressure on Carlisle.
- Enhancing the Caldew as a green connection between St Cuthbert's Garden Village and the city centre, and as a natural green space for St Cuthbert's.
- Better integration between Bitts Park, Rickerby Park and Sheepmount recreation fields.

Why

Carlisle's green spaces are highlighted by residents as a beloved leisure and recreational resource for the city. The river corridors have an opportunity to be better linked with the city, improved in quality throughout, and provide better onward links to the countryside.

How

The Council will develop a strategy for the river corridors, identifying where and when investment should be prioritised. This will include engagement with key stakeholders and partners, such as the Environment Agency, Natural England, Eden Rivers Trust, Cumbria Wildlife Trust and Cumbria Community Forest. Any statutory or local designations on land or rivers will require consideration in this strategy.



From top to bottom: Potential river corridors, leisure trails,
Source: Mott MacDonald, Adobe Stock



4

Walking & Cycling City

What

We propose to undertake a programme of work which creates a comprehensive network of walking, wheeling and cycling routes throughout the city, providing safe and convenient routes for people of all ages and abilities. This will balance the needs of utility and recreational active travel.

This should include:

- A series of urban active travel priority corridors aligned to arterial roads (London Road, Wigton Road, Scotland Road) which prioritises fully segregated cycle paths and improved pedestrian infrastructure.
- A series of green cycle and pedestrian priority corridors aligned with the river corridors (Eden, Caldew, Petteril) which are fully traffic free and set in natural landscape.
- Improved cycle parking and other facilities at key transport nodes and destinations within the network.
- Improving wayfinding, signage and legibility measures.
- Promotion, education and community events aimed to encouraging walking, wheeling and cycling.
- A focus on ensuring that the city's growth areas are well connected to the cycle network.

- New pedestrian and cycle bridges over the River Eden connecting the northern areas of the city to the centre, such as a distinctive landmark bridge or re-using the former railway bridge west of the current railway line.

Why

Carlisle's size and topography make it an ideal city for active travel – modes which support sustainability, health and communities. Residents have highlighted that the current network needs improving.

How

The Council will develop an updated Local Cycling and Walking Infrastructure Plan (LCWIP) and design / implement selected schemes. This will include engagement with residents and cycling groups.



- NCN Routes
- - - Growth areas
- Urban areas
- Existing urban cycling routes
- Existing green cycling routes
- Potential pedestrian / cycling bridges
- Potential urban routes:
- 1 Kingstown Road / Scotland Road
- 2 Dalston Road
- 3 London Road
- 4 Warwick Road
- 5 Currock
- 6 Wigton Road
- Potential green routes:
- 7 River Eden
- 8 River Caldew
- 9 River Petteril
- 10 St Cuthbert's Garden Village Greenway



From top to bottom: Proposed cycle network, cycling corridor, Source: Mott MacDonald, Tom Biddle

5

Leveraging the Link Road

What

A series of measures which encourages and directs through-traffic to the Carlisle Northern Development Route and Carlisle Southern Link Road, discourages through-traffic from passing through the city, and changes main arterial roads to a more multi-modal function.

This will aim to reduce congestion in the centre and improve journey experience for people visiting the centre by all modes, including private car.

This could include:

- Improving signage to promote use of the CNDR and CSLR.
- Reassigning vehicle space on arterial roads to space for pedestrians, cyclists, public transport and landscape.
- Introducing measures to discourage rat-running through residential streets.
- Reviewing existing speed limits and expanding 20mph limit areas where it brings benefits.
- Working with employers to encourage industrial vehicles to avoid the city centre.
- Engaging with sat nav providers to discourage through routing.

Why

Carlisle's urban roads carry a large volume of through traffic, impacting safety and air quality in the city. The Southern Link Road completes the city's outer ring road, offering the opportunity to encourage through traffic away from the city centre and neighbourhoods.

How

The Council will develop a strategy for the road network. This will include engagement with residents and businesses.



6

Better Buses

What

Long-term investment and strategic changes to the public transport network to improve coverage, frequency, reliability and passenger experience, with the overarching aim of increasing ridership and modal share.

This could include:

- Reviewing existing bus routes and operators to create a better bus network, and promoting better integration between services.
- Exploring options to create a new bus priority corridor linking J42 and St Cuthbert's Garden Village growth areas with the city centre.
- Incremental enhancements to other arterial roads to prioritise buses and improve journey times.
- Investment in bus stops to provide safer and more attractive stops.
- Improved travel information provision at bus stops and online.
- Improving interchange between bus and rail at Carlisle Railway Station.
- Increasing service frequency, speed and quality on the Cumbria Coast railway line and other local rail services.

Why

Public transport provision in Carlisle has struggled with ridership and viability. Changes to the way buses are regulated and new funding measures present the opportunity rethink public transport and help to reduce car dependency in the city and supports sustainable patterns of travel.

How

The Council will develop an updated Local Bus Strategy and design / implement selected schemes. This will include engagement with operators, asset owners, residents, and the new Cumbria Combined Authority, which will become the local transport authority.

This will build upon Cumbria's Bus Reform Pilot as selected by the Department for Transport.



Better bus stop, Source: Adobe Stock



Cumberland Go Bus, Source: Cumberland Council

7 Discover Carlisle

What

A more joined up approach to promoting Carlisle as a visitor destination, working with asset owners, businesses, and other partners to create a strong identity for the city's branding and visitor experience.

This could include:

- Strengthening the 'Discover Carlisle & Borders' brand which allows the city to differentiate from the wider Cumbria offer.
- Developing a stronger tourism identity for the city which builds on heritage, culture, and the city as a base for the wider Borderlands countryside.
- Advertising the city as a destination on WCML trains and stations.
- Improved promotional signage on M6 and other approach roads.
- Cross ticketing for visitor attractions.
- Engagement with the hospitality industry to support a broader and higher quality offer.
- Promotion of local products, particularly food and drink, and agri-tourism.

Why

The Carlisle has many of the assets to make it a popular visitor destination. However, it attracts fewer visitors than comparable historic cities, and residents feel that there is an opportunity to grow the sector.

How

The Council will engage with key stakeholders and partners to build upon the existing Discover Carlisle platform, and work closely with Visit Cumbria to explore how greater focus can be given to the city.



Advertising the city on WCML
Source: Mott MacDonald

8 Le Tour Legacy

What

A range of actions and initiatives in the lead up to, and following, the tour's visit to Carlisle, which will help to capture positive outcomes from the event.

This could include:

- Enhancing the spaces around the route and finish line in a way which creates a lasting change, including de-cluttering the highway on key roads.
- Large scale public art at and around the finishing line.
- Tour themed community cycle events to encourage participation.
- Fringe events alongside the stage finish to encourage visitors to stay multiple days.
- Future competitive and mass cycle events starting / ending in Carlisle.
- Cross promotion with investment in cycling infrastructure and other cycling events to create positive momentum for city cycling.

Why

The Grand Depart of the Tour, one of the worlds largest sporting events, will take place in the UK in 2027, with the first Stage finishing in Carlisle to be seen on the world stage, and to capture benefits from its role.

How

The Council will develop a more detailed Tour de France legacy plan working Tour organisers and local partners in the tourism sector.



Tour de France, Source: Thomas Launois, Adobe Stock