Carlisle Local Cycling and Walking Infrastructure Plan (2022-2037)

Consultation Report

Follow up Consultation November 2021

Cumbria County Council

CARLISLE CITY COUNCIL
www.carlisle.gov.uk

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Introduction

Cumbria County Council are developing a Local Cycling Walking Infrastructure Plan (LCWIP) to identify and prioritise the improvements needed to make everyone feel confident they can walk or cycle around Carlisle.

The LCWIP will set out a high-level approach for how we can encourage more people to make journeys on foot or by bike, by creating a safe, integrated and well linked network of walking and cycling routes. It will focus on the everyday shorter journeys undertaken within and to urban areas; journeys such as to work or school. It is designed to facilitate a long-term approach to the development of cycling and walking networks but it is also a document that can be revised and updated throughout its 15-year lifespan to reflect changing priorities

Approach to consultation

Public consultation and stakeholder engagement have played a key part in the development of the Carlisle LCWIP. The Council has sought feedback through:

- An initial public consultation – 7 May to 28 May 2021
- A follow up public consultation – 5 November to 26 November 2021
- Stakeholder workshops and Project Delivery Group meetings.

This report summarises the results of a public consultation undertaken between **5th November and 26th November 2021**.

The consultation was a follow-up to the earlier consultation undertaken in May 2021 and offered a final opportunity to feedback on the proposals, prior to finalising the LCWIP. The consultation focussed on:

- Gauging the level of support for the draft prioritised cycling and walking network plans;
- Whether the network and interventions proposed would encourage the respondent to use active modes of travel more often; and,
- Whether there was support for reduced space for cars to prioritise active modes.

A **consultation document** was produced to enable people to provide informed feedback on the proposals. The consultation document provided:

- background information including information on national policy and a vision for cycling and walking;
- an overview of what the LCWIP is, what it will and will not provide and the development stages and timeline;
- information on how the Council used feedback from the initial public consultation to develop the proposals – 'you said, we did';
- draft priority cycling network plans and a brief description of the proposals for each route;
- draft core walking network plans and a brief description of the proposals for each route

The consultation document was made available on the Council's webpage at https://cumbria.gov.uk/cyclingandwalking for the duration of the consultation and printed versions were distributed to key locations for walk-in collection.

A **consultation questionnaire** was produced for those wishing to provide feedback. An online version of this questionnaire was made available on the webpage or alternatively, respondents could complete a paper copy provided at the back of the consultation document and return via a freepost address.

To support the public consultation, a drop-in live event at Carlisle Library, 11 Globe Lane, CA3 8NX was hosted on Thursday 18th November between 12.30pm and 5.30pm.

The public consultation and drop-in live event were advertised in local newspapers and on the Council's social media platforms (Facebook and Twitter).

On Thursday 18 November, Carlisle library hosted a drop-in event to let the public know about the exciting cycling and walking routes proposed in the LCWIP.

Thank you to all those that attended the event!

21% of **respondents** had also responded to the initial Carlisle LCWIP consultation in May 2021

Results of the questionnaire

We received a total of **147 responses** to the questionnaire. The results are presented in this document.

21% of respondents (30 people) indicated that they had also provided a response to the initial Carlisle LCWIP consultation undertaken in May 2021.

About you

A partial postcode was requested to understand the location of respondents.

The table shows the postcodes and corresponding locations against the number of respondents. The largest numbers of responses were from South and West Carlisle followed by those from East and North Carlisle.

The feedback from the consultation therefore mostly reflects the views of people living within or close to the LCWIP area.

Postcode	Count	Location of Postcode
CA2	44	South and West Carlisle
CA1	27	East Carlisle
CA3	23	North Carlisle
CA4	17	Warwick Bridge, Wetheral, Cumwhinton, Armathwaite
CA8	12	Brampton, Gilsland, Greenhead, Lambley, Slaggyford
CA6	6	Longtown,
CA5	5	Dalston, Burgh by Sands, Thursby
CA7	4	Wigton, Silloth, Aspatria, Caldbeck, Hesket Newmarket
LA13	1	Barrow-in-Furness

Question 1 - Do you **support** the routes on the Priority Cycling Network plan?

Support for the LCWIP proposals

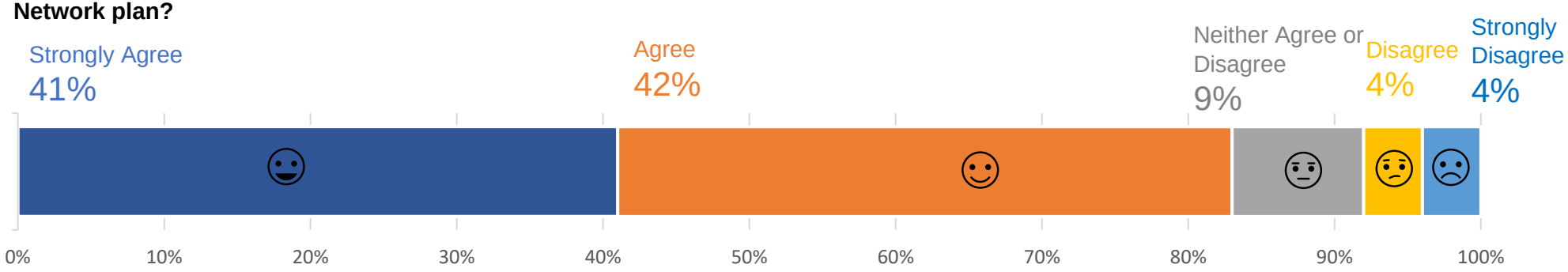
Cycling

The consultation document provided a plan showing the proposed 'Priority Cycling Network' to be included within the LCWIP. In addition, a table was provided that listed each of the routes shown on the plan along with a description of the possible improvements proposed.

Respondents were asked if they supported the routes shown on the Priority Cycling Network plan and were able to select a level of support ranging from 'strongly agree' to 'strongly disagree'.

The responses demonstrate **support** for the cycling network proposals with **83%** of respondents either 'strongly agreeing' or 'agreeing' with the routes presented on the proposed Priority Cycling Network plan.

Question 1 - Do you support the routes on the Priority Cycling Network plan?



Total no. of respondents: 111 (36 skipped).

Strongly agree (n.46), Agree (n.47), Neither Agree or Disagree (n.10), Disagree (n.4), Strongly Disagree (n.4)

"I welcome all improvements to encourage people to cycle to work, for their shopping, for leisure and to school. And for better health and air quality"

- A local resident, November 2021

Question 2 - Do you **support** the improvements identified on the Core Walking Zone plan?

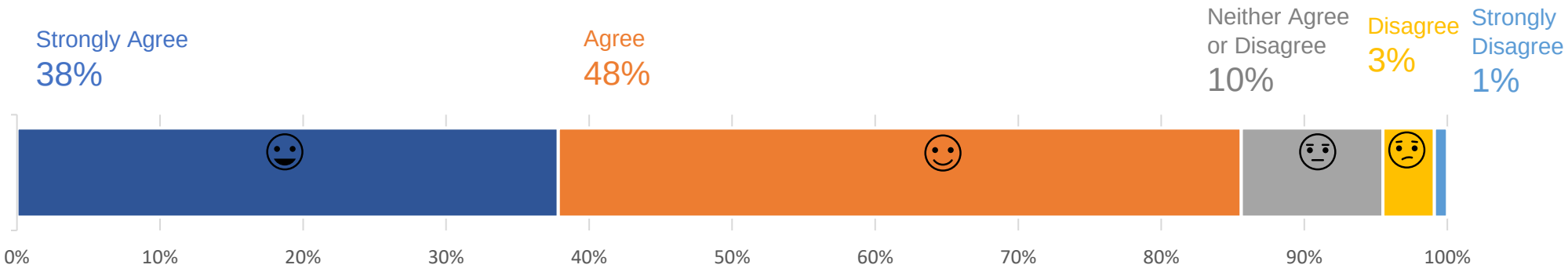
Walking

The consultation document provided a plan showing the proposed 'Walking Network' to be included within the LCWIP. In addition, a table was provided that listed each of the routes shown on the plan along with a description of the possible improvements proposed.

Respondents were asked if they supported the improvements identified on the Walking Network plan and were able to select a level of support ranging from 'strongly agree' to 'strongly disagree'

The responses demonstrate **support** for the proposed walking improvements with **86%** of respondents either 'strongly agreeing' or 'agreeing' with the improvements identified on the Core Walking Zone plan.

Question 2 - Do you support the improvements identified on the Core Walking Zone plan?



Total no. of respondents: 111 (36 skipped).

Strongly agree (n.42), Agree (n.53), Neither Agree or Disagree (n.11), Disagree (n.4), Strongly Disagree (n.1)

"Cycling and walking around the city should be an easy choice for so many residents to shift their journeys to active travel. Yes, there is room for lots of improvement, but I am pleased and impressed to see the Council working so hard to make change happen."

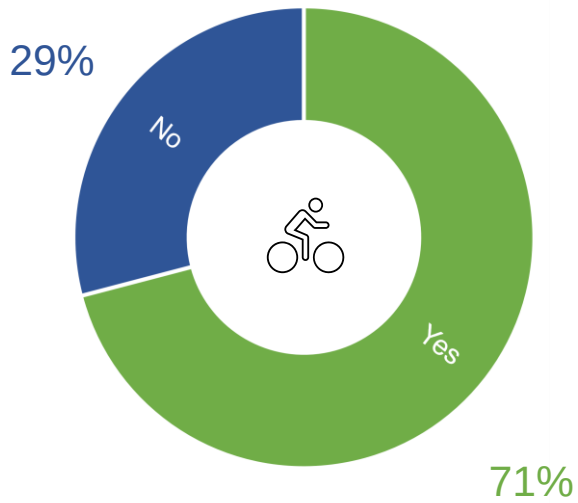
- A local resident, November 2021

Question 3 & 4 – networks and improvements encouraging more cycling and walking.

Networks that encourage cycling and walking

Question 3 - Do you think the routes and types of improvements proposed in the Priority Cycling Network plan, would encourage you to cycle more often, or start to cycle?

When asked if the types of improvements proposed in the Priority Core Walking Zone Network plan would encourage respondents to walk more often, 71% responded that yes, they felt these routes would encourage them.

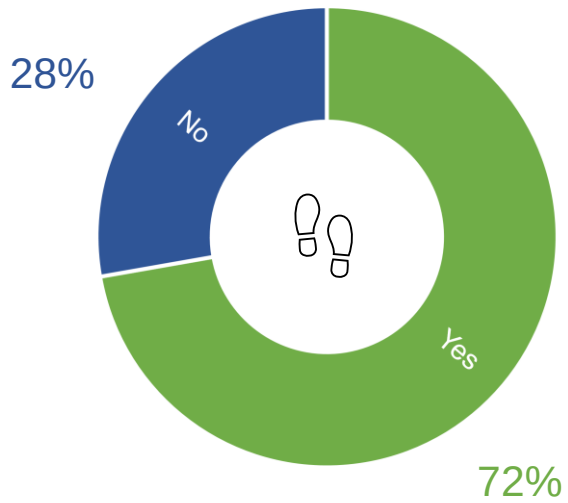


Total no. of respondents: 110 (37 skipped).

Yes (n.78), No (n.32)

Question 4 - Do you think the types of improvements proposed in the Priority Core Walking Zone plan would encourage you to walk more often?

When asked if the types of improvements proposed in the Priority Cycling Network plan would encourage respondents to cycle more often, or start to cycle, 72% responded that yes, they felt these routes would encourage them



Total no. of respondents: 108 (39 skipped).

Yes (n.78), No (n.30)

Question 5 – reallocation of road space for cycling and walking.

Reallocation of road space

The consultation document provided background information on the LCWIP development process and how the improvements proposed have been specified with consideration of the latest best practice guidance for cycling and walking infrastructure design. This includes updated guidance from the Department for Transport where the standards for design are much higher than in the past.

The guidance emphasises the need to develop coherent, direct, safe, comfortable and attractive networks. On main routes designs should look to include cycle provision that is physically protected from traffic, as well as the separation of pedestrians from cyclists where flows are high.

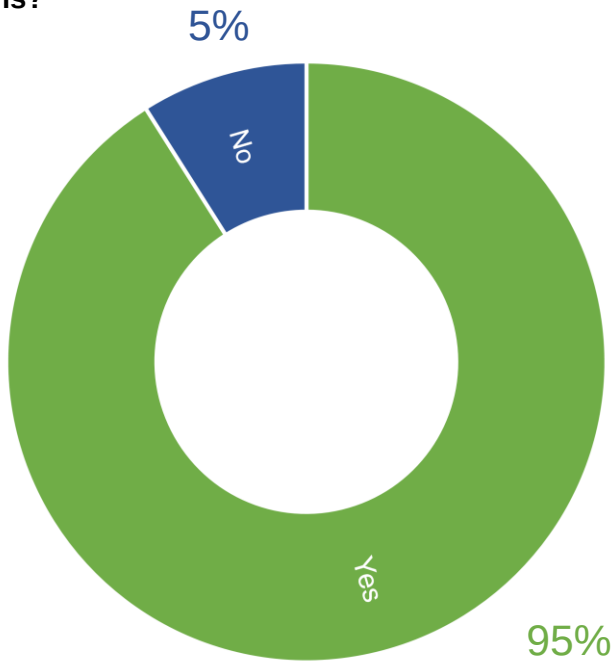
Developing high quality continuous cycling and walking infrastructure can however be challenging in urban areas where there are competing demands on road space (i.e. parking, loading, vehicle/HGV movements, active travel) and limited opportunities to expand the boundaries of the highway.

Respondents were asked if walking and cycling improvements would be supported if it meant less space for other road traffic in some locations.

The responses demonstrate **support** for the reallocation of road space with **95%** answering 'yes' they would support walking and cycling improvements when this could mean less space for other road traffic in some locations.

Question 4 - We would like to build high quality continuous cycling and walking infrastructure that will contribute to a more liveable and sustainable Carlisle. Cycling and walking infrastructure can be difficult to deliver in built up areas where there are competing demands on road space.

Would you support walking and cycling improvements when this could mean less space for other road traffic at some locations?



Total no. of respondents: 106 (41 skipped).

Yes (n.101), No (n.5)

You said, we responded

The questionnaire provided the opportunity for open answers on the cycling routes and walking improvements proposed in the consultation document. In addition, respondents could provide any further general comments on cycling and walking in the LCWIP area.

To analyse these responses, comments were grouped into 'themes' and where possible actions assigned against these themes for consideration in the LCWIPs development.

The table summarises the key themes, comments against these themes and how we have responded.

Theme	You said	We responded
Connectivity	The network plans did not have any connectivity between Houghton and the City Centre.	A route along Brampton and Houghton Road has been included on the cycling network plan, this route would provide connectivity from Houghton to the City Centre.
	There is a there is a lack of cycling provision through the city centre.	A route through the pedestrianised area of Carlisle City Centre is not displayed on the priority network for improvement as it is already possible to cycle through the City Centre during non-peak footfall hours of 4.30pm and 10.30am. The LCWIP has developed routes on the priority network plans that could offer alternative continuous connectivity between key locations around the City Centre.
	You were disappointment that there are no planned improvements on Warwick Road on our Priority Cycling Network plan.	The LCWIP provides a 10 - 15 year plan for development of cycling and walking routes. The majority of routes on our Priority Networks are not currently funded. We must aim to develop routes that are value for money and that give us the best opportunity to bid successfully for funding to deliver.
	You wanted to see the Waverley Viaduct be reopened for pedestrians and cyclists.	A route over the Waverley Viaduct has been included. Further feasibility work is required to identify how connections to this route could be provided.
	In response to a question on whether you would prefer investment on a link into Carlisle Railway Station either via Botchergate or a route using Lancaster Street, of those that responded, 30% preferred Botchergate and 49% the Lancaster Street alternative.	Carlisle has been awarded funding to deliver sustainable and economic regeneration through the Town Investment Plan. Cycling and walking will benefit from this funding and plans are underway to look at opportunities to improve sustainable travel and public realm to better connect key developments in the Southern Gateway area of the City including links into Carlisle Railway Station.

"It is time for Carlisle to establish a modern cycling and walking network."

- A local resident, November 2021

Question 6, 7 & 8 – general comments on walking and cycling and the improvements proposed.

Question 6 Would you like to comment on any of the cycling routes proposed?

Total no. of respondents: 68 (79 skipped).

Question 7 Would you like to comment on any of the walking improvements proposed?

Total no. of respondents: 50 (97 skipped).

Question 8 Do you have any further comments relating to cycling and walking in Carlisle?

Total no. of respondents: 76 (71 skipped).

Theme	You said	We responded
Safety & Traffic	That the National Cycle Network route NCN72 between Carlisle and Brampton is unsafe due to considerable heavy traffic.	The Brampton to Carlisle route is part of our Priority Cycling Network. This forms part of the Hadrian's Wall National Cycle Network (NCN72). The Council are also developing a separate piece of work looking at active travel within 5 Cumbria strategic corridors, one of which includes the Hadrian's Wall NCN72. These corridors will connect longer commuting, or leisure routes and could include improvements to links such as the Carlisle to Brampton route.
	We need more segregation between motor traffic, cyclists and pedestrians.	We want to build infrastructure that follows the latest design principles which sets the standards on how and when segregation is required between all forms of transport.
Cycle Parking	You want to know how we can introduce cycle parking into the LCWIP as a lack of cycle parking may discourage people from cycling.	The development and designing of routes within the LCWIP will include all of the infrastructure needed such as cycle parking. Safe and secure storage fit for purpose is essential at both the journey start and end and will be considered throughout the life of the LCWIP as each route is delivered. Carlisle Station will be developed as a cycling hub with funding already in place from Avanti.
Continuous Routes	You want to see a network that is not disjointed and provides good connectivity between routes. Including connectivity to wider rural communities within the LCWIP area.	All the routes within the Carlisle LCWIP are being developed with a key focus on onward connectivity. The Council want to provide a continuous joined up network for cycling whilst reflecting that the LCWIP is primarily aimed at improving and facilitating those shorter journeys. We understand that Carlisle has a wide draw, pulling in trips from rural hinterlands where active travel is not always an option. We have reflected this in our priority network, including routes from Carlisle to a number of rural settlements.
Behaviour Change	In order to achieve the aspirations of the LCWIP, we need to address issues around behaviour change to encourage people think about how they make shorter journeys.	The County Council cycling and walking programme is initially focussing on identifying clear plans for where improved infrastructure is required. The programme will develop to include complementary behaviour change activities. Carlisle has received funding from the Department of Transport to look at the feasibility of a social prescribing pilot for active travel, and this will have a focus on behaviour change.

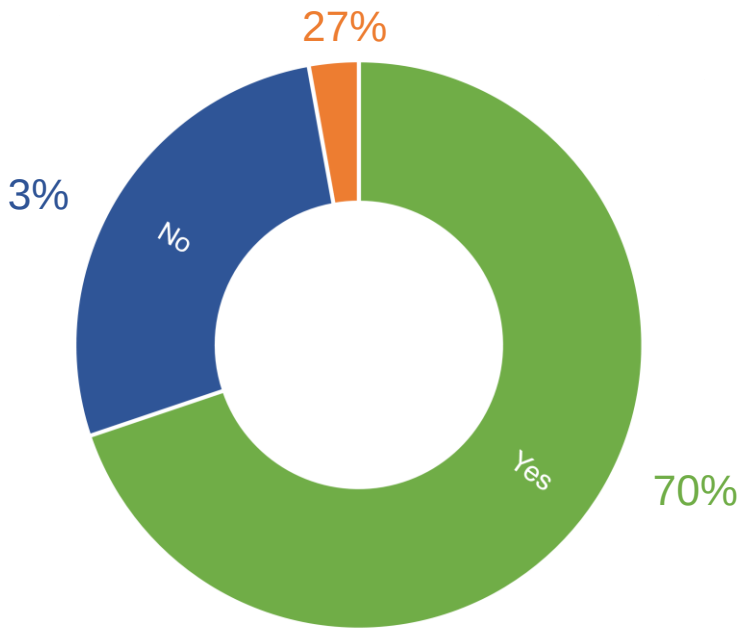
Question 9 & 10 – comments on the consultation and questionnaire.

How did we do?

The remaining questions provided an opportunity to comment on the consultation document and questionnaire.

The feedback recived will help us to reflect on the approach taken and inform future consultations.

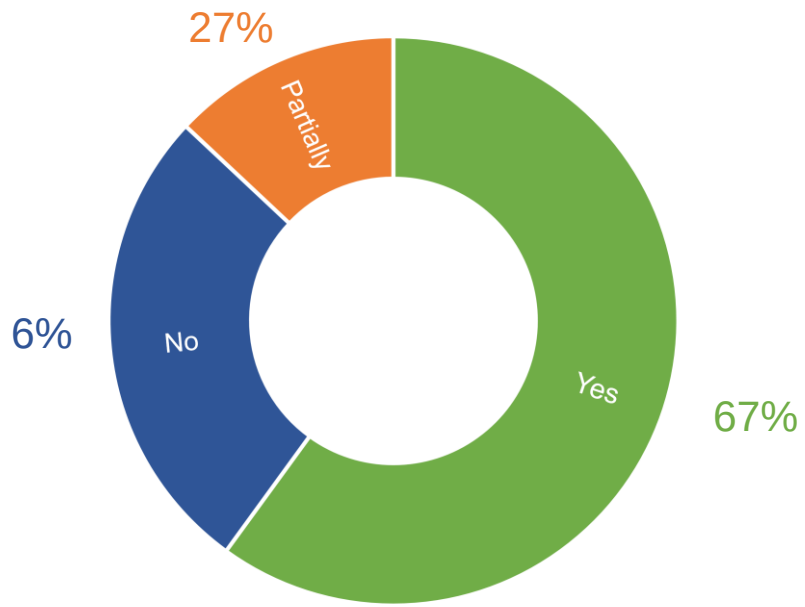
Question 9 – Did we provide enough information for you to properly respond to this consultation?



Total no. of respondents: 106 (41 skipped).

Yes (n.74), No (n.3), Partially (n.29)

Question 10 – Did the questionnaire allow you to express your opinions fully?



Total no. of respondents: 105 (42 skipped).

Yes (n.71), No (n.6), Partially (n.28)

Next Steps

It has been important to facilitate a community led approach to the development of the Carlisle LCWIP. Your feedback, provided through stakeholder workshops and two separate rounds of public consultation, will compliment technical work to establish a robust evidence base for the Plan. It will also be used to demonstrate support for the proposals, a vital component of future delivery funding bids.

We've received clear and constructive responses throughout the engagement and have tried to respond to this feedback when updating the networks put forward in the LCWIP. We would like to thank stakeholders and the public for taking the time to comment on the proposals.

The LCWIP for Carlisle will now be finalised and the improvements identified will be prioritised to help understand how we target delivery of these routes over the next 15 years.

The Carlisle LCWIP will be presented Cumbria County Council's Local Committee for approval, before seeking endorsement from Carlisle City Council Executive Committee.

The consultation on the Carlisle LCWIP is now closed.

You can still provide general feedback on cycling and walking in the places you live by emailing Cumbria County Council's Cycling and Walking Team at:

cumbriacyclingandwalking@cumbria.gov.uk