

**Penrith Local Cycling
and Walking
Infrastructure Plan
(2022-2037)**

**Consultation
Report**

**Follow up Consultation
February 2022**



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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 Penrith.

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 Penrith LCWIP. The Council has sought feedback through:

- An initial public consultation – 14 July to 6 August 2021
- A follow up public consultation – 4 February to 25 February 2022
- Stakeholder workshops and Project Delivery Group meetings.

This report summarises the results of a public consultation undertaken between **4th February and 25th February 2022**.

The consultation was a follow-up to the earlier consultation undertaken in July 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 Penrith Library, St. Andrew's Churchyard, Penrith, CA11 7YA was hosted on Thursday 10th February between 2.00pm 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 10 February, Penrith 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!

Have your say

Friday 4 February to Friday 25 February 2022

A consultation on a Local Cycling and Walking Infrastructure Plan (LCWIP) for Penrith.

Cumbria County Council, in partnership with the Cumbria Local Enterprise Partnership, Eden District Council and Penrith Town Council are developing a LCWIP to identify and deliver improved cycling and walking provision in the Penrith area.

Following on from the successful consultation in Summer 2021, this is a final opportunity to comment on proposals prior to finalising the LCWIP.

 **For more details visit:**
cumbria.gov.uk/cyclingandwalking

Or join us at our live event:
Thursday 10 February
2.00 to 5.30pm
Penrith Library, St. Andrew's Churchyard,
Penrith, CA11 7YA



Improving walking and cycling routes in Penrith







28% of respondents had also responded to the initial Penrith LCWIP consultation in July 2021

Results of the questionnaire

We received a total of **58 responses** to the questionnaire. The results are presented in this document.

28% of respondents (16 people) indicated that they had also provided a response to the initial Penrith LCWIP consultation undertaken in July 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 the CA11 and CA10 Penrith area postcodes.

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
CA11	38	Penrith, Stainton, Mungrisdale, Glenridding, Patterdale
CA10	14	Penrith (Carleton Hall Area), Shap, Tebay, Kirkby Thore, Langwathby, Lazonby, Pooley Bridge
CA16	1	Appleby-in-Westmorland
CA4	1	Armathwaite
LA8	1	Staveley
L40	1	Westhead

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

Support for the LCWIP proposals

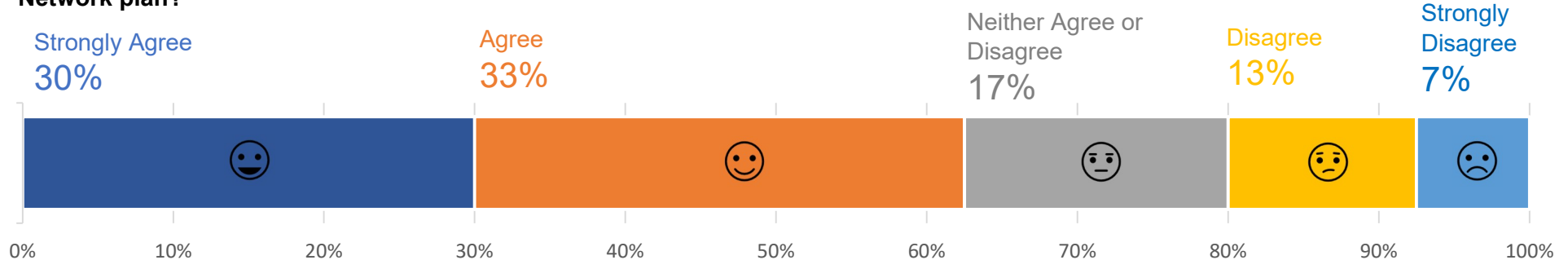
Cycling

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 **63%** 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: 40 (18 skipped).

Strongly agree (n.12), Agree (n.13), Neither Agree or Disagree (n.7), Disagree (n.5), Strongly Disagree (n.3)

“This must be done! These proposals will go a long to help the environment and the long term health of people”

- A local resident, February 2022

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

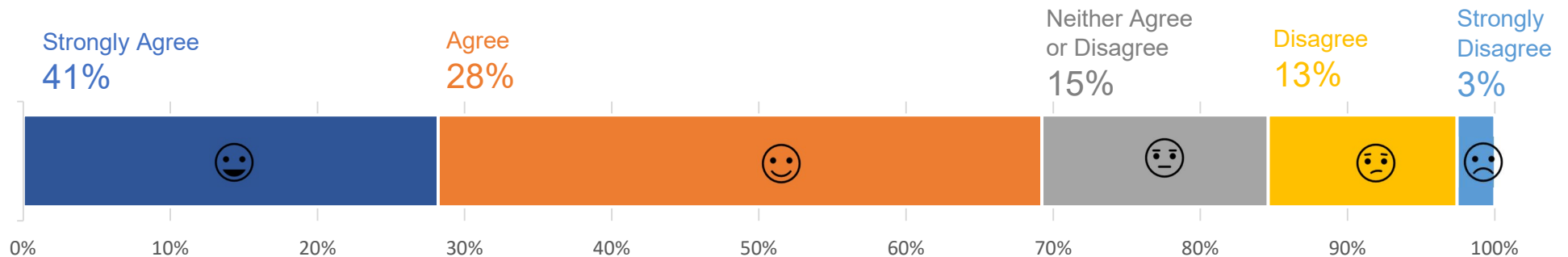
Walking

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 **69%** 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: 39 (19 skipped).

Strongly agree (n.11), Agree (n.16), Neither Agree or Disagree (n.6), Disagree (n.5), Strongly Disagree (n.1)

“I think making cycling and walking safe around Penrith would be a great addition, don't forget about the links between small villages within 5 miles.”

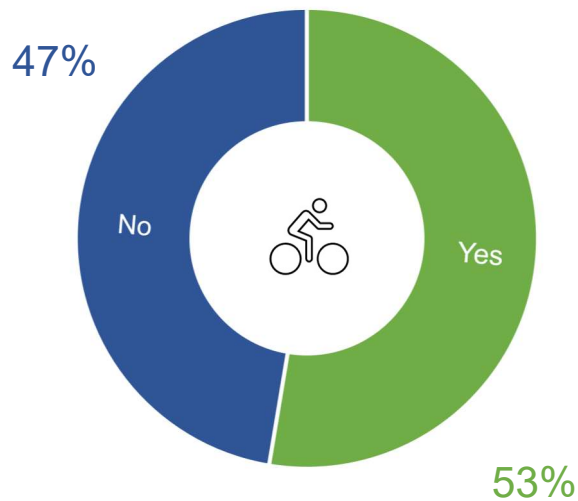
- A local resident, February 2022

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 Cycling Network plan would encourage respondents to cycle more often, or start to cycle, 53% responded that yes, they felt these routes would encourage them

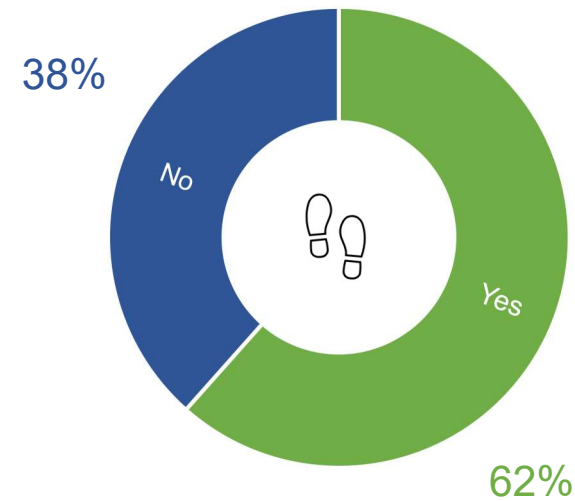


Total no. of respondents: 38 (20 skipped).

Yes (n.20), No (n.18)

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 Core Walking Zone Network plan would encourage respondents to walk more often, 62% responded that yes, they felt these routes would encourage them.



Total no. of respondents: 39 (19 skipped).

Yes (n.24), No (n.15)

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.

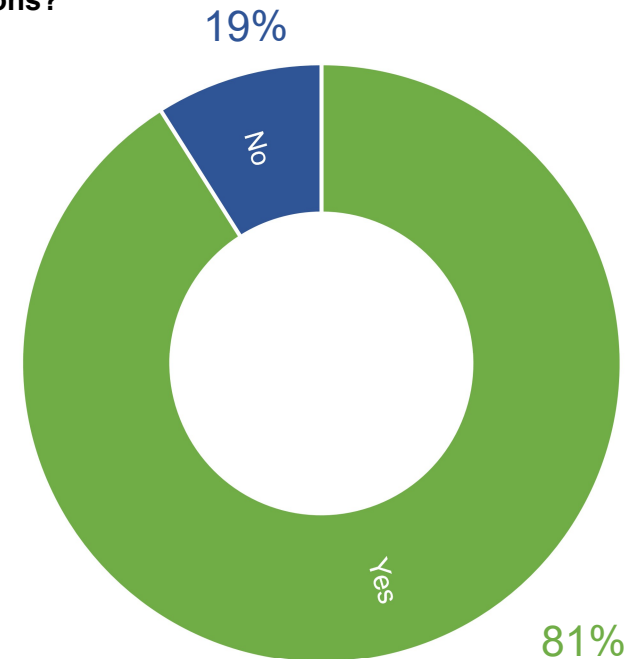
Respondents were asked if walking and cycling improvements would be supported if it meant less space for other road traffic in some locations.

The responses demonstrate **support** for the reallocation of road space with **81%** answering 'yes' they would support walking and cycling improvements when this could mean less space for other road traffic in some locations.

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

Question 4 - We would like to build high quality continuous cycling and walking infrastructure that will contribute to a more liveable and sustainable Penrith. 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: 36 (22 skipped).

Yes (n.29), No (n.7)

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	You wanted to see a connection from the Townhead area of Penrith that connects directly to Gilwilly utilising Thacka Lane.	We have included a long-term aspirational route on our priority cycling network that connects the National Cycle Network (NCN7) to Gilwilly. The feasibility of this would need to be determined as routes are developed.
	The rural cycle connections are vital to support alternative routes to work and school and other short journeys for the rural car using community.	Penrith has a number of surrounding rural communities, and we want the priority network to extend to ensure they are suitably connected. Whilst reflecting that the LCWIP is aimed at improving and facilitating those shorter journeys, we understand that the geography of Penrith is relatively small and enabling those trips in from the rural hinterland where active travel is not always an option, will form an important part of our plan. The rural communities can benefit from the Penrith LCWIP and we want to reflect this in our priority network.
	You would like to see a cycle path / footpath between Eamont Bridge and Yanwath.	Cumbria County Council have undertaken some initial discussion around the possibility of the deliverability of initially, a walking route within the highway boundary.
Safety & Traffic	Additional 20 mile an hour speed limit zones for motor vehicles would support cycling and walking through Penrith.	We understand the level of support for additional 20mph zones across the town. There is currently an ongoing countywide review of 20mph zones. The Cumbria Cycling and Walking team will provide further information on our website as this progresses.
Cycle Parking	Improvements and new routes will make cycling more attractive in Penrith if dedicated places to secure bikes were available.	When developing and designing the routes within our LCWIP's, this 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.

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: 26 (32 skipped).

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

Total no. of respondents: 23 (35 skipped).

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

Total no. of respondents: 29 (29 skipped).

Theme	You said	We responded
A66 and M6 being Barriers to movement	<p>It is difficult getting across the A66 and M6, particularly at the Kemplay and Junction 40 roundabouts and would like to see improvements made to ensure movement is direct and safe for all users.</p> <p>We need better active travel infrastructure running alongside the A66 and there are concerns that the A66 Northern Trans-Pennine development will not address this.</p>	<p>National Highways are delivering the A66 Northern Trans Pennine Project; Cumbria County Council are a statutory consultee. In recent consultation responses the Council has asked for further work to be undertaken by National Highways to improve walking, cycling and horse-riding facilities at Kemplay Bank Roundabout and Junction 40 as the scheme moves into detailed design, to make the route both safe and as direct as possible.</p> <p>National Highways have proposed an East West walking and cycling Corridor along the alignment of the A66 between J40 and Brough. The Council will provide feedback to National Highways on the suitability of the route and suggest enhancements where required.</p>
Concerns over reallocation of road space	<p>You were concerned that the roads in Penrith are already narrow and introducing cycle lanes may reduce widths further.</p>	<p>LCWIP guidance encourages use of main arterial routes as these offer the most direct movement for users. Cumbria County Council will explore all possible options with regard to design, understanding that we will have to provide widths for pedestrians, cyclists and vehicles that meet national standards. We understand that in towns with existing routes that might already be narrow, this may restrict the ability to offer some of the active travel improvements. This would be determined through future feasibility.</p>

“Cycling and walking should absolutely be a priority in Penrith - for so many reasons: health, air quality, congestion, climate and the safe enjoyment of the town for residents and visitors.”

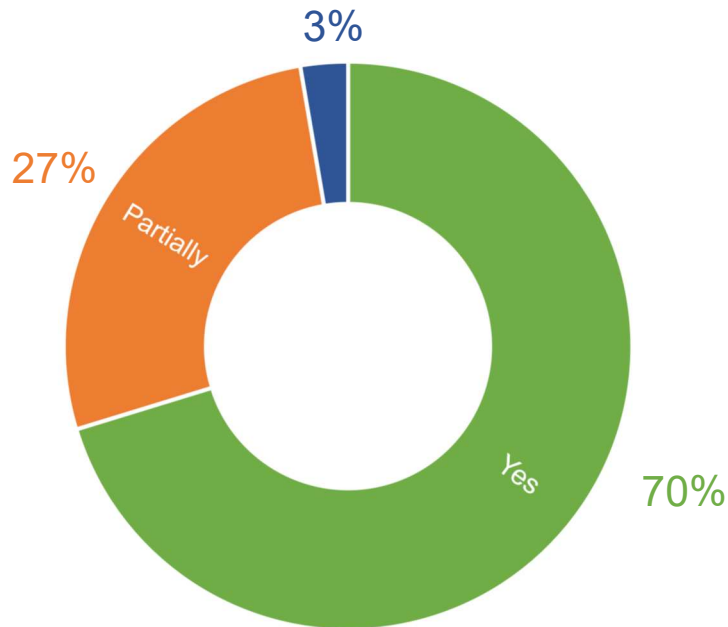
- A local resident, February 2022

How did we do?

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

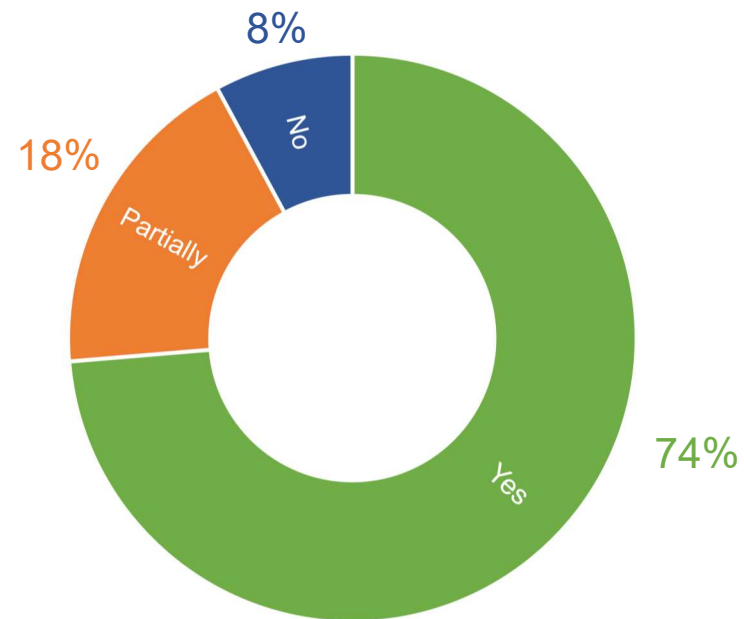
The feedback received will help us to reflect on the approach taken and inform future consultations.

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



Total no. of respondents: 37 (21 skipped).
Yes (n.26), No (n.1), Partially (n.10)

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



Total no. of respondents: 38 (20 skipped).
Yes (n.28), No (n.3), Partially (n.7)

Next Steps

It has been important to facilitate a community led approach to the development of the Penrith 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 Penrith 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 Penrith LCWIP will be presented Cumbria County Council's Local Committee for approval, before seeking endorsement from Eden District Council Executive Committee.

The consultation on the Penrith 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



