

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

Consultation
Report

Follow up Consultation
February 2022



Contents

1. Introduction	Pages 3-4
Approach to consultation	
2. Results of the questionnaire	Pages 5-9
About you	
Support for the LCWIP proposals	
Networks that encourage cycling and walking	
Reallocation of road space	
3. You said, we responded	Pages 10-11
4. How did we do?	Page 12
5. Summary and next steps	Page 13
Summary of responses	
Next steps	



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 Workington.

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 Workington 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 Workington Leisure Centre, Griffin Street, CA14 2DX was hosted on Tuesday 22nd February between 3.00pm and 6.00pm.

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 Tuesday 22 February, Workington Leisure Centre 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 Workington.

Cumbria County Council, in partnership with the Cumbria Local Enterprise Partnership and Allerdale Borough Council are developing an LCWIP to identify and deliver improved cycling and walking provision in the Workington 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:
Tuesday 22 February
3.00 to 6.00pm
Workington Leisure Centre, Griffin St,
Workington, Cumbria, CA14 2DX

Improving walking and cycling routes in Workington






16% of respondents had also responded to the initial Workington LCWIP consultation in July 2021

Results of the questionnaire

We received a total of **52 responses** to the questionnaire. The results are presented in this document.

16% of respondents (8 people) indicated that they had also provided a response to the initial Workington 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 Workington, Distington, Stainburn and Seaton 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
CA14	34	Workington, Distington, Stainburn, Seaton
CA15	6	Maryport, Crosby, Dearham
CA13	5	Cockermouth, Greysouthern, Eaglesfield
CA26	1	Frizington
L40	1	Westhead

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

Support for the LCWIP proposals

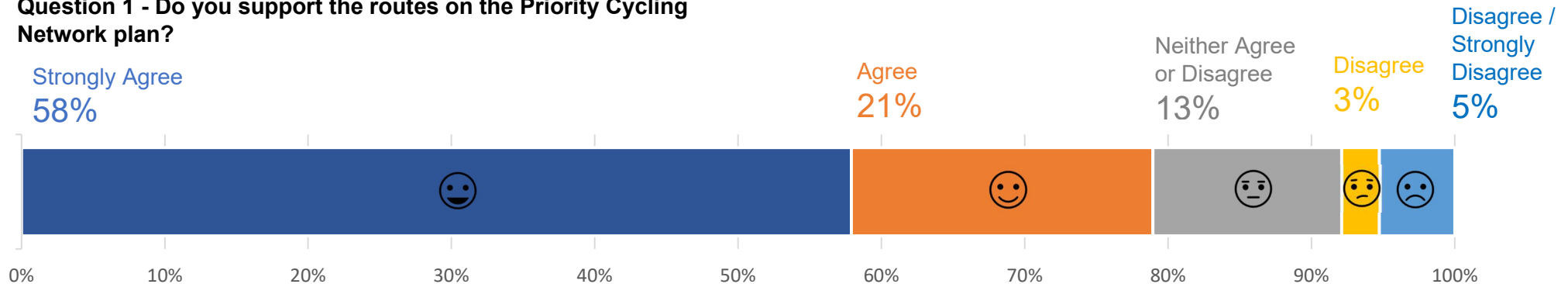
Cycling

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 **79%** 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: 38 (14 skipped).

Strongly agree (n.22), Agree (n.8), Neither Agree or Disagree (n.5), Disagree (n.1), Strongly Disagree (n.2)

“I think any upgrading or even new routes would be a real bonus for the area. Cannot wait to see it all done.”

- A local resident, February 2022

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

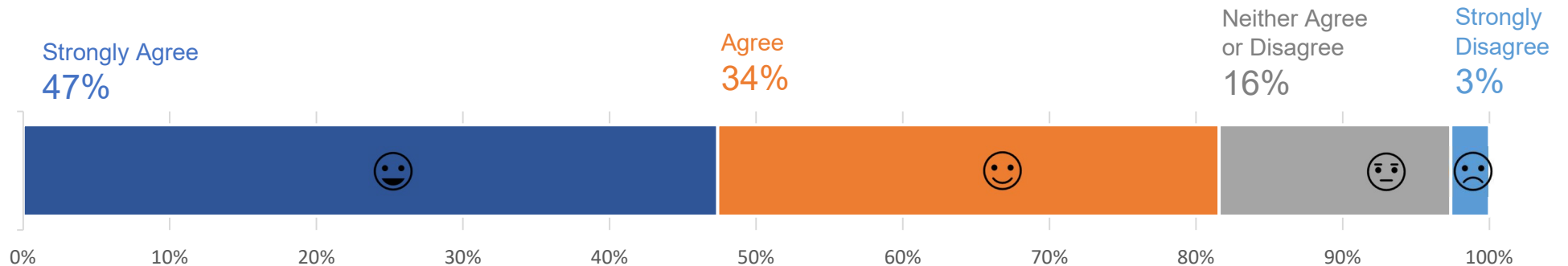
Walking

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 **81%** 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: 38 (14 skipped).

Strongly agree (n.18), Agree (n.13), Neither Agree or Disagree (n.6), Disagree (n.0), Strongly Disagree (n.1)

“Anything to make it safe for pedestrians and especially those with mobility and sight problems would be welcome.”

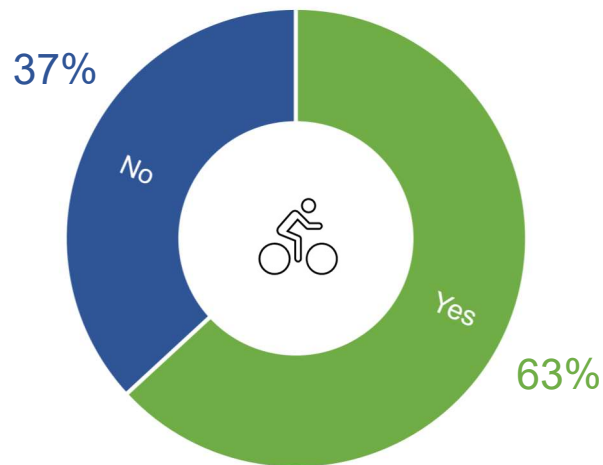
- A local resident, February 2022

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, 63% responded that yes, they felt these routes would encourage them

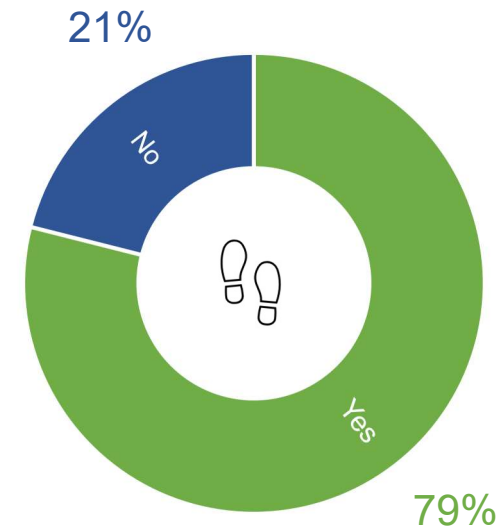


Total no. of respondents: 38 (14 skipped).

Yes (n.24), No (n.14)

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 cycle more often, 79% responded that yes, they felt these routes would encourage them.



Total no. of respondents: 38 (14 skipped).

Yes (n.30), No (n.8)

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.

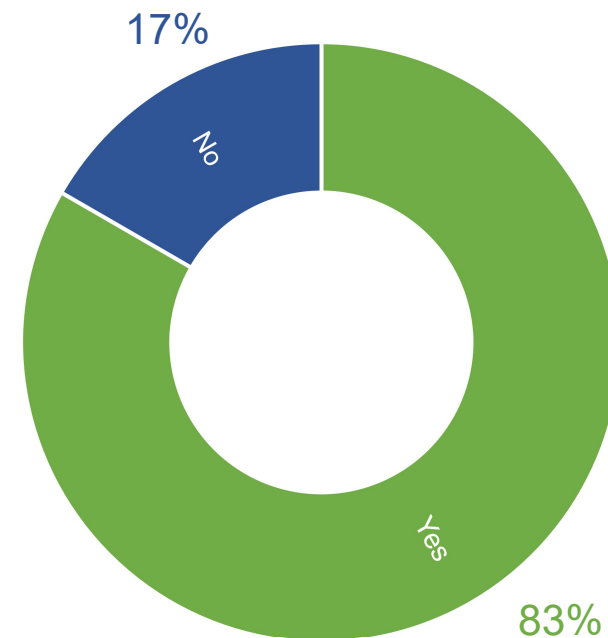
Developing high quality continuous cycling and walking infrastructure can however be challenging in urban areas where there are competing demands on road space (i.e. parking, loading, vehicle/HGV movements, active travel) and limited opportunities to expand the boundaries of the highway.

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 **83%** 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 Workington. 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 (16 skipped).

Yes (n.30), No (n.6)

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 want to see more direct, safer links from Harrington into Workington Town Centre following the railway line to Bessemer Way.	Infrastructure improvements will be determined as the route is developed through future feasibility work. This route has been added to the cycling network plan as a long term aspiration.
	You said the route to Camerton along the NCN71 has the potential to avoid some of the on road steep gradients by following the old railway line east to Little Broughton.	Workington has a number of surrounding 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, the links into surrounding villages will form an important part of our plan. We recognise the communities can benefit from the Workington LCWIP and we want to reflect this in our priority network. The possibility of developing routes following the old railway to Little Broughton will be dependent on the development of the Derwent Forest site.
	You were pleased to see a Stainburn to Great Clifton route on the cycling network, but concerned that Stainburn Road was unsafe, which may put people off using the route.	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. We understand that there will be challenges to develop longer distance routes that take you through communities that have narrow infrastructure, but other options including traffic calming measures could be reviewed where necessary.
Safe and Secure Cycle Parking	Improvements and new routes will make cycling more attractive in Workington 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: 24 (28 skipped).

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

Total no. of respondents: 19 (33 skipped).

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

Total no. of respondents: 22 (30 skipped).

Theme	You said	We responded
Safety & Traffic	The Hall Brow Junction is dangerous to cross between Black Path and Curwen Park.	We want to follow latest design guidance to reduce conflict and ensure all users can safely travel, especially on the busiest routes. We don't want barriers to active travel on our proposed routes. Whilst crossings and junctions will be considered in more detail once funding becomes available, all routes will be improved in line with the latest guidance, promoting access for users of all abilities. Consideration will be made to the design of junctions where one route joins another to ensure cohesion and continuous routes without barriers.
	There are safety concerns because of drivers parking on the pavement and vehicles blocking dropped kerbs. The network needs to provide a safe environment for pedestrians and especially those with mobility disabilities.	The rules regarding parking vehicles on pavements are currently under close review by the Department for Transport. Pavement parking is now illegal in London, but this ban does not cover the rest of England, so it is not currently illegal to park on pavements in Cumbria. The Department for Transport review will consider a wider ban on this practice across England and the Council will review enforcement at the outcome of this national review.
Maintenance of Routes	You want to see the adequate maintenance of existing and new active travel infrastructure.	Cumbria County Council are currently undertaking a review of maintenance, this review is expected to be further developed by the new authority. As the development of new routes progresses, the future maintenance will also be considered as part of the design process.
Concerns over reallocation of road space	Any reduction in space for road vehicles must not be detrimental to access and timekeeping of regular bus services.	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 including public transport 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.

“Good to see that new routes and improvements will mean main areas in Workington and the surrounding towns/villages will be linked together providing routes into the town centre for shopping and to access public transport for onward journeys on rail and bus routes”

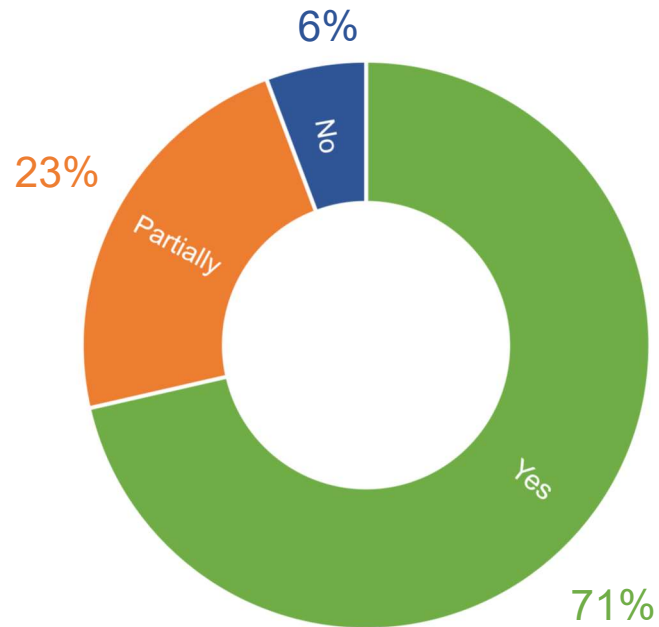
- A local resident, February 2022

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.

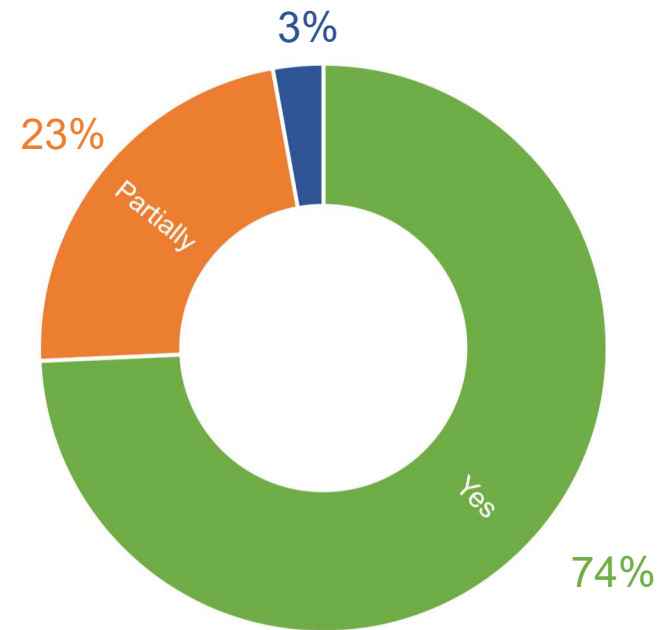
Question 9 – Did we provide enough information for you to properly respond to this consultation?



Total no. of respondents: 35 (17 skipped).

Yes (n.25), No (n.2), Partially (n.8)

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



Total no. of respondents: 35 (17 skipped).

Yes (n.26), No (n.1), Partially (n.8)

Next Steps

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

The consultation on the Workington 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



