

June 2022

Whitehaven Local Cycling and Walking Infrastructure Plan (LCWIP) 2022 - 2037



Contents

Foreword	Page 2
1. Vision and Aim	Page 3-5
What is a Local Cycling and Walking Infrastructure Plan?	
Why is an LCWIP important for Whitehaven?	
2. Existing Context	Page 6-9
National policy context	
Local policy context	
Transport and placemaking schemes	
How do people currently make local journeys?	
Potential for more walking and cycling	
3. Cycling and Walking Infrastructure	Page 10-17
Developing the LCWIP	
Engagement and public consultation	
Infrastructure improvements	
Cycling infrastructure improvements	
Walking infrastructure improvements	
Cycling network	
Walking network	
Prioritisation	
4. Conclusion and Next Steps	Page 18



Foreword

I am pleased to introduce Cumbria County Council's Local Cycling and Walking Infrastructure Plan (LCWIP) for Whitehaven, which outlines the proposed network of key cycling and walking routes in the district. The plan will work in conjunction with our wider infrastructure plans, including the Cumbria Transport Infrastructure Plan to support transport and connectivity, which will help Cumbria to become one of the best-connected rural geographies in the UK, whilst also incorporating the growth of Cumbria and responding to climate change.

The LCWIP identifies cycling and walking improvements at a local community level and is designed to facilitate a long-term approach to developing cycling and walking networks. Encouraging people to adopt a more active lifestyle will benefit their health, but collectively this will have a positive impact on net zero carbon emissions.

This document gives a summary of the county council's goals and objectives, while sharing more specific information about the communities that we have consulted with in Whitehaven.

I'd like to thank all the residents, businesses, and visitors for their support and feedback on engagement and consultations to date.



Cllr Keith Little
Cumbria County Council Cabinet Member for
Highways and Transport

It is a real privilege to live in a part of the country with such a strong sense of community, rich industrial heritage, and stunning scenery right on our doorstep. Our aim is to encourage more people to take up walking and cycling within the Borough, to improve connectivity between communities, boost health and wellbeing, and tackle climate change.

Through the delivery of the LCWIP we want cycling and walking to become the preferred way to travel for shorter journeys. Good infrastructure is key to achieving this and the LCWIP will ensure the right conditions are put in place to encourage people to cycle and walk more often.

A more coherent, direct, and safe network of routes will allow residents and visitors to explore the fantastic cultural and historic assets we have in Whitehaven, as well as the wonderful coastal landscape. Through better connections and travel options, people will also have improved access to education, training, and employment opportunities. Active travel can play a key role in contributing to a healthy, more reliable workforce, which in turn will help to support the recovery of the economy.

I'm delighted with the progress that has been made through Copeland Local Committee and I would also like to acknowledge the efforts of all who have taken the time to share their views and opinions.



Cllr Keith Hitchen
Cumbria County Council Chair of
Copeland Local Committee

Vision and aim

What is a Local Cycling and Walking Infrastructure Plan?

A **Local Cycling and Walking Infrastructure Plan (LCWIP)** is a document that identifies and prioritises cycling and walking improvements at a local level. It sets out an approach for developing prioritised routes over the period of the Plan (2022-2037), with the aim of **encouraging more people to make journeys on foot or by bike.**

The focus of the LCWIP is the improvement of routes used for **everyday shorter journeys**, such as to work, school or the shops. It aims to identify good quality infrastructure that connects the places people need to get to, in a coherent, direct, safe and attractive way. Recognising that it is not always possible to connect everywhere and that funding for delivery needs to be secured, the LCWIP aims to prioritise future investment where the most benefits can be realised. The LCWIP is not a funded plan. However, having an LCWIP in place will put the Council in the best possible position to secure future funding for the delivery of improvements.

The LCWIP has been developed using principles set out in the Government's first Cycling and Walking Investment Strategy, 2017. This Strategy sets out the ambition "**to make walking and cycling the natural choices for shorter journeys or as part of a longer journey**". Government guidance outlining a recommended approach for developing LCWIPs has also been followed.

The LCWIP is based on data and evidence of existing and future potential need and demand. It has also been guided throughout by effective engagement with partners, stakeholders and the public.

The LCWIP covers Whitehaven, with a focus on the urban centre but including links to surrounding communities such as Distington and St Bees.



The LCWIP provides:

- Plans showing the most important routes for development
- Priorities and timescales for development
- A detailed evidence base to support future delivery funding bids
- A basis for securing government funding or developer contributions


Why is an LCWIP important for Whitehaven?

Creating attractive places to live and work

Copeland District employs approximately 27,400 people, which accounts for 13% of all employment in Cumbria. The nuclear sector and its supply chain are a major employer within the area, accounting for 59% of jobs. The coastal town of Whitehaven is the administrative seat of Copeland. Built on shipping and mining, both industries have now declined however, Whitehaven retains a rich cultural heritage with over 250 listed buildings.

Investment in the streets where people live or work can create more attractive and desirable places. Improvements to the street scape can encourage more people to walking and interact with their surroundings, promoting journeys on foot, generating a greater sense of pride in their town and increasing wellbeing.

Responding to the climate crisis




Transport accounts for **27%** of the UK's greenhouse gas emissions – **61%** of this is from cars and taxis

(DfT Transport Statistics for Great Britain 2021)

Cumbria has set itself an ambitious challenge to be the first carbon-neutral county in the UK by 2037 (Cumbria Zero Carbon Partnership, 2021). De-carbonising transport is key to achieving this goal. Cycling and walking has a much lower carbon footprint compared to other forms of transport and undertaking more journeys on foot or by bike will help to tackle climate change. The LCWIP for Whitehaven focusses on everyday short journeys such as those to work, school and the shops, where there is the greatest potential for change.


Supporting health, wellbeing and access for all

Active travel can play a crucial role in supporting public health and wellbeing. It is one of the simplest and most effective ways of enabling adults and children to meet the recommended levels of physical activity. The LCWIP for Whitehaven has an important role to play in promoting behavioural change. By setting out well planned networks that connect people to the places they want to go and focussing on inclusive design that ensures access for all, the LCWIP presents a real opportunity for behavioural change that will last for generations to come.



25.9% of people in Copeland (16+) are **inactive**

Compared to 27.5% in England (Active Lives Survey 10, 2021)



0.4% of adults in Copeland cycle for travel at **least 3 days** per week

Compared to 2.3% in England (Active Lives Survey, 2019-20)




11.5% of adults in Copeland walk for travel at **least 3 days** per week

Compared to 15.1% in England (Active Lives Survey, 2019-20)

The health cost of inactivity to Copeland is **£1,300,000** every year

(Sport England Local Sport Profiles)

Improving accessibility and social inclusion



25% of households in Whitehaven are **without access** to a car or van

Compared to 26% in England and Wales (Census 2011)

Households who struggle to access employment and education opportunities, key services and facilities due to transport poverty can suffer from social exclusion. Cycling and walking are generally affordable modes of transport, accessible to most people. Enabling people to walk or cycle to the places they want to travel to can facilitate social inclusion. The LCWIP for Whitehaven aims to connect people to jobs, education and each other, which is especially important when other modes of transport are not available.

Improving the tourism offer

Whitehaven is an attractive Georgian coastal town and one of the 51 Gem Towns in England, chosen by the Council for British Archaeology for being ‘particularly splendid and precious’. It is a key gateway for the visitor economy in the western Lakes, with a number of attractions such as The Beacon Museum, The Rum Story, Rosehill Theatre, and the harbour - which was once the third largest in the UK with trade links all over the world.

Whitehaven’s location on the west coast makes the town well placed for access to the western Lake District and coastal landscapes, with fantastic leisure cycling and walking opportunities. Whitehaven is one of two potential starting points for the ‘Sea to Sea’ (C2C) cycle route, one of the UK’s most popular challenge routes, ending in either Tynemouth or Sunderland on the east coast. The Hadrian’s Cycleway, a 174 mile route from Ravenglass to South Shields in Tyne and Wear, also runs through the town. The LCWIP network builds on these established longer distance links and aims to consolidate Whitehaven’s position as a premier cycling and walking town.



Existing Context

National policy context

Gear Change: A bold vision for cycling and walking (DfT, 2020) ^[1]

Sets out the governments vision for the delivery of far higher quality cycling infrastructure. Accompanied by Local Transport Note 1/20 with new ambitious cycle design standards.

Cycling and Walking Investment Strategy (DfT, 2017) ^[2]

Aims to make active modes of transport the natural choice by 2040. Sets out the need for LCWIP to inform locally targeted investments.

Future of Mobility: Urban Strategy (DfT, 2019) ^[3]

Includes the principle that ‘walking, cycling and active travel must remain the best option for short urban journeys’.

Clean Air Strategy (DEFRA, 2019) ^[4]

A change to more sustainable modes of transport is key to delivering a reduction in emissions.

Decarbonising Transport: A Better, Greener Britain (DfT, 2021) ^[5]

Sets out the government’s commitments and actions needed to decarbonise the UK’s transport system.

Key Local Policy documents include:

- Cumbria Transport Infrastructure Plan, 2022-2037 ^[8]
 - Cumbria Local Industrial Strategy, 2019 ^[10]
 - Cumbria Cycling Strategy, 2017-2022 ^[11]
 - Copeland Local Plan, 2021-2038 (draft) ^[9]
 - Copeland Transport Improvement Study, 2021^[18]
 - Whitehaven Parking Study (2020) ^[19]
 - Economic Recovery Plan, 2020 ^[12]
 - Destination Borderlands and the Borderlands Growth Deal, 2021-2031 ^[13]
 - Cumbria Rural & Visitor Economy Growth Plan, 2017 ^[14]
- Refer to the LCWIP Technical Report for other relevant documents*

National and local policy has guided and shaped the development of the Whitehaven LCWIP. The Plan supports key environmental, health, social, economic and sustainable mobility goals to better connect **people** and **places**.

UK Net Zero Target (2020) ^[6]

National target to bring all greenhouse gas emissions to net zero by 2050

Inclusive Transport Strategy (DfT, 2019) ^[7]

A need for inclusive infrastructure with streetscapes designed to meet the needs of all travellers.

Local policy context

There are strong levels of support for cycling and walking in existing local policy.

The **Cumbria Transport Infrastructure Plan (CTIP)**^[8] recognises the role that active travel schemes can play in improving health, access to education, employment and services and supporting the local economy. The CTIP places active travel centrally in the aim to develop a ‘Clean and Healthy Cumbria’.

The **Copeland Local Plan, 2021-2038**^[9] (publication draft) cites cycling and walking as key mechanisms to achieve the goals outlined in several policies including:

- Policy DS6PU – Design and Development Standards
- Policy T2PU – Coastal Development along the Developed Coast
- Policy H6PU – New Housing Development
- Policy CO2PU – Priorities for Improving Transport Networks within Copeland
- Policy CO4PU – Sustainable Travel
- Policy CO5PU – Transport Hierarchy

The Copeland Local Plan also sets out a number of draft housing and employment allocations in the borough which need to be considered when developing the active travel network. The main locations for housing growth within the Whitehaven LCWIP area are below. The number of dwellings are indicative based on Local Plan figures.

- HWH1 Land at the West Cumberland Hospital, Whitehaven (127 dwellings),
- HWH2 Red Lonning and Harras Moor, Whitehaven (370 dwellings),
- HWH3 Land at Edgehill Park Phase 4, Whitehaven (120 dwellings),
- HWH4 Land south and west of St Mary's School, Whitehaven (60 dwellings),
- HWH6 Former Marchon site, Whitehaven (532 dwellings),
- HSU1 Land to south-west of Summergrove, Summergrove (80 dwellings), and
- HSB1 Land adjacent to Abbots Court, St Bees (58 dwellings).

Key employment allocations including but not limited to:

- Whitehaven Commercial Park (11ha)
- Sneckyeat Road, Whitehaven (1.1ha)
- Haig Business Park, Whitehaven (0ha)
- Red Lonning, Whitehaven (0.6ha) and,
- Furnace Row, Distington (3.1ha)

The Copeland Infrastructure Delivery Plan, 2020 identifies sustainable transport schemes emerging from the **Whitehaven Transport Improvement Study** that are required to support the delivery of the Copeland Local Plan.

The West Cumbria Corridor Travel Plan, 2016 identifies sustainable transport measures which could be developed or improved to enable

and encourage visitors and residents to travel to work and leisure purposes without the use of a car.

Transport and placemaking schemes

Cumbria County Council and Copeland Borough Council are exploring opportunities for government funding to deliver active travel and place-based schemes. These schemes aim to improve the Borough's offer as an attractive place to live, work, study, visit and invest. They may also feature improvements to connectivity by sustainable and active modes of travel. Schemes include:

Levelling Up Fund (LUF)

- Copeland Borough Council are currently preparing a bid to the Government's Levelling Up Fund.
- The bid includes elements of cycling and walking which align closely to proposals in the LCWIP.
- Funding for delivery is subject to the bid being successful.



How do people currently make local journeys?

National **travel to work** data from 2011^[15] shows high levels of containment with 78% of residents within the Whitehaven LCWIP area, also working within Copeland. Only 22% of residents travel outside of Copeland for work with neighbouring Allerdale being the work destination for the majority (16%).

Despite short commuting distances there is a high level of car dependency with around **83%** of trips using this mode of travel. Only **2%** of journeys to work were found to be made by cycling and **7%** by walking.

Travel to school ^[16] data indicates **19%** of children in Copeland walk to school, whilst **<1%** cycle. Private motorised transport as a means of getting to school accounted for **16%** of journeys.

The most popular cycle routes ^[17] for travel to work journeys are typically linear connections to the south of Whitehaven. The link between Whitehaven and Bigrigg consisting of Loop Road South and Egremont Road is particularly popular.

How children travel to school



63% (32%)*

0% (2%)*

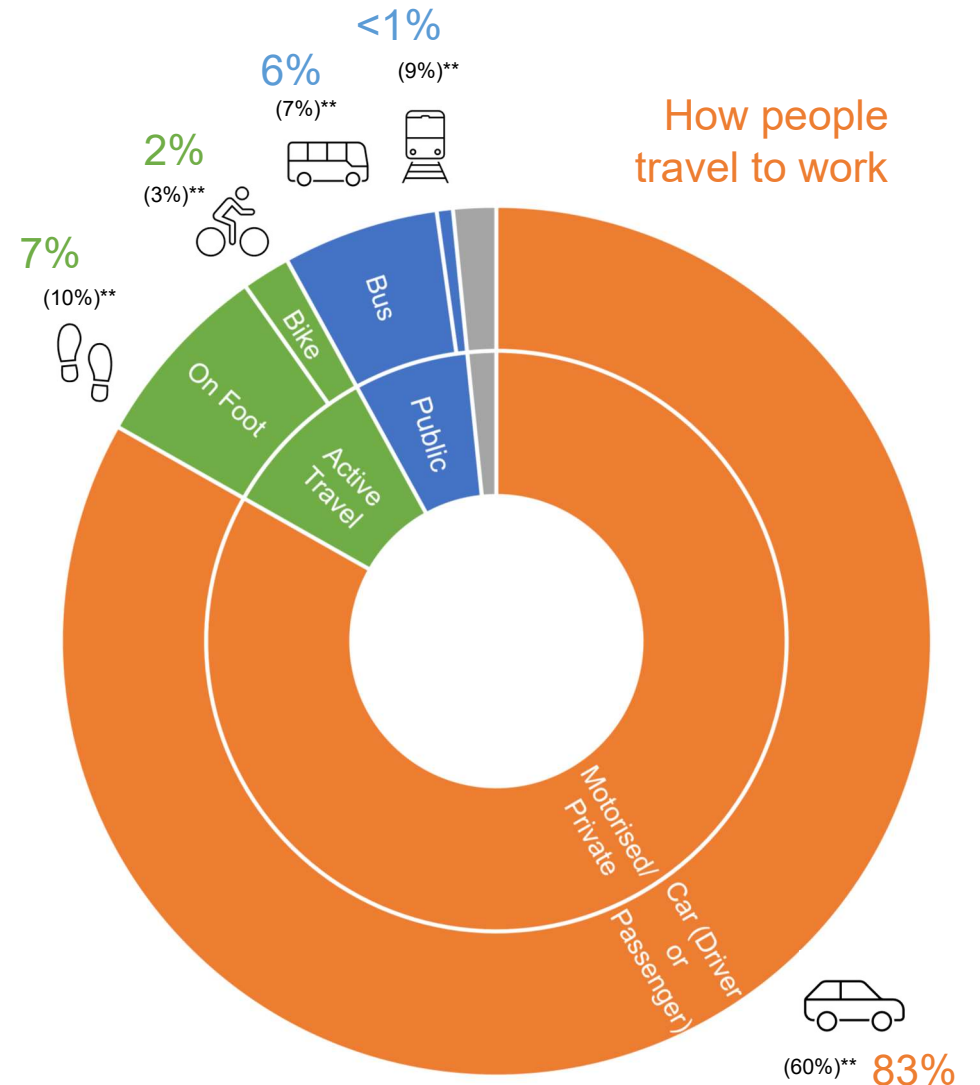
19% (35%)*

<1% (2%)*

16% (28%)*

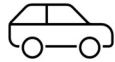
Based on Copeland Borough average v * County average.
Data taken from School Travel Demand Surveys 2021, providing an indication of travel modes to/from schools in Copeland Borough pre-COVID. Statistics are based on 2089 respondents countywide and 206 respondents for schools in Copeland Borough.

How people travel to work



Based on averages within LSOA relevant to the Whitehaven LCWIP area v ** England average.
Data taken from 2001 Census. Method of Travel to Work.

Potential for more walking and cycling



83%
of **journeys to work** are made by private motorised transport in the Whitehaven LCWIP area

however.

35%
of **journeys to work** are **<5km^[18]**



18%
of **journeys to work** are **<2km^[18]**

but did you know...

Distances of **5km** can be covered in **20 minutes** by **bike**



Distances of **2km** can be covered in **25 minutes** on **foot**



74% of respondents said **improvements to cycling and walking routes** would encourage them to walk and/or cycle **more often** than they do currently.

Levels of cycling and walking in Whitehaven increased during the COVID-19 lockdown in Spring/Summer 2020. This was in part because roads were less busy and quieter, offering more desirable conditions for cycling and walking. The reduction in traffic emissions also led to improvements in air quality. As people returned back to places of work and to school, levels of cycling and walking reduced. This demonstrates that the potential for cycling and walking exists if the right conditions are put in place. Improvements to active travel infrastructure will form part of this.

Despite high levels of car dependency across the Whitehaven LCWIP area, a high proportion of everyday journeys to work, school or the shops are within a distance which is easily achievable either on bike or on foot.

An initial round of public consultation on the Whitehaven LCWIP undertaken in July/August 2021, asked for feedback on what would encourage people to change to cycling and walking for short journeys. Findings were consistent with national data whereby, a large proportion (71%) of respondents identified they currently make journeys by car to places that were within cycling and walking distance. Journeys to the shops, to/from leisure activities and transporting children or other people were the main reasons given.

Cycling and walking infrastructure

Developing the LCWIP

The LCWIP for Whitehaven has been developed in accordance with government guidance and has followed a six stage process.

- **Stage 1: Determine the scope** – establish the geographical context and arrangements for governing and preparing the plan.
- **Stage 2: Gathering information** – identify existing walking and cycling patterns and potential new journeys. Review existing conditions and identify barriers to walking and cycling. Review related transport and land use policies and programme.
- **Stage 3: Network planning for cycling** – identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the improvements required.
- **Stage 4: Network planning for walking** – identify key trip generators, core walking zones and routes, audit existing provision and determine the improvements required.
- **Stage 5: Prioritising improvements** – prioritise improvements to develop a phased programme for future investment.
- **Stage 6: Integration and application** – integrate outputs into local planning and transport policies, strategies and delivery plans.



Engagement and public consultation

Public consultation and stakeholder engagement have played a key part in the development of the Whitehaven LCWIP with an initial public consultation undertaken in July/August 2021 and a follow up in February 2022. In addition, regular workshops have been undertaken with key stakeholders throughout.

The initial public consultation focused on gaining an understanding of:

- Current travel behaviour – cycling and walking journeys and why these are undertaken;
- Public opinion on the current active travel provision in Whitehaven;
- Any barriers on active travel routes that may prevent cycling and walking;
- What would encourage modal shift to cycling or walking for short journeys; and,
- Feedback on the emerging priority cycling network.

A total of **316 responses** were received for this consultation.

The follow up consultation offered a second opportunity to comment on proposals prior to finalising the Whitehaven LCWIP. This consultation focused 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 more often; and,
- Whether there was support for reduced space for cars to prioritise active modes.

A total of **215 responses** were received for this consultation.

The results of the consultation exercise demonstrate a **desire for future investment** in cycling and walking infrastructure. Responses emphasised the importance of providing **safe, segregated routes** that provide **direct connections** to the places people want to get to. The need to provide routes that were **separate from other modes of travel** was a common theme in the responses and was identified as a key measure for encouraging more cycling and walking. The creation of more **direct** cycling and walking routes, and **better maintained routes** were also supported, along with **lower speed limits** and **greater priority for cyclists at junctions**.

The main perceived barriers to cycling and walking were:

- Busy roads
- Quality of routes
- Feeling unsafe
- Indirect routes
- Unsuitable terrain/geography

The draft priority cycling and walking networks presented received a **high level of support** and the majority of respondents felt that the proposals would encourage them to cycle or walk more often.

“Many people are wanting to be healthier and are more conscious about protecting our environment and living a greener, more sustainable life. If cycle paths are put into our infrastructure, many more people would use them as they would feel safer, and it would become more part of everyday life like it is in cities and towns all over the world.”

- a local resident, open ended question response,
February 2022

Existing cycling and walking routes

45% felt the existing cycling routes **do not** connect to the places they want to go

24% felt the existing walking routes **do not** connect to the places they want to go

Cycling and walking barriers and opportunities

74% identified “**busy roads**” as top 3 reason for why it is difficult to cycle

39% identified “**quality of route**” as top 3 reason for why it is difficult to walk

76% identified “**cycle routes separated from other modes of travel**” as a top 3 reason for encouraging them to cycle more

58% identified “**better maintained pavements/footways**” as a top 3 reason for encouraging them to walk more

“We need to [*be*] encouraging more environmentally friendly forms of transport, going back to how transport was before cars took over.”

- A local resident, open ended question response, July/August 2021

“I think the cycle path would help us all to be more active... It would give us more places to walk to rather than using the car. It would also be great for young children to use to ride their bikes safely off the road while keeping fit and active at the same time.”

- A local resident, open ended question response, July/August 2021

Support for proposals

91% said they would support cycling and walking improvements even when this could mean less space for other road traffic

93% welcomed more money being spent on cycling and walking in Whitehaven

94% strongly agreed or agreed with the routes prioritised in the draft Whitehaven LCWIP cycling network

89% strongly agreed or agreed with the improvements identified in the draft Whitehaven LCWIP walking network

86% felt the proposals in the Whitehaven LCWIP would encourage them to cycle or walk more often



See Whitehaven LCWIP Technical Report Appendix C for copies of the Consultation Reports

Cycling infrastructure improvements

The Whitehaven LCWIP broadly identifies the types of improvements that could be implemented. All improvements are subject to funding and further development.

On-Highway Fully Segregated Cycleways



Segregated cycleways offering separation from pedestrians and motor vehicles.

Photo shows a stepped cycle track.

On-Highway Lightly Segregated Cycleways



Light segregation providing a protected space.

Photo shows light segregation using 'wands'.

Off-Road Cycleways



Greenways providing rural connections. Shared use paths where pedestrian number are low.

Photo shows a greenway with segregated facilities.

Upgrades to Existing Facilities



Removal of through-traffic to create Low Traffic Neighbourhoods. Slowing traffic i.e. 20mph zones.

Photo shows a Low Traffic Neighbourhood.

Road Crossings and Junctions



Strong visual priority for cyclists and walkers on side junctions. Crossings and junctions offering separation and improved safety.

Photo shows a 'CYCLOPS' junction.

Secure Cycle Parking



Short stay and long stay solutions that are secure and positioned at strategic locations.

Photo shows a secure cycle hub.

Walking infrastructure improvements

Public Realm



Enhancing the look and feel of an area through, planting, paving, seating, and street art.

Photo shows public realm improvements.

Road Crossings



Widening refuges, improving timings, signals and markings.

Photo shows an improved signalised junction.

Blended Footways



Continuing footways across junctions to enforce pedestrian priority.

Photo shows a blended footway.

Wayfinding



Providing simple directional signage, larger maps or interactive screens

Photo shows information and wayfinding signage.

Maintenance

Short term maintenance to bring a route up to standard or planning for longer term maintenance.

Increased Surveillance

Improving sightlines, additional access points or installing CCTV.

Footway Widening

Proving adequate footway widths.

Speed Reduction

Through physical traffic calming measures, enforcement cameras or public realm.

Dropped Kerbs and Tactile Paving

Improving access for pedestrians with limited mobility or sight impairments.

Reduced Kerb Radii

Limiting the speed of motor vehicles at junctions to allow pedestrians to cross more safely

Cycling network

The Priority Cycling Network reflects the importance of connectivity across the city to increase active travel and reduce car journeys. Key aspects of the network include:

- The Hadrian's Cycleway (NCN72) as a core spine to the network;
- Connections to the town centre and railway station;
- Links to education sites including Whitehaven Academy, St Benedict's Catholic High School and Hensingham Community Primary School;
- Links to Westlakes Science and Technology Park;
- Links to surrounding villages including Parton, Lowca, and Moor Row;
- Link to St Bees; and,
- Access to allocated housing and employment sites.

Recognising that it is not possible to connect everywhere, the LCWIP focuses on the most important routes to secure funding for. Support for walking and cycling infrastructure usually increases further once it is built and people are using it. Over time these priorities can be built on to deliver a more extensive network to encourage and support a step change in the numbers of people cycling and walking.

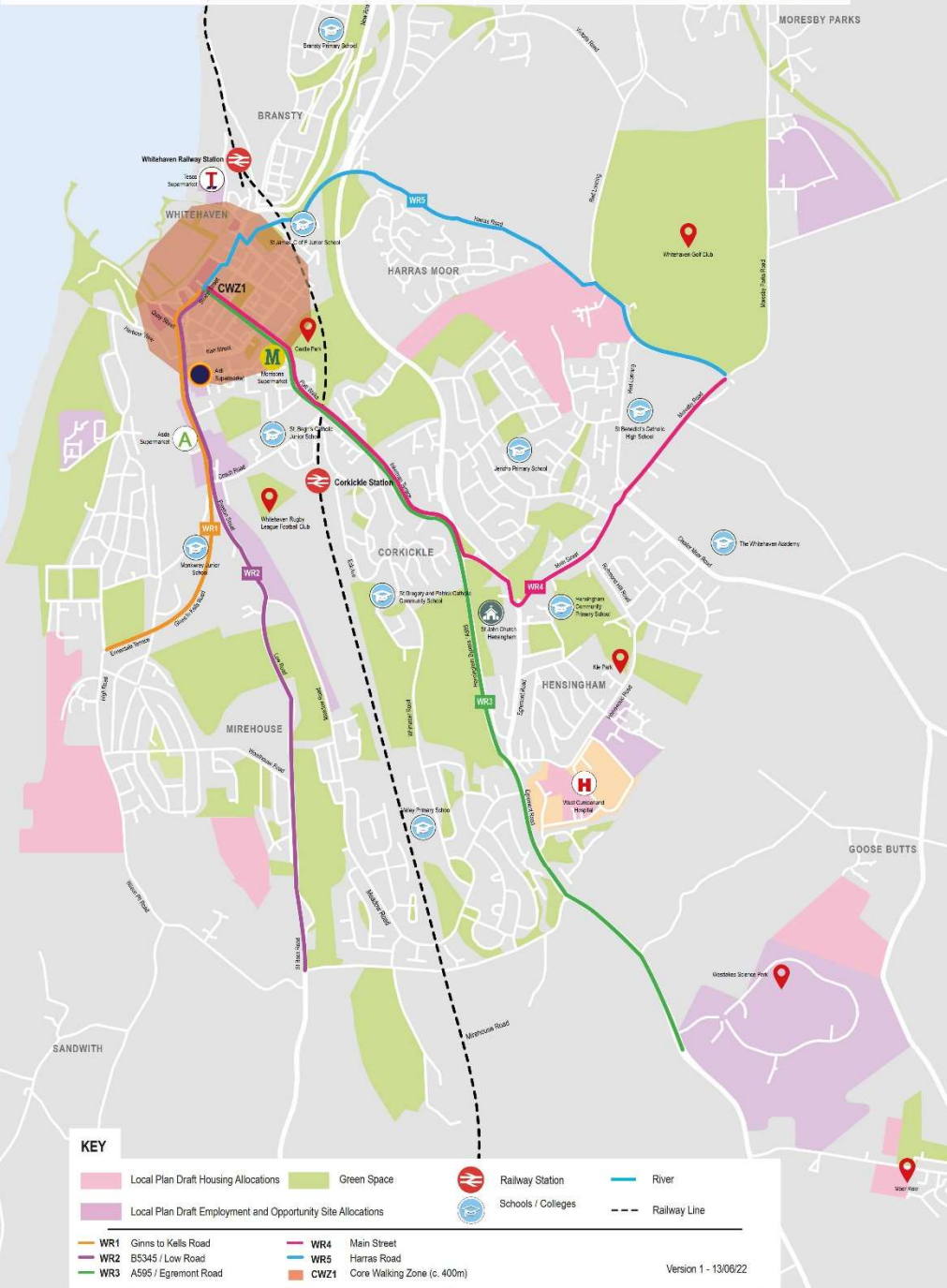


See Whitehaven LCWIP Technical Report Appendix A for a copy of the Cycling Network Map

The network incorporates new cycling routes and improvements to existing routes, alongside existing provision to provide a coherent, direct, safe, comfortable, and attractive cycle network for Whitehaven.



Whitehaven LCWIP Walking Network



The walking network map shows Primary and Secondary routes to Whitehaven Town Centre Core Walking Zone. Throughout the lifespan of the LCWIP a more complete walking network will be established by identifying routes and improvements for other Core Walking Zones.

Walking network

As part of the LCWIP, we have identified Core Walking Zones across the study area, along with primary and secondary routes linking into those Core Walking Zones.

- **Core Walking Zones** are areas with the highest potential for footfall such as town centres and employment sites.
- **Primary routes** are those routes that are generally the most direct and have the highest usage.
- **Secondary routes** are alternative routes that are generally less direct but quieter

The LCWIP identifies potential improvements within the Core Walking Zones and along the primary routes which, could include: new or enhanced road crossings; better quality public spaces and paths; and the provision of dedicated and separated space for walkers.

Improvements have been identified for the Whitehaven Town Centre Walking Zone (CWZ1) and connecting primary routes. These are shown on the plan adjacent and further detail is provided in the LCWIP Technical Report.

Throughout the lifespan of the LCWIP, improvements will be identified for the remaining Core Walking Zones and connecting primary routes across the LCWIP area.



See Whitehaven LCWIP Technical Report Appendix A for a copy of the Walking Network Map

Prioritisation

In developing the LCWIP, government guidance setting out a recommended approach to prioritising networks of walking and cycling routes, has been followed. The guidance recommends that priority should be given to areas which have the **greatest potential for increasing cycling and walking trips** and offer the **greatest value for money**.

The delivery of all improvements identified in the Whitehaven LCWIP is subject to securing funding. Routes for delivery have been prioritised using a framework that assesses:

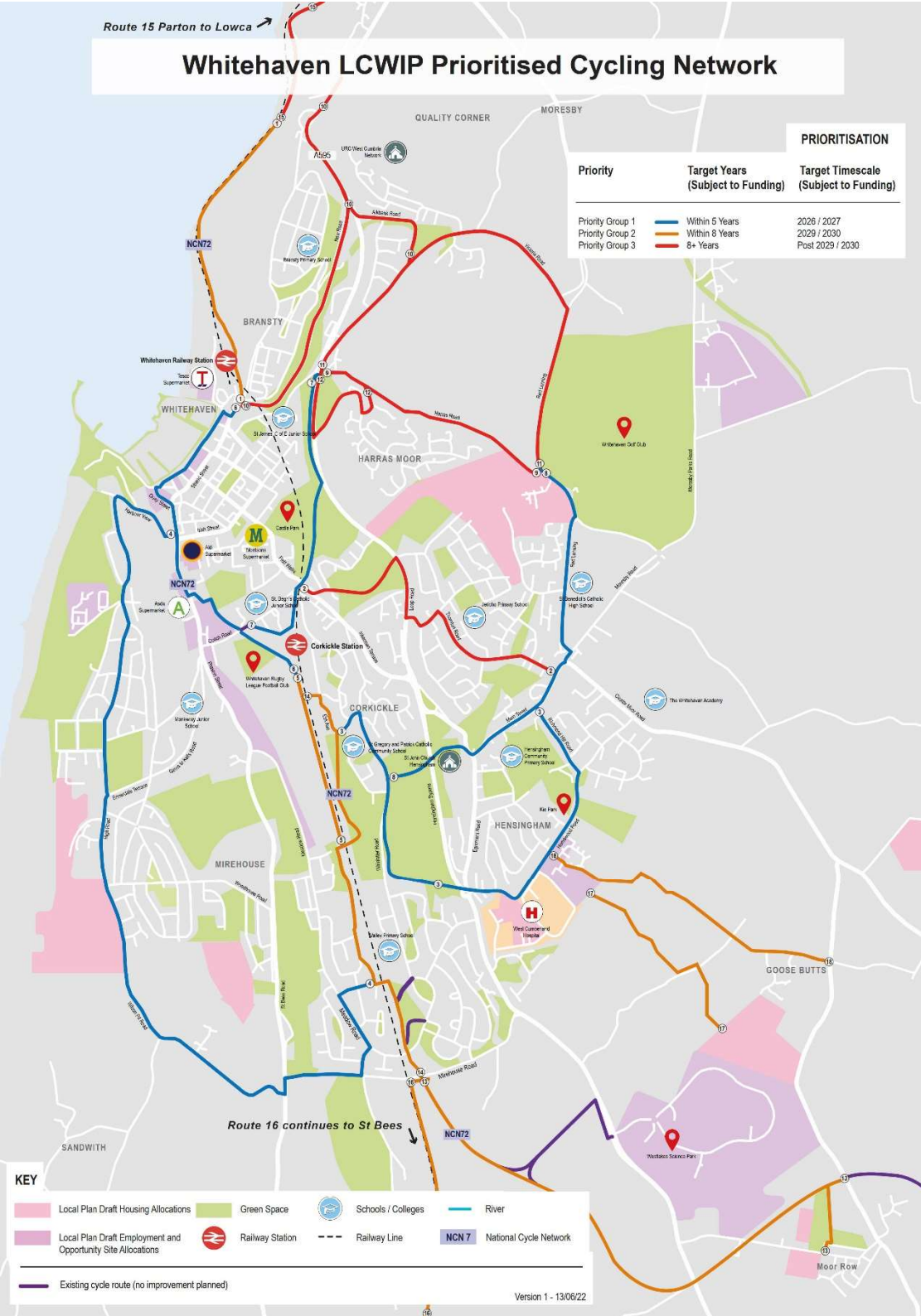
- Effectiveness – the potential to generate cycling trips
- Alignment with policy objectives – such as those in the CTIP
- Economic factors – scheme cost, value for money and likelihood of attracting funding
- Deliverability – engineering constraints, land ownership and stakeholder support

The cycling routes have been prioritised as shown on the adjacent plan. The routes have then been categorised according to the targeted timescale for delivery:

- Funded: These will be delivered in line with the timescales of the funding source
- Priority 1: Delivery within 5 years (2026/27), subject to funding
- Priority 2: Delivery within 8 years (by 2029/30), subject to funding
- Priority 3: Delivery 8 years plus (post 2029/30), subject to funding.

See Whitehaven LCWIP Technical Report Appendix B for a copy of the Prioritised Cycling Network Plan

Whitehaven LCWIP Prioritised Cycling Network



Conclusion and next steps

The Whitehaven LCWIP provides a prioritised investment plan for cycling and walking in Whitehaven over the next 15 years.

The LCWIP takes into account the overlaps and synergies with other plans, schemes and strategies. This means the network priorities will be reviewed and updated periodically, particularly if there are any significant changes in local circumstances, such as the publication of new policies or strategies, new development sites, if funding bids are successful and as walking and cycling networks mature and expand.

The LCWIP for Whitehaven is a live document that will be regularly reviewed to ensure the most appropriate routes for cycling and walking are identified and prioritised for future delivery.

The document will be used to assist in securing funding for the delivery of the identified improvements.

Further information

For further information please refer to our webpage for accompanying reports:

www.cumbria.gov.uk/cyclingandwalking

- Whitehaven LCWIP Technical Report
 - Appendix A – Cycling Network Plan and Walking Network Plan
 - Appendix B – Cycling Prioritised Network Plan
 - Appendix C – Supporting Information
- Consultation Reports

Thank you for reading
this document

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