



Have your say

A final opportunity for you to feedback on our proposals for a Local Cycling and Walking Infrastructure Plan (LCWIP) for Kendal

Public Consultation from:
5 November 2021 to 26 November 2021

For more details and links to the questionnaire please visit:
cumbria.gov.uk/cyclingandwalking

Kendal Cycling and Walking Follow-up Consultation



Purpose of the consultation

We are developing a Local Cycling and Walking Infrastructure Plan (LCWIP) for Kendal to identify and prioritise the improvements needed to make everyone feel confident they can walk or cycle.

This consultation is a follow-up to the consultation undertaken in Spring 2021 and offers a final opportunity for you to feedback on our proposals, prior to finalising the LCWIP.

We want your feedback to make the Local Cycling and Walking Infrastructure Plan the best it can be.

Please take the time to get involved, read this consultation document and provide your feedback. You can respond to this consultation in a number of ways:

- Respond online at **cumbria.gov.uk/cyclingandwalking**
- Complete and return the questionnaire at the end of this document to: FREEPOST CUMBRIA COUNTY COUNCIL.
- Attend one of our public consultation drop in events.

For further details on consultation document collection points and our drop in events please visit **cumbria.gov.uk/cyclingandwalking**

Please respond by Friday 26 November 2021

Background

Cumbria County Council, South Lakeland District Council and Kendal Town Council are working together with a shared ambition to increase cycling and walking in the Kendal area. Cycling and walking is good for our health and wellbeing, the environment, and the local economy.

In 2020, the government released 'Gear Change: A Bold Vision for Cycling and Walking'. This document sets out a vision for a travel revolution in England's streets, towns and communities. It was recognised that the potential benefits of cycling and walking more were huge and could *'help tackle some of the most challenging issues we face as a society; improving air quality, combatting climate change, improving health and wellbeing, addressing inequalities and tackling congestion on our roads.'*

The implementation of good quality cycling and walking infrastructure is key to getting more people to walk and cycle. A large proportion of residents within Kendal live and work within the town and its compact nature creates ideal conditions for cycling and walking.

As part of our partnership working, we are developing a Local Cycling and Walking Infrastructure Plan (LCWIP) for Kendal. The LCWIP will identify and prioritise the main routes and core walking zones for improvement. Having a clear Plan for cycling and walking will enable the Council to secure funding to deliver improvements through bids for central government funding and developer contributions. Future delivery of the improvements however, will be dependent on the funding being secured.

We consulted on our draft priority cycling networks for Kendal in Spring 2021 and wish to thank everyone who provided their feedback. Your comments have enabled us to develop our proposals further and we present the amended cycling and walking priority networks in this consultation document.

Local Cycling and Walking Infrastructure Plans (LCWIP)

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 10-year lifespan to reflect changing priorities.

The LCWIP will provide:

- Plans of the **proposed priority networks** showing the most important routes and zones for further development, targeting **short journeys** (to school, work etc).
- A prioritised **programme of infrastructure improvements** for future development.
- A LCWIP **report setting out the evidence and work completed** to support the development of the Plan.
- A **basis for securing government funding** or developer contributions.

The LCWIP will not provide:

- **Exact details** of the improvements on each route (these details will be developed as funding comes forward and will be subject to further consultation).
- **Specific timeframes** for when routes will delivered.
- **Guaranteed funding** for delivery, although it will put us in the best possible position to secure funding.
- Network planning for **long distance** routes.



Development of the LCWIP

The development of the LCWIP for Kendal has followed a six stage process.

1

Determining Scope

Establishing the area the LCWIP will cover.

2

Information Gathering

Identify existing and potential future travel patterns by looking at where people travel from and to. Review the existing conditions and identify barriers that might prevent people from cycling and walking.

3

Network Planning for Cycling

A process of mapping all the potential places where people move to and from, such as residential areas, schools, shopping streets and industrial estates. Identify how well the current routes connect these places.

4

Network Planning for Walking

Identify the main places where people gather and walk around, such as town centres, shopping or industrial estates, or education sites. Look at how well connected these are by existing routes, and undertake analysis to understand which routes might have the highest number of people using them.

5

Prioritising Improvements

Process to understand which routes may be at or close to standard, and which require improvement. Working with stakeholders to understand which routes might be most deliverable, and develop a list of improvements that could be built over the next 10 years should funding become available.

6

Integration and Application

Integrate LCWIP outputs into local planning and transport policies, strategies and delivery plans. The LCWIP is then published on our website as a live document.

LCWIP Development Timeline

Development of the LCWIP is being undertaken in accordance with the timeline outlined here.

Summer 2020 - Spring 2021

Information Gathering (Stage 1-5)
Evidence review and identification of draft priority cycling network.

Spring 2021 - Spring 2022

Spring	Summer	Autumn	Winter	Spring
First Public Consultation	Updated Networks (Stage 3-5)	Second Public Consultation	Update LCWIP (Stage 5)	Final LCWIP (Stage 6)
Consultation on draft priority cycling network and request for feedback on where walking improvements are needed.	Updated priority network for cycling and identification of improvements. Priority network and improvements for walking.	Consultation on the latest LCWIP plans for cycling and walking before finalising the LCWIP.	Use the consultation feedback to make any final amendments to the LCWIP.	10 year plan for cycling and walking.
		We are here		

Spring 2022 - Spring 2032

Funding	Delivery
Use the LCWIP to assist in securing funding for delivery.	Delivery of improvements (subject to funding).

LCWIP - A live document that should be regularly reviewed and updated to reflect any changes in priorities.



Area covered by the LCWIP

The study area for the Kendal LCWIP encompasses an approximate eight kilometre radius from Kendal town centre and includes the villages of Burneside, Staveley, Crook, Underbarrow, Crosthwaite, Oxenholme, Sedgwick and Levens.

Information gathering and network planning

A comprehensive evidence gathering exercise has been undertaken to inform the development of the plan, including public consultation in May 2021. This has helped us to understand where people want to go and what are the current barriers that are preventing them from doing so.

This has enabled us to identify priority networks for cycling and walking routes around Kendal. This is made up of existing and new or improved routes, based on the evidence and feedback from the consultation.



You said, we did

During our consultation on the draft priority networks for Kendal in Spring 2021 you provided us with some useful feedback on our proposals. We have tried to incorporate your comments in our latest proposals. A summary of those changes is provided below.

Theme	You said...	We did...
Connectivity	Improved connections to railway stations (Kendal & Oxenholme) are needed.	We have included routes along Stramongate and Oxenholme Road to connect to the two railway stations. Early feasibility work is being undertaken to develop designs.
	Designated cycleway and footpath needed towards Natland.	We have included a route along Natland Road. Early feasibility work is being undertaken to develop designs.
	Improved connections along the canal and a need for an additional crossing of the canal.	We have included a route along the canal. Early feasibility work is being undertaken to develop designs.
	Existing cycle routes in Kendal are poorly connected and are not well linked up.	The existing network will be significantly extended through delivery of the Priority Network Plan. All routes are intended to be continuous and designed to connect people to places, subject to funding.
Crossings	Poor quality surfaces and lack of dropped kerbs.	Dropped kerbs and continuous footways will be considered in more detail once funding becomes available. Resurfacing of existing cycling routes that lie on the Priority Networks is included.
	Need for improved crossing provision – currently an issue with severance and waiting time for users.	Crossings and junctions will be considered in more detail once funding becomes available. All routes will be considered for improvement in line with the latest guidance, promoting access for users of all abilities.
Disabled users	Lack of footway makes it difficult for those with mobility impairments.	Subject to funding, all routes will be considered for improvement in line with the latest guidance, promoting access for users of all abilities.
Safety	Lack of cycle provision along Windermere Road.	The Priority Network Plans are based on information gathered from data and engagement with key stakeholders and the public. The networks presented are considered to be the most deliverable networks possible in the Plan's 10-year period. Windermere Road is not included due to feasibility concerns, although a route via Burnside is.
	Concerned regarding the use of shared paths and potential conflicts.	The latest design guidance sets out a principle that bicycles should be segregated from pedestrians on main routes.
	Ensure adequate maintenance of routes and structures (ie bridges).	The future maintenance of new routes and structures will be considered as part of design process. Maintenance of existing structures is outside the scope of the LCWIP, which is a Plan for new and improved infrastructure.
Traffic	Issues with quality of Shap Road (A6) and user experience of the route.	Shap Road is recognised as existing cycling infrastructure, no improvements are planned.



Theme	You said...	We did...
Traffic	Concerns about the one-way system in Aynam Road, Highgate and Kirkland.	All routes identified will be designed in line with the latest guidance, which sets a variety of options for contraflow facilities, allowing cyclists to travel in both directions along one-way streets.
	Need for segregation between cyclists, pedestrians and motorists.	The latest design guidance sets out when walkers, cyclists and motor vehicles should be segregated from each other, to reduce conflict and ensure all users can safely travel, especially on the busiest routes.
	Parking on Windermere Road is an issue.	Windermere Road is not included within the Priority Cycling Network Plan due to difficulties in delivering cycling infrastructure to the new guidelines on this route. The route is included within the Priority Core Walking Zone map.
	Take steps to reduce traffic through Kendal town centre.	The removal and limiting of traffic within the town centre is currently beyond the scope of the LCWIP, although other major infrastructure projects may consider the wider impacts of any proposals.
	Implement 20mph limits in Kendal.	These will be considered in more detail for individual routes once funding becomes available. A town-wide speed limit is beyond the current scope of the LCWIP.
	Need to improve driver behaviour in Kendal.	Good design should help encourage positive driver behaviour.

Delivery of cycling and walking improvements

Delivery of the plan is subject to securing funding. We are exploring funding opportunities with government through active travel and place based funding streams. In Kendal this includes:

- Levelling Up Fund bid currently being developed by South Lakeland District Council. The bid includes elements of cycling and walking. Funding is subject to the bid being successful.
- Cycling improvements from Department for Transport (DfT) Active Travel funding (subject to funding confirmation).

A vision for active travel within the Kendal River Corridor has also been developed.

In addition, Cumbria County Council in partnership with the Environment Agency, South Lakeland District Council and Sustran's is delivering a £2M project to build a replacement footbridge across the River Kent at Gooseholme.

Priority Cycling Network Plan

The proposed Priority Cycling Network Plan to be included in the LCWIP is shown overleaf.

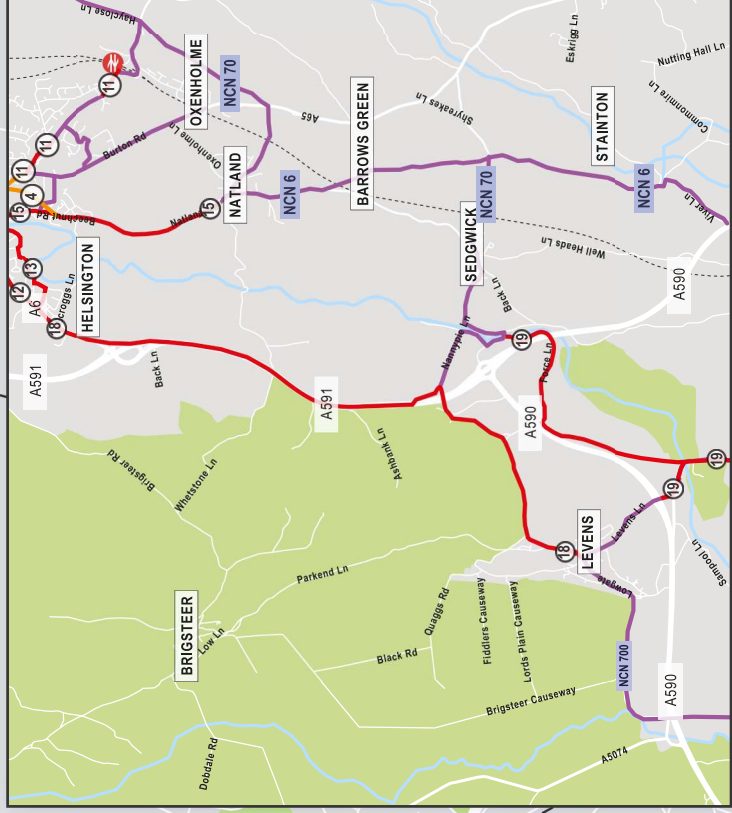
The network has been designed to prioritise connectivity to key destinations including; access to Kendal town centre, the railway stations, employment sites and secondary schools. With Kendal's natural assets running through the centre of the town, the LCWIP focuses on routes for active travel along the Kendal River and Canal Corridors, supporting the 'green living' concept of Kendal becoming a place where people cycle and walk as the preferred mode of travel.

The network presented provides key connections, recognising that it is not possible to connect everywhere. The Plan must therefore prioritise the most important routes to secure funding. The combination of new cycling routes and improvements to existing routes, alongside existing provision, will provide a coherent, direct, safe comfortable and attractive cycle network for the town.

The County Council is working on the development of an outline business case for a Kendal Northern Access Route (KNAR) to secure delivery funding from the Department of Transport. The new road, if delivered, would connect the A591 Windermere Road and the A6 Shap Road, to the north of Kendal and would support the delivery of future strategic growth in Kendal and improve access to existing employment areas. The road would provide an alternative route for through traffic, reducing congestion within the town centre. The reduction of motor vehicles in the town centre would release capacity in the network and create the opportunity to deliver more transformational change to the cycle infrastructure network in Kendal. Creation of a direct and continuous cycling route through the town centre on the A6 from Romney Road along Milnthorpe Road, Kirkland, Highgate, Stricklandgate and linking with Burneside Road is therefore shown as a longer term cycle infrastructure improvement that is dependent on the KNAR being delivered.

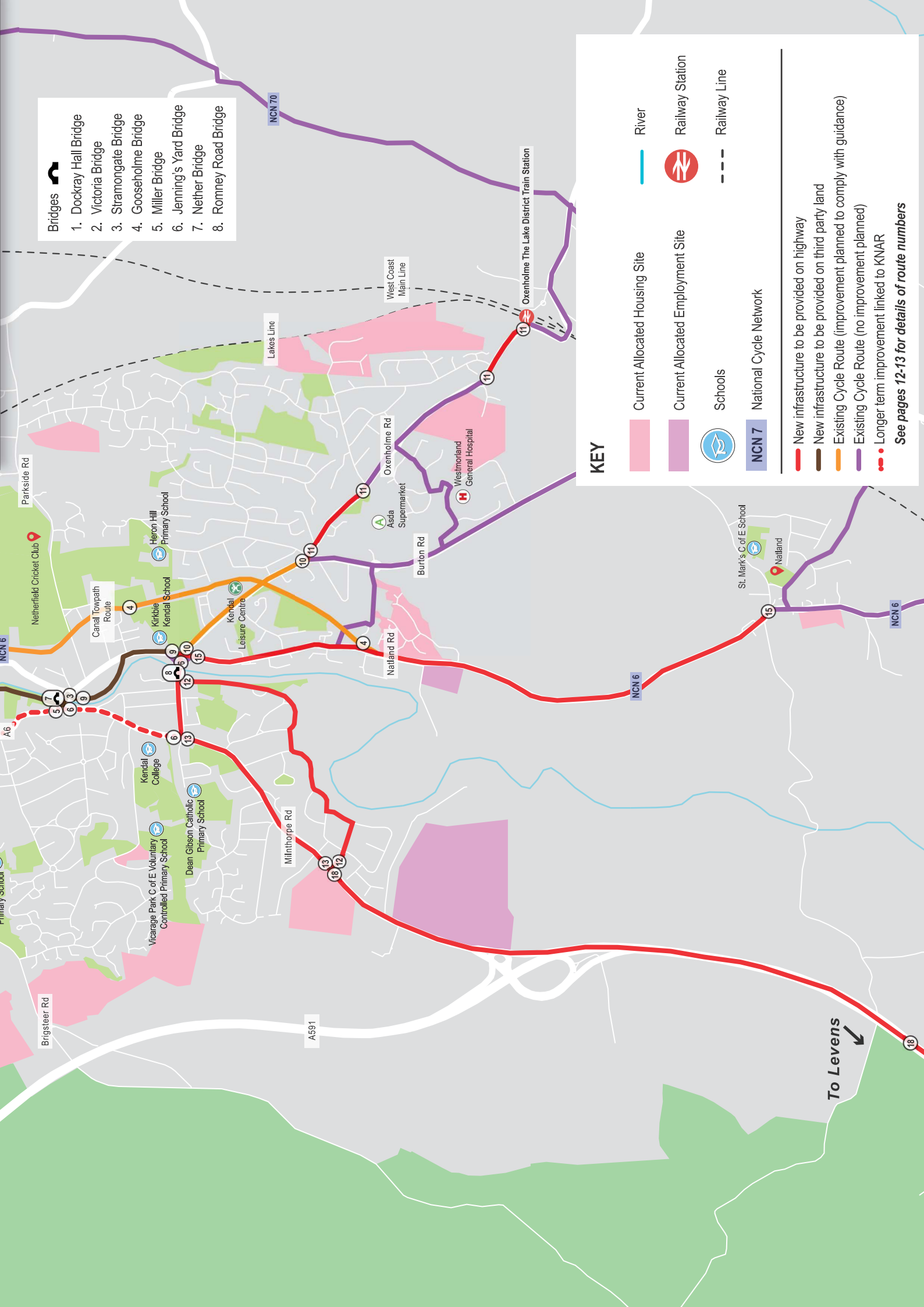
The routes have been developed taking into account updated guidance from the DfT on Cycle Infrastructure Design. The new standards of design are much higher than in the past and look to include cycle provision that is physically protected from traffic, as well as the separation of pedestrians and cyclists on main routes.

Kendal Priority Cycling Network



Bridges

1. Dockray Hall Bridge
2. Victoria Bridge
3. Stramongate Bridge
4. Gooseholme Bridge
5. Miller Bridge
6. Jennings's Yard Bridge
7. Nether Bridge
8. Romney Road Bridge

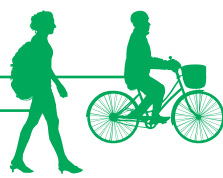


KEY

- Current Allocated Housing Site
- Current Allocated Employment Site
- Schools
- National Cycle Network
- River
- ⚓ Railway Station
- Railway Line
- New infrastructure to be provided on highway
- New infrastructure to be provided on third party land
- Existing Cycle Route (improvement planned to comply with guidance)
- Existing Cycle Route (no improvement planned)
- Longer term improvement linked to KNAR

See pages 12-13 for details of route numbers

To Levens



Priority Cycling Network Plan

The schemes shown on the Priority Cycling Network Plan are listed in the table below. These schemes are not listed in order of priority and their delivery will be dependent on securing funding.

Intervention Type

- New infrastructure to be provided on the highway
- New infrastructure to be provided on third party land
- Existing cycleway (improvement planned to comply with new design guidance)
- Existing bridleway / Public Right of Way

ID	Route Name	Route Description	Intervention type			
1	Kendal Railway Station to Stricklandgate (Longpool, Wildman Street, Stramongate and Finkle Street)	A main link between Kendal Railway Station and the town centre. Connections to key areas of employment, education and retail. To include a segregated cycleway.				
2	Riverside Route North (Shap Road to Stramongate Bridge incl. Aikrigg Avenue and Dockray Hall Road)	An off road connection to schools and communities in the north of the town. Multiple improvements are proposed including a segregated cycleway and improved crossings.				
3	Riverside South (Castle Street to Lound Road)	A key north south link providing an off road alternative to Highgate and Aynam Road. Connecting schools and residential areas to the town centre. To include a segregated cycleway.				
4	Kendal Canal Route (Kirkbie Green and Natland Road)	Connections to the town centre. Follows the existing National Cycle Network Route 6. Includes upgrades to the existing route; new surfacing, widening and improved crossing points.				
5	Kirkland / Highgate	Connection from the north of the town to the town centre. To include a segregated cycleway.				
6	Romney Road / Milnthorpe Road	Connection to Kendal College and Kirkbie Kendal School. A mixture of segregated cycleway and shared use.				
7	Gooseholme to Canal	Connection between the new Gooseholme Bridge and the Lancaster Canal. A shared used off road cycleway with widened pavements, improved signage and better access points.				
8	Jennings Yard Bridge Link	Connection between the town centre and the Lancaster Canal. To include shared use on Queen Katherine Street and increased pavement widths on Aynam Road. Feasibility of a new bridge over the River Kent to be explored.				
9	Nether Bridge to Romney Bridge - Adjacent to K Village	A north south route linking Kirkbie Kendal School to central areas of the town. A number of options are currently being considered including a new cantilevered walkway over the River Kent.				
10	Burton Road to Heron Hill (Oxenholme Road)	A main direct route from residential areas to the south east. Improvements to the existing cycleway including resurfacing and signage.				
11	Heron Hill to Oxenholme Station (Oxenholme Road)	A main direct route from residential areas to the south east, Westmorland Hospital and Oxenholme Station. To include a segregated cycleway and shared use path.				
12	Ford Terrace and Bellingham Road	A quiet alternative to Milnthorpe Road avoiding the challenging junction with Romney Road. Includes traffic calming measures.				
13	Milnthorpe Road (Romney Road to Shenstone Roundabout)	Connections to residential areas in the south west of the town. To include a segregated cycleway to the south west of the town.				

Kendal Cycling and Walking Follow-up Consultation

ID	Route Name	Route Description	Intervention type			
14	Sandes Avenue (Victoria Bridge to Stricklandgate)	A link between the Riverside Route (Route 2) and Highgate (Route 5). To include a segregated cycleway and junction improvements.				
15	Natland to Kendal (Natland to Romney Road roundabout)	Connection to Natland along Natland Road from the Romney Road junction. To include a segregated cycleway.				
16	Kendal to Burneside (and A591)	Connection to Staveley via Burneside along the existing National Cycle Network route. To include traffic calming measures.				
17	Burneside (Winter Lane / A591) to Staveley	Aspirational route to Staveley, subject to further feasibility.				
18	Kendal to Levens	Aspirational route to Levens, subject to further feasibility.				
19	Kendal to Levens and Milnthorpe	Cycle Route using existing cantilevered walkway under the A590, Force Lane and existing verge side tarmac paths alongside the A6 from the A590 south to Marsh Lane (and on towards Milnthorpe).				

Examples of the different types of improvement that could be delivered are shown below.



One way segregated cycleway.



Lightly segregated cycleway.



Two way segregated cycleway.



Traffic calming.



On road segregated (stepped) cycleway.



Traffic free.

Funding secured for delivering cycling improvements will also be used to provide cycle parking and facilities, as well as signing where needed.



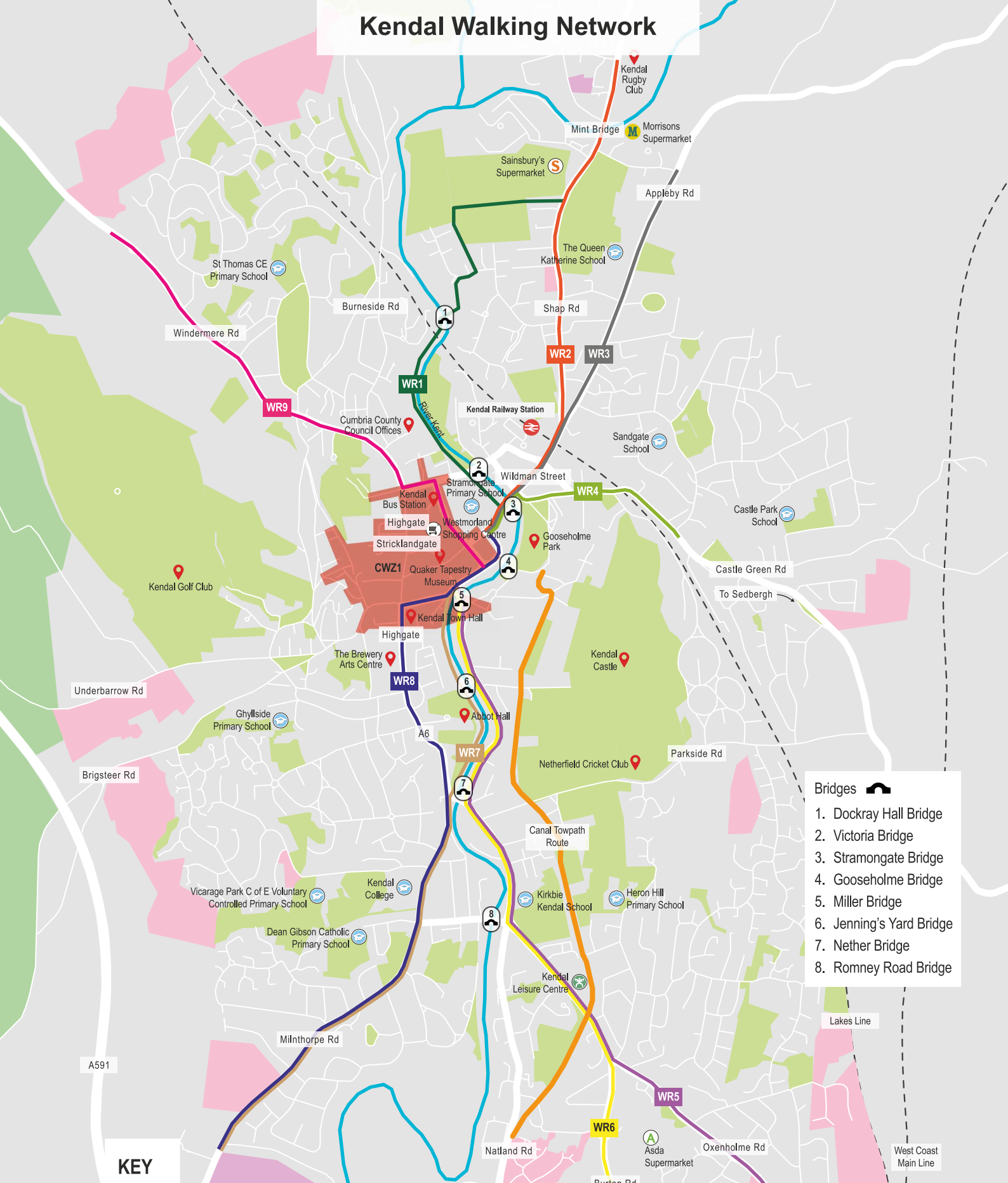
Core Walking Zones and primary routes

Core Walking Zones are areas with the highest potential for footfall such as town centres and employment areas. As part of the LCWIP, we have identified Core Walking Zones across the study area, along with primary routes linking into those Core Walking Zones. Primary routes are those that are generally the most direct and have the highest usage. Improvements have then been identified and 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 Kendal Town Centre Walking Zone (CWZ1) and connecting primary routes. These are shown on the plan adjacent and summarised on page 16 and 17 of this document.

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

Kendal Walking Network



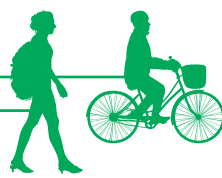
- Bridges**
1. Dockray Hall Bridge
 2. Victoria Bridge
 3. Stramongate Bridge
 4. Gooseholme Bridge
 5. Miller Bridge
 6. Jennings' Yard Bridge
 7. Nether Bridge
 8. Romney Road Bridge

KEY

- Current Allocated Housing Site
- Green Space
- Schools / Colleges
- River
- Current Allocated Employment Sites
- Railway Station
- Railway Line
- Canal Towpath Route

- WR1** Northern route along river corridor
- WR6** Aynam Road / Lound Road / Burton Road
- WR2** A6 Shap Road
- WR7** Kent Place / Colonel's Walk / Milnthorpe Road
- WR3** Appleby Road
- WR8** Lowther Street / Highgate / Kirkland / Milnthorpe Road
- WR4** Castle Street
- WR9** Blackhall Road / Windermere Road
- CWZ1** Core Walking Zone (c. 400m)

See pages 16-17 for details of route ID's



Core Walking Zone

The interventions identified on key routes into and within the Kendal Town Centre Priority Core Walking Zone are listed in the table below. The locations are not listed in order of priority and their delivery will be dependent on securing funding.

ID/Zone	Route Description (inc intervention type)
WR1 / Northern route along river corridor	<ul style="list-style-type: none"> • Explore opportunities to install new lighting and improve active and natural surveillance such as CCTV and improving sightlines. • Wider improvements to surfacing, fencing, and general materials used should be made ensuring that the proposal complements the cycle scheme. • Increasing the number of people using the route will also improve general feeling of being safe and secure.
WR2 / A6 Shap Road	<ul style="list-style-type: none"> • The potential for new controlled crossings will be explored, such as around Crescent Green, helping people easily get to the Mintsfeet Industrial Estate and riverside routes. • The junction with Appleby Road will be looked at in order to help people move around this junction and cross the road.
WR3 / Appleby Road	<ul style="list-style-type: none"> • This route could include side road treatments to make crossing easier for people on foot, and targeted widening of the footway where possible. • Arrangements at the entrance to Queen Katherine School will be looked at to allow young people on foot to feel safer and reduce the dominance of on-street parking. • The junction with Sandylands Road will also be considered to help enable people to walk (and cycle) from this street. • The junction with Shap Road will be looked at in order to help people move around this junction and cross the road. • A significant scheme at the Longpool junction will be explored as part of improvements associated with all routes converging on this point.
WR4 / Castle Street	<ul style="list-style-type: none"> • A significant place making scheme at Castle Street will improve the general area and make it more desirable for people to spend time by the river and access Gooseholme Park. This may be done alongside the Environment Agency (EA) Flood Alleviation Scheme. • Wider changes to Castle Street may be explored alongside a cycle scheme to extend the route from Shap Road to the town centre via Wildman Street. • Where possible, side street treatments will be introduced to make crossing easier for people. • A significant scheme at the Longpool junction will be explored as part of improvements associated with all route converging on this point.
WR5 / Aynam Road / Lound Road / Oxenholme Road	<ul style="list-style-type: none"> • Widening of the footway on Bridge Street and alterations to the junction with Aynam Road will be considered to enable people to more freely walk around this area. • Major changes will be investigated around Lound Road, considering how pedestrians and cyclists could better move along the road from the roundabout junction with Burton Road to the Nether Bridge. This is likely to require significant investment in structures such as a cantilevered walkway. • A new 'super crossing' would be investigated at Kendal Leisure Centre. • An improved crossing will be looked at across the Lancaster Canal NCN6 route with new shallower ramps for all abilities. • A pedestrian 'green man' will be investigated at the signals with Burton Road / Oxenholme Road. • Side road treatments will also be investigated where possible on Oxenholme Road. • Pedestrian priority crossings over mini-roundabout junctions will be considered.

ID/Zone	Route Description (inc intervention type)
WR5 / Aynam Road / Lound Road / Oxenholme Road	<ul style="list-style-type: none"> • Investigations will be made into the potential to change the Burton Road roundabout into a 'Dutch style' roundabout based on the success of the Cambridge example and new proposals in Hemel Hempstead, providing safe priority crossings for people on foot and on a bike. • A scheme on Burton Road could see improvements to the existing cycle route, which would reduce the likelihood of conflict with people on foot. Side road treatments will be investigated at each junction, improving these to reinforce priority for pedestrians and cyclists (as enforced through recent changes to the highway code).
WR6 / Aynam Road / Lound Road / Burton Road	<ul style="list-style-type: none"> • Controlled crossings and / or junction improvements will be investigated to improve access for people of all abilities to Asda / B&Q, including access points for those on foot and to link to bus stops.
WR7 / Riverside West (Kent Street / Colonel's Walk) / Milnthorpe Road	<ul style="list-style-type: none"> • Riverside route to potentially be improved as part of EA Flood Alleviation Scheme, with possibility of an improved cycle route, removing some of the potential conflict between pedestrians and cyclists. • Investigations will be made into new pedestrian crossing facilities at the Nether Bridge / Kirkland junction. Side road treatments will be investigated at each junction, improving these to reinforce priority for pedestrians. • Footway widening outside Kendal College will be investigated in order to provide for higher numbers of people on foot. • Significant changes to the signalised junction with Romney Road / Milnthorpe Rd will be investigated, potentially tying in with cycling provision on both streets and new cycle storage facilities at the college. These could include wider refuges / fewer refuges, and reduced waiting times. • Footway widening and resurfacing will be explored on Milnthorpe Road, in conjunction with side road priority treatments. • New pedestrian crossings will be considered to facilitate movements across Milnthorpe Road.
WR8 / Lowther Street / Highgate / Kirkgate / Milnthorpe Road	<ul style="list-style-type: none"> • A significant and expansive package of place-based schemes will be considered across the town centre, focussing on providing a better place for people to enjoy and spend time in. These schemes should help reduce dominance of cars where this is identified as an issue. • Schemes will be planned and designed alongside other strategies, such as the Kendal Vision. • Along Milnthorpe Road, footway widening, resurfacing, and tree root maintenance will be considered, as well as continuous footways where appropriate. This may be alongside priority cycle schemes where overlap exists. • Controlled crossings will also be investigated.
WR9 / Blackhall Road / Windermere Road	<ul style="list-style-type: none"> • A significant scheme at the Longpool junction will be explored as part of improvements associated with all route converging on this point. • Along Blackhall Road and Sandes Avenue, more significant schemes will be investigated alongside priority cycle improvements, which could significantly change the current junctions and improve things for pedestrians and cyclists. • Along Windermere Road, continuous footways will be considered as well as a programme of targeted improvements to address difficulty crossing the road, and parking in the wrong place causing difficulties for those with mobility impairments.
CWZ1 / Kendal Town Centre	<ul style="list-style-type: none"> • A significant and expansive package of place-based schemes will be considered across the town centre, focussing on providing a better place for people to enjoy and spend time in. These schemes should help reduce dominance of cars where this is identified as an issue. • Schemes will be planned and designed alongside other strategies, such as the Kendal Vision.



Questionnaire

Before completing this questionnaire, please read the consultation document and look at the Priority Cycling Network and Priority Core Walking Zone plans. This will provide you with information to answer the questions.

About you

What is your postcode?

We undertook an initial consultation on cycling and walking in Spring 2021. Did you respond to that consultation?

Yes No

Q1 - Do you support the routes on the Priority Cycling Network plan?

Strongly Agree Agree Neither agree nor disagree Disagree Strongly disagree

Q2 - Do you support the improvements identified on the Priority Core Walking Zone plan?

Strongly Agree Agree Neither agree nor disagree Disagree Strongly disagree

Q3 - 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?

Yes No

Q4 - Do you think the types of improvements proposed the Priority Core Walking Zone Plan would encourage you to walk more often?

Yes No

Q5 - Would you like to comment on any of the cycling routes proposed?

(Please reference the relevant Route IDs against your comments below)

Q6 - Would you like to comment on any of the walking improvements proposed?

(Please reference the relevant Route IDs/Zones against your comments below)

Q7 - We would like to build high quality continuous cycling and walking infrastructure that will contribute to a more liveable and sustainable Kendal. 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?

Yes No

Q8 - Do you have any further comments relating to cycling and walking in Kendal?

Consultation feedback

Did we provide enough information for you to properly respond?

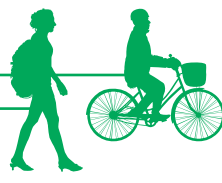
Yes Partially No

Did the questionnaire allow you to express your opinions fully?

Yes Partially No

Thank you for engaging in the consultation.

Feedback from the consultation will be shared on Cumbria County Council's Cycling and Walking web pages and will be used to finalise the LCWIP for Kendal.



If you require this document in another format (eg CD, audio cassette, Braille or large type) or in another language, please telephone 0300 303 2992

আপনি যদি এই তথ্য আপনার নিজের ভাষায় পেতে চান তাহলে অনুগ্রহ করে 0300 303 2992 নম্বরে টেলিফোন করুন।

如果您希望通过母语了解此信息, 0300 303 2992 请致电

Jeigu norétuméte gauti šią informaciją savo kalba, skambinkite telefonu 0300 303 2992

W celu uzyskania informacji w Państwa języku proszę zatelefonować pod numer 0300 303 2992

Se quiser aceder a esta informação na sua língua, telefone para o 0300 303 2992

Bu bilgiyi kendi dilinizde görmek istiyorsanız lütfen 0300 303 2992 numaralı telefonu arayınız